

SW

Surface Warfare



USS Independence
(LCS 2) Sail Around

Fleet Experimentation
Program

Surface Force Institutes
Comprehensive New Standard

27 Ships
in 12 Months

SW



▲▲ CS3 Anthony L. Fetke, assigned to the amphibious assault ship *USS Wasp* (LHD 1), puts the last bit of icing on a Fenway Park-inspired cake for a reception celebrating Independence Day during Boston Navy Week 2012.
(SN Andrew B. Church/USN)

◀◀ Filipino air force Staff Sgt. Velly De Guzman, left, and U.S. Navy Lt. Ben Howie, carry a Filipino man with back paralysis to see a specialist doctor at a medical civic action project site in Gandara One Central Elementary school during Pacific Partnership 2012.
(Kristopher Radder/USN)



▶▶ MM3(SW/AW) Maria Lane assigned to Naval Station Norfolk helps a young patient paint the sailing ship they built together during a Caps for Kids community relations outreach project at Boston Children's Hospital during Boston Navy Week 2012.

(MC2 Salt Cebe/USN)



◀◀ DCFN Zachery Huckaby, right, and DC2(SW/AW) Jamel Pittman, perform basic first aid on IT3 Cassandra Biehl, aboard the **Arleigh Burke**-class guided-missile destroyer USS **McCampbell** (DDG 85), during a medical training team exercise.

(MC2 Matthew R. Cole/USN)



▲▲ BM2 Nathan Johnson carries two children at Kinondi Muslim High School during a community service project conducted by High Speed Vessel Swift (HSV 2) Sailors while in port for Africa Partnership Station (APS) 2012.

(Lt. Cmdr. Suzanna Brugler/USN)



▶▶ The Floating Instrument Platform, or FLIP, is partially submerged in the Pacific Ocean. The 355-foot research vessel, owned by the Office of Naval Research (ONR) and operated by the Marine Physical Laboratory at Scripps Institution of Oceanography at University of California, conducts investigations in acoustics, oceanography, meteorology and marine mammal observation.

(John F. Williams/USN)

▲▲ BM1 Conrad Hunt raises equipment aloft during a turn-around cruise aboard USS **Constitution** as part of Boston Navy Week 2012.

(MC1(SW/AW) Davis Anderson/USN)

Commander's Corner



Surface Warriors, I can't tell you how honored I am to be in this job. To be responsible for manning, training and equipping the world's greatest Surface Force is a trust I take very seriously and I expect all Surface Warriors to do likewise. Vice Adm. Richard Hunt's amazing work during the past 13 months honors that tasking and the CNO's charge to "be ready." He did so with an eye toward the future of the fleet and the understanding that the next challenge may be just around the corner. We all owe him a great debt for the progress he made in so short a time. In an age of declining resources, that hasn't always been easy. I expect during my time here to be asked to find ways to bridge resource gaps and keep us ready for future tasking. We will do that together; we simply have to make it so.

Part of getting it done is looking to our smart, capable junior personnel and tap into their fresh perspective and out-of-the-box thinking. They know that the excuse "we've always done it that way" isn't the answer they should hear from their leadership. To those leaders, I say you have under your command some of the most ingenious, resilient and motivated Sailors the Nation has to offer. Let them bring solutions to you; the results could be quite surprising.

Our mission—our duty—was perhaps best summed up by the late Adm. Arleigh Burke when he addressed his fellow Surface Warriors at the commissioning ceremony for the ship which bears his name in 1991. His challenge to the ship's crew: "This ship is built to fight. You'd better know how."

But being ready and knowing how to fight the ship means more than just having a ship running in peak condition. Families, which see our ships off and are there when they return home from deployment, are the foundation of the Sailor and our Surface Force. Make sure your family is ready for that deployment and keep in touch as often as you can throughout the time apart. And when you are at home, maximize that time together and create the memories to carry you through the time away. However you do it, never let your family be forgotten—they need you as much as your Nation does.

For more than two centuries, our Surface Force has been the linchpin to our national security at home and regional stability worldwide. It must always be that way. I can think of no higher calling or greater challenge than preserving the ability to be "fit to fight" and, when called upon, win our country's conflicts. Each and every one of you is a true professional. Be proud of all that you do; let's move forward together and get underway!

Thomas H. Copeman

Thomas H. Copeman
Vice Admiral, U.S. Navy
Commander, Naval Surface Forces

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Years of history compiled into one room reflect the Navy's enduring consistency, flexibility, and durability.



◀▶ Members of the U.S. Naval Academy Class of 2016 take the oath of office during a ceremony at Tecumseh Court during induction Day.
(MC2(SW) Alexia Riveracorrea/USN)

Director's Letter



Shipmates, Since I took over as Director, Surface Warfare Division, I have stressed the value we bring to the Navy and to the Naval and Joint war fight. From space to the seabed, we are fully engaged in deterring our enemies while reassuring our friends and allies... and make no mistake, we are the only warfighting arm of any of the services that operates heavily and extensively in the subsurface, surface, air and space domains simultaneously. We do it all and we are doing it superbly. We are at the forefront and leading in making the CNO's tenets of "Warfighting First," "Operate Forward," and "Be Ready" a reality. We are the country's multi-dimensional force that is present always and consistently and visibly ready to go. We provide our nation with over 8000 vertical launching system cells that can be configured with weapons (payloads) to intercept ballistic missiles, enemy planes, cruise missiles, and hostile submarines, as well as with weapons that can reach out and strike land targets at significant distances. We operate in every part of our globe—every sea lane, every strait, every place where our interests must be defended. 24/7/365 we are on station answering the call... this unrivaled capability and capacity flows appropriately and unhesitatingly from the superb Sailors who take our ships to sea. Their selfless service deserves our continued and constant acknowledgement and is what drives me and all my shipmates here in N96 to deliver the best combat capability we possibly can. We in N96 are in the business of turning the precious resources entrusted to us into capability for the fleet. I remind myself every day that I must never let the seawater run out of my veins... I assure you we will remain focused on what matters most... you, the Fleet and your capability to delivery credible combat capability forward!

In order to maximize that capability, I believe we need to set our course and work together to achieve three major priorities:

First, we absolutely must ensure the ships in the water today work the way they were designed and that their systems are interoperable. We will fix the systems that do not work properly and maintain the ones that do. This will ensure that our warfighters have systems that interact and share information in real-time, and will provide our commanders with the clearest—and most accurate—tactical picture to use when making critical decisions. In order to get to the fleet of tomorrow, we need to maintain and modernize our ships appropriately. We need to ask, "How much should it cost," and get the funding right. In our current fiscal environment, we will set the standard for the Navy in both cost and performance and instill discipline through the acquisition process.

Secondly, we must aggressively bring LCS into the Fleet. With each successive ship, the shipbuilding process has become more efficient and we are achieving better results at lower cost. USS *Independence* (LCS 2) recently pulled into her homeport in San Diego after completing a series of successful Mine Warfare Mission Module tests off the East Coast, and *Fort Worth* (LCS 3) passed her acceptance trials with flying colors. The President of the Board of Inspection and Survey commented that LCS 3 had the most complete acceptance trials held to date, and the Navy formally accepted *Fort Worth* on June 6, 2012.

Our third priority is to build for the Navy's future surface warfighting fleet. In addition to the aforementioned LCS, we recently accepted our newest Destroyer into the Fleet. After a successful acceptance trial, USS *Michael Murphy* (DDG 112) joins our Fleet as the 62nd ship of the *Arleigh Burke* – class Built by the proud men and women of General Dynamics and Bath Iron Works, *Michael Murphy* embodies the spirit and heroism of her namesake, Medal of Honor recipient Lt. Michael Patrick Murphy. I am confident that the Sailors in *Michael Murphy* will live up to her motto, "LEAD THE FIGHT." I am also excited about the production progress of *Zumwalt* (DDG 1000), a marvel in design and technological development. During my recent visits to Raytheon in Rhode Island and Bath Iron Works in Maine, I was impressed with how closely the two facilities are working together to ensure the success of this incredible warship. At 65 percent complete, it is a sight to see! *Zumwalt* will set the tone for the next two ships, and our Navy will reap the benefits of these three for decades.

I have never been more excited about the future of the Surface Warfare community. While the fiscal environment may seem uncertain, I see it as an opportunity, empowering us to find and deliver innovative solutions that otherwise might not materialize. There will always be challenges, but we will work to avoid distraction and have honest and frank conversations about how to best make our priorities a continuing reality. I am proud of the great work all of you are doing to ensure our Navy and especially our ships remain the finest fighting force in the world. You are making a difference every day, around the world. Keep up the great work and sail safely.

Tom Rowden
Tom Rowden
Rear Admiral, U.S. Navy
Director, Surface Warfare

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On our website: <http://surfwarmag.ahf.nmci.navy.mil>



On the cover: Lt. James Gensheimer climbs down a ladder onto a rigid hull inflatable boat during a visit, board, search and seizure training exercise between the Italian destroyer MM *Luigi Durand De La Penne* (D 560) and guided-missile destroyer USS *Farragut* (DDG 99). The training was part of a passing exercise, also involving the guided-missile cruiser USS *Hue City* (CG 66), meant to improve interoperability between U.S. and Italian naval forces. (MC3 A.J. Jones/USN)



On the back: A Sailor helps crewmembers aboard the Coast Guard Cutter *Eagle*, a 295-foot barque homeported in New London, Conn., depart after participating in Operation Sail 2012 commemorating the bicentennial of the War of 1812 in Norfolk. (PO2 Walter Shinn/USCG)



◀◀ The Department of the Navy's Floating Instrument Platform (FLIP) begins the process of transitioning from horizontal to vertical by filling ballast tanks in the stern during a cruise commemorating 50 years of continuous service to the scientific community. (John F. Williams/USN)

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INSIDE SW

Welcome to the Spring 2012 issue of Surface Warfare Magazine.

When I was first learning what it meant to be a Surface Warfare Officer, I was overwhelmed by the amount of knowledge that a junior SWO needed to gain to become part of the community. But as I began to put the pieces together, I quickly became accustomed to how systems and people operate and depend on one another to achieve a successful mission. Integration and interoperability is a concept every young naval officer needs to learn quickly, as it is the foundation for everything we do as SWOs.

In this edition of Surface Warfare magazine, we present many different pieces of the Surface Fleet in order to illustrate how complex we really are. It all starts with the realignment of Surface Warfare Division itself, integrating manpower, training, sustainment, modernization, and procurement of the Navy's surface warfare systems. Also during the past few months Admiral John Harvey, Commander, U.S. Fleet Forces Command; Vice Adm. Richard Hunt, Commander, Naval Surface Forces; and Rear Adm. David Thomas, Commander, Naval Surface Force, U.S. Atlantic Fleet, officially endorsed the new Surface Forces Readiness Manual. The publication is designed to integrate material assessments and maintenance actions with training, maximizing each ship's readiness posture. Both of these policy

changes will allow us to be more interoperable and increase our Fleet readiness. We are also excited to share some examples of how we operate with the United States Coast Guard to protect our territorial waters, and with the Naval Reserves who provide consistent support to help complete a multitude of missions. Both these organizations play an integral role in the successful completion of our mission, allowing our Navy to be the flexible force we are today.

I sincerely hope you benefit from the information showcased in each issue of Surface Warfare magazine. Please feel free to send me your feedback, ideas, and tips supporting our Surface Warfare community.

—Lt. Kathryn Dawson



◀ Chief of Naval Operations (CNO) Adm. Jonathan Greenert meets with workers while touring the Bath Iron Works shipbuilding facility. While there, the CNO attended the start of fabrication opening ceremony for DDG 1002 and was given the honor of cutting the first piece of steel for the **Zumwalt**-class destroyer.

(MC1(SW/EXW) Peter D. Lawlor/USN)

Surface Warfare Directorate (N96) Benefits from Staff Re-organization

Navy directorates at the Pentagon get re-aligned to ensure accountability and empowerment

By MC1(SCW) Demetrius Kennon, *Surface Warfare*

The Navy's Surface Warfare Directorate (N96), headquartered in the Pentagon recently re-organized in the name of efficiency and effectiveness. The various directorate codes re-aligned in order to more easily communicate and expedite the needs of the waterfront.

"I think we'll be able to focus specifically on what we need in order to make Surface Warfare capability whole, and we'll have much more control over it," said Rear Adm. Thomas S. Rowden, current Surface Warfare director. "I think now we have the opportunity to bring it all together. Organize, train, equip, maintain—this is what it takes to deliver that capability and that capacity to the Fleet."

At this time, the Surface Warfare directorate is introducing cutting-edge capability focusing its strengths on the future needs of the Navy as far out as 20 years from now.

"We need to get maximum value for the gear we have," said Rowden. "We have to get the funding right, not only now, but in the future. It remains to be seen how we're going to do business. I think the reality is this; that we, the Navy and specifically the Chief of Naval Operations (CNO), want to have the ability to go to an individual and say 'you're responsible,'" he said.

The CNO has scheduled the reorganization of his entire staff at the Pentagon to be complete by August. Under the realignment, N86, the former title of Surface Warfare, moved to N9 and became N96.



Vice Adm. Bill Burke, who assumed the new position of Deputy Chief of Naval Operations (DCNO) for Warfare Systems (N9) is responsible for the integration of manpower, training, sustainment, modernization, and procurement of the Navy's warfare systems currently resourced by the directors of Expeditionary Warfare (N95), Surface Warfare (N96), Undersea Warfare (N97), and Air Warfare (N98). This is not the first realignment.

In 1971, under the DCNO for Program Planning, the DCNO for Surface Warfare was established, joining the existing directorates.

Over the years, the Surface Warfare directorate evolved. The most significant change came in 1993 when these four branches merged into one staff under the DCNO for Resources, Warfare Requirements and Assessment, becoming the code N8. Surface Warfare's code became N86 and, through subsequent OPNAV realignments, would become N76, N86 again and its current code N96.

"We must become more effective and efficient in our management of resources," said Burke. "By harnessing the effort of the staff to plan and deliver, our Navy will continue to evolve and remain the world's preeminent maritime force in the face of emerging threats. We will remain focused on warfighting first, operating forward, and being ready." [SW](#)



War of 1812

[Schedule of Events]

▼ USS *Constitution* crew members simulate a charge with their pikes at the ready during Baltimore's Star-Spangled Sailabration, which is the national launch of the three-year commemoration by the U.S. Navy and the State of Maryland of the Bicentennial of the War of 1812 and the penning of "The Star-Spangled Banner" by Francis Scott Key.
(MC1 Pat Migliaccio/USN)

Boston Harborfest 2012 – Boston: June 30 – July 6, 2012
OpSail 2012 Connecticut – New London, Conn.: July 7 – 9, 2012
Seattle Seafair Fleet Week 2012 – Seattle: Aug. 2012
Navy Week – Milwaukee: Aug. 8 – 13, 2012
Fleet Week San Diego 2012 – San Diego: Aug. 2012
Navy Week – Toledo, Ohio: Aug. 22 – 27, 2012
Navy Week – Cleveland: Aug. 27 – Sept. 4, 2012
Navy Week – Detroit/Windsor, Ontario: Sept. 5 – 10, 2012
Navy Week – Buffalo, N.Y.: Sept. 12 – 17, 2012
Fleet Week San Francisco 2012 – San Francisco: Oct. 2012

From OurFlagWasStillThere.Org





▼▼ The U.S. Coast Guard cutter SCGC **Eagle** (WIX-327) sails past the Statue of Liberty in New York Harbor during the Parade of Sail launching Fleet Week New York 2012. The event marks the 25th year the city has celebrated the nation's sea services. This year, the seven-day event coincides with the commemoration of the Bicentennial of the War of 1812 and will host more than 6,000 service members from the Navy, Marine Corps and Coast Guard team in addition to coalition ships from around the world.

(MC1 Elisandro Diaz/USN)



▲▲ **OpSail Virginia, Norfolk/ Virginia Beach, Va.: June 1 – 12, 2012** Crewmembers aboard the Coast Guard Cutter SCGC **Eagle** (WIX-327) watch fireworks during Operation Sail 2012 in Norfolk.

(Petty Officer 2nd Class Walter Shinn/USCG)

▶▶ **Star-Spangled Sailabration – Baltimore: June 13 – 19, 2012**

The **Cyclone** – class coastal patrol ships USS **Hurricane** (PC 3) and USS **Monsoon** (PC 4) arrive in Baltimore's Inner Harbor. The two ships are in town to take part in Maryland's Star-Spangled Bicentennial Launch.

(U.S. Navy photo)

▼▼ **NOLA Navy Week – New Orleans**

April 17 – 23, 2012 Col. Mathew G. St. Clair, commanding officer of the 26th Marine Expeditionary Unit, stands on the flight deck of the amphibious assault ship USS **Wasp** (LHD 1) in a replica of a Marine uniform worn during the War of 1812. **Wasp** was in New Orleans April 17-23 for the War of 1812 Bicentennial Commemoration Fleet Week. The commemoration is a salute to all Sailors and Marines who fought in that conflict, who have served in our nation's conflicts since then, and who are defending freedom around the world today.

(MC3(SW) Betsy Knapper/USN)



▲▲ **Fleet Week Port Everglades 2012 – Fort Lauderdale, Fla.: April 25 – 30, 2012**

Members of the New Young Patriots, a young performance group from south Florida, perform during a reception held aboard amphibious assault ship USS **Wasp** (LHD 1) while in Port Everglades April 25-30 for the War of 1812 Bicentennial Commemoration.

(MCSN Kevin Johnson/USN)





USS INDEPENDENCE (LCS2) VOLUNTEERING AT A MEXICAN ORPHANAGE

Sailors on the littoral combat ship's maiden voyage take time to give back.

By MC2(SW/AW) Trevor Welsh, *USS Independence*
(LCS 2) Public Affairs

Sailors from littoral combat ship *USS Independence* (LCS 2) participated in a community service project and donated PROJECT HANDCLASP materials at a local orphanage in Manzanillo, Mexico, April 24, during the ship's first foreign port visit since its commissioning.

Eighteen volunteers from *Independence* and embarked Mine Countermeasures (MCM) Detachment 1 spent the day painting multiple rooms at Casa Hogar Liborio Espinoza, an orphanage that is home to 16 Manzanillo children.

They also delivered hygiene and medical supplies from PROJECT HANDCLASP as well as stuffed animals donated by Loving Hugs, Inc.

"I came here today because I believe in giving back to the community-not just in the United States," said Information Systems Technician 1st Class Gina Myers, who helped organize the community service project. "This is *Independence's* first port visit to a foreign country, so it's a fantastic opportunity for us to get out and interact with the locals."

The orphanage was founded 15 years ago by a priest, Father Jose Carlos, according to Claudia Ramos, the orphanage director. It provides food, housing and education for children with no parents or parents who cannot provide for their children due to alcohol, drugs or other problems.

"What the United States Navy is doing for these kids in Mexico is really great," said Ramos. "It's a good feeling to have them here, and I know the children appreciate it."

More Sailors will volunteer for a second day of the community service project to complete the painting project, including Myers.



**"I came here today because I believe in giving back
to the community-not just in the United States,"**

-IT1 Gina Myers

"I love to get involved and build the rapport with the community and give good representation of the U.S. Navy," said Myers. "I also love children, and this was a great way to help them out."

PROJECT HANDCLASP is a U.S. Navy program that accepts and transports educational, humanitarian and goodwill material donated by America's private sector on a space-available basis aboard U.S. Navy ships for distribution to foreign nation recipients.

Sailors assigned to *Independence's* Gold Crew and embarked MCM Detachment One are underway for the ship's maiden voyage to San Diego. [SW](#)

◀ BMC(SW/AW) Robert Archuleta, assigned to the littoral combat ship USS *Independence* (LCS 2), paints in the cafeteria at Casa Hogar Liborio Espinoza, an orphanage in Manzanillo, Mexico, during a community service project. *Independence* is in Manzanillo for its first foreign port visit since the ship's commissioning in 2010. (MC2(SW/AW) Trevor Welsh/USN)

▼ Children at Casa Hogar Liborio Espinoza, an orphanage in Manzanillo, Mexico, receive stuffed animals donated by Loving Hugs, Inc., and delivered by Sailors from the littoral combat ship USS *Independence* (LCS 2), during a community service project. (MC2(SW/AW) Trevor Welsh/USN)





▲▲ ENC(SW) Pascual Edjan and CS2(SW) Jennifer Ulloa, both assigned to the littoral combat ship USS *Independence* (LCS 2), clean a pipe during command-wide sweepers in main propulsion plant 1. *Independence* is underway for the ship's maiden voyage to San Diego.

(MC2(SW/AW) Trevor Welsh/USN)

▼▼ Sailors assigned to the littoral combat ship USS *Independence* (LCS 2) deliver medical and hygiene items to Casa Hogar Liborio Espinoza, an orphanage in Manzanillo, Mexico, as part of *Project Handclasp*.

(MC2(SW/AW) Trevor Welsh/USN)

**"What the United States Navy
is doing for these kids in Mexico is
really great. It's a good feeling
to have them here, and I know
the children appreciate it."
—Claudia Ramos, orphanage director**



USS INDEPENDENCE (LCS2) ARRIVING AT NAVAL BASE SAN DIEGO

By MC2(SW/AW) Trevor Welsh,
USS Independence (LCS 2) Public Affairs

The littoral combat ship completes maiden voyage to homeport.

The littoral combat ship, USS *Independence* (LCS 2), which was commissioned in 2010, is the first of the *Independence*-class LCS to transit the Panama Canal; conduct a foreign port visit, and arrive in San Diego.

"It's an honor to be the first to sail into our homeport of San Diego," said Cmdr. Gerald R. Olin, commanding officer of *Independence's* Gold Crew. "The crew and mine countermeasures detachment have worked hard, adapted to challenges, and persevered through months away from home to get to this point. I'm proud to be with them on the pier today."

After two years of training off the coast of Florida, the ship's transit from Mayport to San Diego marks the successful completion of testing the ability of the ship's Mine Countermeasures (MCM) mission package, led by MCM Detachment One, to detect, localize, and destroy mines in a tactical environment.

"This on-hull period has been a challenging and learning experience for us all. The biggest reward for all the hard work is to finally be here in San Diego, our homeport," said Fire Controlman 2nd Class Christopher Dotson. "Through thick and thin, family has been by our sides the entire time. This reward—being home—is for both the crew and our families."

The historic accomplishment of the 23-day transit, lead by the ship's Gold Crew, was not lost in the excitement of being home.

"This is a proud moment in my life because I feel like I have made history to be the first *Independence*-class ship to arrive here," said Culinary Specialist 1st Class Tenica Nerestant. "And to be a culinary specialist on board, helping make my second family feel closer to home, that just makes it even better."

Upon arrival in San Diego, Gold Crew will begin the process of turnover with the ship's Blue Crew, including a custody inspection of parts and an exchange of command.

LCS is a fast, agile, networked surface combatant designed to operate in the near-shore environment, while capable of open-ocean tasking, and win against 21st-century coastal threats such as submarines, mines, and swarming small craft.

LCS' modular, focused-mission design provides combatant commanders the required warfighting capabilities and operational flexibility to ensure maritime dominance and access for the joint force. *SW*



 The first-of-class littoral combat ships USS *Freedom* (LCS 1), rear, and USS *Independence* (LCS 2) maneuver together during an exercise off the coast of Southern California.

(Lt. Jan Shultis/USN)

"Through thick and thin,

family has been by our sides

the entire time."

—FC2 Christopher Dotson

EXPERIMENTATION PROGRAM

◀◀ A common unmanned surface vehicle patrols for intruders during *Trident Warrior* 2011. The experimental boat can operate autonomously or by remote.

(MCSN Scott Youngblood/USN)

➤ Expedites New, Improved Capabilities to the Fleet

FLEX program strives to solve tough battlespace challenges and save Navy resources.

By Ms. Dana Lopez, U.S. Fleet Forces Command, Deputy Director Fleet Experimentation

In U.S. Fleet Forces Command's Fleet Experimentation (FLEX) program, our goal is to speed new or improved capabilities to the Fleet to close gaps where current problems exist. The program is charged with the planning, prioritization, assessment and transition of holistic solutions across the full spectrum of warfare. Streamlining and simplifying the process of experimenting with live fleet assets, FLEX matches sponsored initiatives with various opportunities to experiment.

It should be no surprise that a beleaguered budget motivates us to think harder about what topics are accepted for experimentation. Ideas that will save lives are considered a higher priority than a system that saves time. In the past, we may have accepted "nice to haves," whereas now we are focused on the "must haves."

The Chief of Naval Operations' Sailing Directions discusses the U.S. Navy's progression to remain the preeminent maritime force, breaking this down further to say we need to leverage unmanned systems in a number of ways. Whether on the surface, submerged or in the air, these systems must be fully integrated with their manned counterparts. Integrating Unmanned Surface Vessel (USV) capabilities was the focus of a two-part experiment FLEX managed in January 2012, based on relevant and real-world warfighters' needs.

Held off the shoreline of Fort Eustis, Va., we explored the potential of unmanned surface vessels (USVs) to deploy non-lethal weapons in defense of an oil platform from an intruding unmanned craft. Using a second thread, multiple armed USVs' actions were coordinated from an afloat platform during maritime security operations. In both aspects of the limited objective experiment, the USVs proved the ability to autonomously defend against various small boat threats.

The team is taking this another step closer to transition later this year, during an experiment using USVs to perform mine warfare missions. During this event, we will add the essential objective of how we can defend these high value assets



▲▲ IT2(FMF) Michael Smith, assigned to Riverine Squadron (RIVRON) 3, OS2(SW) Denise Sanders, assigned to Expeditionary Training Group, and OS1(SW) Robert McGill, assigned to Navy Expeditionary Combat Command, test communications equipment during *Trident Warrior* 2011 at Joint Expeditionary Base Little Creek-Fort Story. *Trident Warrior* is an annual fleet experiment focusing on new technology. (MC2(SW/AW) Steven Hoskins/USN)

FLEX Program continued

during force protection missions. Among other products, these experimental threads will feed the development of a concept of operations for how the Navy could eventually employ unmanned vessels in the operational environment. Unmanned systems are just one facet of the program, albeit an important one that will make a direct impact on the surface force. We also oversee experiments to collect data from ships returning from a deployment, or leveraging a joint training exercise to test upgraded communication technologies. Not only does this allow us to operate in a realistic atmosphere, it saves Navy resources.

Other initiatives may not need to be involved in a live fleet environment, and in those cases, a laboratory experiment may be the most viable means for advancing a technology. FLEX delves into these fine-grain details before accepting an initiative for experimentation. We may come across a proposal matching a similar effort by a second organization; we can put the right people in contact to reduce redundant efforts.

So who is involved in these experiments? We partner with other governmental or joint agencies as well as academia and commercial entities; bringing the best and the brightest to the table. The collaborative nature of experimentation increases the odds of delivering relevant, prioritized and whole capabilities to the Fleet Commander, and ultimately to those who are deployed in harm's way.

Contributing to our Sailors' and Marines' safety as they defend our nation's freedom is an underlying goal of the Fleet Experimentation program. FLEX is one way the Navy is striving to solve the toughest challenges our naval warfighters face in the battle space. Each experimental initiative we examine may be a solution to keeping our Fleet out of enemy's sights, a crucial opportunity to outpace our adversary.

Contact the Fleet Experimentation program at FLEX@navy.mil. [SW](#)



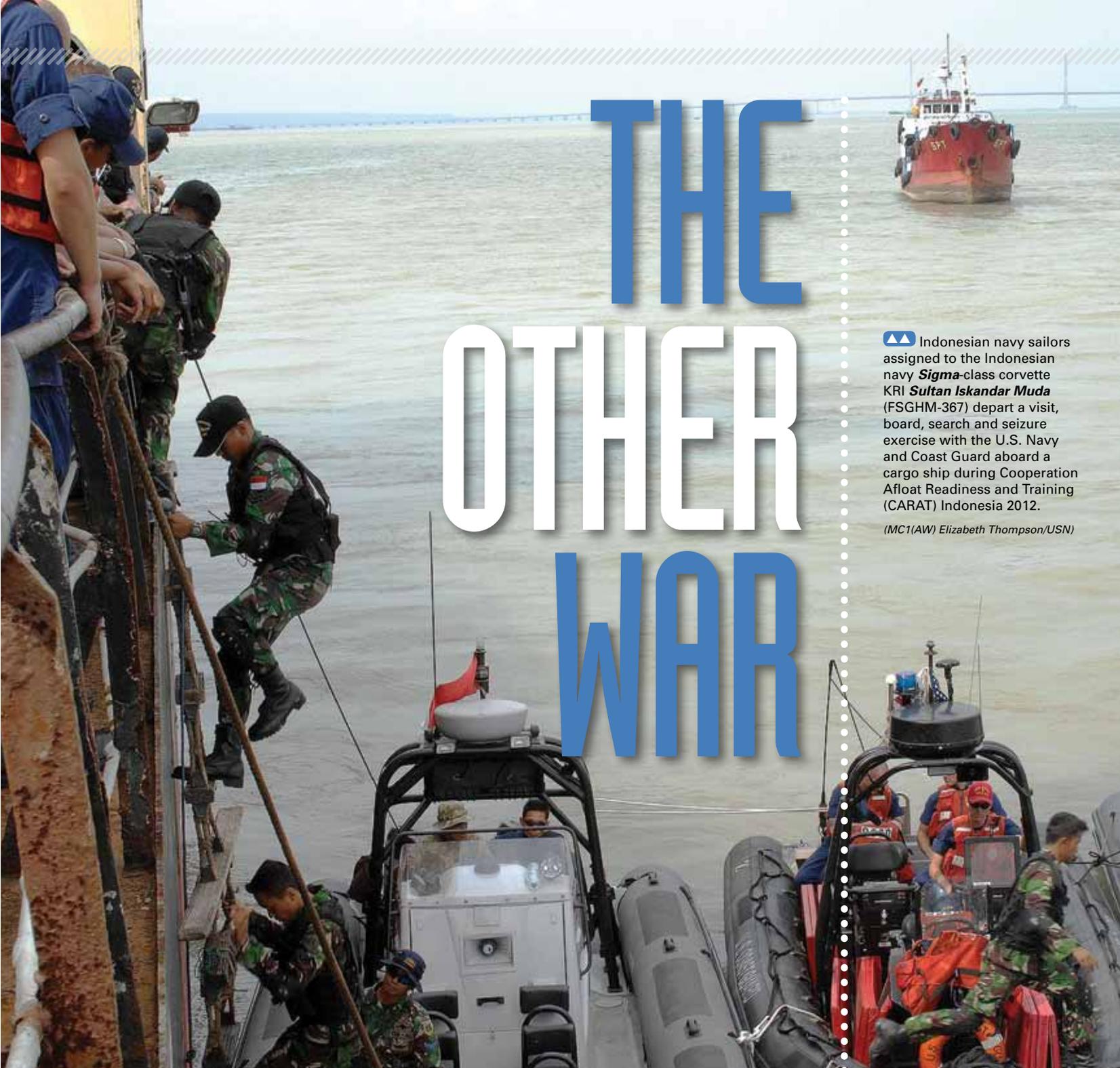
▲ Phoenix Malizia, a software analyst supporting Naval Surface Warfare Center Combatant Craft Division (NSWC CCD), programs the computer on a U.S. Navy combative maritime vessel during *Trident Warrior* 2012.

(MC3(SW) Betsy Knapper/USN)

▼ Seth Riley, supporting Naval Surface Warfare Center Combatant Craft Division (NSWC CCD), loads Venon V-10 warning munitions on the bow of a U.S. Navy unmanned surface vessel during *Trident Warrior* 2012.

(MC3(SW) Betsy Knapper/USN)





THE OTHER WAR

▲▲ Indonesian navy sailors assigned to the Indonesian navy **Sigma**-class corvette KRI **Sultan Iskandar Muda** (FSGHM-367) depart a visit, board, search and seizure exercise with the U.S. Navy and Coast Guard aboard a cargo ship during Cooperation Afloat Readiness and Training (CARAT) Indonesia 2012.

(MC1(AW) Elizabeth Thompson/USN)

Drug interdiction in the South Seas is an ongoing mission for Navy, Coast Guard and partnered nations. ➤

By MCCS(SW/AW) Janet M. Davis, *Surface Warfare*



Coast Guard Law Enforcement Detachment and Navy crew members transport seized cocaine to guided-missile frigate USS **Nicholas** (FFG 47). The LEDET's primary mission is to deploy aboard U.S. and allied naval vessels to conduct and support maritime law enforcement, drug and migrant interdiction, and security operations.

(PO2 Timothy Tamargo/USCG)



Agility, flexibility and being uniquely positioned to defend the nation's interests around the world are the Navy's strategies for a variety of challenges it faces at sea in the 21st century. One ongoing challenge the nation faces, and one which the Navy and U.S. Coast Guard confronts daily, is drug trafficking in the Caribbean Sea. Jointly, these two services combined with partnered nations make a powerful deterrent into one of the most corrosive threats in our world today.

According to the Drug Enforcement Administration's (DEA) National Drug Assessment 2011, "trafficking and abuse of illicit drugs in the United States create an enormous drain on the economic, physical, and social health of American society. In 2007 alone, the estimated cost of illicit drug use to society was \$193 billion, including direct and indirect public costs related to crime, health, and productivity."

According to U.S. Southern Command, in 2011, international and cooperative interagency efforts coordinated through Joint Interagency Task Force—South (JIATF-S) resulted in the disruption of 119 metric tons of cocaine, with a wholesale value of \$2.35 billion, before it could reach destinations in the United States. JIATF-S efforts also enabled the interdiction of \$21 million in bulk cash destined for traffickers in Central and South America and \$16 million worth of black market goods.

USS **Elrod** (FFG 55) has participated in six interdictions this deployment," said Cmdr. Jack Killman, commanding officer. "The largest interdiction resulted in the recovery of 89 bales of cocaine, approximately 2,225 kilograms of cocaine, and a wholesale value of \$60 million. This cocaine is then split typically six or seven times because of its purity increasing its street value to six or seven times its wholesale value."

Operation MARTILLO is a critical component of the U.S. government's coordinated interagency regional security strategy in support of the White House Strategy to Combat Transnational Organized Crime and the U.S. Central America Regional Security Initiative. During this mission, USS

Nicholas (FFG 47) interdicted drugs worth nearly \$400 million street value, according to Lt. Matthew Phillips, operations officer on **Nicholas**.

"We've had quite a bit of experience with the Coast Guard and the Navy during the mission," said Lt. Cmdr. Leon Scoratow, **Nicholas'** executive officer. "I think we have a good handle on how we work together as a team out here. The most exciting thing for the ship is the ability to engage with the partner countries, Panama and Columbia in our case, and those times have yielded some really good results."

The DEA's assessment also emphasizes, "Changing conditions continue to alter patterns in drug production, trafficking, and abuse. Traffickers are responding to government counterdrug efforts by modifying their interrelationships, altering drug production levels, and adjusting their trafficking routes and methods." The JIATF-S knows this all too well and adjusts tactics to suit the circumstances.

"Probably our most successful capability within the past five years in the Coast Guard's tactical law enforcement team (TACLET) has been airborne use of force (AUF). I, personally, have used this capability on five go-fast vessels and interdicted five tons of cocaine within the four years I've been with the community," said Coast Guard Lt. Brian Finn, operations officer for the TACLET. "It's just one of those capabilities that, as far as cost benefit, has proven to be successful."

The Coast Guard uses the Navy's HH-60 Seahawk Bravo equipped to accommodate armed operations at night and a .50-caliber rifle for self-defense and fire power when laws of engagement permit.

"We have a gunner in the back shooting the .50-caliber sniper rifle and he has the controller assisting him to give him the legal authority," said Finn.

Gunners on these missions have spent a number of hours training. They're required to take a five-week ground course in Mobile, Ala., and then continue on to spend roughly 20 hours in the helicopter prior to becoming certified. They're

THE OTHER WAR

“If the vessel doesn’t show a flag, a homeport, or any hull markings, we can’t determine who to ask permission to board the vessel. So, we stop the vessel to determine its nationality and then go through that nation depending on what the master claims,” said Coast Guard Lt. Brian Finn.

then required to shoot quarterly weapons qualifications in order to maintain their currency. Because of this training, the gunner is the only person authorized to shoot out of the Navy helicopter in order to do a counter-drug mission. Even though a Navy air systems warfare operator (AW) is in the back of the helicopter with an inherent right of self-defense, AWs do not participate in the counter-drug setting or while stopping the vessel.

Sometimes the team receives information about a go-fast or suspicious vessel from intelligence sources. Other times, explains Finn, it could be what is called a “cold hit.” A frigate could be on patrol with a helicopter in the air when they spot a suspicious vessel.

“That’s when the controller and the gunner use their law enforcement training to determine whether this is a vessel of interest or not,” said Finn. “The helicopter detachment trained to use AUF, the controller, and the gunner are critical assets to any deployment.”

At this point, the helicopter detachment can use their thermal imaging system capability to project an image back to the Navy ship to inform the commanding officer of the ship and the law enforcement detachment (LEDET) officer-in-charge.

Once the vessel is determined to be a go-fast suspected of drug-smuggling, either because it’s outside of a nation’s territorial waters; not willing to heave-to when the helicopter tries to determine its nationality; or it has no signs of nationality, tactical control shifts to the Coast Guard and the frigate turns into a Coast Guard vessel. The Coast Guard admiral then gives authority to use warning shots and disabling fire to stop this vessel in order to determine its nationality.

“If the vessel doesn’t show a flag, a homeport, or any hull markings, we can’t determine who to ask permission to board the vessel. So, we stop the vessel to determine its nationality



▲▲ A crew member aboard guided-missile frigate USS **Nicholas** (FFG 47) maneuvers a cargo net full of illegal narcotics seized by a Coast Guard Law Enforcement Detachment deployed aboard **Nicholas**. (PO2 Timothy Tamargo/USCG)

and then go through that nation depending on what the master claims,” said Finn.

“In my four years at TACLET, I went on nine frigates and one dock landing ship (LSD). In total, I was credited with disrupting 34 tons of cocaine,” said Finn. “One of my most exciting experiences was finding six tons of cocaine on a mother ship we just happened to stumble upon. The vessel was flagged out of Sierra Leone but flying a Panama flag. I thought it was very interesting that it was heading south of



the Galapagos. When we got onboard, the master was a little fidgety so we knew something was up. We just happened to open up a tank and we found three tons of cocaine. At that point, we were able to do a more intrusive search and we found six tons all together.”

Transferring six tons of cocaine from that vessel to the frigate not only excited the LEDET, but also excited the crew of the Navy frigate because now they were taking part in the mission. They loaded it all into the ship’s torpedo magazine and nearly filled the magazine, noted Finn.

The real success to this mission is the interoperability of the many hands that play in this game. Though the Navy’s Visit, Board, Search and Seizure (VBSS) teams do not accompany the Coast Guard LEDET initially for the boarding, they do provide a coxswain and boat engineer for the rigid hull inflatable boat (RHIB) that transports the LEDET from the ship to the target vessel. Once the vessel is secured, members from the VBSS teams provide added security. The ship also provides cover fire when the RHIB approaches another vessel with the ship’s Small Craft Action Teams (SCAT) manning various crew-served weapons.

“Our mission is to provide a platform from which the Coast Guard can operate. The Navy does not have “posse

▲▲ Coast Guard Law Enforcement Detachment and Navy crew members plan the transfer of several bales of illegal narcotics to guided-missile frigate USS Nicholas (FFG 47).
(PO2 Timothy Tamargo/USCG)

comitatus” (law enforcement power) authority. Our mission is to search and detect. Once we are past that point and begin performing a law enforcement action, our tactical command shifts to the Coast Guard,” said Killman.

The Navy has been working with the Coast Guard for many years to counter transnational crime organizations. In addition to working with the Coast Guard, the Navy works with partner nations such as Panama and Colombia. Occasionally, the ships will also embark Panamanian or Colombian ship riders to assist with the mission.

Law enforcement skills are capabilities LEDETs bring onto the Navy ships. Coast Guard members are sent to an eight-week school in Camp LeJeune where they gain close-quarters combat and marksmanship skills. On their return, they continue training in a one-week forty-hour course which gives them advanced marksmanship skills that are a criterion for nighttime unannounced boardings.

THE OTHER WAR

“When the team gets ready to go on pre-deployment with the frigate, we do something called law enforcement training or a ‘foxhunt,’” said Finn. “The Coast Guard district in tactical control (TACON) during an interdiction or apprehension goes onboard the frigate with the law enforcement officer in charge and certifies the ship capable for AUF. That takes roughly two days to certify the team and the ship.”

Once smugglers are apprehended, they are detained onboard the ship until further arrangements are made. Both the Coast Guard and the Navy provide experienced watchstanders to handle the care, custody and control of all the detainees.

“Being a former police officer, all of this has been interesting,” said Master at Arms 1st Class (SW/EXW/AW) Timothy S. Ackal, command master at arms and detainee handler on *Nicholas*. “At my prior command, I was at Maritime Civil Affairs and Security Training Command. One of the things I did for three years was foreign military training. I went to Panama and Columbia and provided Maritime Intercept Operations training. Now, I actually get to come out here and do this mission as a joint force and see the fruits of my labors.”

Many of the ships’ crews have had rewarding experiences doing this kind of work. Ensign Victor Reza, communications officer on *Nicholas*, participated as an exchange officer on a Columbian ship for one month.

“They really base all their work and how they go about their business pretty much like the U.S. Navy,” Reza said. “The captain of the ship that I was on had been through training at several facilities in the United States and was certified as a Surface Warfare Officer and had been on board a U.S. ship for a year. So he really knew and understood how we operated, and he liked the model of what we do.”

“Our mission is to provide a platform from which the Coast Guard can operate. The Navy does not have “posse comitatus” (law enforcement power) authority. Our mission is to search and detect. Once we are past that point and begin performing a law enforcement action, our tactical command shifts to the Coast Guard,” said Cmdr. Jack Killman, commanding officer, USS *Elrod* (FFG 55).”

“The job is obviously rewarding, both with the integration we do with our own forces, the Coast Guard, and other Navy assets, but also with international immigration and working with the Panamanians and the Columbians,” said Phillips. “We’ve done several underway replenishments with a Chilean oiler and a personnel transfer with a British frigate. So the amount of interagency joint operability that you get down here has been really eye opening. I don’t think you can get that in other areas.” *SW*



◀◀ Bales of illegal narcotics are stacked on the deck of guided-missile frigate USS *Nicholas* (FFG 47) after being seized by the Coast Guard Law Enforcement Detachment deployed aboard the *Nicholas*.
(PO2 Timothy Tamargo/USCG)



▶▶ Commander, Naval Surface Forces Pacific Vice Adm. Richard W. Hunt, right, takes a tour of amphibious dock landing ship USS *Germantown* (LSD 42) in Sasebo, Japan.

(MCSA Mackenzie Adams/USN)

A NEW STANDARD OF READINESS

Surface Force institutes a flexible, comprehensive plan that will drive the fleet forward in future operations

By Lt. Jan Shultis, *Naval Surface Forces Public Affairs*

The Surface Forces Readiness Manual (SFRM) became the new standard of Surface Forces readiness when it was signed into policy at Commander, Naval Surface Forces headquarters. ▶

A

dmiral John Harvey, Commander, U.S. Fleet Forces Command, presided over the ceremony, during which Vice Adm. Richard Hunt, Commander, Naval Surface Forces, and Rear Adm. David Thomas, Commander, Naval Surface Force, U.S. Atlantic Fleet, officially endorsed the policy.

“The Surface Forces Readiness Manual is a standard of preparation for forward operation,” said Harvey. “This is a flexible plan that reacts to ‘real world’ capabilities to produce ‘real world’ fleet readiness, and represents a philosophical construct that will drive us into the future.”

The SFRM, which replaces the Surface Forces Training Manual, is designed to integrate material assessments and maintenance actions with training, maximizing each ship’s readiness posture. Unlike the training-focused Training Manual, the SFRM encompasses readiness across what is referred to as the ‘PESTO’ Pillars - Personnel, Equipment, Supply, Training, and Ordnance—throughout all phases of the Fleet Readiness Training Plan (FRTTP).

“An initiative of this scope is a great achievement that has been a long time in coming, and reflects the commitment of our waterfront leadership,” said Hunt. “I believe that the SFRM strategy will produce ships and crews better prepared to execute our Surface Warfare tasking, meet operational commitments, and enable ships to reach their expected service life. This directly supports the CNO’s tenets—warfighting first, operate forward, and be ready!.”

SFRM guidance outlines a standard, predictable path to readiness. A sequenced, “building block” approach emphasizes consistent material assessment standards and simple shipboard reporting across all functional areas. Supporting instructions provide detailed process information to allow for execution throughout all phases of training, including exit criteria to move to the next phase.

Surface ships will progress through eight steps to achieve and sustain peak readiness, more broadly categorized as maintenance preparation, maintenance and training. Maintenance preparation encompasses material assessment and correction of critical material issues, self-assessment and

external organization validation, and necessary preparations and training to commence required maintenance.

Training includes at the unit level, necessary to maneuver and tactically employ weapons and sensors; the group level, at which prioritized, integrated multi-platform events occur and the ability to integrate into a Carrier Strike Group or Amphibious Ready Group is developed; and sustainment training that occurs prior to, during, and post-deployment to uphold established levels of proficiency.

Various assessments and certifications are synchronized and aligned to optimize a ship’s progress through the established path to readiness.

The SFRM outlines an “educate, train, assess, certify” approach to crew training.

External trainers will train the watchstanders; after watch teams have demonstrated proficiency, they will proceed to the mission area qualification event. Once trained, the responsibility for maintaining proficiency falls to each ship’s training team.

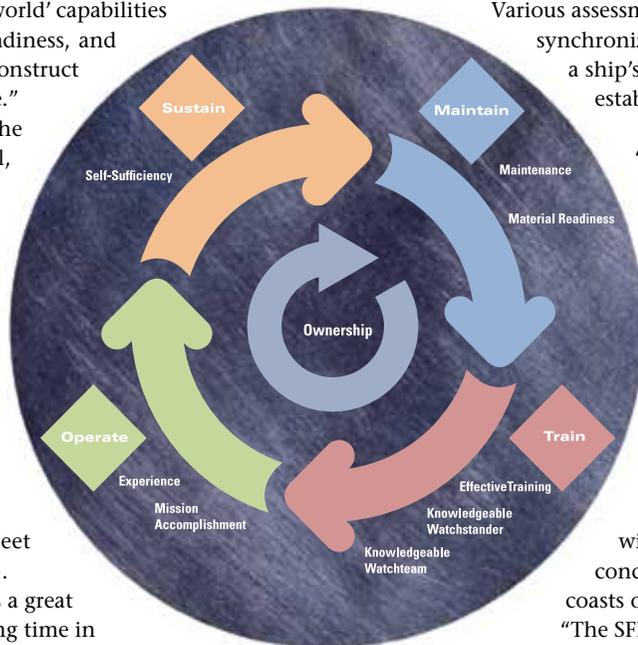
SFRM development began with a Training Pilot Program, conducted on 35 ships on both coasts over approximately a year.

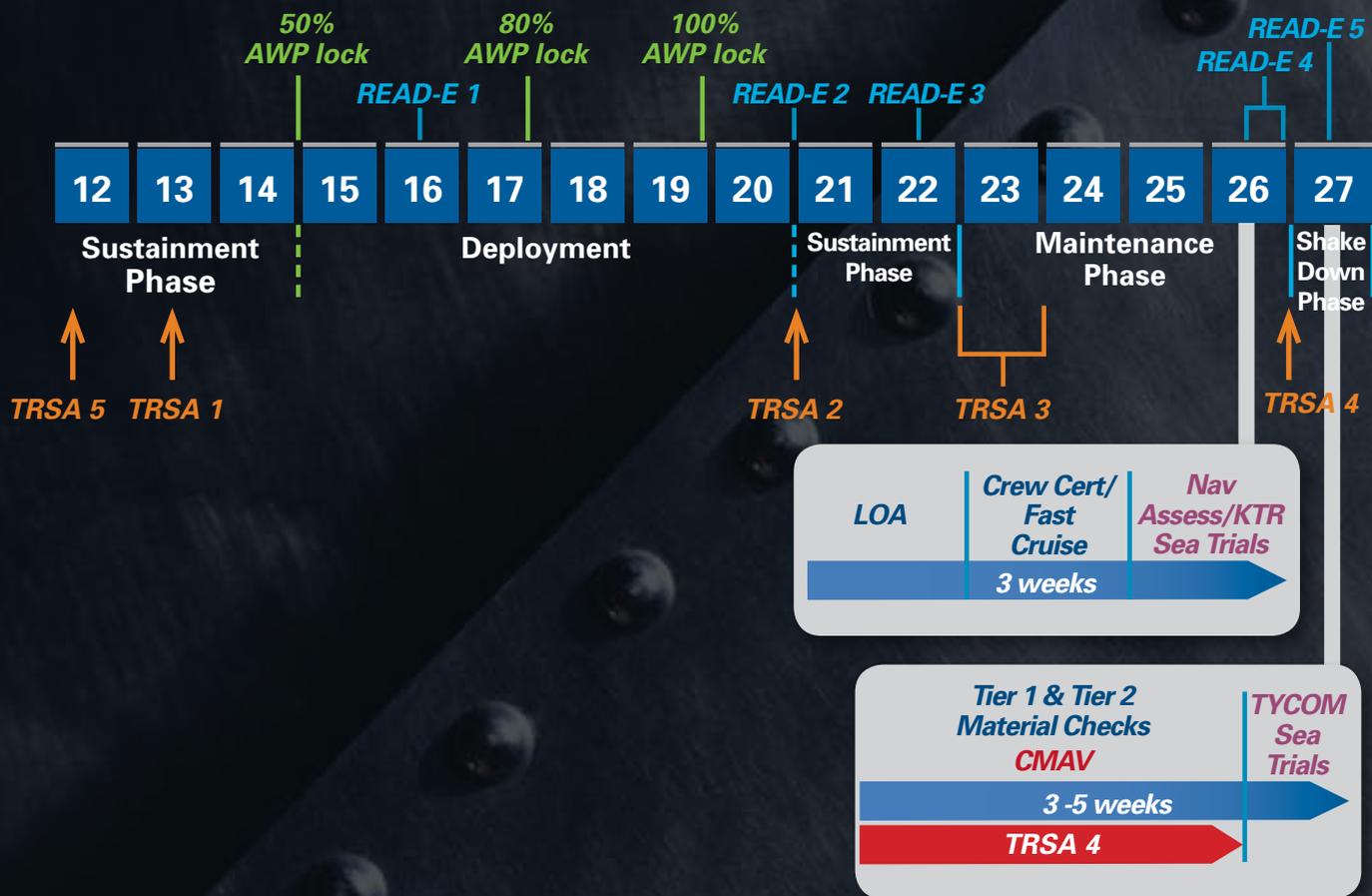
“The SFRM formally adopts into policy

those significant improvements developed and tested during our year-long Training Pilot, improvements that are producing better trained ships in less time,” said Capt. Terry Mosher, Commodore, Afloat Training Group (ATG), U.S. Atlantic Fleet. “The SFRM synchronizes all of the maintenance and training provided to a ship into a single, coherent plan which will improve a ship’s ability to prepare for the variety of maintenance and training periods throughout the cycle.”

In conjunction with the Training Pilot feedback on the draft SFRM was solicited from Fleet stakeholders, including all commanding officers. More than 600 comments leaders at very level.

“The SFRM is arriving in the Fleet at just the right time,” said Cmdr. Drew Carlson, Commanding Officer, USS *Higgins* (DDG 76). “Past training manuals only provided guidance on how to conduct basic phase training. The SFRM now gives ships a roadmap for the entire FRTTP including maintenance, basic phase training, integrated training and sustainment





◀ Commander, U.S. Fleet Forces Command Adm. John C. Harvey delivers remarks during the opening ceremony of the 2012 Fleet Week Port Everglades Galley Wars.
(MC2/SW) Greg Johnson/USN

training. It takes all aspects of a ship's life into account.”
 “As the first Pacific ship to go through the Certification Verification outlined in the new SFRM, *Higgins* has been able to tailor the training cycle according to the operational needs of the ship and the Fleet,” continued Carlson. “It has been a win-win situation for both the ship and the Afloat Training Group. I am excited about the flexibility that the SFRM gives us to focus primarily on areas that require improvement, rather than following a generic training plan.”

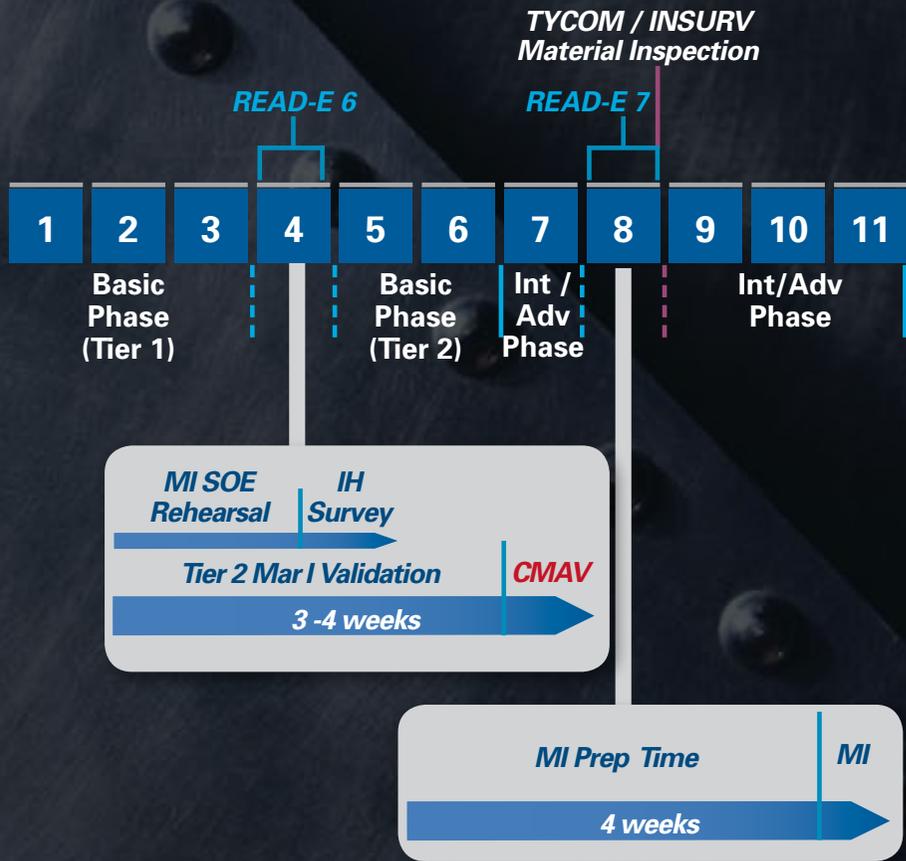
A phased waterfront rollout plan tailored to each fleet concentration area will be announced later this spring, with ATGs reaching out to each commanding officer to provide specific ship execution guidance.

“Transitioning ships to this new SFRM methodology takes coordination,” said Capt. David Matawitz, Commodore,

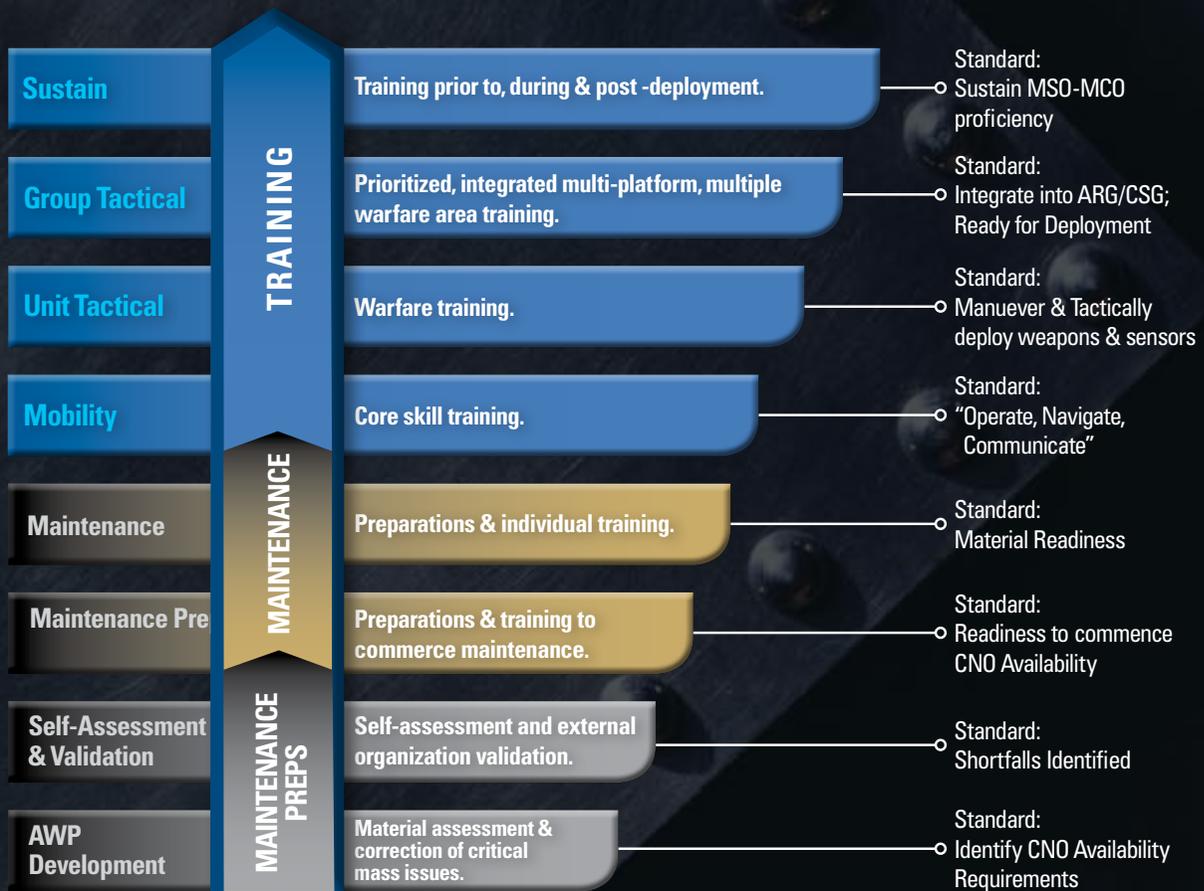
Afloat Training Group, U.S. Pacific Fleet. “We’re not just throwing a switch. ATG has developed a plan with the Type Commanders to transition each ship over to the new program based on where they are in the FRTP, operational schedules and the recommendation of the ship. We will ensure that every ship transitions smoothly with no impact to readiness.”

“We will transition ships when it makes the most sense and when it will be the least disruptive,” elaborated Mosher. “Ships will begin transitioning in early June and the last ships should be cut over by the fall.”

While the SFRM applies to ships throughout the Fleet, the Littoral Combat Ship program, Naval Beach Groups, Tactical Air Squadrons, and Fleet Surgical Teams are governed by separate instruction. [SW](#)



“I believe that the SFRM strategy will produce ships and crews better prepared to execute our Surface Warfare tasking, meet operational commitments, and enable ships to reach their expected service life. This directly supports the CNO’s tenets—warfighting first, operate forward, and be ready!”
said Commander, Naval Surface Forces Vice Adm. Richard C. Hunt



27 Ships in 12 Months: Improving Availabilities

Pilot process tests communication and foresight

By Cmdr. Carl Meuser, *Surface Warfare Enterprise*



From mid-January to mid-March 2012, the USS *Stockdale* (DDG 106) underwent a Chief of Naval Operations (CNO) Availability piloting the new process Surface Team One is introducing to improve availabilities and reduce growth work. This process has been expanded to 27 ships in fiscal year 2012. In April, I spoke with *Stockdale's* Commanding Officer, Cmdr. Alexis Walker, Executive Officer, Cmdr. Bo Johns, and Chief Engineer, Lt. Evan Wright to discuss *Stockdale's* successful availability.

◀◀ The **Arleigh Burke**-class guided-missile destroyer USS *Stockdale* (DDG 106) leads a formation of ships from the Carl Vinson Carrier Strike Group. (MCSN Nicolas Lopez/USN)

Q: From your perspective, why did this availability go well?

A: By and far, communication. It gave us the ability to be effective in the maintenance period. This included early engagement, and honest, forthright communication, both the good and bad, throughout the whole process. The information was flowing up, down and across at all levels which allowed us to identify problems early and often and get out ahead of things, as opposed to being in a tail spin during the avail.

One thing we did was send out a situational report every Friday afternoon to give the stakeholders the opportunity to see the issues we think we have. As a result, by Monday morning there were folks on board to address issues so we didn't have to waste a day or two.

Q: Who was included in the communication network?

A: Every stakeholder we had in the maintenance process: Regional Maintenance Center Southwest (SWRMC); all the system codes; all folks inside the life lines; port engineers; contractors; Surface Maintenance Engineering Planning Program (SURFMEPP); the quality assurance team; Alteration Integration Team, and Hull Mechanical & Electrical (HM&E).

Sometimes there is an "us" versus "them" mentality, and we were adamant this was a team where we all work together to challenge each other to get the best product. We brought the whole team together for activities like a mid-avail lunch. These activities paid a lot of dividends.

Q: How did you plan for the avail?

A: It started with referencing the Joint Fleet Maintenance Manual, which is very explicit with milestones and deadlines. All the way through to completion, we followed that to a "T" and we held everyone accountable. In addition, we built our own shipboard plan of action and we stuck to it. We also had a Total Ships Readiness Assessment last June to evaluate HM&E and combat systems, which helped identify what could be moved to a Selected Restricted Availability (SRA) and Continuous Maintenance Availability (CMAV). They also put in jobs for us and helped us with parts. That was a good time to have it, seven or eight months before the avail.

Also about a month before the avail started, we put out an initial SITREP, which was not a particularly pretty picture, but it did get everyone on the same page and demonstrated the frankness with which we would communicate.

Q: What were your communications with the crew?

A: There is never enough time to do it right, but there is always enough time to do it again. If you cut corners because you think there is not enough time, you invariably will have to do again, so take the extra time to do it right the first time and in the end it will give you more time.

During the availability, we kept the mentality that it is our space and our equipment. We kept checking over the contractors in the work spaces.

Q: How do Sailors benefit from the process of improving availabilities?

A: Doing things because it is the right thing to do. A common discussion topic is Expected Service Life—these ships are designed to last about 40 years and this is critical because money is tight. We approach maintenance from a standpoint that we have to get all the money out of this ship that was put into it and all it was designed to do - not only in the routine, but in the emergent. When our equipment operates in the way it is supposed to we can focus on training and qualifications instead of maintenance. Focusing on maintenance frees us up to do other things, like getting ready for warfighting and operating.

Q: Was there growth work during the availability?

A: A little bit with our fire pumps and our Main Engine Room Two intake room.

There will always be growth work, but the more relevant issue is: what is the level and why? Is it lack of planning or was it due to normal discovery during an avail? Being a younger ship helps. Our growth work was normal, and not due to lack of planning. We identified work well in advance. Overall, we came in under budget for what was allotted for growth work.

Q: Was there a pain point?

A: Two things - The Alteration Integration Team piece - the Surface Navy seems to have trouble with integrating the planning process of the combat systems work into the rest of the availabilities. The other was a natural pressure point - the production completion date (PCD). As the PCD came closer, and it became clear things were not going to be done, the dialogue became even more important. We had developed trust and the folks who were supposed to get the work done recognized the people pressuring them to get the work done were sincere and had valid reasons for this.

Q: What did RMC and SURFMEPP do that helped the most?

A: We could talk about that for hours. When there were lifecycle issues SURFMEPP was there to help us, with drawings and requirements. The RMC reps were on call all the time and came on the ship unannounced to see how things were going. Whether it was email, phone call, or in person chat, they were always part of the team and provided technical documentation, subject matter expertise and whatever we needed. [SIV](#)

The Navy's Roots

Years of history compiled into one room reflect the

By MCCS(SW/AW) Janet M. Davis, *Surface Warfare*

In an uncertain environment, the U.S. Navy realizes jointness and flexibility are integral to achieve today's mission to operate globally at the front line of the nation's efforts in war and peace. Yet, these characteristics, plus the overall uniqueness a ship at sea brings to the fight, have long been part of the history of sea-going navies worldwide. Naval history still plays an immeasurable role in achieving goals for the future. One example of this prized intellectual capital is a virtual "war room" available at a moment's notice courtesy of a couple of Surface Warfare Officers who had the talent, experience, and resources to find the consistencies involved with successful warfighting over time. Part of a larger study that began in 2005, the former Chief of Naval Operations Adm. Mike Mullen requested that retired Adm. Wayne E. Meyer, the father of the Aegis program, study and communicate to him the needs of a 21st century cruiser-destroyer force. As a result, retired Cmdr. Jim Warren and retired Capt. Rick Wright were directed to research 240 years of naval history and find connections useful in preparing for the 21st century's warfighting environment. ►

Reflect Its Future

Navy's enduring consistency, flexibility, and durability.



▲▲ An aerial view of Norfolk Naval Station, the largest naval base in the world.
(MC1 Christopher B. Stoltz/USN)

◀◀ Retired Cmdr. Jim Warren, a professor with the Naval War College's seminar program on Capitol Hill, unfolds a list containing the amount U.S. Navy ships active in the fleet before World War II. In 1939, President Franklin Delano Roosevelt began plans for the construction of destroyer escorts which would convoy troops from North America to Great Britain.
(U.S. Navy photo)

▶ Retired Cmdr. Jim Warren, right, and retired Capt. Rick Wright researched 240 years of naval history and compiled them into a small conference room onto hundreds of elucidating papers neatly stapled from wall to wall in chronological order. The Evolution of the Navy (EON) war room, as it is called, is used to brief anyone from dignitaries, to naval officers, as well as to curious teenagers about trends in successful warfighting over time.

(U.S. Navy photo)



“WE WERE NOT PROFESSIONAL HISTORIANS,” SAID Warren, presently a professor with the Naval War College’s seminar program on Capitol Hill. “We were straight-stick naval officers who were asked to look at this because we had some experience in writing and putting things together.”

With extensive resumes, these SWOs had plenty of experience with the surface Navy. Wright had led commands on a frigate and a destroyer. Most notably, he led a destroyer squadron as Sea Combat Commander during *Operation Allied Force*, a North Atlantic Treaty Organization (NATO) mission in the Balkans during the spring of 1999.

Wright’s experience also included serving as speechwriter for former U.S. Navy Secretary John F. Lehman who once affirmed, “The nations best suited by geography, wealth, and national ambition to succeed the U.S. as the world’s great naval powers do not share America’s historic commitment to safety on the world’s oceans, to free trade, free markets, or an international system based on these goods as well as free political systems. The surrender of American naval superiority would embolden and nourish these opposing values at the expense of American prosperity, prestige, and power. The U.S. Navy must be restored to a size commensurate with its responsibilities and with the nation’s future security and position as the world’s great power.”

Warren’s naval experience included serving on five surface ships and a Pentagon tour as a cross-platforms plans officer for air, surface, and submarine elements for the Deputy Chief of Naval Operations (DCNO) in charge of Naval Warfare. As a direct result of his naval history research with Wright, he was inspired to return to college and secure a second master’s degree in military history.

Over a six month period, the two began to piece together a historical timeline that could have easily turned into a PowerPoint nightmare. The small room with hundreds of elucidating papers neatly stapled from wall to wall is a chronological museum of relevant facts culminating into the main challenges all navies have faced throughout time. Since an integral piece of the project was communicating

potential threats of a 21st century Navy to a wide variety of backgrounds, the two researchers came up with a dignitary presentation which virtually relies on intellectual capital. Though there is much information to be absorbed, the room’s effectiveness relies upon the passionate storytelling abilities of Wright and Warren.

“We asked how we could address a broad audience, from the Secretary of the Navy to high school students, all of which we’ve had in this room,” said Warren. “We’ve given this briefing to more than 3,800 people, including the last two chairmen of the Seapower and Projection Forces subcommittee of the House Armed Services Committee (HASC). So we divided the history, did a whole horizontal integration throughout the timelines, and then we briefed them,” said Warren. “But we don’t read the slides.”

Based on more than 200 years of naval history, the Evolution of the Navy (EON) war room melds relevant military, economic, and political issues of 18 separate time frames which ultimately denote five themes. These themes include special and general purpose warships; jointness with sister services, allied, and coalition forces; force structure, numbers, and capabilities of the fleet; principal threats faced by navies during these time frames; and the role shore establishments have played in warfighting success. Shore establishments, in particular, are examined in detail to include the roles of the civilian secretariat,

U.S. Congress, and the industrial base defined as the physical infrastructure and human capital required to build and maintain the fleet.

“What we have found is that the men and women who invest the time and intellectual effort in building and designing the fleets of the future are as important as the fleet itself in fighting and winning at sea,” said Wright.

Special and general purpose ships and the need for a balance fleet

From the perspective of the EON, a general purpose ship is a warship designed to execute more than one major mission at the same time.

“As in the recent operations off the Libyan coast, you had a large number of general purpose warships that not only serviced the target set, in Iraq, Serbia, or Libya, but were also designed to intercept other vessels that might be conveying contraband, refugees, war materials, etc., plus performing critical roles in terms of air, surface, and undersea superiority,” said Wright.

Wright explains that in the last century, general purpose ships have executed what can be termed as enduring purposes. From Theodore Roosevelt’s Great White Fleet to an overarching construct of sea control, forward presence, power projection and deterrence, general purpose ships have been relied upon as the “core of the fleet.”

A special purpose ship, defined by Adm. Mullen while receiving his EON brief, is a warship designed for a specific time, place, and adversary. Special purpose ships are relatively simple to build, less expensive, and less complex. They can be built in very large numbers once an adversary has been identified. In 1939, on the heels of a war breaking out in Europe, President Franklin Delano Roosevelt saw a need to escort convoys from the North American continent to Great Britain.

“We were building destroyers at the time, but FDR, a president that fully understood naval issues in all their complexity, realized that we would have to have more ships than our shipyards could supply, even at the levels they were producing at that time,” said Wright.

The result turned out to be the destroyer escort, a smaller, less capable ship, but very effective for escorting convoys. Between 1940 and 1944, the United States built 450 destroyer escorts to execute those combat missions. Once the war proceeded and it was known who the Navy was fighting, the number of special purpose ships increased.

The lesson of balance and timeliness is important in respect to both general and special purpose ships when running a successful war campaign.

“You must maintain the essential core of the fleet, general purpose ships, through periods of peace as well as war. Once the war tocsin sounds, you cannot build a sufficient number of general purpose warships to affect the outcome of a conflict before it’s over,” said Wright.

In today’s terms, the *Arleigh Burke* - class Aegis destroyers and the *Ticonderoga* - class Aegis cruisers being upgraded now to be able to fight well into the year 2020 would be considered the modern day general purpose ships. The Littoral Combat ships with interchangeable modules are actually considered a hybrid of both due to its anti-submarine, anti-surface warfare capabilities and abilities to detect and neutralize mines.

The importance of jointness with sister services, allied, and coalition forces

Though the U.S. Navy has always had joint operations of some sort beginning before the American Revolution, the ability to work together in the 21st century has taken on a greater importance as each military service realizes more options working with other services.

Notably, the jointness lesson was well-learned by the Navy in the seven years between the conflicts operation DESERT STORM and operation ALLIED FORCE. As the commanding officer of USS *Briscoe* (DD 977) during DESERT STORM and sea commander for ALLIED FORCE, Wright had firsthand experience observing the worst and subsequently the best performance relating to working jointly with our sister services.

In DESERT STORM, the Navy faced a very real challenge participating as a full partner with the U.S. Air Force during air operations. Once the U.S. Army started moving towards Iraq, the Navy was asked to step aside and the Air Force conducted virtually all of the air operation in the Iraq/Kuwait War Zone. In 1999, in ALLIED FORCE, the United States was once again looking at an air campaign over the Balkans in the very poor weather of the March/April timeframe. Operations were completely different. The U.S. Navy had a large number of aviators, including an aviation flag officer in the Air Force command and operations center in Vicenza, Italy.

“I received the air tasking orders at the same time as elements of the Air Force, along with aircraft carrier USS *Theodore Roosevelt* (CVN 71) and Navy P3s out of Sigonella,” said Wright. “The submarines and ships working with me fired a total of 84 Tomahawks into the same airspace where aircraft were operating. That’s how confident we felt of our

 The USS *Constellation* memorial at the Baltimore Inner Harbor is a reminder of 19th century naval history. (Richard Rabil)



The introduction of the mobile torpedo, airplanes, submarines, and cruise and ballistic missiles fundamentally changed war at sea” explained retired Capt. Wright.



▲▲ The guided-missile destroyer USS Arleigh Burke (DDG 51) returns to Norfolk after deployment. (MC1(SW/AW) Tommy Lamkin/USN)

ability to manage the battlespace during ALLIED FORCE. It was completely different from what I had seen in DESERT STORM less than a decade earlier," he said.

Wright asserted the difference was a direct result of top Navy leadership recognizing what went wrong and pushing very hard to fully engage with the Air Force to conduct air operations, modifying Navy tactics, techniques and procedures to be more in sync with those of the Air Force, where required. All of the service chiefs recognized the problems at DESERT STORM. They also recognized how the problems in Grenada, a decade earlier had led the U.S. Congress to become involved and they didn't want to do that again.

"We must never forget that the U. S. Navy and Marine Corps team brings unique warfighting capabilities to the joint table that no other service can provide," said Wright. "And so we must never forget that these unique warfighting abilities cannot be allowed to be traded away or subsumed in a well-intentioned desire to prove ourselves joint."

Force Structure, Numbers and Capabilities of the Fleet

Two principles come out of the force structure line when looking at numbers and capabilities throughout 240 years of naval history. At no time have the size and the capability of the Navy not been what the American public believes it needs, explained Wright. You not only need to convince Congress, but the American people.

This was done successfully in the pre-war years of WWII.

"In 1941, the Secretary of the Navy Frank Knox asked CNO Adm. Harold Stark if he would assist in a study of how many planes, ships, tanks, and aircraft would be needed if required to fight Germany and Japan at the same time," said Wright. "The CNO said he would be delighted to assist in the study, but he could tell the President the core of the fleet needed to fight Germany and Japan at the same time was either already in the water, under construction, or has already been authorized by the U.S. Congress." This was seven months prior to the first bomb falling on Pearl Harbor.

The pinnacle of the war room presentation is when the listener's attention is directed to an unassuming strip of paper tacked casually to the upper portion of the WWII timeline. This strip of paper which falls to the floor contains the

inventory of U.S. Naval assets totaling 720 ships including 17 battleships, 12 aircraft carriers, 54 cruisers, 80 submarines and 200 destroyers. This list was the result the National Industrial Recovery Act of 1933, the Vinson-Trammell Act of 1934, Naval Expansion Act of 1938, and the Two-Ocean Navy Act of 1940. These legislative acts reflected the foresight of President Roosevelt and Congressman Carl Vinson, Chairman of the House Naval Affairs Committee.

Centuries of naval warfighting threats change drastically with the onset of new technology

"From the Greco-Persian War at the Battle at Salamis to Horatio Nelson destroying Spanish and French fleets at Trafalgar 25 centuries later, war at sea had always been the same – ship versus ship or ship versus fort. As late as 1864, Adm. David Glasgow Farragut could shout his famous cry, 'Damn the torpedoes! Full speed ahead.' But four decades later, war at sea had changed forever. The introduction of the mobile torpedo, airplanes, submarines, and cruise and ballistic missiles fundamentally changed war at sea at the dawn of the 20th century," explained Wright.

No longer ship versus ship or ship versus fort, from the first decade of the twentieth century to today, naval threats include air, surface, and undersea challenges. The challenge faced by the U.S. Navy has remained the ability to establish and maintain sea control.

"We can still sail our fleets into harm's way," said Wright. "We have developed, through the Aegis system, the ability to establish and maintain air superiority. And to a certain degree, we have maintained the same superiority with the surface, sonar, and underwater systems. These remain a challenge, but the Navy recognizes that."

The bottom line is that the Navy must develop technologies, capabilities and tactics to deal with emergent threats before they become proven on the battlefield.

Warren, who routinely wraps up the war room brief, remarks on the importance of maintaining naval infrastructure during times of peace and the need to outpace the threat, as well as the essential nature of sea control.

"This is why the Director of Surface Warfare Rear Adm. Thomas Rowden says we're going to lead the threat," said Warren, "and we're doing it. We're sending four DDGs to Rota. That's right in line with the European Phased Adaptive Approach and our forward allies. We're doing this to deter the use of a ballistic missile, or defeat it if it is used, and to protect our allies. We have ships all over the world right now to protect our allies and our interests if we need to."

The sheer volume of weapons needed to be defended against is an expensive proposition, notes Warren.

"But you can't just say, 'I'm not going to deter or defend against ballistic missiles, I'm just going to give them a pass, because it's too expensive.' That would negate our American way of war at and from the sea, and how expensive would it be to replace with something else?" he said. "We conclude by saying that assumptions are important as we plan for the future fleet, and when the assumptions are wrong, often history has shown that men and women die as a result, as the Royal Navy discovered in the Falklands Campaign in 1982. We also need to emphasize the role of the President in recapitalizing the Navy in times of peace, to deter, and prepare for war." *SW*

SHIP'S COAT OF ARMS

Name/Hull: USS *Peleliu* (LHA 5)

Class: *Tarawa* – class

The stars across the top of the shield represent the eight Medal of Honor recipients from the Battle of Peleliu Island in 1944. Centered is the large roman numeral “V” which represents the hull number of the ship, LHA-5. The four point star in the “V” identifies the four functions of the landing force, and sustain their operations ashore. In the lower left-hand side of the shield is a ring which by tradition of heraldry, symbolizes the fifth born. The 1st Marine Division emblem is the constellation Southern Cross with the numeral ‘1’ superimposed.



Name/Hull: USS *Wasp* (LHD 1)

Class: *Wasp* – class

Dark blue and gold are the traditional colors. Blue alludes to the sea, the theater of Naval operations. Gold is for excellence. The chevron, a traditional symbol for support, represents the amphibious assault mission of the ship. It resembles a wave move to shore and refers to the deployment of men, women and cargo. The wings highlight USS *Wasp's* aviation heritage and capabilities. The modern ship with crossed officer sword and enlisted cutlass adapted from the surface warfare emblems represents leadership, teamwork and the ship's mission in surface operations. The pile of a sharp pointed “V” shape is expressive of assault, combat readiness and victory. The wasp, with its well-developed wings and ability to administer painful stings, epitomizes quick striking power. The stars recall two of the previous USS *Wasp's* CV-7 and CV-18, aircraft carriers that earned two and eight battle stars respectively for World War II service. The red disc or sun refers to World War II Japan and the Pacific Theater where these aircraft carriers saw heavy combat action. The tridents are symbolic of sea power and weaponry.



Name/Hull: USS *San Antonio* (LPD 17)

Class: *San Antonio* – class

The colors of the shield and star are adapted from the Texas state flag. The star also commemorates the “Lone Star” and first ship to bear the name San Antonio. Red is the color for valor and sacrifice, blue is for loyalty and white, purity of purpose. The Alamo honors the heroes who offered their lives to ensure the freedom of Texas. The bluebonnets refer to the beauty and majesty of Texas and the olive branch highlights the ship's peacekeeping mission. The trident and cannon represent the old and new weaponry. The cannon balls and nineteenth century cannon were similar weapons used by the brave men that defended the Alamo. The trident, symbol of sea prowess, also represents the “mobility triad” that USS *San Antonio* is built for. The 86 mission of the *San Antonio* – class is to transport the U.S. Marine Corps “mobility triad”—that is, the Advanced Amphibious Assault Vehicle (AAAV), Air Cushioned Landing Craft (LCAC) and vertical flight aircraft including the MV-22 Osprey tilt rotor aircraft—to trouble spots around the world. The crossed Navy and Marine Corps swords represent cooperation and teamwork of the United States Navy and United States Marine Corps.



Name/Hull: USS *Whidbey Island* (LSD 41)

Class: *Whidbey Island* – class

The dark blue and white colors refer to the sea, with the angular green area, representing the verdant terrain of Whidbey Island, backed by blue sky. The color gold is symbolic of excellence, and the ship's wheel of gold reflects the sea-going pride and professionalism of the ship's crew. The green Maltese Cross refers to the humanitarian mission of USS *Whidbey* (AG 141), the first ship to carry the name *Whidbey*. The gold crown emblazoned on red at the center of the wheel recalls the expedition under the British Crown, which explored the Pacific Northwest in the 1790s. The island in these waters is named for Lieutenant Joseph Whidbey, who was a member of this English exploration. The crossed swords of the Navy and Marine Corps Officers attest to the Navy Marine Corps teamwork and leadership that are the foundation and key elements for accomplishment of *Whidbey Island's* amphibious warfare mission. The trident is the traditional symbol of sea power; however, the winged trident of LSD-41 further represents the revolutionary dimension of amphibious warfare this ship introduces. *Whidbey Island* provides a quantum improvement in the projection of power ashore, with an increased capacity for vertical assault, combined with the new generation of Landing Craft Air Cushion (LCAC). Again, the gold and red colors of the winged trident portray the excellence and courage of those who will man the ship. The wreath of Western Hemlock, the State Tree of Washington, represents the spirit of the ship's namesake, which will accompany the ship to the distant quarters of the globe.





Name/Hull: USS *Carter Hall* (LSD 50)
Class: *Harpers Ferry* – class

The colors of the field, red, white, and blue, stand for the United States. The saltier recalls the heritage of the South in the history of Carter Hall in Millwood, Va. The anchor represents the Navy. The tines are in the form of pheons, symbolizing the mission of support to assault operations. The loose rope intertwined with the anchor signifies freedom. The border denotes unity. Dark blue and gold are the colors traditionally associated with the Navy; red for courage, white for integrity. The griffin denotes courage and vigilance. The crown refers to the heritage of Carter Hall, recalling the Great grandfather of its builder, known as "King" Carter. The battle stars of the first *Carter Hall* (LSD 3) are 87 commemorated by the arc of battle, five gold for her service in Vietnam. The motto is underscored by the olive branch for peace and oak for war. Gold is for excellence and red for courage. The arms are emblazoned on a white oval enclosed by a blue collar edge on the outside with a gold rope and bearing the inscription "USS *Carter Hall*" at the top and "LSD-50" at the bottom in gold.



Name/Hull: USS *Bunker Hill* (CG 52)
Class: *Ticonderoga* – class

The sea dragon is an awesome beast that is both vigilant and fierce. Grasping a flaming sword, the sea dragon symbolizes the naval prowess and attack capability of today's USS *Bunker Hill*. The flaming sword also represents the revolutionary capability of the vertical launching system first introduced in *Bunker Hill*. The stars commemorate the eleven battle stars the former USS *Bunker Hill* (CV 17) earned in the Pacific theater during World War II. Blue and gold are the colors traditionally associated with the Navy and are symbolic of the sea and excellence. The two white bars in chief represent American courage and purpose as displayed at the Battle of Bunker Hill on 17 June 1775. The red bars symbolize the British assaults on the colonists' entrenchment and the curve below alludes to the hill that the British took at great cost. Battle of Bunker Hill proved to be a rallying point for the Americans, since afterwards the British faced full scale war. The colonists were formidable opponents at Bunker Hill. The entrenchments or redoubts they built are symbolized by the scarlet hill and battlements. The muskets with bayonets recall the weapons of that battle and the powder horn refers to the New Englander's stand until their ammunition supply was exhausted. The anchor is symbolic of maritime traditions and excellence of achievement.



Name/Hull: USS *Arleigh Burke* (DDG 51)
Class: *Burke* – class

The Shield outlined in blue and gold stands for the achievements in battle of Admiral Burke against the naval power of Japan. The fist and mace symbolize the offensive and defensive power of the new destroyer. The mace, also a symbol of authority, represents Admiral Burke's service as Chief of Naval Operations. It also refers to Admiral Marc Mitscher, an influential figure and mentor for whom Admiral Burke served as Chief of Staff. Admiral Burke's Destroyer Squadron 23, represented by the border of 23 ovals, was the only United States Destroyer Squadron awarded a Presidential Unit Citation, signified by the canton of blue, yellow, and red. The ovals also refer to the year 1923 in which Midshipman Burke graduated from the United States Naval Academy at Annapolis. Twenty-three also reflects Admiral Burke's distinguished service on the staff of the Chief of Naval Operations as (OP-23). The mounted figure of St. George recalls Admiral Burke's celebrated victory in the Battle of Cape St. George over Japanese naval forces. His mantle bears a gold cross for the 88 Navy Cross awarded to the Admiral. The birch branch on the helmet represents Admiral Burke himself, a reference to his name derived from his Scandinavian heritage. The red sea dragon symbolizes Japanese naval power assaulted by forces under Captain Burke's command. It is gorged with the two gold stars he was awarded for outstanding service. The lance impaling the dragon signifies ordnance on target. The capabilities of the new destroyer, the most powerful and survivable ever built, are signified by the full armor and equipment of the warrior St. George. The Admiral's nickname "31-Knot Burke" is recalled by the number 31 on the horse.

Name/Hull: USS *John L. Hall* (FFG 32)

Class: *Oliver Hazard Perry* – class

The colors of the chevron in the center of the lower portion of the shield are blue and gold. The three blue chevrons symbolize the three assault landing invasions in which Admiral Hall's outstanding leadership abilities contributed toward a successful conclusion. The top blue chevron is pointing in the direction of the embattled area which is red. This represents the penetration of fortified land areas from the sea. The stars denote the Admiral's rank. The colors blue and gold are traditional to the Navy and further allude to two awards of the Navy Distinguished Service Medal to Admiral Hall; red and white refer to two awards of the Legion of Merit. The rampart heraldic goat refers to the Naval Academy where Admiral Hall's career began. The Naval cannon, along with a lightning bolt symbolizing electronic communications, allude to Admiral Hall's concept of cross-training Navy gunners and Army artilleryman so that his ship call-fire missions could be conducted in direct support of troop advance on the land. The heraldic mount in base represents the land areas upon which Admiral Hall's assault landing concepts proved so successful in the Mediterranean, Atlantic and Pacific battle areas.



Name/Hull: USS *Freedom* (LCS 1)

Class: *Freedom* – class

The shield represents the power in the modular mission package. The stylized shape echoes the form and surfaces of the ship, equipped with the most modern technology. Scarlet signifies courage and sacrifice. The sea griffin signifies mission package capabilities in the air, as well as on and under the seas. It holds a flaming torch, honoring the freedom characterized by the ship's name. The enclosing blue orle symbolizes cooperation and unity of purpose. Together, the colors scarlet, white and blue represent the United States. The early flag represents our traditional ideals and the commitment to preserve and protect our nation's values. The demi-horse signifies speed and agility, attributes associated with the sea frame's capabilities.



Name/Hull: USS *Independence* (LCS 2)

Class: *Independence* – class

Dark blue and gold are traditionally associated with the Navy. The field is charged with a representation of the new *Independence* at sea. The crenellated bordure bears six merlons, each representing one of the previous ships to bear the name *Independence*. The eight mullets on the bordure recall the battle stars awarded *Independence* (CV 22) for distinguished service during World War II. Gold also denotes excellence. The Liberty Bell signifies the freedoms achieved by America's independence from England's domination and emphasizes the participation in gaining national independence of the first ships to bear the name. The stars and stripes and commodore's pennant of the early nineteenth century recall the nation's struggles of that historic period



Name/Hull: USS *Avenger* (MCM 1)

Class: *Avenger* – class

The Blue and gold colors of the crest signify the traditional colors of the Navy. The centerpiece is divided into three quadrants separated by an inverted "Y" which is symbolic of safe passage in a channel that has been cleared of mines. The upper left quadrant consists of two stars over anchor honoring the two previous Navy ships to bear the name *Avenger*. The upper right section contains the ship's hull number and thirteen stars, one for each of the additional ships of the class. The lower section contains the Palmetto palm tree, symbolic of the State of South Carolina, *Avenger*'s first homeport. Above the center crest is the surface warfare logo superimposed over a Mark VI mine. The centurions on either side represent the willingness of *Avenger* and her sister ships to stand guard over the waters where free men ply their trade.



Name/Hull: USS *Tempest* (PC 2)

Class: *Cyclone* – class

Gold and blue represents the Navy. The wavy fess refers to the sea and alludes to the turbulence of a tempest. The mission of coastal patrol is referred to by the piles, suggesting searchlights and radar surveillance. The gold and blue division of the shield refers also to day and night capabilities. The maces stand for forceful authority and refer to the two ships, past and present, to carry the name *Tempest*. The phoenix represents the rebirth of the ship USS *Tempest*. The trident, adapted from the Naval Special Warfare insignia, is crossed with a Navy sword and refers to the ship's mission of providing support for the Special Warfare Forces. *SW*





USS Patriot (MCM 7)

A mine countermeasure ship that is earning the respect of partner nations

By Amphibious Force Seventh Fleet Public Affairs

Journeying 10,000 miles through eight countries is quite a trek. That's more than a third of the way around the world. For a vacation, eight countries would be ambitious. However, in 2010, USS *Patriot* (MCM 7) traveled that distance as part of a unique maritime partnership mission forward-deployed mine countermeasure ships are ideally suited to perform.

Since her forward-deployment to Japan in 1994, *Patriot* has been relied on to participate in bilateral exercises such as Annual Exercise with the Japan Maritime Self Defense Force (JMSDF), and Foal Eagle, with the Republic of Korea Navy (ROKN), and also to serve as ambassadors to ports in our partner nations unable to support larger ships.

At 224 feet long and a draft of only 15 feet, *Avenger*-class Mine Countermeasure ships can moor in a large variety of ports, including civilian berths. This simple fact frames a large portion of *Patriot's* mission in Japan and the Asia-Pacific region, which is to promote friendship, encourage cultural exchanges, and serve as a demonstration of the U.S. commitment to our regional partners.

As part of that commitment, *Patriot* visited six ports in Japan from January to March 2012, including Takamatsu, Hakodate, Tomakomai, Hachinoe, and Sakai Minato as part of Commander, Naval Forces Japan's port visit program for Forward-deployed Naval Force (FDFN).

"We are contributing in a very real way to our countries' larger goals to bring a better life to the people of our world," said Lt. Cmdr. Suzanne Schang, *Patriot's* commanding officer while visiting Sakai Minato.

While culture exchanges are vital for stability in the region, bi-lateral exchanges in her primary mission areas are easily as important.

Exercises such as Foal Eagle and Clear Horizon with the ROKN; MINEX, Annual Exercise and Keen Sword with the JMSDF; Cobra Gold with the Kingdom of Thailand; Talisman Sabre with the Royal Australian Navy, and Western Pacific MCM Exercise

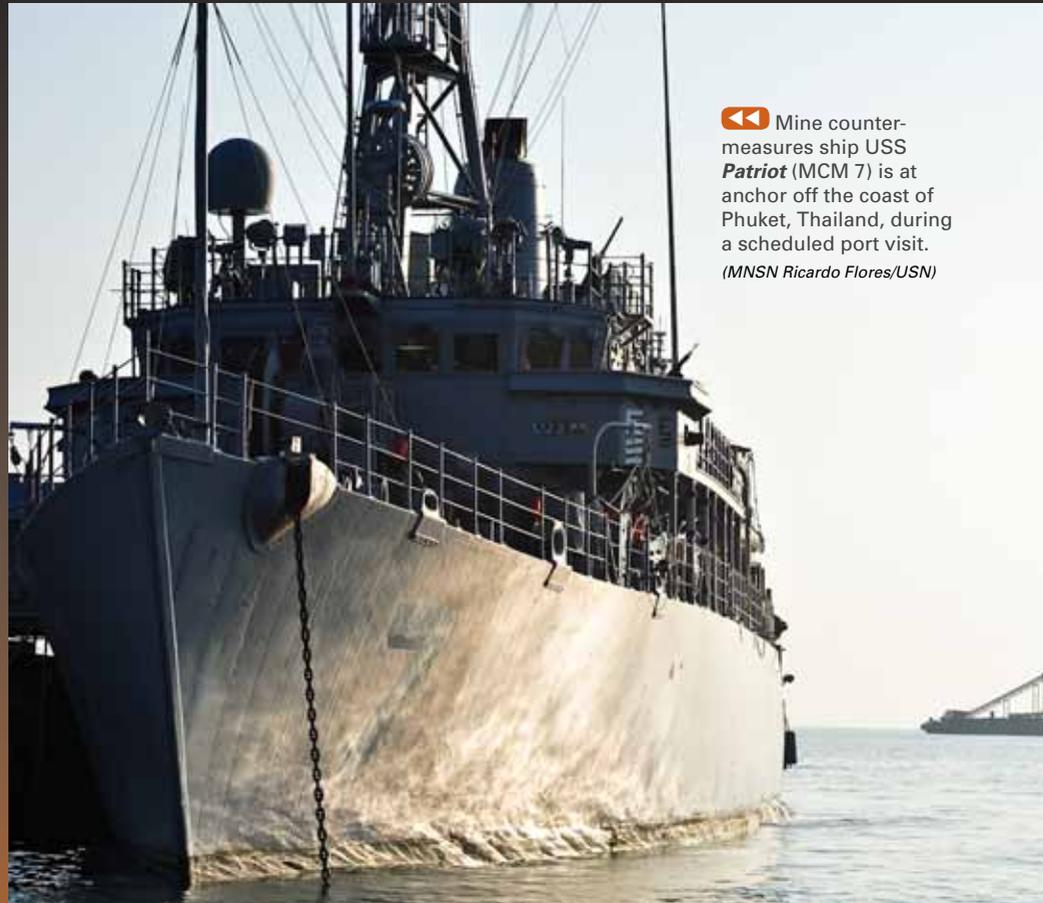
with multiple international partners use the mine hunting and mine neutralization capabilities of the wood and fiberglass ships, and are a key component to Amphibious operations and keeping vital international sea lanes open.

"Our mutual relationships allow greater collective capability in missions such as anti-submarine warfare, mine warfare, and missile defense through a bilateral approach using a full range of platforms, cyclic training and operations. Of particular help are the interpersonal relationships we have forged with these other navies," said Schang.

Schang, the ship, and her crew have been through a lot since she reported

aboard as executive officer in 2009. After their extensive spring patrol, *Patriot* had a brief period for training and repairs before heading up to Vladivostok, Russia, where they had the opportunity to participate in the city's Navy Day with USS *Vandegrift* (FFG 48). Everything was going right for the ship and her crew, morale was high, and they were well on their way to the ship's fifth consecutive Battle "E" award. That's when the problems started.

Through a series of delays and maintenance and materiel issues, *Patriot* saw most of 2011 from the inside of a dry dock or pier side. Morale was boosted when they received the Battle "E" for their efforts



◀ Mine countermeasures ship USS *Patriot* (MCM 7) is at anchor off the coast of Phuket, Thailand, during a scheduled port visit. (MNSN Ricardo Flores/USN)

▶▶ MNSN Bryan Surber, assigned to USS *Patriot* (MCM 7), talks to local media about the operations of the mine neutralization vehicle during a ship tour. (MC2(SW) Devon Dow/USN)



▲▲ Lt. Cmdr. Suzanne Schang, commanding officer of USS *Patriot* (MCM 7), reads the inscription on the gravesite of Seaman James G. Wolfe, one of two American Sailors who perished during the 1854 U.S. expedition to Hakodate, Japan, led by Commodore Matthew Perry. (MC2(SW) Devon Dow/USN)

▶▶ Vice Adm. Richard Hunt, commander of Naval Surface Forces, presents the 2011 Battle Effectiveness (Battle "E") Award to Lt. Cmdr. Suzanne Schang, commanding officer of the mine countermeasures ship USS *Patriot* (MCM 7). The award is *Patriot's* sixth award for Mine Countermeasures Squadron 7. (Lt. Ann Linkogle/USN)



in 2010. As the MCM motto "Iron men, wooden ships," indicates, the crew is made of stern stuff.

"It's my distinct pleasure to award this ship, and her crew the Battle "E" for exceptional efficiency and combat readiness. Now let's get her ship shape again so that I can hear more great things," said former Task Force 76 commander, Rear Adm. J. Scott Jones during the presentation of the ship's fifth Battle "E." His statement was oddly prophetic as more great things were on the way.

The latter half of the year saw *Patriot* and her crew in training, work-ups, sea trials, certifications, and drills, getting ready to get back underway, sailing to foreign ports and building partnerships like Sailors of the forward-deployed naval forces are

prone to do. In October 2011, *Patriot* and USS *Guardian* (MCM 5) participated in CLEAR HORIZON 2011 with the Republic of Korea Navy, and in Annual Exercise with the Japan Maritime Self Defense Force.

On the last day in February 2012, while en route to Sakai Minato, *Patriot's* hard work and persistence through a challenging 2011 paid off when they were awarded their sixth consecutive Battle "E" award. For Mineman 2nd Class(SW) Derek Smith, the award marks the fourth consecutive year he has been a part of the *Patriot's* success.

"I cannot think of any ship that has done what *Patriot* has, six consecutive Battle "E" awards is pretty special," said Smith. "It feels good know you are a part of

a crew that has accomplished so much. It is something I'll always remember."

To add further significance to this achievement, Vice Adm. Richard W. Hunt, Commander, Naval Surface Force, presented the 2011 Battle Effectiveness award placard to *Patriot* during a small pier side ceremony at Fleet Activities Sasebo.

For the past 18 years, *Patriot* and her crews have been serving in the U.S. 7 Fleet area of responsibility, building partnerships with developing nations, strengthening ties with steadfast allies, and being diligent ambassadors of the U.S. and the Navy. For these accomplishments, and especially the last six years, *Patriot* has earned some time in the spotlight. [SW](#)



GSM2 (SW)

Adrian Pereira Steps into the spotlight while serving onboard USS *Lassen* (DDG 82)

By MCSN Declan Barnes, *Navy Public Affairs Support Element Japan*

The engine room is dark and massive; the hum of machinery loud and overwhelming. A lone Sailor is hovered over one of the USS *Lassen's* (DDG 82) massive LM 2500 engines, diligently performing maintenance. Without the ship's engines, generators, and propulsion systems—the ship goes nowhere. It's not an easy task keeping the legs of the ship moving, but Gas Turbine Systems Technician (Mechanical) 2nd Class Petty Officer(SW) Adrian Pereira is up for the job.

Pereira was born in the British Virgin Islands, leaving his hometown when he was five years old. He moved to New York and lived with family members, eventually moving again to Atlanta. It was in Atlanta where he graduated high school and went on to attend the Dekalb Technical Institution.

Pereira left Atlanta and joined the Navy in 2002. He says his experience growing up in a sea-faring community in the British

Virgin Islands, and his passion for working at sea, sparked his interest to join.

"Ultimately, it was my recruiter's crazy sea stories that led me to join," said Pereira. "I can honestly say I have no regrets."

Pereira's first duty station was the USS *Carr* (FFG 52), where he served for five years. Pereira says one of his first major accomplishments was participating in a very successful gas-engine room swap.

"It was a record setting pace," said Pereira. "We did the entire thing in four days, which is almost unheard of. I've recently heard rumors that they're going to decommission *Carr*, but I think we added five to ten years to her life."

It was for efforts like these that Pereira went on to earn the ship's "Bluejacket of the Year" selection, as well as "Destroyer Squadron Two Bluejacket of the Year." In addition, he earned two Navy and Marine Corps Achievement Medals (NAM) during his tour.

After Pereira's tour onboard *Carr*, he was chosen to attend the Gas Turbine Systems Technician "C" School at Naval Station Great Lakes, where he graduated top of his class.

Pereira went next to the USS *John S. McCain* (DDG 56) in Yokosuka, Japan, his first forward-deployed ship. His duties consisted of maintaining all of the petroleum and fuel systems on the ship. For his efforts in the ship's engineering department, and his ability to coordinate and manage duties with outside help, Pereira received his third NAM.

Pereira continued his service at sea when he next reported to the USS *Halsey* (DDG 97), homeported in San Diego. He received his fourth NAM on board the *Halsey*. Pereira felt the medal embodied all of his major accomplishments on the ship, especially the ship's engine and propulsion performance during inspections.

"On the *Halsey*, we set the standard for

 GSM2(SW) Adrian Pereira, assigned to the Arleigh Burke-class guided-missile destroyer USS *Lassen* (DDG 86), stands next to one of the ship's gas engines. (MCSN Declan Barnes/USN)



propulsion," said Pereira. "Our efficiency was second to none."

Pereira's next major accomplishment was earning the qualification as an engineering officer of the watch (EOOW), a very demanding position, which carries a lot of responsibility.

"The EOOW is one of the three main watch standers the captain relies on underway," said Pereira. "We are responsible for the ship's propulsion, a stable electrical plant, the auxiliaries...we are the middle man between the commanding officer and what's going on in the body of the ship."

In 2011, Pereira came to his current and second forward-deployed ship, USS *Lassen* (DDG 82) in Yokosuka, Japan. Pereira stood out right away as the only 2nd class petty officer EOOW qualified.

On the *Lassen*, Pereira is often the acting engineer duty officer, responsible for nearly every aspect of the ship's propulsion and engine capabilities.

During his tour he has participated in a unit level training and readiness assessment—engineering, or "Ultra E" inspection, a thorough and important evaluation of the ship's engineering facilities. Pereira expertly performed his duties, in addition to training many of the Sailors under him how to execute the material checks tested during the inspection.

"We did amazingly well," said Pereira. "I was proud of my work and that of the Sailors in my department, and I think our score reflected that."

Pereira's passion for training and mentoring junior Sailors is well known by his chain of command.

"His role in training is vital for mission readiness," said Ensign Hector R. Brea, *Lassen's* main propulsion assistant. "He is bringing the junior guys along the way to becoming great Sailors."

Pereira also recognizes the many advantages in providing training for others.

"A lot of people don't realize that the more people you train, the more advantages there are for everyone," said Pereira. "The outcome of training makes for a better, more efficient ship, and it benefits you too. When you know there are others that can do your job, it means you are free to pursue other goals and better yourself."

Pereira has benefited not only the *Lassen* in many ways, but he has saved the Navy thousands of dollars through repairs he has performed on the ship. During a single overnight evolution, he contributed to repairing a crucial fuel service pump, saving the Navy money by utilizing

shipboard personnel and avoiding bringing in outside help.

"I believe in getting as much work done as possible on a shipboard level," said Pereira. "We'll get it done quickly, and we'll get it done right."

Pereira's next goals are to advance to first class petty officer and eventually make the transition to becoming a naval officer.

"I think doing my job from an officer's perspective would be the next big challenge for me," said Pereira.

Regardless whether Pereira receives a commission, he plans on staying in the Navy until retirement.

Pereira's drive and diligence in what he does goes a long way. His superiors recognize his ability to lead and perform at a high level.

"Pereira has a fantastic work ethic, and he is an excellent technician," said Brea. "You always have that model Sailor that you want all your guys to emulate. I find that in Pereira."

"The crew knows we are ready, willing, and able to take the ship from Point A to Point B," said Pereira. "They know the ship can do what it's designed to do as a warship. That's what makes me feel great about what I do." *SW*

▶ GSM2(SW) Adrian Pereira monitors the power plant and generators on board Arleigh Burke-class guided-missile destroyer USS *Lassen* (DDG 86).

(MCSN Declan Barnes/USN)



FASTFACTS

Gas Turbine Systems Technician
(Mechanical) 2nd Class(SW)
Adrian Pereira

- ▶ Hometown: British Virgin Islands
- ▶ Billet: USS *Lassen* (DDG 82)
- ▶ Homeport: Forward-deployed to Yokosuka, Japan
- ▶ Favorite Navy Movie: Down Periscope
- ▶ Favorite Port: Sydney, Australia
- ▶ Favorite Mess Decks Meal: Burger Day



▲▲ A Japanese dock worker watches as the Arleigh Burke-class guided-missile destroyer USS *Lassen* (DDG82) pulls into Lumber Pier in Tokyo, Japan.

(MC2 Matthew Cole/USN)



Littoral Combat Ship

They're fast, agile, networked—and they are waiting for you.

Congratulations!
You've got orders to a Littoral Combat Ship (LCS).

What's it do?

The LCS program, initiated in Feb. 2002, is a critical part of the Surface Navy's concept of operations. The ships are designed to operate in the near-shore environment while capable of open-ocean tasking, the perfect platform to win against 21st-century coastal threats such as submarines, mines, and swarming small craft. LCS will be used to establish and maintain dominance in the littorals; its shallow draft and superior speed and maneuverability allow access to waters in which it is otherwise difficult to operate.

"The global environment presents complex and uncertain challenges," said Vice Adm. Richard Hunt, Commander, Naval Surface Forces. "We need the right Surface Fleet with the right warfighting capabilities and readiness to ensure we

By Lt. Jan Shultis, *Naval Surface Forces Public Affairs*

remain engaged with other nations, operating forward, projecting credible combat power. We must encourage innovation in both concepts of operation and new capabilities to develop the 'game changers' that will ensure we remain the world's most dominant Navy."

LCS features mission packages that allow it to adapt to changing operational needs in a short period of time, including anti-submarine warfare, mine counter-measures, and surface warfare; the surface warfare package includes a maritime security module that configures the ship to conduct visit, board, search, and seizure operations. The modular design allows the ship to be tailored

The ship will be under the operational control of the fleet commander and is able to operate independently, with other LCS conducting missions as a group, or within an Expeditionary or Carrier Strike Group. Its formidable aviation features and large payload capacities are also unique.

"The LCS program not only uses the

latest technological advances on the hull and the equipment, it also uses the most advanced methodology of training the crews that man the ships," said Cmdr. Jeff Miller, Chief Staff Officer, Commander, Littoral Combat Ship Squadron ONE. "Being a part of the LCS program is not only personally rewarding, but you will also have a direct impact on the future generations of the Navy."

The LCS fleet includes two hull designs, greatly enhancing operational flexibility and the Surface Force's ability to respond to emergent tasking.

The "*Freedom* variant," which includes all odd-numbered hulls, is designed by Lockheed Martin; the "*Independence* variant," all even-numbered hulls, is designed by General Dynamics.

The Navy has awarded Lockheed Martin Corp. and Austal USA each a fixed-price contract for the design and construction of up to 10 ships each, for a total of 20 ships by fiscal year 2015. Through the block buy approach, the Navy capitalized on the opportunity to achieve dramatic

To ensure that LCS is delivered to the fleet successfully, the Navy established a new Program Executive Officer, Littoral Combat Ships (PEO LCS). Located in Washington, D.C., PEO LCS is the single program office responsible for acquiring and maintaining the littoral mission capabilities of the LCS class from start to finish, beginning with procurement, and ending with fleet employment and sustainment.

 LSC(SW/AW) Oliver Olivo, left, assigned to the littoral combat ship Pre-Commissioning Unit **Coronado** (LCS 4), and MN2(SW) Alnesugi Rivera, assigned to Mine Countermeasures Detachment, both embarked aboard the littoral combat ship USS **Independence** (LCS 2), pull in fenders as the ship departs Manzanillo, Mexico.

(MC2(SW/AW) Trevor Welsh/USN)



procurement cost savings, accelerate fleet introduction, sustain stable production of both designs, and maintain options for future competition. The Navy remains committed to a 55-ship class.

Who's on it?

Employment of innovative manning and operational concept allows for operation of the basic seaframe with a core crew of 40 - approximately one fifth the crew size of a similar sized surface combatant, such as a frigate. This innovative manning construct demands each Sailor maintain high levels of proficiency in multiple fields. These "hybrid" Sailors are part of two rotational crews, "blue" and "gold," that optimize ship operability.

Embarked mission packages include their own crews of up to 19 personnel, and LCS can accommodate an aviation detachment of 23 personnel, bringing the total number of personnel onboard to approximately 95 should operational needs dictate. In addition to conventional berthing, modular berthing compartments in the hangar bay can create additional capacity.

The core crew and Mission Package Detachment operational manning is made up of more senior personnel. This year, however, several Ensigns were assigned to LCS 1 and LCS 2 only as part of a Surface Warfare Enterprise pilot program intended to determine, with the Bureau of Naval Personnel, opportunities for professional development of Junior Officers.

Where is it?

The first four LCS hulls and crews are homeported in San Diego, where the initial shore-based trainers for LCS are located; the Mission Package Support Facility, where mission package intermediate and depot level maintenance is performed, is located in nearby Port Hueneme, Calif. Additional homeporting assignments will be made prior to ship delivery, with Naval Station Mayport in Jacksonville, Fla. slated as the east coast location for LCS beginning in 2016.

- ▶ Two LCS have already joined the fleet—USS *Freedom* (LCS 1) and USS *Independence* (LCS 2), both homeported in San Diego.
- ▶ PCU *Fort Worth* (LCS 3) is under construction at Marinette, Main; it was launched Dec. 4, 2010, and delivery is expected in 2012.
- ▶ PCU *Coronado* (LCS 4) is under construction at Austal USA; it was launched Jan. 14, 2011, and delivery is expected in 2012.

▶▶ Lt. j.g. James Masterson, weapons officer aboard the littoral combat ship USS *Independence* (LCS 2), stands watch as conning officer on the bridge as the ship pulls into Manzanillo, Mexico, for its first foreign port visit since its commissioning in 2010.

(MC2(SW/AW) Trevor Welsh/USN)



Sailors are made ready for duty through a train-to-qualify process that connects the initial LCS training model to personnel qualification standards. Qualification is shifted from ship to shore training, which means that LCS Sailors report aboard ready to stand their watch and execute assigned duties.

The Shore-Based Training Facility (SBTF) is located in San Diego and managed by the Center for Surface Combat Systems Detachment. The LCS SBTF is the first Surface Warfare training facility to provide integrated bridge and combat systems tactical scenario training.

- ▶ PCU *Milwaukee* (LCS 5) and PCU *Jackson* (LCS 6) are in the early phases of construction by Lockheed Martin in Marinette, Wis. And by Austal in Mobile, Ala., respectively.
- ▶ PCU *Detroit* (LCS 7) and PCU *Montgomery* (LCS 8) are continuing pre-production efforts in Marinette by Lockheed and Mobile by Austal, respectively.
- ▶ Named hulls currently in pre-production also include PCU *Detroit* (LCS 7), PCU *Montgomery* (LCS 8), PCU *Little Rock* (LCS 9), PCU *Gabrielle Giffords* (LCS 10), PCU *Sioux City* (LCS 11), and PCU *Omaha* (LCS 12).

What's a tour onboard LCS do for me?

"Unique" is a term often employed when Sailors describe their time with the LCS program.

"The LCS program offered the opportunity to excel, required a change in philosophy, and provided many challenges that have enhanced my personal and professional growth," said Chief Gas Turbine Systems Technician Dale Furr, Staff 3M Coordinator for USS *Freedom*, Littoral Combat Ship Squadron ONE. "The experience of working with a very

intermingled program, including contractors, civilians, Sailors, companies, and organizations, and a very diverse range of team members has strengthened my understanding of the Navy operating in a corporate and business atmosphere. It is also quite exciting to be exposed to many of the newest technological introductions to the fleet. This is not my Uncle's Navy."

Over the past four years promotion opportunities within LCS have been above the fleet average by roughly 25 percent across the board.

"LCS platforms operate with a minimally manned crew, so the opportunity to lead a large numbers of sailors is not what you would find on a traditional platform," said Command Master Chief Anthony Decker, Littoral Combat Ship Squadron ONE. "Rather, LCS sailors demonstrate leadership by taking on a myriad of responsibilities as a result of their extensive training to be a LCS asset. LCS sailors are trained to operate equipment and systems across several source ratings other than their primary rating. A majority of the systems and equipment are commercial grade and not standard Navy gear."

"Open your mind, give more than your best, say 'I can do it,' never settle for less. I have a vision - it's called 'LCS'," said Engineman 1st Class Bobby Dillahunt, USS *Independence* (LCS 2) Blue Crew. **SW**



Navy Upgrades New Fitness Program

New app puts personal trainer in your pocket

By MC1(SCW) Demetrius Kennon, *Surface Warfare*



There's an app for just about anything.

Smart phones and digital tablets have taken the world by storm. These downloadable applications can do

most anything from locate a restaurant to buying a movie ticket. There are those that can unlock a car or even start it.

The U.S. Navy is also getting onboard with the convenience of this relatively new technology. One of the most recent Navy apps released by Commander, Navy Installations Command (CNIC) is the Navy Occupational Fitness and Fueling System (NOFFS) app.

"The NOFFS iPhone application provides the complete NOFFS program in a cost-effective and convenient format. Once downloaded, this complete training tool is readily accessible anywhere with, or without, a connection," said Chad Quinn, Navy Fitness Program Manager.

NOFFS is the Navy's latest fitness initiative designed to take a Sailor's everyday occupational movements and incorporate them into four different workouts based on four command types: Submarine, Surface Ship, Large Deck, and Group Training.

"This app is an easy way to empower Sailors with the proper guidance on a world-class workout," said CNIC's Force Master Chief(AW/SW)

Christopher Engles. "Now, no matter where they are, on a ship or in a remote area, Sailors have all the tools they need to control their own fitness lifestyle."

Rather than focusing on the physical fitness assessment (PFA), NOFFS

emphasizes how to specifically improve the functional performance of a Sailor during daily operations. The focus of the project is to optimize operational physical performance and fueling for Sailors while preserving Navy combat power.

"The NOFFS methodology is proven in elite sport settings as well as the SPECWAR community. Every Sailor now has access to this amazing training tool," said Lisa Sexauer, Fitness, Sports and Deployed Support Program Manager.

Initially, this plan was developed for command fitness leaders and their assistants (CFLs and ACFLs) to keep on 8½ by 11-inch cards packaged on a ring. Each card contains images, descriptions, sets, reps and durations. Each card series offers various stages of progression, both in exercises and volume/intensities.

More than just exercise, NOFFS offers suggestions for maintaining a healthy life style through the food you eat. It breaks down five fundamentals for enhancing physical and mental performance: eating more natural foods the least processed the better, eating more often, hydrating, recovering, and sustaining a health-conscious mindset.

The app features a movement library containing photos and video demonstrations based on five training components.

► **Pillar Preparation** – Engages the shoulders, hip, and torso muscles in order to protect, stabilize, and strengthens your "pillar" in order to transfer energy safely and effectively throughout the rest of your body.

► **Movement Preparation** – Instead of static stretching, where muscles often shut down and can cause injury, this warm-up component allows for specific movements that match the multi-directional movements associated with the individual workout.

"This app is an easy way to empower Sailors with the proper guidance on a world-class workout,"

— CNIC's Force Master Chief(AW/SW) Christopher Engles



- ▶ **Strength Training** – Training with body movements instead of joint movements, this component most closely matches up with the everyday work activity of the Sailor. The movement patterns focus on upper pulling, lower pulling, upper pushing, lower pushing and rotational body movements.
- ▶ **Cardio Conditioning** – Based on interval training, this component increases physical ability by overloading muscles, increasing caloric burn, motivation, metabolism and the anaerobic threshold, or the ability to work out longer at a higher intensity.
- ▶ **Recovery** – Using a process referred to as regeneration, the movements used during cool-down assist reaching new ranges of motion and increasing flexibility.

Under the Routines tab, exercises can be selected that are designed to tackle the needs of the following specific platforms—submarine series, surface ship series, large deck series, and group training series. Sailors are then able to adjust the intensity level and length of the workout.

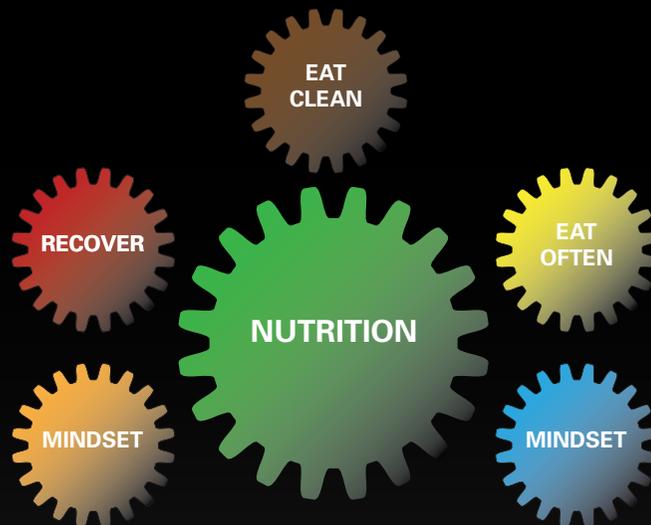
“The app allows you to tailor your workouts according to your current fitness level, time available, and equipment available. Even though these parameters may change on a regular basis, your workouts can adapt and continue to progress your level of fitness,” said Sexauer. “That is a level of flexibility many other

workout regimes do not offer. More importantly, NOFFS can meet a Sailor where they are in their pursuit of fitness and guide them physically and nutritionally through their journey. Now that is cool!”

Though the app is only available on Apple products at this time, the workout is still distributed on laminated cards to ships and facilities for checkout.

This information is also available to download and reproduce at <http://www.navyfitness.org/fitness/noffs/downloads/>.

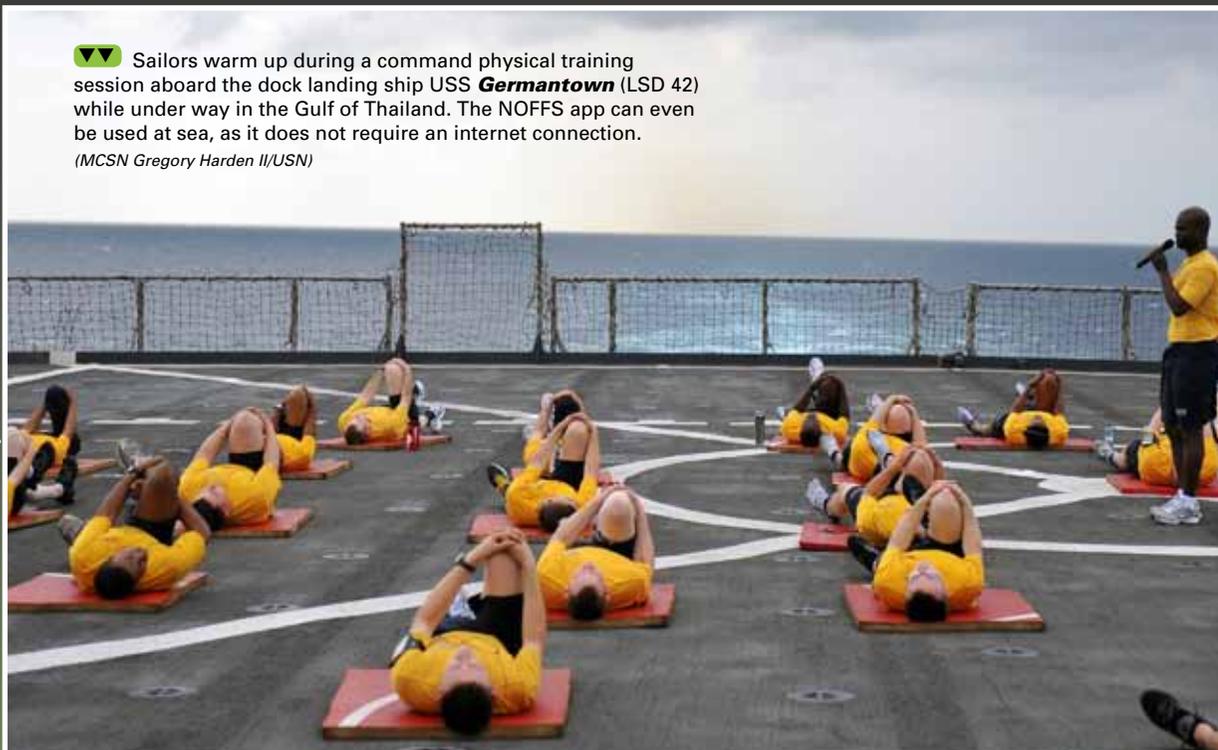
“The release of this app is just the beginning. We are already working on functional enhancements and three new workout series. Every fitness program needs to be dynamic and we are committed to seeing this through,” said Quinn. **SW**



**Master these 5 fundamentals
and enjoy new found physical and mental
performance through nutrition.**

▼▼ Sailors warm up during a command physical training session aboard the dock landing ship USS **Germantown** (LSD 42) while under way in the Gulf of Thailand. The NOFFS app can even be used at sea, as it does not require an internet connection.

(MCSN Gregory Harden II/USN)





Naval Safety Center Raises

Motorcycle

Safety Awareness

Lowering motorcycle fatalities is a Navy priority.

By MC3(SW/AW) Benjamin Crossley, NPASE West

More than 200 service members recently attended a motorcycle safety symposium to discuss the current training climate of the military safety programs on Naval Air Station North Island, San Diego.

Rear Adm. Brian C. Prindle, Commander, Naval Safety Center, offered insight into the current safety and training climate when dealing with motorcycles.

"We want to make sure we are drawing attention to the significant number of motorcycle fatalities occurring in the Navy and Marine Corps," said Prindle. "More than 50 percent of fatalities last year involving a motorcycle did not complete the basic motorcycle training course, and that is a shame because it is available to service members. We need to continue to close the training gap. We need 100 percent

of service members trained and ready for the road to be successful."

During the symposium, several service members offered testimony about personal experiences and mishaps as well as the motorcycle safety courses offered.

Senior Chief Air Traffic Controller Daniel Miller, a motorcycle rider for 28 years, talked about a recent mishap that occurred resulting in serious injury.

"I am alive because of my gear, my motorcycle specific riding gear," said Miller, assigned to Fleet Area Control and Surveillance Facility (FACSFAC) San Diego.

According to Miller, he was wearing proper protective gear required by military installations at the time of the mishap.

"The symposium is important because it brings real questions and concerns to the right people. The concerns that riders

have can be addressed and brought to the attention of leadership as well as fellow riders in other commands," said Miller.

Motorcycle safety awareness is especially important in cities like San Diego where the riding season is so long, according to Prindle.

"We need to make sure service members are taking advantage of all of the safety programs offered by the military and set them up for success," said Prindle.

Safety is one of the key areas of the 21st Century Sailor and Marine initiative which consolidates a set of objectives and policies, new and existing, to maximize Sailor and Marine personal readiness, build resiliency and hone the most combat-effective force in the history of the Navy and Marine Corps. [SW](#)



▲▲ Sailors and civilians from Naval Weapons Station, Charleston, S.C. ride their motorcycles from base to the Navy's recreation park in Monck's Corner, S.C. during the Motorcycle Safety Standown. (MC3 Juan Pinaldez/USN)

◀◀ MAC Aaron Mitchem, assigned to the security department at Fleet Activities Sasebo, participates in a motorcycle safety class at the Akasaki Motorcycle Range. The class is designed to teach motorcycle mechanics and safety to both new and experienced riders. (MC2(SW) Casey Kyhl/USN)

Powerful Conversations

How High Impact Leaders Communicate

By Phil Harkins – ISBN 0-07-135321-6.

Book Review by Lt. Amanda Lorenz, 15th Company Officer at the U.S. Naval Academy

What is so powerful about Powerful Conversations? In today's team-oriented environment, trust is the currency of the leader-follower exchange and for author Phil Harkins, Powerful Conversations is paramount to forming such trust. Leaders are on the hook for what they say, what they don't say, and both their intention and approach. Through words and deeds, leaders transform their organization towards either growth or stagnation. Powerful Conversations guides leaders to navigate the realm of possibilities, as well as unforeseen opportunities, to foster a sense of trust, commitment, and determination to succeed.

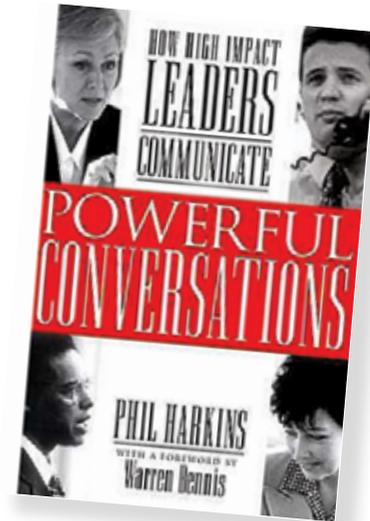
A few might think that this book is merely about developing integrity and concerns only the ethics of leadership; however, Phil Harkins describes Powerful Conversations as a turbocharged technology required for high-speed productivity and cooperative interactions. Imagine an organization where information flows freely, coworkers frequently voice their fears and concerns, and professional dialogue centers around focused determination towards stated goals and desired ends. The leader of this command climate has the tools to navigate change, promote satisfaction and retention, and reinforce the element of trust. Despite setbacks and momentary defeats, the leader who uses Powerful Conversations regards failures as opportunities to reinforce open communication and shared learning.

As such, Powerful Conversations looks into the principles and attitudes that powerful leaders must use every day. This book guides leaders to honestly reflect the method and modality of their communication style and to pro-actively determine how conversations influence organizational climate. Through intentional and adept conversations, High-Impact leaders seek to continuously refine and redirect energy, remove obstacles, and reach new

heights of productivity and job satisfaction. Mr. Harkins goes so far as to suggest leaders dedicate time each day in developing and rehearsing their purposeful conversations so that their voice can be heard clearly and consistently down to the lowest level.

You might be thinking that such reform will take enormous time to implement. However, Powerful Conversations emphasizes quality over quantity. Many decisions are pushed aside or ignored due to ego-based competition or an inability to address fears and concerns. More often, projects fail to meet their deadlines because the goals and objectives were never clearly defined or teams failed to develop the trust required to negotiate their needs and wants. Without trust, motives, goals, and tactics come under fire due to suspicion about conflicting interests. As Phil Harkins says, "trust is also the operating principle through which organizations foster openness and information sharing in order to make the most expeditious decision, uncover problems, and convert ideas into action."

Do you want to be a High-Impact leader? Even if you don't, do you wish to survive the vexing reality that poor communication leads to confusion, frustration, and a decreased sense of trust? After reading this powerful book, you will soon be engaging in the art of Powerful



Conversations by asking yourself if each and every conversation produces a sense of shared learning, mutually acknowledged goals, and a deepened sense of community and personal connection. With practice, trust becomes less of a buzzword and more of a byproduct of a leader's commitment to produce a successful and satisfying workplace environment. *SW*

The views expressed above are those of the reviewing author. The publication of this review does not imply DoD endorsement of the reviewing author or the work reviewed and its author.



◀ Capt. John Steinberger, commodore of Destroyer Squadron 1, meets with fellow officers in his office aboard the Nimitz-class aircraft carrier USS **Carl Vinson** (CVN 70). (MC2 Benjamin Stevens/USN)



LCU Craftmaster

The Navy offers opportunities for Chiefs and First Classes to take command of a craft.

By David Winfield, Maurice Hartey, Arlene Korn, Kristy Presson, and Kevin Kennedy, *PMS 377 Team Support*

The 135-ft Landing Craft Utility (LCU) is perhaps the last place in the Navy where enlisted Sailors can still assume command of a vessel at sea. A practice, more common in the past, disappeared after World War II. Aboard LCUs, the vessel's craftmaster duties and responsibilities are similar to the commanding officer of a Navy ship, albeit on a smaller scale.

Modern LCUs have updated designs that improved greatly on WWII predecessors, made famous by the invasion of Normandy and immortalized in newsreels and cinema. The current design originated in the 1960s, when the 1600-Class arrived at Assault Craft Unit One (ACU-1), in Coronado, Calif. The 1600-Class replaced the 1500-Class, in use from the Korean War through the Vietnam era.

Each LCU carries 14 Sailors commanded by a craftmaster, chief, or first class petty officer. Each craftmaster is an extension of ACU's commanding officer when deployed and is responsible for craft and crew.

"The craftmaster holds positional authority over all who embark that craft. The craftmaster billet onboard an LCU provides opportunity for leadership unmatched anywhere else in today's Navy. On no other vessel in the Navy can an enlisted person rise to command," said Cmdr. Andrew Amidon, commanding officer, ACU-1.

Since 2009, the Navy has used joint training at the Army Transportation

Command at Joint Base Langley-Eustis, Va., to train LCU craftmasters. The Navy-funded, Army-delivered training provides a blended-learning solution that includes classroom instruction, an immersive simulator, and on-the-water craft time. The training prospective craftmasters receive enables them to effectively and efficiently perform their role as they deploy in the well decks of other amphibious ships such as the LHA, LHD, LPD, and LSD.

The campus boasts state-of-the-art training facilities that deliver the necessary knowledge and skills to operate numerous watercraft in all weather and sea conditions. These fully immersive trainers/simulators ensure the Army's Soldier-Mariners and Navy Sailors receive high-fidelity, realistic training in preparation for duty.

All personnel must attend formal training provided at Joint Base Langley-Eustis to qualify as craftmaster. When the Sailor

successfully demonstrates mastery of course objectives and graduates, he/she is qualified as a craftmaster under instruction. Only after successfully completing the rigorous local qualification program at the ACU, including personnel qualification standards sign-off, oral board, and practical exercises, are craftmasters awarded the Navy enlisted classification and considered qualified.

The six-week course consists of instructor-led training in a classroom, lab-based training using an immersive simulator and real-time experience on a LCU. Prior to moving to an actual LCU, practical exercises are rehearsed using the physics and scenario-based simulator. Simulator sessions provide realism while allowing students to hone their knowledge and skills in a cost-effective and safe environment—safe for students and equipment. Practical exercises and instruction in the simulator include beaching and unbeaching, communications,

 Sailors navigate Landing Craft Utility (LCU) 1681 toward the well deck of the dock landing ship USS *Pearl Harbor* (LSD 52) during an onload operation.

(MC2 Jason Behnke/USN)





▲▲ SN David Griffinhall signals green well for Landing Craft Utility (LCU) 1681 to depart the well deck of the amphibious dock landing ship USS **Pearl Harbor** (LSD 52).
 (MC2 Jason Behnke/USN)

docking and undocking, maneuvering, radar and navigation, rules of the road, situational awareness, and transiting.

The Maritime Training Campus, Maritime Training and Simulation Division, currently employs two bridge simulators as well as other training devices and simulators. Millions of calculations were captured from an actual LCU with regard to craft handling characteristics, operations, difficulties, and casualties to produce the most comprehensive simulation of real-world operation. The view from the bridge is accurate down to the accumulation from sand storms off the coast of Dubai to oil slicks emanating from the wreck of the USS **Arizona** in Pearl Harbor.

Following the 7.0-magnitude earthquake that struck Haiti on January 12, 2010, LCUs were deployed to provide humanitarian aid. Dillard, the craftmaster of LCU 1645, said that this mission provided both a challenge and sense of satisfaction. Landing (beaching) an LCU to offload cargo or personnel was a challenge because often the LCU would ground just off shore and have to be offloaded in waist deep water—never convenient or easy, but made much harder by the rocks and mud. Rocks were always a threat and had to be avoided at all costs because of the risk to the bronze propellers. Beach Masters and SEABEES would often be required to help vehicles that got mired in the mud. Dillard was deeply impressed by the appreciation the people showed him and his crew.

“This is a tremendous responsibility to be sure, but it is also a tremendous



opportunity,” said BMC Robert Dillard, who earned his craftmaster pin as a first class. “Where else in the Navy can a first class petty officer rise to the command of a ship or vessel? Everything that happens on and to that craft is under the authority and responsibility of that blue shirt. **SW**

▲▲ BM3 Jonathan Miller signals landing craft utility (LCU) 1631 after completing stern gate marriage operations with the forward-deployed amphibious dock landing ship USS **Tortuga** (LSD 46).
 (MC2(SW/AW) Eric Crosby/USN)



Celebrating **Hispanic** Heritage Month

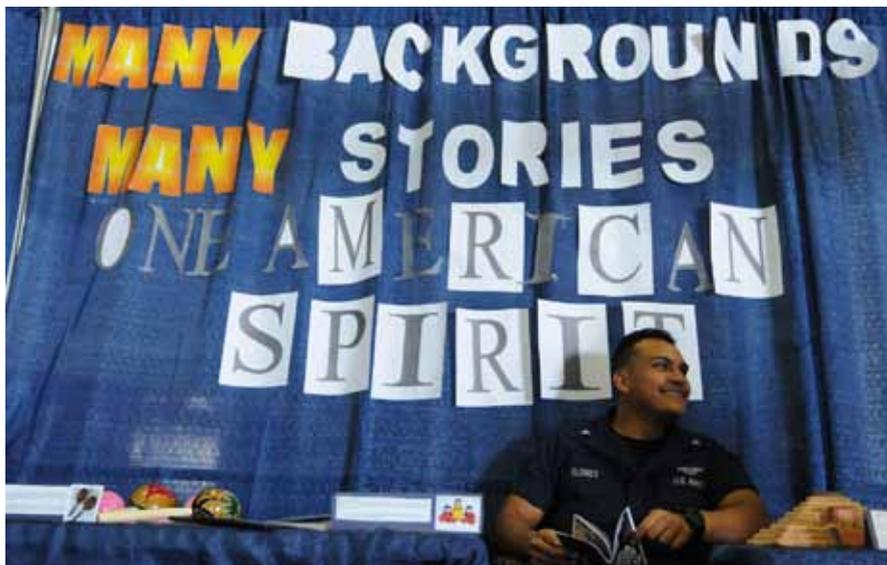
By: Lt. Elizabeth Huntoon, *Women's Surface Warfare Engagement Lead, Office of Diversity and Inclusion*

Hispanic Heritage Month is celebrated every year from 15 September to 15 October. This year's theme is "Diversity United, Building America's Future Today."

Started in 1968 as Hispanic Heritage week and enacted into law on 17 August 1988 on the approval of Public Law 100-402, this month long celebration encompasses several monumental anniversaries for Latin American countries including the independence days of Costa Rica, El Salvador, Guatemala, Honduras, Nicaragua, Mexico, and Chile.

For these 30 days between September and October, the nation will recognize the history and contributions of our Hispanic citizens. Our great Navy is made better by the diverse backgrounds of our Sailors, with each person bringing a unique perspective to their community, command, or work center. Hispanics are the dominant minority group in the United States, totaling more than 16% of the population, a proportion that continues to grow at an unprecedented rate. Hispanics are also well represented in the Navy, comprising 15.8% of our active duty total force end-strength. From our very first Admiral, ADM David Farragut, to the outstanding Sailors serving today, Hispanics continue to shape our Navy and nation in maintaining global and maritime freedom.

Sailors and commands are encouraged to take this time to recognize and celebrate the unique talents, contributions, achievements, and histories of our Navy's many Hispanic shipmates. [SW](#)



▲▲ Aviation Machinist's Mate 3rd Class Edwin C. Flores mans a booth showcasing Hispanic culture during a diversity celebration aboard the aircraft carrier USS **George H.W. Bush** (CVN 77). Sailors of various ethnicities made presentations, shared traditional foods, and performed live during the five-hour event sponsored by the ship's American Diversity Heritage Observance Committee.

(MC2(SW/AW) Timothy Walter/USN)



◀◀ Engineman 3rd Class Olga Valdovinos, of Stockton, Calif., dances the "Folklorico," a traditional Hispanic courtship dance on the mess decks of USS **Blue Ridge** (LCC 19) during a Hispanic Heritage celebration. Hispanic Heritage Week was originally started in 1968, but was changed to a month-long celebration by President Ronald Reagan in 1988.

(MC2 Tucker M. Yates/USN)

CHANGES IN COMMAND

O-6 CHANGES OF COMMAND

COMDESRON 31/Aug

CAPT David Welch relieves Capt. Wallace Lovely

COMDESRON 60/Aug

CAPT Jay "Dan" relieves Capt. John Esposito

USS *Vella Gulf* (CG 72)/Aug

Capt. Mark Harris relieves Capt. Philip Vance

COMPHIBRON 11/Aug

Capt Brad Lee relieves Capt. Cathal O'Connor

COMDESRON 1/Oct

Capt. John Steinberger relieves Capt. Michael Elliot

CNRMA Chief of Staff/Aug

Capt. Mary Jackson relieves Capt. George Womack

O-5 CHANGES OF COMMAND

USS *Mason* (DDG 87)/Aug

Cmdr. Donald Marks relieves Cmdr. Adan Cruz

USS *Winston S. Churchill* (DDG 81)/Aug

Cmdr. Christopher Stone relieves Cmdr. Michael Hutchens

USS *Laboon* (DDG 58)/Aug

Cmdr. Christopher Cigna relieves Cmdr. James Storm

USS *Truxtun* (DDG 103)/Aug

Cmdr. Andrew Biehn relieves Cmdr. John Ferguson

USS *Dewey* (DDG 105)/Aug

Cmdr. Jake Douglas relieves Cmdr. John Howard

USS *Gonzalez* (DDG 66)/Aug

Cmdr. Christopher Inskeep relieves Cmdr. Steven Lee

USS *Freedom Crew 102* (LCS 1)/Aug

Cmdr. Timothy Wilke relieves Cmdr. Matthew Weber

USS *Nicholas* (FFG 47)/Aug

Cmdr. Cory Blaser relieves Cmdr. Stephen Fuller

USS *Stout* (DDG 55)/Sep

Cmdr. Robert Alpigini relieves Cmdr. Sylvester Steele

USS *Howard* (DDG 83)/Sep

Cmdr. David Zook relieves Cmdr. Andree Bergmann

USS *Bulkeley* (DDG 84)/Sep

Cmdr. Matthew Phillips relieves Cmdr. Sean Anderson

USS *Gridley* (DDG 101)/Sep

Cmdr. Gadala Kratzer relieves Cmdr. Benjamin Allbritton

USS *Thach* (FFG 43)/Sep

Cmdr. Hans Lynch relieves Cmdr. Jeffrey Scudder

USS *Milius* (DDG 69)/Oct

Cmdr. Stephen Shedd relieves Cmdr. Nicholie Bufkin

USS *Russell* (DDG 59)/Oct

Cmdr. Gary Cave relieves Cmdr. Joseph Carrigan

USS *Oscar Austin* (DDG 79)/Oct

Cmdr. Brian Diebold relieves Cmdr. Charlos Washington

USS *Rentz* (FFG 46)/Oct

Cmdr. Lance Lantier relieves Cmdr. Michael Davis

USS *Ford* (FFG 54)/Oct

Cmdr. Joseph Shuler relieves Cmdr. Donald Foss

USS *Independence Crew 202* (LCS 2)/Oct

Cmdr. David Back relieves Cmdr. Gerald Olin

O-3/O-4 CHANGES OF COMMAND

USS *Defender* (MCM 2)

Lt. Cmdr. Gordon Wells relieves Lt. Cmdr. Todd Levant

MCM CREW *Swerve*

Lt. Edison Rush relieves Lt. Cmdr. Andrew Bucher

PC CREW *Bravo*

Lt. Robert Holt relieves Lt. Cmdr. David Coles

PC CREW *Golf*

Lt. Michael Mullen relieves Lt. Cmdr. Marcus Devine

