



SPRING 2014 • Issue 42

# SURFACE WARFARE MAGAZINE



DEVELOPING OUR SAILORS



TRAINING OUR CREWS  
TO FIGHT AND WIN



PROVIDING WARSHIPS  
READY FOR COMBAT



MC3 Chris Cavagnaro | U.S. Navy

Sharing stories and news from Sailors all across the U.S. Navy's Surface Forces

# COMMANDER'S CORNER



**EDITORIAL BY:**  
**RADM THOMAS S. ROWDEN**

Director, Surface Warfare (N96)

I would like to thank VADM Copeman for offering me the use of this space in the “Commander’s Corner” to recap the recently completed Surface Navy Association National Symposium in Washington DC (January 14-16, 2014) and to reinforce the message that I communicated to those in attendance. Before I do that though, I want to offer my heartfelt thanks to everyone who made the event a success, especially the hardworking folks at the Surface Navy Association and the staff of the Hyatt Regency Crystal City. If you have never made the trip, it is something to consider. The speakers and panels are chock full of information about the state of the surface force, and the show floor gives industry the opportunity to showcase evolving technologies and capabilities. But after having attended probably a dozen symposiums over the years, the best part for me is running into shipmates, some of whom I have not seen for years.

At this year’s symposium, I laid out my priorities for the next year for the Surface Warfare Division (OPNAV N96), as I have in my two previous speeches to this forum. We have made a lot of progress in the past two years toward improved resourcing of training, readiness, modernization, and acquisition, and we can be proud of that work. But consistent with the CNO’s first tenet of “Warfighting First”, the time is now to focus more on the core missions of Surface Warfare, and my priorities reflect this change in focus.

My first priority is to “Support the Rebalance to the Pacific.” In his January 2012 Defense Strategic Guidance, President Barack Obama directed the rebalance to the Asia-Pacific region in recognition of the changed security environment. Given the maritime nature of the theater, the number of close treaty relationships in the region, and the uncertain nature of China’s rise, the Surface Navy will play a critical role in the rebalance. That role will undoubtedly cause us to re-focus on the core of Surface Warfare, and that is our ability to exercise Sea Control, comprised of Integrated Air and Missile Defense, Offensive Anti-Surface Warfare (OASuW), and the Anti-Submarine Warfare defense of the inner screen. We have not had any other power to challenge our dominance at sea since the fall of the Soviet Union, and in the meantime, we honed our skills in precision strike and maritime security/visit, board, search and seizure to a razor’s edge. These were the missions our nation demanded of us over the past two decades, and I am proud of the way we responded.

But the nation now needs us to shift and refocus, returning to our roots and dominant sea control. Everything our Navy does that makes us unique and powerful flows from control of the seas. We need to work hard to regain proficiency in the “blocking and tackling” of each of these disciplines, and I am confident that we can do so. Both VADM Copeman and I are aware that your plates are already full, and we need to take a hard look at how we can “balance the load” more effectively as we tackle these new challenges.

My second priority flows naturally from the first, and that is to “Build to the Future.” We need to start planning NOW for ships that will join the fleet in the early 2030’s, ships to be built efficiently with an eye to life cycle cost reduction. We must find a way to affordably pace the threat by modernizing our future ships more cost-effectively, and doing so means designing in means to do so from the start. Additionally, we need to build a new cadre of experts who know how to wield our future combat systems to their fullest advantage in order to maintain our advantage over the threat.

The way we build and modernize ships today can and should improve. As it is now, once a ship is commissioned and joins the Fleet, it slowly but steadily declines in capability relative to the ever increasing capability of the threat until its mid-life modernization, at which point a lot of money is poured into extensive and intrusive upgrades to bring it back up to specification. It then begins another long decline until it is taken out

of commission—not because it has reached its service life, but because the threat has so thoroughly outpaced it.

Let’s face it—this is really not an optimal way to field/maintain capability. Because we pack so much into new construction and then a mid-life upgrade—the ship spends the vast majority of its service life NOT KEEPING PACE with the threat, rather, it declines comparatively. This is a function primarily of how we design and build ships. But what if we designed and built ships differently? What if we designed and built ships specifically with the goal of future upgrade and integration in mind? What if we—the requirements and the acquisition community—came together to do the really hard work of writing a new group of “non-functional” requirements that will give us the flexibility we need throughout the life of the ship to keep pace with evolving threats? This work is underway now, and it demands that the requirements folks and the acquisition community come together to help define requirements for such things as modularity, scalability, flexibility and adaptability.

My third priority is “Make the things we have today work.” We must continue to take care of the fleet we have, as our ships are significant investments which must be relied upon for decades. We have done some good work on the waterfront in the past few years in defining the maintenance requirements for our ships as they operate under the demanding optempo that national

requirements dictate. By more clearly defining the requirement, we were able to justify the resources necessary to fund it, and we’ve closed some critical maintenance gaps including a measurable improvement in AEGIS Wholeness.

Additionally, we continued the introduction of LCS to the Fleet and integrating lessons learned from USS FREEDOM’s deployment last year. FREEDOM and her crew represented the Surface Force proudly, and we learned a lot about the maintenance philosophy for the ships and the process of crew changeout. Later this year, USS FORT WORTH will deploy to the Western Pacific and will remain there for sixteen months with multiple crew changes during her tenure there. I am excited as more and more of these ships join the Fleet, and I am confident they will soon be fighting above their weight.

In summary, our connectivity, our on-station time, and our command and control capacity make Surface Warfare the natural leaders in the rebalance to the Asia-Pacific region. Our investments are positioning us to reassert mastery of the core competencies of Surface Warfare, but it will take more than resources to meet the challenges of the future. It will take the earnest application of will, with each of us deciding that we will do what it takes to be better at our warfighting competencies. We can do no less. I hope to see you at the next Surface Navy Association National Symposium in January 2015!

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# 2013 SEA AND SHORE SAILORS OF THE YEAR



STORY BY:  
**MC2 KAROLINA OSEGUERA**

Navy Public Affairs Support Element West

Commander, Naval Surface Force, U.S. Pacific Fleet (SURFPAC) announced the 2013 SURFPAC Sea and Shore Sailors of the Year (SOY) during a banquet at the Admiral Kidd Catering and Conference Center in San Diego, Feb. 14, sponsored by the Surface Navy Association.

Master-at-Arms 1st Class Petty Officer(SW/AW/EXW) Nicholas S. Fessler, USS Bonhomme Richard (LHD 6), was named the Sea SOY, and Hospital Corpsman 1st Class Petty Officer(FMF/EXW/PJ) Jeremiah D. McArthur, Pre-Commissioning Unit Jackson (LCS 6), was named Shore SOY. More than 400 guests, including spouses, command leadership teams, distinguished military guests, and community supporters attended the ceremony.

Fessler, a native of Prescott Valley, Ariz., entered the Navy, Aug. 31, 2004. He attended Recruit Training Command with follow-on orders to Master-at-Arms "A" School in San Antonio, Texas.

His shore tour includes Naval Station Mayport, Fla. His sea commands include Mobile Security Squadron 7, Detachment 73 in Santa Rita, Guam and USS Bonhomme Richard (LHD 6) in Sasebo, Japan, where he is currently assigned as the executive leading petty officer and the Command Anti-Terrorism Training supervisor.

"One thing that my grandfather told me was 'you make chief the very first day you join the Navy. How long it takes to wear those anchors is determined upon you'" said Fessler. "I was blessed with a lot of great mentors. A lot of those leaders pointed me in the right direction which led to me standing here today."

McArthur hails from Little Rock, Ark., and entered the Navy Oct. 31, 1996. His duty assignments include Chemical Biological Incident Response Force in Camp Lejeune, N.C., Field Medical Service School (East) at Camp Lejeune, N.C., and Special Operation Training Group in Camp Lejeune, N.C.

McArthur is currently stationed at Pre-Commissioning Unit Jackson (LCS 6), where he performs duties as an IDC and leading petty officer.

"I am really excited to represent SURFPAC and I am very honored," said McArthur. "This award has a lot to do with the people who are around me. All the chiefs of my past mentored me and really developed me into who I am today. All the things that I do wouldn't be possible without the support of my wife. You have to have that other half to keep you strong."

Seven finalists took part in board interviews, command events and a series of community outreach activities, which included meeting with Pearl Harbor survivors, a visit to USS Midway Museum, the San Diego Zoo and other local attractions.

The finalists also attended professional development sessions at SURFPAC headquarters and a submarine tour aboard the USS Oklahoma City (SSN 723). The finalists' spouses also participated in the events with their Sailors and attended Fleet and Family Support Center training sessions as well.

"It was a challenging decision," said SURFPAC Force Master Chief Brannon Knox. "They just get better and better every year. This is the best part of my job; to be able to work with these Sailors one week out of the year."

Fessler and McArthur will now compete in Hawaii against Pacific Fleet nominees vying for the Commander, U.S. Pacific Fleet (COMPACFLT) Shore and Sea Sailor of the Year titles. The sea and shore-based commands of COMPACFLT represent more than 200,000 Sailors.

The top COMPACFLT Sea Sailor will be eligible for meritorious promotion to chief petty officer and the Shore SOY will move on to competition in Washington, D.C., for possible designation as the 2013 Chief of Naval Operations Shore SOY.

# SURFPAC



HM1(FMF/EXW/P.J) Jeremiah D. McArthur  
**SHORE SAILOR 2013**



EM1(SW) Desmond C. Johnson



LN1(SW/AW) Raysa A. Turner



MA1(SW/AW/EXW) Nicholas S. Fessler  
**SEA SAILOR 2013**



QM1(SW) Erika A. Lira



HT1(SW) Donipaul H. Briscoe



MA1(SW) Raymond A. Cuevas



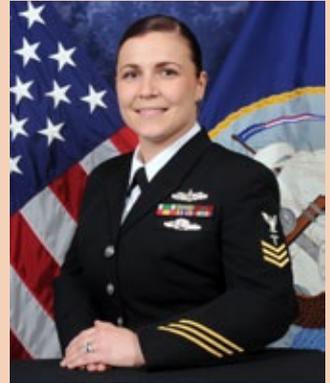
PS1(SW/AW) Jeremiah D. McArthur  
**SHORE SAILOR 2013**



IS1(SW/IDW/AW/SS) Mark Lambert



LN1(SW) Thomas Christopher



HM1(SW/EXW) Mahtob Johnson  
**SEA SAILOR 2013**



PS1(SW/AW) Christinmae Canlas



OS1(SW/AW) Rocio Fooks



MA1(SW/NWS) David Heatherly



QM1(SW) Rashad Brown



NC1(SW) Raymond Wiemer



HM1(SW) Jose Alonso

# SURFLANT



## STORY BY: SURFLANT PUBLIC AFFAIRS

Commander, Naval Surface Force Atlantic (SURFLANT) 2013 Sea and Shore Sailors of the Year (SOY) ceremony was held at the Brashear Conference Center on Joint Expeditionary Base Little Creek-Fort Story, March 6th.

Hospital Corpsman 1st Class Mahtob Johnson and Personnel Specialist 1st Class Chukwulozia Okobi were selected as Commander, Naval Surface Force Atlantic (SURFLANT) 2013 Sea and Shore Sailors of the Year (SOY).

"Today is about great shipmates from commands, both sea and shore, who exude the characteristics that we look for in our Sailors," said Rear Adm. Pete Gumataotao, commander, Naval Surface Force Atlantic. "For the finalists today, they represent their commands, they represent their families and they represent the United States Navy.

Petty Officer Okobi a native of Nigeria, is assigned to SURFLANT's Manpower and Personnel directorate as a force enlisted manning monitor.

"I think it is very important to personally thank everybody who has made it possible for me to be here, especially the junior Sailors I've served with. Without them I couldn't have made it to this point," said Okobi as he stood next to his wife Vera. "I also want to thank my chain of command and those who have placed their trust in me. It's an honor and very humbling to be here."

Petty Officer Johnson is assigned to the guided-missile destroyer USS Arleigh Burke (DDG 51) which is currently deployed in support of maritime security operations in the U.S. 6th Fleet area of operations. Her husband, Chris, and four-year-old daughter attended the ceremony as she listened on the phone as the ship was conducting a port visit in France.

There was a long silent pause after Rear Adm. Gumataotao announced her as the winner over the phone. "Did you hear what I said?" Rear Adm. Gumataotao asked.

The excitement was apparent in her voice as the audience heard

her respond "yes!"

To maintain uniformity and fairness for all ten finalists, while her shipmates went through the interview process in-person, Johnson was interviewed via phone while being videotaped.

"As a Force Master Chief, this is my first Sailor of the Year week and it was beyond words," said SURFLANT's Force Master Chief Suz Whitman. "To see the Sailors' emotions and the emotions of their families was inspiring. Everybody in the room was totally motivated by the whole process."

After Gumataotao presented each of the nine finalists and Johnson's husband with a Navy and Marine Corps Commendation Medal he said, "This celebration today was awesome because it involved many, many people, showing that it's not an individual that makes the Navy strong; it's the team that makes the Navy strong."

"I think it is very important to note that being selected today is not a personal achievement," Okobi added. "It is an achievement for every chain of command I've been to, for every Sailor I've come in contact with."

SURFLANT's SOYs are selected from over 25,000 Sailors serving aboard 76 ships and 26 special mission and support commands around the world. Both Johnson and Okobi will advance to compete for Commander, U.S. Fleet Forces Command Sailor of the year. If Johnson wins there, she'll be meritoriously advanced to the rank of chief petty officer. If Okobi wins as Shore SOY, he'll move on to compete for the Chief of Naval Operations SOY.

"SURFLANT Sailor of the Year is just an awesome program to represent Sailors as the best of the best in the surface Navy. I know we picked the right Sailors to represent the best of SURFLANT," said Whitman.

The SOY program was established in 1972, by Chief of Naval Operations Adm. Elmo Zumwalt and Master Chief Petty Officer of the Navy John Whittet, to recognize an individual Sailor who best represented the ever-growing group of dedicated professional Sailors at each command and ultimately the Navy. When the program began, only the Atlantic and Pacific Fleet Sailors were recognized. Within 10 years, the SOY program was expanded to include the shore establishment and Navy Reserve.

# SHIPMATES

# HELPING SHIPMATES



**STORY BY:  
MC2 ADAM WAINWRIGHT**

USS Bonhomme Richard Public Affairs

The Coalition of Sailors Against Destructive Decisions (CSADD) chapter aboard forward-deployed amphibious assault ship USS Bonhomme Richard (LHD 6) is teaching Sailors how to make smart decisions on liberty and providing opportunities for junior Sailors to lead.

CSADD's national mission statement is, "Create a culture in which our Shipmates are helping Shipmates maintain a course of success through good decision making." The program is designed to provide young leaders, ages 18-25, an opportunity to lend a helping hand while cultivating a culture of support at a chapter's individual command.

Bonhomme Richard's chapter of CSADD is developing programs to help achieve these goals through bi-weekly meetings and several Sailor based events.

"We hope to make Sailors think twice about every decision they make; from the way they handle themselves in the work place to the next drink they buy at the bar," said Yeoman 3rd Class Daniella Barboza, CSADD's president.

The goal of each CSADD chapter is to establish an open dialogue amongst junior Sailors about problems at the command and discussing what they can do to solve the problems. Each month features a nationally selected theme to help direct the conversation. March's topic is Navy nutrition.

"It's all about Shipmates helping Shipmates. The monthly training is coming from us, the junior Sailors, to help mentor our peers," said Barboza. "It's nice that we have the senior Sailor support but everything the organization does is developed by junior Sailors."

These topics and meetings allow junior Sailor's voices to be heard within their upper chain of command. Many of Bonhomme Richard's senior leadership have taken an active interest in the program and make it a point to attend meetings to provide feedback.



"It's great to see well-rounded individuals wanting to make a positive impact on the command," said Aviation Boatswain's Mate (Fuels) 1st Class Marchello Roberts, a CSADD senior enlisted advisor. "The level of involvement around the command has greatly increased from two months ago and that is a direct reflection of the junior Sailors that have taken ownership of the organization."

Another service CSADD provides is researching and developing alternative activities for junior Sailors to engage in outside of consuming alcohol. So far, Bonhomme Richard's CSADD has organized community service events, utilized the ship's 1MC announcing system to inform Sailors of events happening in the area, and have started developing MWR co-sponsored events for Sailors to engage in.

"We have two meetings every month that are meant to educate Sailors about our monthly topic and continually maintain an open dialogue about problems around the command," said Barboza. "CSADD would like to challenge all junior Sailors and Marines to step up and lead their peers by example."

Bonhomme Richard ARG is currently conducting joint force operations with the embarked 31st Marine Expeditionary Unit in the U.S. 7th Fleet area of operations.

# GETTING SCHOOLED ON ARLEIGH BURKE



**STORY BY:  
MC2 CARLOS VAZQUEZ II**

USS Arleigh Burke Public Affairs

Sailors aboard guided-missile destroyer USS Arleigh Burke (DDG 51) commenced classes in pursuit of their college education while underway on deployment through the Navy College Program for Afloat College Education (NCPACE).

The NCPACE program offers Sailors academic skills, developmental and college-level courses, both undergraduate and graduate, from regionally accredited institutions.

“We had the first class yesterday, and the students seem enthusiastic about it and very appreciative to the Navy for giving them this opportunity,” said Michael Plemmons, a history professor for NCPACE.

Plemmons is aboard the Arleigh Burke teaching a basic freshman U.S. history class about early American colonies, a course requirement for the majority of degree programs.

The history class currently has a total of 42 student Sailors enrolled and through this program, the ship hopes to host a total of four college courses throughout the duration of the deployment.

The NCPACE program provides educational opportunities comparable to those available to shore duty personnel, and although students must pay for books, tuition is covered 100 percent by the Navy for students who decide to take classes on board.

“It’s a tremendous opportunity for the Sailors, and the best deal of all is that it’s free,” said Plemmons. “The Navy picks up the cost of the class. You don’t find too many people coming up to you and say, ‘I have something free for you.’”

Sailors, who balance studying as well as performing their duties underway, have three months to complete each course. When using tuition assistance, the Navy allows them to seek as many as 16 credits per year.

For many of the Arleigh Burke Sailors this will be their first time taking college courses, moreover aboard a ship during deployment.

“I feel like it’s a great opportunity, being that I’m in the Navy and on deployment, because it’s really hard for me to do online classes or physically go to a school campus,” said Information Systems Technician 3rd Class Charmanda Ward, a student in the NCPACE history course taught aboard Arleigh Burke.

According to Plemmons, one of the main reasons the NCPACE program was instituted was due to the difficulty for Sailors, at any pay grade, to attend a standard campus college course because of deployment scheduling cutting into a semester and leaving the Sailor unable to complete a course.

“This is my starting step towards

making my way to my degree and this program has allowed me to do that,” said Ward. “My ultimate goal is to achieve a degree in biology or as an information technician.”

Both student and teacher agree that when given the opportunity to enroll in classes while underway, you should jump on the offer right away.

“Take advantage of the opportunity when it comes around,” said Plemmons. “I told my class last night, this same course that I’m teaching now, if they were to pay for it and the ship was in port, would cost them about \$750, not to mention buying the textbook.”

Saving money and knocking out college classes while underway. A win-win for the Sailors aboard Arleigh Burke.

Arleigh Burke is currently underway on a scheduled deployment in support of maritime security operations and theater security cooperation efforts in the U.S. 5th and 6th Fleet Area of Responsibility.

NCPACE supports the personal and professional growth of Sailors helping them earn degrees which help make them invaluable assets to the Navy. It’s an important part 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 Department of the Navy.

# STAYING ALIVE TO ENJOY THE RIDE



STORY BY:  
**MCC DAVID RUSH**

Navy Public Affairs Support Element West, Detachment Hawaii

Although great strides have been made in motorcycle safety gear and training programs in recent years, Sailors and Marines continue to incur injuries and, in extreme cases, lose their lives while riding motorcycles.

According to the Navy Safety Center, motorcycle injuries and deaths have decreased in the last five years, but there is still room for improvement.

In 2013, there were 17 Sailor motorcycle fatalities, a dramatic decrease from the 33 fatalities in 2008. Nonetheless, one fatality is too many according to Cmdr. Leo Murphy, Commander, Pacific Fleet safety officer.

“Even when riders wear the proper safety equipment and complete the mandatory training and refresher courses, motorcycle riding remains an inherently dangerous mode of transportation,” said Murphy. “Riding motorcycles is a high risk activity. The risks are inherent to riding and cannot be feasibly eliminated. The best preventative measure that a rider can take is to increase their riding skill level. That is best accomplished through training provided by professional instructors. Statistically, there is a direct correlation with the training the Navy provides and a reduction in motorcycle mishaps.”

He emphasized the importance of maintaining a high level of alertness and proficiency in order to avoid becoming a statistic.

“Riding a motorcycle is not like riding a bike, it is better to learn the necessary skills to safely handle a motorcycle on a designated road course, than learning through “trial by fire” on public streets,” Murphy said. “Preventive training pays, especially for inexperienced riders who are most at risk during the first year of riding. Rider skills training is the best tool we have in preventing motorcycle mishaps”

In addition to increasing the necessary skills needed to get safely to and from your destination, being in positive control regardless of level of experience and type of motorcycle is vital,

according to Murphy.

“First those who choose to ride must understand the risks they are assuming. Once that fact is acknowledged, a rider can then develop effective risk management practices. Risk management is an essential part of safe riding and lessons learned from motorcycle mishaps highlight this fact. Riders must recognize their skill level and develop a ride plan that limits themselves to within their safe operating limits.”

All Sailors know how to implement Operational Risk Management, or O.R.M, to their jobs at sea and shore. The same applies to risk management when riding a motorcycle.

“This limit might be daytime group rides only or not riding on highways, or some other self-imposed limitation on when, where, and how a rider will ride,” said Murphy. “Understanding your limitations and determining the risks you are willing to accept will define safe riding and should be done before you get on a motorcycle. The use of sound risk management practices, rider vigilance, and training reduces the probability of motorcycle mishaps.”

Although military personnel receive training, obey the rules of the road, and wear PPE, that doesn’t necessarily mean that others on the road will have the same level of alertness. According to Murphy, when we’re behind the wheel of motor vehicles, everyone needs to pay attention to what’s around them.

“In Hawaii we call that “Aloha Spirit.” It means for other four wheel vehicles to be careful and look out for motorcycles to help keep the roads safer for them. It’s sharing the road, slowing down, and not falling into lazy habits like not using turn signals. Recognize that mirrors in a car still allow for blind spots and to ensure a space is clear best practice is to turn your head and look into the blind spot.”

Unfortunately, that doesn’t always happen and it leads to life ending consequences.

“Tragically, two fatal motorcycle mishaps occurred when the drivers failed to see and turned into the rider. Changing the driving habits of motorists and motorcyclists alike will help decrease the number of motorcycle accidents. Motorcyclists are reminded

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to make sure that they are visible to motorists, and that they strictly follow the rules of the road,” said Murphy.

As for Sailors and Marines who intend on riding “two up,” training isn’t just recommended, it’s mandatory.

“Motorcycle riders must complete the two mandatory courses within 60 days after declaring intent to ride and then complete refresher training every three years,” said Murphy. “In fact, COMPACFLT policy directs service members who have not completed the required training to cease riding until all training is completed. Failure to do so is a violation of a general order. The training is designed to make you safer; why not want that and take advantage of it?”

CMDCM (SW/AW) Paul Kingsbury, Command Master Chief of the Naval Safety Center, echoes Murphy’s sentiments.

“As a non-rider, I would offer that each mishap has an impact on the Sailor, their command and their peers. When a Sailor is involved in a serious crash resulting in injury or fatality their parents, siblings, spouse, children and other relatives are affected,” said Kingsbury. “A deceased Sailor will never have to deal with the personal repercussions of their death. A Sailor who sustains life altering injuries may put additional burdens of health care and financial loss onto those same family members.”

“Additionally, the Sailor’s command loses an asset, a piece of the team, a watchstander, a subject matter expert, an influential leader. In some cases, this gap cannot be filled by the command and can result in the department or command unable to be fully mission capable,” Kingsbury said.

“The loss of a Sailor also means other Sailors have to fill that void. Someone has to pick up the duties

and responsibilities; someone has to stand the extra watch. The death or loss of a Sailor also has a psychological and emotional impact on the Sailors at the command,” Kingsbury added.

In order to help minimize the possibility of injury, Kingsbury emphasizes the need for both beginning and experienced riders to take the risks seriously.

“Riding a motorcycle has unique risks. Although PPE does provide some amount of protection, the high speeds, instability and exposure to the open environment motorcycle riders are exposed to makes the impacts of any crash much more severe.”

Bottom line according to Kingsbury, there’s nothing better than consistently applying proper techniques and lessons learned to enjoy the road safely.

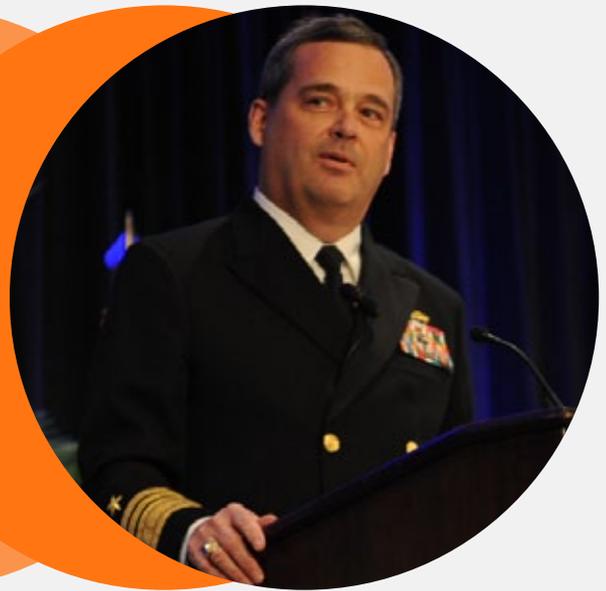
“Training and experience are the best methods of preventing mishaps,” Kingsbury said. “Command leadership should ensure that a proactive and healthy Motorcycle Safety Program is in place and that Sailors who ride are taking advantage of the training provided on our installations world-wide. I would also encourage newer riders to ride with more experienced Sailors until they have gained the experience they need to reduce the hazards of riding.”



MC3 Johans Chavaro | U.S. Navy

# UP TO SPEED

## VADM Tom Copeman Gives an Update on the Surface Fleet



### STORY BY: **VADM TOM COPEMAN**

Commander, Naval Surface Forces

Earlier this year I announced my intention to establish a new command tasked with the development, training, and assessment of the full spectrum of tactics in the Surface Warfare realm. The detailed reasoning behind this decision was laid out in a Naval Proceedings article and it was the subject of my address at the annual Surface Navy Association (SNA) Symposium. In short, it was apparent that it was time to change the way the Surface Force trains and fights. For many years, our community has operated under the belief that tactical knowledge somehow grows based upon age and experience alone, with young officers today spending very little time studying, critiquing, training to or even discussing tactics.

Developing Surface Warfare tactics must be a core function, not an afterthought, and we must develop and assess these tactics at the individual level where specialized functions are executed that contribute to the combat effectiveness of the ship. Unit readiness will always be important, but it is time for the Surface Navy to focus more on the individual. With the demand for naval forces continuing unabated, it is more important than ever that the officers and crews of our ships be the best trained, most tactically

proficient in the world. Put another way, the best place to invest is in our people.

This initiative for the surface community comes at a time when every warfare community will soon be aligned to achieve commonality in the way we approach and oversee training. In a directed planning effort, each of the Surface, Sub, Air and Expeditionary TYCOMs will establish a Warfare Development Center (WDC) to enhance fleet warfighting. The WDC's primary responsibility will be to conduct and evaluate warfare community-focused training by providing advanced training across all warfare areas at the individual, unit and integrated level. The surface community's tactical training strategy will be standardized under a command currently known as the Naval Surface Warfare Development Command (NSWDC), formerly dubbed NSEWC, the Naval Surface and Expeditionary Warfare Center, in the Proceedings article.

As the Surface Navy's tactical standards bearer, NSWDC will generate, test, and promulgate tactics, techniques, and procedures (TTP) for the full spectrum of surface warfare mission areas. It will be more than a place to write tactics; it will be a means for instilling uniform tactical excellence as a cultural standard. With the establishment of NSWDC, we will also introduce the Surface Warfare Combat Training Continuum (SWCTC). SWCTC will be the overarching training and

assessment curriculum for individuals, from basic to advanced warfare, as they progress through their careers. SWCTC will lay out the knowledge individuals on a ship will be required to possess in regards to advanced tactics and doctrine.

With NSWDC in place, driven by the SWCTC, we will become better warfighters and we will better understand the true warfighting readiness of our ships. The new paradigm will be that individual tactical competence drives measurement of overall unit capability for warfighting. The focus will be on whether the individuals onboard at a given time have the training and experience to meet potential tactical challenges and this will drive our ships' readiness ratings.

### Establishing NSWDC

We are not starting with a blank sheet of paper. The aviation community has had a tactically-focused organization for many years in the Naval Strike and Air Warfare Center (NSAWC). NSAWC uses a centrally-managed tactical training program, driven by the Air Combat Training Continuum (ACTC). The fundamental concept of the ACTC is that individual tactical competence drives overall capability, so the focus is on training individuals to be more effective members of the team. NSWDC and SWCTC will be initially patterned on this model.

The main challenge we face in the tactics-training and development of the surface force is that multiple organizations exist to perform different functions in tactical training, but there is not one single community training strategy or standard that focuses on advanced warfighting. Individual tactical knowledge is gained in schoolhouses (SWOS, CSCS, Tactical Training Group), but these organizations do not develop, vet, or validate TTPs. Naval Mine and Anti-Submarine Warfare Center (NMAWC), Naval Air and Missile Defense Center (NAMDC), and the Surface Tactics Development Group (STDG) all develop and validate TTPs, but their training and assessment capabilities are focused on the unit and integrated levels. NSWDC will fill the gap by establishing a tactical standards domain and taking a holistic approach to warfare community training in that it will provide advanced training at the individual, unit, and integrated tactical levels for the following warfare areas:

- . Anti-submarine Warfare (ASW)
- . Air Warfare (AW)

- . Amphibious Warfare (AMW)
- . Ballistic Missile Defense (BMD)
- . Integrated Air and Missile Defense (IAMD)
- . Mine Warfare (MIW)
- . Surface Warfare (SW)

NSWDC will also be our Navy's supported WDC at the theater level in the MIW, AW, and BMD mission areas.

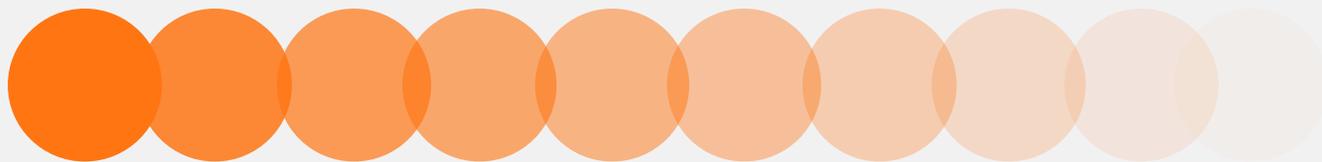
Creating a tactical standards domain is critical for a number of reasons. First, we cannot talk about raising the tactical performance across the Force without an established single tactical standard in place. Right now, we wrestle with different standards for each ship in each warfare area. Second, some warfare areas are more advanced than others so we need to bring up the standards for those warfare areas which lag. For example, NAMDC already focuses on Integrated Air and Missile Defense (IAMD), so we are making good ground in improving our tactical IAMD performance.

On the other hand, no command is currently focused on Surface Warfare; a core competency since 1775. Third, a tactical standards domain will make the Surface Force more capable of inter-community, joint and combined warfare.

Critical functions of NSWDC will be to manage tactics development and to centralize the oversight of all TTP development. Furthermore, it will work to prevent or narrow tactical and training gaps between the Surface Force and other warfare communities by coordinating their efforts with other WDCs. As NSWDC evolves, and coordination between and among all warfare communities improves, the warfighting performance of the entire Navy will improve. In this coordination role NSWDC will fill what is now a critical void. The Surface Force is deeply involved in every warfare area conducted by the U.S. Navy. Through collaboration, NSWDC will bring the proper level of expertise and focus to all the naval warfare communities to ensure the Navy has the most effective coordinated solution to our tactical challenges.

At the integrated level, NSWDC will assist in training Carrier and Expeditionary Strike Group surface combatants to carry out combat missions, as an integrated force, up to the Major Combat Operations (MCO) surge-ready level. This will include training on Navy and joint missions that conform with current Major Combat Operations plans, as well as tactics and techniques of potential real-world adversaries.

**“With NSWDC in place, driven by the SWCTC, we will become better warfighters and we will better understand the true warfighting readiness of our ships.”**



At the unit level, NSWDC will coordinate the efforts of the organizations in the surface tactical standards domain to improve the level of performance of our ships in integrated-level training. This will be done by first ensuring that our ships meet a higher training standard prior to entering the integrated phase. Much as a carrier air wing must complete a training event at NSAWC prior to the integrated phase, our ships will also be required to complete similar advanced unit level training prior to entering the integrated phase. Additionally, NSWDC will coordinate training onboard all Surface Force ships during integrated training periods to maximize the training value of those events and working with the fleet certifying authorities to ensure that the surface combatants in each strike group are quantitatively evaluated against the tactical standard and assigned a performance rating.

Individual level advanced tactics training will be conducted in accordance with an approved Surface Warfare Combat Training Continuum (SWCTC) and the Weapons and Tactics Instructor (WTI) program. NSWDC will develop a cadre of WTIs, who will focus on execution of the SWCTC, ensuring standards are met for tactical employment and integrated naval and joint operations.

NSWDC activation planning and the re-alignment of the Navy towards the WDC construct is an ongoing effort. Initial mission analysis has been completed with the primary commands that will be part of the NSWDC tactical standards domain and we are devising the specified mission, functions, and tasks (MF&T) of the WDC, analyzing the facilities and manning needed to fulfill the MF&T, and have conducted a gaps, seams, and overlaps analysis of the projected SWCTC. This latter analysis will yield recommendations for surface tactical training improvements and efficiencies. NSWDC is planned to be on-line by the summer of 2014.

#### Establishing a SWCTC

The SWCTC will be the driving force behind NSWDC. The vision is that the training continuum will serve as the mechanism for individual, standardized tactical training and evaluation of an officer's (and selected enlisted) tactical

proficiency. This process continues throughout one's career, serving as a guide and an assessment of individual readiness for more senior positions. The focus of the community will then be on individual readiness, with improved individual readiness driving overall unit capability.

NSWDC will manage the SWCTC to standardize and codify the training and experience standards that our officers and certain enlisted will be required to meet as they progress through their careers. It will establish Basic and Advanced tactical training requirements that will be used as part of the training continuum to train and evaluate individuals, units, composite units. The approach will be to augment the SFRM's unit readiness measurements with a continuum that trains and evaluates an individual's ability to contribute to broader combat capabilities, overlaying them onto the broader process of training and evaluating unit tactical readiness.

#### The SWCTC will be constructed on three pillars:

- . One pillar will focus on surface warfare weapons and tactics, and will provide a comprehensive courseware, classroom simulator, and at-sea training program. The syllabus will also provide a framework for individual tactical training at post-Basic phase levels and set the standards for tactical proficiency and combat readiness for various levels of watchstander qualification.
- . The second pillar will focus on the surface warfare training system, and will contain the administrative functionality, interactive courseware, and computer-aided instruction lessons, including classified web-based applications, designed to support WTIs and fleet operators, both ashore and afloat.
- . The third pillar will focus on the surface tactics standard-bearers, the Weapons and Tactics Instructor (WTI) program, which will provide a cadre of formally trained instructors tasked with implementing and administering the SWCTC in each mission area throughout the fleet.

#### Weapons and Tactics Instructors

The WTI program is the cornerstone of the SWCTC. WTIs will be highly-trained subject matter experts in all

**“NSWDC is planned to be on-line by the summer of 2014.”**



MC2 Christopher Lindahl | U.S. Navy

platforms in a given warfare area. They will be post-division officers who have been recommended by their commanding officer and ISIC. WTI candidates will have to meet certain career accomplishment prerequisites in order to even be considered. Ideally they will be the highest-performing, most-qualified officers in the fleet. WTI candidates will be screened by NSWDC itself to assess their qualifications and then detailed by Navy Personnel Command upon approval.

The initial WTI training an officer receives will be provided over several months and they will be placed in the ultimate destination until fully validated as being qualified to train in their given warfare area. Fully trained and qualified WTIs will provide the hands-on, individual training that is currently lacking in the fleet. The WTI will be the tactics expert, training and evaluating the combat team on a given ship or staff. The culmination of each ship's Basic Phase of training will be an advanced readiness exercise facilitated by individual WTIs. This will be an underway, multi-ship exercise planned, executed, and evaluated by NSWDC with support from other training organizations.

We have already made a down payment on this new investment with the training of our first WTIs in ASW and IAMD. These officers are being armed with the knowledge

and skills to make immediate and substantive impacts on the tactical proficiency of the individual commands to which they will be assigned. Over time, we will populate the Surface Force with WTIs on all of our ships and tactical staffs, and they will be responsible for ensuring we meet the standards codified in the SWCTC.

### Conclusion

The cultural change and challenges associated with this undertaking will require years, perhaps decades, of commitment. It will require a paradigm shift in the way Surface Warriors train and fulfilling this vision will require adjustments to nearly every aspect and dimension of the human resource elements of Surface Warfare -- from training to career management.

Finally, creating the Naval Surface Warfare Development Command and raising our tactical performance as discussed above will require financial investment in a time when resources are becoming more scarce, and that is exactly why we need to invest in improving our tactical development and training. We cannot simply pay for material solutions to every tactical challenge. The best place to invest is in our people.

# Anchors Aweigh!

These U.S. Naval Academy Grads Get to Choose Their Own Assignments



STORY BY:  
**BILL McMORRIS**

Washington Free Beacon

The United States Navy brought back the draft on Jan. 30.

On this cold Thursday in Annapolis, Md., 243 Naval Academy students, who will become surface warfare officers (SWOs) when they graduate in May, packed tightly into an auditorium, surrounded by admirals, captains, family, and friends. They were there for ship selection night.

A camera crew from the Defense Department sat outside waiting to interview the Navy's next ensigns. The festivities had all the pomp of the NFL draft but with two key differences: These players drafted their teams, and they actually have to graduate from college. SWOs are in the minority. They have 800 classmates—future Marines, SEALs, engineers, submariners, and pilots—who do not have the option of picking their first jobs.

The students plucked ship names from a draft board, posed mid-stage to display their choice, shook hands with the senior officers playing league commissioner at the podium, then donned caps bearing their new team name.

All eyes were on Brynn Umbach, a bubbly Texas blonde two weeks shy of her 22nd birthday, 5-foot-five, weight undetermined, blue eyes, sandy hair pulled tight in a bun. Umbach emerged at the top of the heap, according to the Naval Academy's Overall Order of Merit rankings, a measure of academic, military, and physical performance.

Her classmates stuffed themselves shoulder-to-shoulder in the type of the high school theater seats soft enough for comfort but itchy enough to stop you from falling asleep during Bye Bye Birdie. Each one bore a piece of tape numbered to correspond with class rank. Umbach had an entire row to herself, giving her the advantage of breathing room and the disadvantage of being easily spotted by bothersome reporters.

I wasn't asking her anything she hadn't heard before. Hyperventilating classmates approached her for weeks to gauge her choice. Many ships have room for only one new officer, so every pick is an opportunity gone for the less accomplished.

"It took a long time to decide," she said. "People kept asking, but I kept changing my mind."

She ultimately settled on the USS Sampson, a destroyer whose namesake, Rear Adm. William Sampson, was the valedictorian of the Academy's Class of 1861. The Sampson is set to deploy shortly after Umbach graduates. More importantly, she will be stationed in San Diego, increasing the likelihood of being stationed with the man she will marry come June 14.

"He's [Naval Academy] Class of 2013. He's got dive school in Florida, but then hopefully he'll come out to San Diego," she said. "I feel fortunate because you normally don't get this much say in the military."

Not that everyone had Umbach's options. Alex Doolittle sat at the other side of the auditorium, his 6'2, 300 pound frame testing the limits



of the auditorium seating and obscuring the “243” on the back of his seat. He sat near the signing table where he would watch every one of his classmates hand in their selections before gracing the stage himself.

“I’m keeping my mind open,” he said.

“Do you have any back up plans?” I asked.

“Yes, sir. Two hundred forty two of them,” he said.

Everyone loves Alex. Like Umbach, he’s a Texan. He planned on enlisting after high school, but a visit to the local recruiter’s office prompted a call from the Academy’s football recruiter’s office. They needed a noseguard. Asking someone how it feels to be at the bottom of the class is uncomfortable. Doing so when he can snap your neck with a mean stare is another thing entirely. Lucky for me, Doolittle’s a gentle giant.

“It’s been a ride,” he said. “I’ve been dragged through kicking and screaming. I’ve been down here [at the bottom of the class] for three years, so I’ve developed patience and a bright outlook on life.”

I figured Doolittle and his cohorts had a wealth of McCain-esque shenanigans that landed them at the bottom of the class. I asked him to tell about his “good times” with a wink and a nudge.

“It’s an all day battle, but then the weekend comes,” he said as I readied my pen to transcribe the hedonism. “Like this one time, we went to Six Flags and I couldn’t get on any of the rides because they couldn’t close the buckles on me, so I ended up being the guy with all the cell phones taking photos. If everyone’s having a good time, I’m having a good time. It’s just like tonight. All my friends are up front, so if they get San Diego, I’ll live vicariously through them.”

Navy officers are just as excited about the Doolittles as they are the Umbachs.

“Career officers generally come from the top or the bottom of the class,” one instructor told me. “The people who work the hardest—either because it comes easy and they’ve always been the best or because they busted their ass to be here and want to stay—those are the ones who stick with us. Those are the ones we want.”

The pageantry of holding a draft is a modern invention. Vice Admiral Tom Copeman, commander of naval surface forces for the Pacific Fleet and a third generation SWO, recounted his experience with ship selection when he finished Officer Candidate School in 1981.

“We picked a popsicle stick [with ship names] and dropped it in a bucket and were told to get back to work...This is a much, much better way of doing things,” he said. “Your first ship is going to be very, very special to you.”

Umbach was the only person in the top 10 to take a San Diego shift. Eight chose ships based in Pearl Harbor and Japan where they could confront China’s burgeoning navy or ships docked in Bahrain and Rota, Spain where they will face challenges from Russia, North Africa, and pretty much everywhere in the Middle East. The ninth pick in the draft chose a ship in Everett, Wash. eliciting boos from the crowd.

“Rota is an up and coming port,” top 10 pick Brian Fritz said. “Right in the middle of the Mediterranean, important to our missile defense.”

“I’m excited to get to my mission already, start serving.”

The willingness to go overseas impressed senior officers.

“It just shows how gung-ho these guys are. They’re picking some of the most dangerous and important places in the world to do their tours,” one captain said.

He was among the receiving line of VIPs standing at the



edge of the signing table to backslap and trade stories with the newest members of the SWO community. They affected the gregariousness of a drunk uncle, but had actual wisdom to impart, doling out tips on how best to navigate a cruiser or the bar scene in Norfolk.

Once the students escaped the scrum of senior officers, the real pandemonium ensued. They walked to the memorabilia table loaded with swag sent by the captains of their new ships: hats, belt buckles, history books, coins bearing ship insignia. They also had to confront their peers, some crying out of joy, others in frustration.

Midshipman John Muti, rank 172, jotted down every pick as the draft went on trying to figure out how to keep his cabal of friends in the same base. His schemes had fallen apart by the time I returned from the hallway. His notebook was filled with scrawled notes of options gone forever. He and three friends had settled on the USS American, a San Diego ship in need of three fresh SWOs. Another Mid removed spot #1 off the board, thwarting those plans.

“It’s not like we could talk him out of it,” he said.

But why not? The sports drafts are famous for backroom deals. Why couldn’t Muti bribe the man out of the assignment? Why couldn’t Doolittle intimidate his way to Hawaii or San Diego?

“I never thought about that. I’m bigger than everyone. I guess I’m just a nice guy,” Doolittle said with a shrug. This draft was surprisingly free of schemers and self-interest. This was, gasp, honor at work. In 21st Century America. The Mids weren’t thinking about beachfront property or weather. Each one I interviewed said that ship type and deployment schedules mattered more to them than living comfortably. This could explain why cold, wet Everett seemed to be disappearing off the board at the same rate as San Diego and Pearl Harbor. Mayport, FL remained nearly untouched by the time the 200s rolled around.

Muti’s last friend, Pat Kiernan, snagged the last San Diego ship off the board with the 207th round. Bahrain, Norfolk, and Hampton Roads, Va., were all that remained. A Mid evaluated his



Norfolk options before Vice Admiral Michelle Howard stormed the stage and forced him to choose Bahrain. Norfolk slowly vanished off the board until Doolittle took his spot at the edge of the stage. The auditorium erupted as he swiped the USS Monterey off the board. He exited to chants from the crowd, met the receiving line, and beamed with pride.

“It’s a cruiser just like I originally planned. I didn’t think I’d get it,” he said.

The Mids and senior officers travelled upstairs to the after party. I was told it was closed to the press. The PR folks didn’t want me catching any of the vulgarity for which Navy boys are famous, I suppose. Now I had to go. I made my way up the steps, dropped the name of a senior officer I just met that day, and perked my ears to see if this whole code of honor thing was a front.

Instead I found Midshipmen generously tipping bartenders at the cash bar and discussing their new assignments, excitedly recounting facts about their future ships using military jargon that I couldn’t decipher. It’s a spectacle most college graduates or parents could never imagine: a sea of clean-shaven, well-dressed 21-year-olds drinking non-light beer and acting like...grown ups.

“You’re going to be pressed immediately to be a leader of men and women,” Admiral Copeman said in his opening remarks.

They’re ready.

***This article first appeared in the Washington Free Beacon Feb. 6, 2014 and is reprinted in Surface Warfare Magazine with permission from the author and the Washington Free Beacon.***

# THROUGH THE LOOKING GLASS:

## Navy's SWO Boss Talks About the Surface Warfare Community



### STORY FROM: NAVAL SURFACE FORCE

U.S. Pacific Fleet Public Affairs

The Navy's top Surface Warfare Officer (SWO) spoke to a group of 17 junior SWOs during the Anti-Submarine Warfare (ASW) Weapons Tactics Instructor (WTI) course at the Naval Mine and Anti-Submarine Warfare Command (NMAWC) in San Diego, Feb. 6.

Vice Adm. Thomas H. Copeman III, Commander of Naval Surface Force, U.S. Pacific Fleet, spoke to the group about how the course is designed to improve tactical proficiency for SWOs and support the Chief of Naval Operations (CNO) tenets of "Warfighting First, Operate Forward and Be Ready."

"New threats have emerged and evolved since the Cold War and these threats deserve respect and focused attention," said Copeman. "For too many years our community has operated under the belief that tactical knowledge somehow grows based upon age and experience alone. Developing tactics must be a core competency function, not an afterthought."

In addition to talking about standard SWO career paths and new opportunities like the littoral combat ship program, Copeman also spoke to the group about the need for a dedicated center to improve tactical competence across the full spectrum of all surface warfare mission areas.

"We expect to have the new command stood up by mid-2014," said Copeman. "This command will be tasked with development, training and assessment of surface warfare tactics, tactical proficiency and tactical capability against adversaries from the individual to the task force level."

Copeman said the core of this effort will be a surface warfare combat training continuum, which will codify the training and experience standards that officers and certain enlisted will be required to meet as they progress through their careers.

"We are intent on sending the best trained Sailors to well-armed ships with tactically

proficient leadership," said Copeman. "With the NMAWC WTI courses we are showing that we are serious about building on fundamentals of war fighting in the maritime environment."

Closing his remarks with a question and answer session, Copeman answered questions on a variety of surface warfare topics before challenging the group to take what they learned back to the fleet.

"We are a professional community with global presence and a constant demand signal," said Copeman. "We need to be ready and capable when our nation calls. The NMAWC WTI course is a solid step in the right direction to improve our surface force."

Developing Sailors, training crews to fight and win, and providing warships ready for combat are the subjects of Copeman's "Vision for the 2026 Surface Fleet" which consolidates a set of objectives and policies to maximize surface force readiness by concentrating on warfighting ability, sustainable excellence and wholeness over time.

# HERE COMES THE BOOM

A new Aegis weapons system simulator provides Sailors an opportunity to get some hands-on training.



**STORY BY:  
LT BRYAN KLINE**

Technical Analyst, Center for Surface Combat Systems

The new Aegis Ashore Team Trainer (AATT) was developed by the Center for Surface Combat Systems (CSCS), working with the Surface Training Systems (STS) Program Office (PMS 339) at the Naval Sea Systems Command (NAVSEA) and Naval Air Warfare Center Training Systems Division (NAWC TSD). This high-fidelity training facility will be located onboard Naval Air Station Oceana's Dam Neck Annex and is being built in Gallery Hall. The trainer will house a mock-up of the shore-based Aegis Combat Information Centers (CICs) to be built in host nations in Europe.

"In September 2009 it was determined that there was a requirement for a more capable land-based Ballistic Missile Defense (BMD) system to provide defense for U.S. deployed forces, their families, and allies in Europe," said Brian Deters, director of Technical Support for CSCS. "Aegis Ashore is the United States Navy's solution for missile defense in Europe, and the first land-based Aegis weapons system is scheduled to come online in the 2015 timeframe."

To understand this new technology, Deters explained that for decades, Aegis weapons systems have defended America's interests onboard Ticonderoga-class cruisers and Arleigh Burke-class destroyers. Aegis Ashore is the land-based version of this combat system, leveraging the latest technology developed for the U.S. Navy's most advanced warships as well as the experience of highly-trained Sailors.

"Aegis Ashore boasts virtually the same BMD hardware and software configuration as the newest Navy destroyer, USS John Finn (DDG 113)," Deters added. "AATT provides a

nearly identical set-up to the Aegis Ashore CIC, giving Sailors the opportunity to experience working with the system and allowing teams to certify for operations prior to deployment."

"AATT is a great example of how technology plays an essential role in training Sailors," said Capt. Don Schmieley, CSCS' commanding officer. "While nothing can truly replace the training our Sailors experience when they're out in the fleet, AATT represents the next evolution in training, giving us the capability to provide our Sailors the tools they need for a successful mission, making them ready to contribute as soon as they arrive in theater."

Schmieley added that every effort has been made to replicate the host nation tactical system accurately and to make the trainer as realistic as possible using actual tactical code wrapped in simulation and providing spatial realism -- right down to the paint color.

"We're proud to be involved in this project and the opportunity it has given the team to be innovative in the way they blended commercial products and available technology," said Capt. Michael Van Durick, program manager in NAVSEA's Deputy Commander for Surface Warfare Directorate. "The integrated product teams have fostered several new concepts that produced, for example, a high quality mission playback system and a fully functioning communications suite. This trainer is the prototype for future training systems to be developed and delivered by the PMS 339 program office."

Prospective watch teams will undergo a thorough eight-week training course, which will cover everything from knowledge lessons on system capabilities and limitations to complex threat scenarios conducted in conjunction with theater BMD entities.

"Starting in January 2015 when AATT comes online, a new



watch team will commence training every eight weeks,” said Mike Kroner, deputy director for CSCS’s Technical Support Directorate. “After the first three watch teams have completed training, the host nation site will have an uninterrupted flow of incoming and outgoing watch teams deploying for six-month durations, maintaining three qualified watch teams deployed at all times.”

The AATT facility development is nearly complete; the spaces designated for AATT in Gallery Hall are being renovated by Naval Facilities Engineering Command (NAVFAC). The software is being developed by industry partners, and was demonstrated to CSCS staff in Jan.

“Equipment installation in the newly-renovated spaces will begin in May, culminating in ‘Initial Operational Capability (IOC)’ in Oct. , just in time for the first pilot class to kick-off in January 2015,” added Kroner.

Deters noted that it’s remarkable to see this program grow from the ground up.

“There are so many groups and organizations doing great work to make this become a reality,” he said. “It will be exciting to see our first watch team complete the AATT course and deploy. It’s great that we can extend the U.S. Navy’s BMD capability to land and continue keeping our deployed forces, families, and allies safe.”

The Center for Surface Combat Systems mission is to develop and deliver surface ship combat systems training to achieve surface warfare superiority. The CSCS headquarters staff oversees 14 learning sites and provides almost 70,000 hours of curriculum for nearly 700 courses a year to more than 40,000 Sailors. The training center uses a mix of blended learning comprised of instructor led classes, hands-on labs, simulation and computer-based training.

# U.S. NAVY: OPERATIONS BECAUSE PRESIDENT



THIRD FLEET

SIXTH FLEET

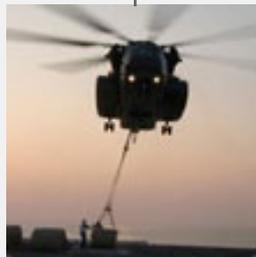
FOURTH FLEET



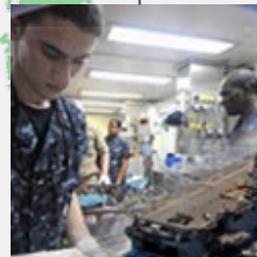
**NAVY INTERCEPTS SATELLITE**  
*Feb. 20, 2008*



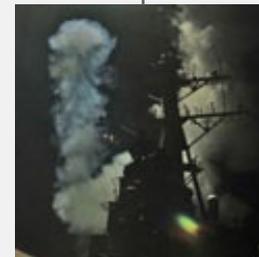
**OPERATION MARTILLO**  
*Jan. 2012 - Present*



**HURRICANE KATRINA**  
*Aug. 30, 2005*



**HAITI EARTHQUAKE**  
*Jan. 3, 2010*



**AIRSTRIKES IN LIBYA**  
*Mar. 20, 2011*



**RELIEF FOR LIBYA**  
*Feb. 2011*

# MOVING FORWARD SECURITY MATTERS

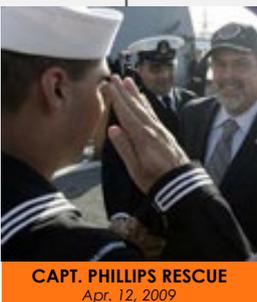


FIFTH FLEET

SEVENTH FLEET



**JAPANESE CITIZENS**  
Apr. 20, 2008



**CAPT. PHILLIPS RESCUE**  
Apr. 12, 2009



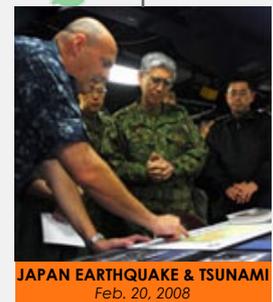
**TOMAHAWKS FIRED IN GULF**  
Feb. 20, 2008



**INCIDENT AT STRAIT OF HORMUZ**  
Jan. 6, 2008



**DEATH OF OSAMA BIN LADEN**  
May. 2, 2011



**JAPAN EARTHQUAKE & TSUNAMI**  
Feb. 20, 2008

# “NEVER GIVE UP”

A Culture of Preparation and Training in the World of VBSS



**STORY BY:  
DARRYL ORRELL**

Center for Security Forces Public Affairs

The oceans remain the most vital component to global commerce. Conducting maritime interdiction and sanction enforcement is a crucial part of the U.S. Navy's larger Maritime Strategy. A vital asset in executing that mission are the Navy's visit, board, search and seizure (VBSS) teams.

These teams are comprised of an all-volunteer force. Those who volunteer undergo specialized training at the Center for Security Forces (CENSECFOR) to best prepare them to execute the mission of VBSS around the world. The mission of VBSS has become a formidable force and a key element to the Navy's Maritime Strategy.

"The mission of VBSS is still being manned, trained, and equipped to the requirements of the Joint Chiefs of Staff," said Mitch Ridenhour who serves as the antiterrorism officer at Naval Surface Force Atlantic. "Each combatant command and numbered Fleet commander has a variety of aspects they focus on

[that are] based on the paramount issues they confront in their respective theater environments."

The successful execution of VBSS Fleet operations is the result of continued training and team exercises, building upon the basic and advanced skills these Sailors learn at CENSECFOR.

"A critical aspect to VBSS training and mission success in the Fleet is teamwork. Regardless of how proficient a group of Sailors are in their individual skills and abilities, if they are unable to function as a cohesive unit, they will be a danger to themselves and the mission at hand," said CENSECFOR Executive Director, Larry McFarland.

Tactical team movements, boarding and climbing and rappelling techniques, self-defense tactics, and weapons handling are among the specialized skills taught to Sailors. The Center maintains four schools, two on the east coast, one on the west coast, and one in Hawaii, where qualified

Sailors can attend VBSS training.

Sailors undergoing VBSS training also need to build and hone their physical and mental stamina. CENSECFOR VBSS Instructor Mark Rivera explains why this is so crucial to the success of VBSS operations in the Fleet.

"What we try to instill is a 'Never Give Up' attitude primarily because [VBSS teams] are visiting someone else's ship where [that crew] has the upper hand. [Therefore], you are always going to have to come from the stronger position in order to be successful," said Rivera. "Having that 'never give up' or 'I won't be defeated' mentality raises your chances and will to survive.

Rivera also commented on the importance of physical stamina pointing out that if there is a possibility of physical conflict, such as when boarding another vessel, you want to be the one in better physical shape. In other words, you want to be the one who fights longer and harder than the opposition.

In addition to their own body weight, the amount of gear and weapons each VBSS team member carries

can total to about 50 pounds or more.

“Your mission starts out with physical exertion by having to climb a Jacob’s ladder and board the vessel. Once on board, you have to hike your way to the bridge and the engine room dealing with the heat and noise... If your conditioning is right, that is one less thing to worry about, [but] if you can only think about how tired you are, how heavy your weapon and gear is, you’re already at a disadvantage,” said Rivera.

Asked what advice or encouragement he would like to offer Fleet VBSS teams Rivera said, “The biggest thing is maintain your training because when it comes down to your personal safety, you want to be prepared at all times. You never know which boarding is going to be the one where you have to rely on all your training. [Therefore], maintain that training at all times, even though it is difficult, even though it is a tertiary job for [many team members], find every moment you can to train and especially when you are in theater.”

Technology also plays a unique role in teaching VBSS students how to handle and use weapons safely and effectively. These advanced systems, termed Small Arms Weapon Simulators (SAWS), allow Sailors to learn both basic and advanced handling and operation of small arms and crew serve weapons in a controlled non-live fire environment.

“In addition to huge costs savings for the Navy, these systems also allow trainers to determine whether

a student can handle weapons in a combat environment,” said Robert Gregory, who serves as the training technology officer at CENSECFOR. “Trainers can identify and correct deficiencies more easily and perform various evolutions until the student becomes proficient and the entire team works as a single unit, setting the stage for the more advanced weapons training with live fire.”

In the advanced stages of training, Sailors can also interact with on-screen scenarios that are based on real life or death situations. Students learn to quickly evaluate various situations and to take decisive actions based on real-time information.

“The scenarios can vary based on the trainee’s commands and responses and it also allows the controller to initiate malfunctions and/or set the number of rounds available for the firearm,” said Ridenhour. “Malfunctions and empty magazines require the trainee to clear the malfunction, conduct a reload, or transition to his or her secondary weapon.”

Ridenhour went on to add that these scenarios require trainees to respond in accordance with established guidelines, rules of engagement and the rules for the use of deadly force. Students must perform these actions and maintain self-control while under the stressful conditions of being in a simulated combat situation.

“No matter what position you have, the Navy will always give you the tools to succeed,” said Damage

Controlman 2nd Class (SW) and VBSS student Michael-Shavor on what he had personally learned during VBSS training.

Electronics Technician 2nd Class (SW) Christopher Conover, also a VBSS student, was asked what he thought was the most challenging aspect to learning proper weapons handling techniques. “I would say overcoming the bad habits you may have learned from other training or before entering the Navy,” he replied.

CENSECFOR Detachment Chesapeake Instructor Gunnery Sgt. Daniel Soto, was asked if weapon simulators would ever replace the need for live fire training in the future.

“The simulator is a training tool that allows [students] to get into the habit of shooting, but it does not replace live fire,” said Soto. “Nothing replaces the sound of a live round going down range and actually being able to see the impact [and allow students] to apply the fundamentals [they have learned]. Live fire allows students to see how their shots are affected when they fail to use proper weapon handling fundamentals,” he added.

The mission of VBSS is seemingly one that is here to stay and one that plays a daily vital role in support of the Navy Maritime Strategy.

The Center for Security Forces provides specialized training to more than 28,000 students each year. It has 14 training locations across the U.S. and around the world - Where Training Breeds Confidence.

# SECURING SIXTH FLEET

STORY BY: *aa*  
**COMMANDER,  
 U.S. NAVAL FORCES EUROPE-AFRICA**



U.S. 6th Fleet Public Affairs

The Arleigh Burke-class guided-missile destroyer USS Donald Cook (DDG 75) arrived at Naval Station Rota, Spain to begin her forward deployment to the U.S. 6th Fleet area of operations, Feb. 11.

Donald Cook is the first of four Arleigh Burke-class guided-missile destroyers to be stationed in the U.S. 6th Fleet area of operations, and will be joined by other guided-missile destroyers, USS Ross (DDG 71), USS Porter (DDG 78) and USS Carney (DDG 64), over the next two years.

“Security and stability require the efforts of all nations,” said Secretary of the Navy Ray Mabus. “To ensure that security and stability, our European and American naval forces must be there. These destroyers will help ensure we are here with our friends and allies when it counts, not just in the right place at the right time, but all the time.”

The four destroyers will be forward deployed to enhance the security of the European region. While in U.S. 6th Fleet, these ships will perform numerous missions, including NATO missile defense, maritime security operations, bilateral and multilateral training exercises, and NATO operations and deployments.

“This arrival ceremony reflects the exceptional collaboration and common interests shared between the United States and Spain,” Adm. Bruce W. Clingan, commander of U.S. Naval Forces Europe-Africa, said during the arrival ceremony. “It marks the vanguard of a build up of forward stationed naval forces in Rota”

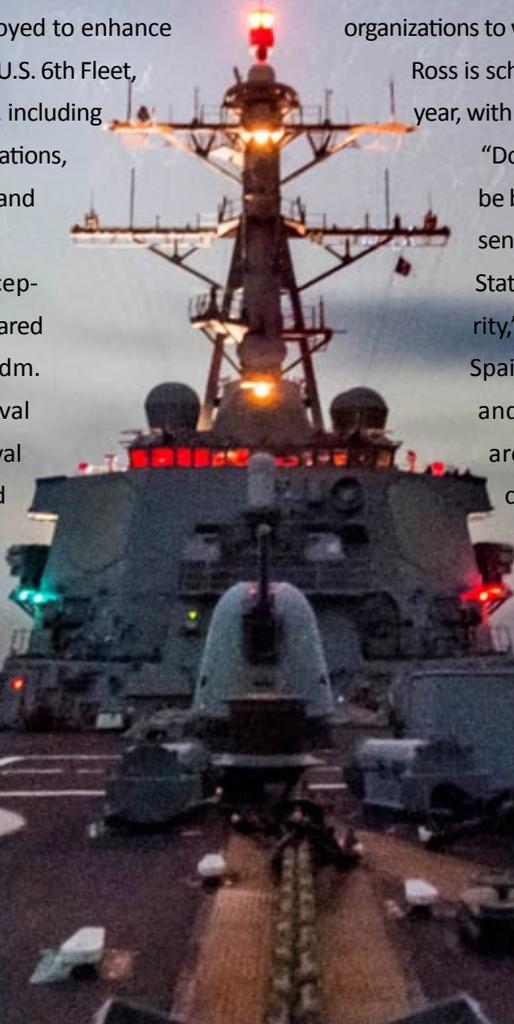
Clingan also expressed his gratitude to both Spanish and U.S. Sailors, along with their families, who were on hand to welcome Donald Cook. He also thanked the host country by acknowledging that, “Today would not have occurred without Spain’s willingness to host Donald Cook and her sister ships.”

The arrival ceremony marks a historic moment between Spanish and United States navies by furthering a mutual bond that began more than 60 years ago.

“The arrival of the USS Donald Cook is a key milestone from the military point of view as it confirms the trans-Atlantic bonds within NATO, and corroborates the Spanish allegiance with the Organization and all those initiatives intended to strengthen its unity and achieve its objectives,” said Spanish, Chief of Naval Staff, Adm. Jaime Muñoz-Delgado y Diaz del Rio. “The deployment of these ships in our main naval base will permit joint exercises, training collaborations and the exchange of procedures and expertise, which will undoubtedly contribute to the benefit of both navies and nations, and to the benefit of those alliances and organizations to which we belong.”

Ross is scheduled to join Donald Cook in Rota later this year, with Carney and Porter arriving sometime in 2015.

“Donald Cook, and her three sister ships that will be based here alongside the Spanish fleet, represent a significant contribution by both the United States and Spain to continued trans-Atlantic security,” said James Costos, the U.S. ambassador to Spain. “But underlying the undeniable political and strategic importance of this partnership are the equally important person-to-person connections that our long history of sharing military bases enables.”



# back in ACTION



STORY BY:  
USS GREEN BAY PUBLIC AFFAIRS

Amphibious transport dock USS Green Bay (LPD 20) has water under the keel once again after successfully completing a dry dock period at the National Steel and Shipbuilding Company (NASSCO) in San Diego, March 10.

During an extensive eight-hour evolution that took place at night, the dry dock was flooded and Green Bay safely exited the NASSCO facility to begin its next maintenance period at the BAE shipyard also in San Diego.

This evolution marks a major milestone and the completion of eight months of Green Bay's year-long maintenance availability as it moves into the third and final stage of the refurbishment and upgrade process.

"I was the officer of the deck for the evolution and while the tugs pulled us out of the dry dock," said Lt. j.g. Nicholas Schwartz, a native of Harvey's Lake, Pa., and a key member of the bridge team during the undocking. "It was exciting to get back into the water and get one step closer to being operationally ready."

Schwartz said moving the ship out of the dry dock was a complicated process. Green Bay's bridge was filled with personnel and multiple watchstanders ensured the ship moved safely out of the dry dock at NASSCO.

"It's been a long haul," said Schwartz. "I was here for the last deployment and it is impressive to see how the ship is coming back together after such a long yard period."

Sailors and engineers worked together

throughout the night to closely monitor the intricate undocking process.

"My job was to oversee the line-handling in the mooring stations," said Boatswain's Mate 2nd Class (SW) Pamela Pritchard, a native of Choctaw, Okla., who worked as a safety petty officer during the undocking process. "We secured the ship to the pier and ensured there was enough tension and slack in the lines."

Pritchard said that as the water floated the ship all hands roved the ship to check for watertight integrity. Once it was confirmed no water was being taken on board, the evolution continued as planned.

Green Bay was assisted by a series of tugboats during its transit out of the dry dock and to the pier at the BAE facility. The tugs were especially important pulling out of the dry dock because they had to maneuver Green Bay since the ship was not under its own power.

Work on board Green Bay will continue at the BAE facility as the ship prepares to become operationally ready for a scheduled homeport shift to Sasebo, Japan early next year. Green Bay will be the first San Antonio-class LPD to be forward deployed to the U.S. 7th Fleet Area of Responsibility.

Sailors aboard the ship said they have seen great progress during the maintenance availability and most divisions only have 25 percent of their workload left to complete.

"We have had upgrades to our 3M program including SKED 3.2, a maintenance management program that helps us organize preventative maintenance," said Chief Hull Technician (SW) Frederick Hernandez, the ship's 3M coordinator. "This program is important as we return to the fleet and train our Sailors on the equipment."

Providing warships ready for combat, developing Sailors, and training crews to fight and win are the subjects of Vice Adm.

Thomas H. Copeman III, commander of Naval Surface Force, U.S. Pacific Fleet's "Vision for the 2026 Surface Fleet"

which consolidates a set of objectives and policies to maximize surface force readiness by concentrating on warfighting ability, sustainable excellence and wholeness over time.



MC1 Elizabeth Meriam | U.S. Navy

# A SPECTRUM OF CAPABILITY



**STORY BY:  
MC1 JOHN SCORZA**

After more than a decade of fighting in Iraq and Afghanistan, the U.S. Marine Corps is retooling and repositioning itself back to its traditional role of operating with agility from the sea.

Instead of training almost exclusively to fight enemies deep inland, the new generation of Marine is preparing for roles ranging from conventional warfighting, air assault and humanitarian assistance missions.

Pre-Commissioning Unit (PCU) America (LHA 6) is a new amphibious assault platform specifically designed for the Marine Corps in order to reposition and effectively return Marines to their roots as a sea-going force. The ship is in the final stages of construction in Pascagoula, Miss. The ship's mission will be to embark, transport, control, insert, sustain and extract elements of Marine air-ground task forces, and support forces by helicopters and tilt-rotor aircraft.

The first America-class ship is designed to support a variety of fixed and rotary-wing aircraft consisting of the MV-22B Osprey, F-35B Joint Strike Fighter, AV-8B Harrier II, CH-53D/E Sea Stallion helicopters, CH-46D/E Sea Knight helicopters, AH-1W Super Cobra helicopters and

U.S. Navy MH-60S/R helicopters.

This multi-mission assortment of aircraft will bring new mission capabilities to the fleet. The realignment and expansion of the aviation maintenance facilities provides more room for aircraft parts and increased aviation fuel capacity. In addition, the ship's enlarged hangar bay offers more room for aircraft, making the ship perfect for aviation-centric missions.

"The America was designed for 19 additional [aviation maintenance] spaces," said Marine Gunnery Sgt. Jesse Ramirez. "I don't believe the impact of the ship's design will really be felt until the full-blown aviation combat element comes aboard and those maintainers look back and say, 'It was so much easier to keep [more] aircraft up and functional vice other [amphibious ships] with the limited amount of maintenance spaces.'"

Ramirez said that with the addition of these spaces on PCU America, the expectation will be to keep more aircraft serviceable, as well as implement faster turn-around times when performing maintenance.

For Marine Chief Warrant Officer 4 Shane Duhe, PCU America's combat

cargo officer, he sees PCU America as an opportunity for the Marine Corps to concentrate more on a wide-spectrum of amphibious operations.

"It is important to the Marine Corps, as we downsize our force, that we focus on amphibious [capability]," said Duhe. "We need to 'right-size' our force and our equipment, so that we can tune into our role within the nation's defense. It is influencing potential crisis from the sea, as an air-ground Navy-Marine team, that sets the Marines apart from other services. It is our primary identity."

Duhe also said this ship will be more capable in handling MV-22 Osprey and F-35B Joint Strike Fighter missions when compared to any other current ship in the fleet.

"The Marine Corps operates the Osprey now. We are bringing in the F-35 Joint Strike Fighter soon. For all the hard work that has gone into building this vessel, the ship's capabilities and design are specifically pointed at those two warfighting assets," said Duhe.

America has wasted no time embarking and enabling Marines to familiarize themselves with what will soon be the Navy's newest amphibious asset. On Feb. 5 and 6 tours were held for Marine Force Reserve (MARFORRES) located in New Orleans, La.

"Conducting tours now is



MC1 Lewis Hunsaker | U.S. Navy

important, especially for junior Marines because we are on the tail end of a ground-fighting war in [the Middle East], and for so many Marines, this is all they have known during their careers,” said Duhe. “The Commandant’s guidance is for everyone to revisit operations from the sea, of an expeditionary nature, so I’m happy to be a part of this.”

The tours consisted of Marines from diverse backgrounds and ranks, from Colonel to Lance Corporal.

“These tours are important for all Marines,” said Marine food service Staff Sgt. Jarvis Dixon assigned to MARFORRES. “For the junior Marines, I think it’s important for them to actually see the ship and to get a feel for its capabilities and day-to-day life. For senior personnel, it’s an opportunity to plan for future operations and prepare their [subordinates].”

Col. Ricky S. Brown, assistant chief of staff MARFORRES, discussed his appreciation for PCU America’s

innovative steps toward Navy and Marine Corps integration.

“As we build all these new platforms for the next generation, it’s going to be these young Marines that need to understand the flexibility, capability and how to employ [a variety of amphibious mission-sets],” said Brown. “Visiting a ship, like PCU America, allows Marines to experience how the Navy and Marine Corps effectively works together for one cohesive mission.”



MC1 John Scorza | U.S. Navy

# CORONADO, ARRIVING!



MCCS Donnie Ryan | U.S. Navy



## STORY FROM: NAVAL SURFACE FORCE

U.S. Pacific Fleet Public Affairs

The littoral combat ship USS Coronado (LCS 4) arrived at its new homeport of San Diego March 10, a few weeks ahead of her commissioning ceremony scheduled for April 5 at Naval Air Station North Island.

Following construction and acceptance trials at the Austal USA shipyard in Mobile, Ala., Coronado set sail in January for Mayport, Fla., conducting equipment checks, system tests and crew certification training along the way.

Upon departing Mayport, the ship continued its testing and training and made port visits to Guantanamo Bay, Cuba; Colombia, Panama, and Mexico before its arrival to San Diego.

"I couldn't be more proud of my crew as they've conquered every obstacle in their way and thrived," said Cmdr. John Kochendorfer, Coronado Crew 203 commanding officer. "From day one when we departed Mobile, the crew has performed superbly and sailed Coronado with expert seamanship. They've proven that they can accomplish anything."

Coronado is the third U.S. Navy ship to bear the name of the "Crown City" and is the second littoral combat ship of the Independence variant which features an innovative,

trimaran hull. The unique hull design offers unparalleled stability for marine and aviation operations in severe sea states.

"The commissioning of any ship is a special experience for every Sailor. It builds a bond, a unique relationship between the ship and Sailor," said Senior Chief Cryptologic Technician (Collection) Anthony Corey, Crew 203 senior enlisted leader. "Each and every Sailor is looking forward to participating in that time-honored Navy tradition."

LCS vessels were designed to be high-speed, shallow draft, multi-mission ships capable of operating independently or with an associated strike group. They are designed to defeat growing littoral threats and provide access and dominance in coastal waters.

A fast, maneuverable, and networked surface combatant, LCS provides the required warfighting capabilities and operational flexibility to execute focused missions such as surface warfare, mine warfare and anti-submarine warfare.

After the formal commissioning ceremony scheduled April 5 at Naval Air Station North Island, Coronado will become part of the U.S. 3rd Fleet.

U.S. 3rd Fleet leads naval forces in the Eastern Pacific from the West Coast of North America to the international date line and provides the realistic, relevant training necessary for an effective global Navy.



MCC Peter D. Lawlor | U.S. Navy

# WELCOME TO THE FLEET



## STORY FROM: **MCC ELENA PENCE**

USS Somerset Public Affairs

USS Somerset (LPD 25), the Navy's newest amphibious transport dock ship, commissioned during a formal ceremony at Penn's Landing in Philadelphia, March 1.

USS Somerset represents the heroic actions of the 40 crew and passengers of United Flight 93, honoring their collective sacrifice and the tremendous courage displayed in the face of overwhelming adversity. Had it not been for their brave actions, the terrorists would have likely reached their intended target and countless more lives may have been lost.

Thousands of guests, including military veterans and family and friends of the crew, witnessed the ship coming to life and enter the naval service. Distinguished guests included the Chief of Naval Operations (CNO), Adm. Jonathan Greenert and the Honorable Pat Toomey - United States Senator, Commonwealth of Pennsylvania.

The Commandant of the Marine Corps, Gen. James F. Amos, delivered the principal address and spoke of the ship and employment to the nation.

"Somerset is a welcomed edition to the Fleet, make no mistake, this vessel along with the other San Antonio Class Amphibious ships represent America's commitment to security around the world," said Amos. "When this ship sails the world's oceans, she will carry the spirit and determination and the fighting spirit that has always defined America."

Somerset's commanding officer, Capt. Thomas L. Dearbon, spoke of her crew and her namesake's heroic actions.

"We are here today to not only honor and pay tribute to the heroes of United Flight 93, but also to celebrate the commissioning of this great ship USS Somerset," said Dearbon. "Somerset will leave a legacy that will never be forgotten by those wishing to do harm to this country. A ship is but a steel vessel, it is the crew that brings the ship to life. USS Somerset is truly a fine warship and the crew that mans her, is second to none."

At the conclusion of the remarks, Somerset's ship sponsor, Mrs. Mary Jo Myers, the wife of former Joint Chiefs of Staff retired Air Force Gen. Richard Myers, gave the time-honored command to "man our ship and bring her to life!"

"[Flight 93 passengers and crew members] exemplified such courage and bravery that day as they sacrificed themselves to protect others and to rally our nation they were indeed the first warriors in this war on terrorism," said Myers. "Today we come together as families, but mostly as Americans to celebrate and witness this momentous occasion and wish the USS Somerset and her crew Godspeed."

The commissioning was the culmination of a week-long celebration in Philadelphia honoring the ship, her crew and the legacy of the 40 passengers and crew member of United Airlines of Flight 93. The ship will be homeported in San Diego.

# THE SURFACE NAVY ASSOCIATION CAPTAIN RAYMOND A. KOMOROWSKI PHOTOGRAPHY AWARD

Every year, Sailors from all across the fleet send their photos in to be judged by members of the Surface Navy Association. Here are this year's winners. Thanks to all for their submissions and good luck to our photographers for next year's contest!



**FIRST PLACE:**

*USS HALSEY (DDG 97) stands out of San Diego at sunset.*

**SUBMITTED BY:**

*CAPT Robert Lang, USN (Ref)*



**SECOND PLACE:**

*A new selected Chief receives his Chief Petty Officer (CPO) combination cover during a CPO pinning ceremony held onboard the USS FREEDOM (LCS 1).*

**SUBMITTED BY:**

*MC3(SW/AW) Karolina Oseguera*



**THIRD PLACE:**

*The Boatswains Mate of the Watch, USS GRIDLEY (DDG 101).*

**SUBMITTED BY:**

*CAPT Robert Lang, USN (Ret)*



**HONORABLE MENTION**

*A USS HOPPER Officer, holds on tight to his daughter, as HOPPER farewells their family members on the pier.*

**SUBMITTED BY:**

*LTJG Ashley Allison*

# MODEL SAILOR

## Mobile Bay Sailor Named Recipient of the Master Chief Anna Der-Vartanian Leadership Award



STORY BY:  
**MCCS DONNIE RYAN**

U.S. Pacific Fleet Public Affairs

A first class petty officer assigned to the San Diego-based guided missile cruiser USS Mobile Bay (CG 53) was named as a recipient of the calendar year 2013 Master Chief Anna Der-Vartanian Leadership Award.

Yeoman 1st Class (SW) Shanika D. Jones, a native of Albany, Ga., and a 15-year Navy veteran, has been recognized as the winner of the junior enlisted category for the prestigious female leadership award.

The announcement of Jones' selection for the award came via official naval message as part of the Navy's efforts to recognize the contributions of female service members during Women's History Month. The theme of this year's observance is "Celebrating Women of Character, Courage and Commitment."

"I joined the military because I didn't want to become a statistic," said Jones, who is a 1998 graduate of Monroe Comprehensive High School in Albany, Ga. "I became a single mother at the age of 17 and at that age you don't know what you are doing and I didn't want to become that person back home on welfare waiting on a check."

Having been a part of the Air Force Junior Reserve Officers Training Corps (JROTC) in high school and having two uncles who served in the Army, she said the Navy wasn't her first choice but was glad her JROTC instructor steered her in that direction.

"I initially joined the Navy to do four years and go back to school," said Jones. "I was going to join and get my GI bill benefits and get out but I finished my degree in 17 months while on active duty. They gave me orders to Diego Garcia and I thought I would try that out and before I knew it I had 10 years of service."

Jones, who joined the Navy in 1998 as a cryptologic technician (administrative) and later became a yeoman as the result of the Oct. 1, 2007 rating merger, served at several shore duty stations in Florida, Diego Garcia and Bahrain before becoming a Navy recruiter.

"When I got to recruiting duty everyone asked me who my



mentor was," said Jones. "I told them I didn't need one, but after a few hiccups and even an NJP [non-judicial punishment] I found one and made a round turn at that command."

Jones said it was during this time she met Senior Chief Navy Career Counselor Katrina Foster, Senior Chief Navy Career Counselor Dwayne Benjamin and now retired Chief Electrician's Mate Tim Curry.

"Those three chiefs helped mold me into the leader that I am today," said Jones. "There were some hard times because they would be tough on me, but I loved it, and they showed me the type of chief and leader I want to be."

Jones eventually excelled at being a Navy recruiter and was even advanced to the rank of petty officer first class through the command advancement program while assigned to Navy Recruiting District Miami.

"When the Sailors would come back from boot camp and thank me for helping get them in the Navy it meant a lot and kept me motivated," said Jones. "I would even have parents call or come by to tell me I had somehow managed to get their son or daughter to do in eight weeks what they had been trying to do for years."

When she received orders to Mobile Bay it was the first time she had the opportunity to serve on board a Navy ship. After checking on board, she quickly earned her enlisted surface warfare specialist pin and other shipboard qualifications.

"I didn't feel like a Sailor until I got to a ship," said Jones, who



now has three children and a fiancée who supports her naval career. “I regret not coming to sea duty earlier in my career. When the ship pulled out on that first deployment and there was nothing around, I thought ‘I really am a Sailor’ for the first time.”

In addition to managing the ship’s administrative department during the most recent deployment, she has held numerous collateral duties on board Mobile Bay including career counselor, security manager and Morale Welfare and Recreation president in addition to currently serving as the ship’s mess decks master-at-arms.

When it comes to leading and managing junior Sailors, Jones said she has an aggressive approach but makes it her business to help them develop an individual plan for both long and short-term success.

“I’m constantly pushing them,” said Jones. “I remind them that they told me they wanted to do something and ask them what they have done to get to that goal.”

Mobile Bay’s senior leadership describe Jones as a consummate professional, model Sailor and a highly-valued member of the community and command.

“Petty Officer Jones has continued to excel since reporting on board, most importantly taking advantage of the opportunities available on sea duty,” said Command Master Chief (SW/AW) Ernest M. Belmares, Mobile Bay’s senior enlisted leader. “She is respected command wide.”

According to Belmares, Jones was nominated for the award based on her superior leadership during the past year not only in her rate, but also in a variety of other positions including damage control training, duty section management and serving as the ship’s mess decks master-at-arms.

Belmares also said Jones demonstrates the values of character, courage and commitment on a daily basis. This was evident when her peers elected her as the president the ship’s 40-member first class petty officers mess earlier this year.

“She is approachable, honest and fair. Most importantly, she

leads by example both on and off duty,” said Belmares. “She always makes time for her shipmates.”

Master Chief Yeoman Anna Der-Vartanian, the trail-blazer for whom the award is named, was the first female in the armed services to achieve the rank of E-9 when she was advanced to the rank of master chief petty officer in 1959.

A native of Detroit, Der-Vartanian served a brief period in the Women’s Army Corps (WAC) to support World War II before joining the Navy as part of the Women Accepted for Volunteer Emergency Service (WAVES) program in December 1943.

After completing Navy basic training, Der-Vartanian served in a variety of administrative and clerical positions in Washington DC, Great Lakes, Ill., and San Francisco. In 1946 she was advanced to the rank of chief yeoman.

Der-Vartanian was serving as assistant to the Global Strategy Officer at the Naval War College in Newport, R.I., in 1959 at the time of her advancement to master chief and received a personal letter from then-President Dwight D. Eisenhower congratulating her on her accomplishment.

After retiring from the Navy in 1963, she joined the Central Intelligence Agency (CIA) as a junior analyst and worked her way up to counterintelligence specialist. In 1991 she retired from the CIA, but returned to work as a contract employee until 2007.

Der-Vartanian died Aug. 4, 2011 at the age of 90 and was laid to rest Nov. 28 with full military honors at Arlington National Cemetery among a crowd of hundreds of Sailors, family and friends who came to honor one of the Navy’s leaders who helped integrate women into the military at all levels.

Mobile Bay is currently undergoing a CNO’s Selected Restricted Availability in the BAE Shipyard San Diego after returning from a deployment in April 2013 and completion of eight months of follow-on sustainment operations. The ship is assigned to Commander, Carrier Strike Group Three as part of the USS John C. Stennis (CVN 74) Carrier Strike Group.

# HONORING A SHIPMATE



**STORY BY:  
LTJG JEFF BRAUSER**

USS Russell Public Affairs

The officers and crew of the guided missile destroyer USS Russell (DDG 59) remembered the life of Dr. Barry Friedman, a World War II veteran, author and special friend of the crew during a special memorial service held on board the ship, March 9.

Receiving a commission in the Navy Reserve in June 1941, Friedman was called to active duty as the medical officer aboard USS Russell (DD 414) in the Pacific Theater during World War II and kept close ties with the Navy until his passing.

During his service on board DD 414 during World War II, Friedman saw action during campaigns in the Aleutian Islands, the Gilbert and Marshall Island invasions, New Guinea, and Leyte and Lingayen Gulf actions in the Philippines and Okinawa.

After leaving the Navy, Friedman practiced medicine as an orthopedic surgeon for more than 40 years and authored 12 books. His most recently published book "Survivor" chronicles his experiences as the medical officer on board DD 414 during World War II.

During the eulogy, Friedman's children expressed what they described as their father's proudest moments while serving aboard DD 414. Coming to the aid of Sailors in need after the sinking of USS Lexington (CV 2) and USS Yorktown, as well as many other ships, the crew of DD 414 would save the lives of more than 1,200 Sailors during the war.

Friedman's ties to the crew of the current USS Russell began when the ship arrived in San Diego Jan. 9, 2013 after having been previously homeported at Joint Base Pearl Harbor-Hickam in Hawaii.

"It's a privilege to be able to honor a man as special as Dr. Friedman," said Cmdr. James Harney, Russell's commanding officer. "When we learned of his passing, we started working immediately to put together a memorial to honor such a great man, who gave so much to the world, and who chose



to spend his later years becoming part of our family."

The crew of Russell said they knew Friedman well and he had last joined the crew as the guest of honor during the ship's change of command ceremony Jan. 24.

"He was an incredible man, part of the Greatest Generation," said Master-at-Arms 1st Class Joseph Cook. "This day, while somber, reminds you why we do this, to be part of something bigger than yourself that will span generations."

Following the memorial serve there was a small reception in the wardroom where guests shared stories of Friedman.

Russell is currently undergoing a 12-month, \$70 million Extended Dry Dock Selective Restrictive Availability at the BAE Shipyard in San Diego. Russell is assigned as part of Destroyer Squadron 1.

# COMING SOON

## PCU Detroit Unveils Official Crest During Ceremony



MC3 James Vazquez | U.S. Navy



**STORY BY:**  
**MC3 JAMES VAZQUEZ**

Navy Public Affairs Support Element West

The future Freedom-class littoral combat ship Pre-Commissioning Unit (PCU) Detroit (LCS 7) unveiled its official crest during a ceremony at Mariner's Park on board Naval Base San Diego, Feb. 21.

The ship's First Class Petty Officer Association was in charge of unveiling the crest and explaining its symbolism during the ceremony.

"The background quartering is a partial depiction of the flag of the city of Detroit," said Electrician's Mate 1st Class Mishon Syon. "The winged tire recalls Detroit's long-time connection to the automotive industry."

Cmdr. Michael Wohnhaas, commanding officer PCU Detroit, spoke about how the crew came up with the idea for the crest.

"We wanted to create a crest that would pay tribute to the great city of Detroit and the ship and crew that bares its name," said Wohnhaas. "We feel we accomplished the task."

Wohnhaas said a crest unveiling ceremony was also held in the city of Detroit the same day.

"None of this would be possible without the talent of

the First Class Petty Officer Association," said Wohnhaas. "Their ideas will live on in the crest long after we've all transferred or retired."

Before ending his speech, Wohnhaas updated the crew on the status of the ship.

"Detroit is about 60 percent complete, with most of our superstructure in place," said Wohnhaas.

"The name 'Detroit' is now proudly displayed across the stern doors."

Detroit, the sixth warship named after the city, is currently under construction in Marinette, Wis. A keel-laying ceremony was held November 2012 and the ship is expected to join the fleet in 2016.

LCS vessels were designed to be high-speed, shallow draft, multi-mission ships capable of operating independently or with an associated strike group. They are designed to defeat growing littoral threats and provide access and dominance in coastal waters.

A fast, maneuverable, and networked surface combatant, LCS provides the required warfighting capabilities and operational flexibility to execute focused missions such as surface warfare, mine warfare and anti-submarine warfare.



# A DAY IN THE LIFE



**STORY AND PHOTOS BY:  
MC2 SHANNON SMITH**

USS Mesa Verde Public Affairs

“Reveille! All hands heave out and trice up. Reveille!” a voice says over the 1MC, ship’s loudspeaker, just like any other day.

But it’s 2 a.m.

Sailors aboard amphibious transport dock ship USS Mesa Verde (LPD 19) begin to stir from their racks, but culinary specialists are already up in the galley with blueberry pancakes and sausages ready to fuel the crew.

Amphibious transport dock ships are warships that embark, transport, and land elements of a landing force for a variety of expeditionary warfare missions, in this case, the mission is the culmination of the ship’s composite training unit exercise (COMPTUEX), completed with the rest of the Bataan Amphibious Group (ARG) in preparation for deployment.

At 2:37 a.m. deck seamen are already manning their stations in the boat valley, preparing to launch both 7-meter and 11-meter rigid-hull inflatable boats (RHIB) into the water with the moon still high over ship as the lights of North Carolina gleam in the distance.

As Capt. Kenneth J. Reynard comes over the 1MC to brief the crew over the day’s varied operations, Marines from the 22nd Marine Expeditionary Unit watch the water rise in the well deck as they prepare to launch their amphibious assault vehicles (AAV).

**4:00 a.m.**

Hospital Corpsmen stand by for any possible medical emergencies. Boatswain’s Mates direct nine AAV’s off the ship into the dark water.

**4:42 a.m.**

The flight deck, illuminated in eerie blue light, goes through its choreographed and orchestrated dance of safety checks, Foreign Object Damage walk downs, pilots starting up their aircraft.

Before Aviation Boatswain’s Mate (Fuel) Airman (SW) Vanessa Satchwell even hits the deck that morning, she’s made sure the fuel is clean, clear and bright. After the station is flushed and tanks cleaned, fuel samples come to her in the lab and she tests for water, sediment, flashpoint, and

to make sure the levels are right to ensure the fueling system won’t ice over at the required elevation of the aircraft.

She and the other Sailors on the flight deck have safety equipment staged and are wearing their proper protective equipment. As she and the other ABF fuel 05 so it can take off and hit the beach on time, she said she knows that when it’s time for flight quarters, she’s got to be ready.

“I know my job is important, but everybody’s job is important and I hope everybody knows that,” Satchwell said. “Everybody’s job, however small, plays a role in us working as a team and getting the job done. At one point somebody’s job might be more important at that point in time... but that doesn’t take away from operations because they’re in the background.”

Marines board the first set of MV-22 Ospreys. Chocks and chains are removed. The aircraft lifts off the deck, the blades visible with the flashes between them in the darkness as the blades rotate.

**5:27 a.m.**

Marines fill the passageway near the exit to the flight deck. Their gunnery sergeants call off muster reports, with each yelling his or her name back for confirmation.

Hospital Corpsman 3rd Class (FMF) Elliott Johns waits with his gear, mentally preparing to do security patrol during the missions that day.

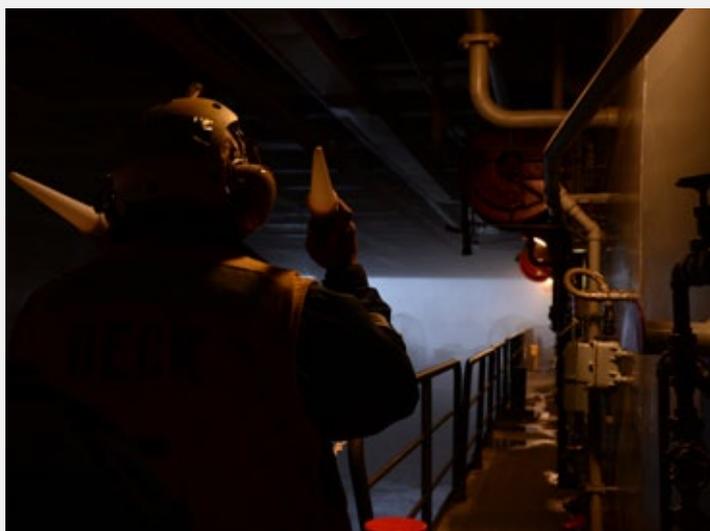
As a Hospital Corpsman within a unit of Marines, Johns is the only medical provider available should something go wrong.

“I’m directly responsible for 20 or so Marines, whose healthcare is under my supervision,” Johns said. “Attention to detail is always real important, and studying not only for advancement but for our own knowledge... so your Marines and Sailors stay safe and healthy.”

Johns is wearing his helmet with night vision attachment, flack jacket weighing approximately 35 pounds, two bags, each anywhere from 50 to 85 pounds, not counting ammunition or his rifle. He packed everything the night before, so all he had to do was shave to be mission-ready.

**6:00 a.m.**

Operations Specialist 2nd Class (SW) Scott Welch is in



combat systems, maintaining connections between the multiple ships engaged in the exercise.

The space is dark, but the blue light from his computer illuminates his face, along with the blinking red and orange lights from the consoles surrounding him and his green keyboard. Various alarms and communications are always coming in, it's his job to make sure they keep coming.

"I'm responsible for the LINK picture, connecting all the ships' data together, collecting it, compiling it," Welch said. "So we see what the other ships are seeing, and they can see what we're seeing, so everyone's more aware of what's going around us."

As part of his checklist for doing his job well, he's constantly checking to make sure the ship maintains good communication with other ships, and equipment is working properly.

Welch has the midnight to 7 a.m. watch. It's almost time for him to hit his rack to get some sleep before returning for his next watch shift at noon.

"I don't disrespect other rates because they don't do the

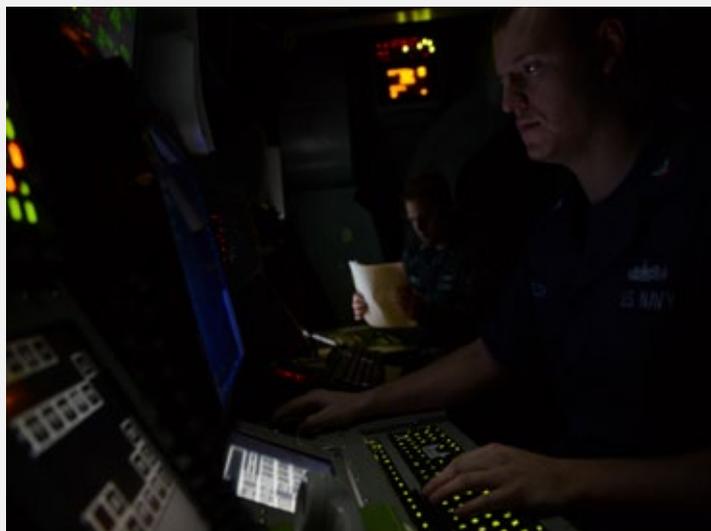
same thing I do," Welch said "I realize that everyone's doing their own thing but that it comes together as one big ship."

## 7:55 a.m.

The well deck is blurry with movement and cacophonous as whistles alert Marines and Sailors to vehicles coming down and up the ramps. It's real-life Tetris as AAVs and Humvees are all moved and arranged into neat rows, fitting into one another like tessellations within the landing craft air cushion (LCAC). As the LCAC rises, the sun has started to rise, and the sky turns a soft purple. The LCAC disappears into the mist it's created, while another empty LCAC waits for the green light to enter the well deck.

By barely 8 a.m. and Sailors and Marines aboard Mesa Verde have performed every element of being an amphibious assault ship, proving both their capability and versatility to complement and execute missions for both the Navy and Marine Corps.

Every day, each rate, individual Sailor and Marine is a cog in the gears that helps propel the ship, and the overall mission, forward.



# VISION FOR THE 2026 SURFACE FLEET



## WARFIGHTING ABILITY

- Naval Surface Warfare Development Command (NSWDC)
- Simulation Strategy
- Offensive Lethality
- Flexible Modular Ship Design
- Surface Warfare Requirements Group (SWRG)

## SUSTAINABLE EXCELLENCE

- Modernization through Modularity
- Scalable and Modular Systems
- Condition Based Maintenance
- Commonality

## WHOLENESS OVER TIME

- Surface Master Plan
- Expansion of Readiness Kill Chain
- Development of Senior Leadership
- Steady Strain Maintenance Strategy

PROMPT, SUSTAINED COMBAT POWER... **OVER TIME**