



SURFACE SITREP



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Alert Boiler Technician Risked His Life to Save Others

Conducted by CAPT Edward Lundquist, USN (Ret)

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How did you get into the Navy?

I'm originally from Philadelphia. I joined the Navy in 1970 and wanted to be a BT—a Boiler Technician—like my Father. As an undesignated seaman, I was assigned to BT "A" school. After graduating, I reported to the precommissioning crew for the USS *Paul* (FF 1080), one of the new Knox-class destroyer escorts, up in Newport, Rhode Island. But I was hospitalized to have my appendix out, and when I was discharged from the hospital I was assigned to USS *Blandy* (DD 943) out of Norfolk. It was a "Mod Squad" ship, and all the officers were one grade lower than those assigned to other ships. The CO was a Lieutenant Commander, and the Chief Engineer was a Lieutenant. So they were all hand-picked, and we had a pretty good crew. We deployed to the Med, and did a lot of other ops. I was sent to BT "C" school, and when I graduated I went back to the *Blandy*, and met the ship in Hawaii on its way to Vietnam. This was 1972.

When *Blandy* came back to Norfolk, the ship went in the yards for overhaul, and I decided to get out. I was married by this time. I left the Navy in April 1974, and went back to Philadelphia.

But I decided to come back in the Navy in July. It was right after the Vietnam war ended, and they were letting people go left and right, and they didn't have people that were qualified to do the high pressure ships. So I was assigned to the USS *Belknap* (DLG

26) as a BT2, a Boiler Technician Second Class. I wanted a ship out of Charleston, but went to *Belknap* because I was the only 1200-pound-qualified top watch available for assignment on the East Coast. We did a UNITAS cruise down in South America. We were back home for several months before we headed to the Med. By the time we got there, we were shorthanded—basically Charlie-4 on personnel. I was assigned to the after fire room, and we were supposed to have 15 people assigned to our space. The forward fire room had a Chief and two first class BTs, but at 23 years old and as a BT2, I was the space supervisor in the after fire room because the Senior Chief felt that I was a lot more qualified than the other people he had.

How old was the ship by that point?

Fifteen years. The boilers were bigger than on *Blandy*, but not as well maintained. They had a lot of machinery that didn't work in the spaces, and I couldn't understand it. I was told, "Well, we can't get money to do anything." And we didn't have enough qualified watch standers, so those who could had to stand port-and-starboard watches—six on and six off—even though we had enough people for three watch sections. So I said, "Guess what? Everybody's on port and starboard. And they can come off port and starboard when I come off port and starboard." Well, they learned pretty quick.

My Chiefs and Senior Petty Officer on *Blandy* were good, and they taught us how to do a lot of repairs ourselves because we didn't have the money or the availabilities to get work done. That helped me on *Belknap*.

We had this piece of equipment that leaked all the time, but when we were lit off and at full pressure, the leak would stop. So, I said, "That's dangerous. If it's leaking now that means there's a weak spot." The Chief said, "There's nothing we can do. It's been leaking since last year." I said, "Okay. I'm gonna fix it." He said, "If you fix it, I'll give you a 96-hour pass." I said, "Okay, no problem." I took it down, and I could see that the steam had cut a hole in the valve

and the gasket, causing it to leak. A lot of times they leak at low pressure, but they didn't leak when they got to the higher pressure—it would seat the gasket and the leak would stop. So I brought a welder down and I said, "I want you to weld that all up." I said, "We're probably going to be here about 5 or 6 hours, but I'll get you a 96 if you help me work on it." He welded it up, I ground it down, and we blued it out with blue dye, ground it down, put a new gasket on, and it never leaked again. And I got him his 96.

When we got to the Med, I was 23 and I was the oldest guy in the after-fire room. I had four people on each shift. Ships frequently would have two short watches between 1600 and 2000 so they can rotate the watches and not always have watch at the same time. However, our watch team didn't rotate the watches until we came back into port. And we kept our whole watch sections together as a team, trying to build up the team continuity. But for some reason or another, the night before the collision we rotated the watch and our section moved up. I had no idea, of course, that I'm rotating myself from a watch that was not on during the collision, to a watch that was on during the collision.

So what happened that night?

It was about 9:50 at night, I guess, when we started to get all these crazy-ass bells. Everything had been pretty predictable for the last five days. You'd get a stop bell, so you knew the carrier was turning. Then we'd get a full bell, and we knew we were trying to catch up and get back into station.

Were you on a plane guard?

We were on plane guard. They put us on a plane guard because their TACAN was down. We had been making this same maneuver to port eight or nine times a day—from the start of the turn to completion was 3600 yards. This time we made a turn to starboard. I've read the investigation report, so even though I was down in the fire room, I've since come to know what happened up on the bridge. With the lights of the carrier looking the same, there was confusion, and miscommunication, and we made a right-hand turn this time, and the arc was half of what it had been for the last 15 or 20 times. We were going to stop, let them go past us, come across the wake, and get back in position, but we couldn't determine what their position was. So, I'm in the phone booth, and the next thing I know, we're getting all these bells. I said, "Okay, everybody, be alert." Usually on this shift there is nothing going on—no exercises or drills, and the off-watch crew is watching the movie. I was actually writing a letter to my wife and I put it down



BT2 Andrew T. Gallagher

in the phone booth. The engineering spaces are very noisy, and the phone booth is a place where you could talk. I saw the shaft stop, and I said, "What the hell's going on?" So I told the guys, "Everybody pay attention. Something's going on." And then they called "Captain to the bridge! Captain to the bridge!" on the 1MC general announcing system. I knew they would normally pass the word, "Commanding Officer, your presence is requested on the bridge," and only if they couldn't reach him on the phone, or send the messenger to find him in time. But I knew from when I was on *Blandy*, going to Vietnam, that "If you hear this terminology, you know there's a serious problem." So, I said, "Okay, everybody, get up. Get up. Get ready. Something's gonna happen." And then all of a sudden the ship started to shudder, and I thought, "What's going on?" And I looked over to the stack periscope. With the periscope, you can look out to see whether you're smoking or not.

And usually, if you were smoking it gets black at the bottom and it goes up to the top. What we didn't know down in the fire room at that time was that when we hit, JP-5 fuel lines were cut up on the carrier, and fuel poured down onto our ship, and into the air supply for ventilating the engineering spaces. We had combination stacks and masts, called macks. All that fuel came down into the after mack. The forward mack never got any oil on it. All that fuel came down MY mack, and they estimated like 18 hundred gallons.

What happened in your space?

Well this time here, I saw it getting black at the top and stuff coming down. And I said, "We lost the stacks." I called main control, I said, "Listen, I can't save it. I'm gonna evacuate the space. I'm gonna secure from topside." At first he said, "Can you hold it?" And I said, "I have no stacks!" So he said, "Go! Go! Go! Go! Go!"

And so, I told everybody, "Evacuate the space."

Did you shut down the plant?

I went over and secured the fuel service pump. Pat McAloon pulled the quick-closing valve, and my guys—McAloon and W. Harmon—ran into the escape hatch. I jumped in the escape hatch and I looked up and saw there were two people up ahead of me, going up the hatch. I knew I had three on watch with me. So I turned around, went back into the space, and there were flames coming out of the ventilation system. I was standing by the shaft and I looked up and I saw D. Minkler. He was mesmerized by these flames coming out of the ventilation system. I knew that I wasn't going to get back into the escape hatch, and I had to go get him, because I was expecting the boiler to flareback, which is what normally happens when you

lose all your draft. So I look up, and I see Minkler—he's the junior guy on watch, he'd only been on the ship about two months. So I ran up to get him. I yelled for him but he wasn't paying attention, he was just standing there staring at the flames. As I was running across the plant to get him, my pants caught on fire. I knew I wasn't going to make it back to the escape hatch, so I pushed him up the steps. We were about three quarters of the way up the steps and all of a sudden "WHOOOOM," and the next thing I know I'm flying over him, made a right hand turn from being tossed around by the door and by the jam way, and I landed down, and I looked up and he was in front of me. My collarbone was broken. I picked him up and pushed him, and I said, "Go! Get out of here!" I was turning around and made the left hand turn going to the starboard side of the ship where I was going to secure the main stop and auxiliary stop valves. I knew where the valves were, I knew how many times I had to turn them to make sure everything was done, but I never made it there. I never made it to that point. There was another explosion, and it knocked me down on my knees. I was looking at myself and all I had on was the front of my shirt, my belt, and my boots, and the skin from my hands was hanging down. I thought, "Okay, I gotta get up. I gotta get out of here." And the smoke was brown where I was at, and it was really thick up top.

And this... Ned, I don't know how this happens and you're probably one of the four or five people I've told this to, but I was yelling, "I need some help! I need some help!" I was laying there, reaching up, and all I felt was jagged metal. I couldn't feel my way along the wall. I said, "Please, somebody help me."

That's when I had my, I guess you could say "divine intervention," with somebody who was in front of me. I felt a hand on my shoulder and he said, "Stand up. I'll get you out of here." I said, "Okay." It was a person wearing brown shoes and khakis. I couldn't see the rest of him. And we went up, we made a right hand turn going up the port side of the ship. He was talking very calmly, and he said, "Watch your step, we're going through the gangway." The jam was there.

I said, "Okay," so I put my hands on the jam

way, got over and I walked out four or five steps. I remember looking down into the fire room and it was glowing. And then I took two more steps, then I turned around, there was nobody there. There was absolutely nobody there. And I turned to the right, because that's where DC central was, and there was nobody in there. So it was just me at that point on.

It was your guardian angel.

It had to have been. I can't explain it, I'm not a very religious person, but it was, there was an entity there that helped me get out of that real thick, thick smoke. And I started to walk up the steps, the ladder going into the ward room, and then I went to make a turn, there was a door that went out to the quarter deck, but there was a guy there standing and, again, I couldn't see him but he was wearing khakis and he was saying, "You can't get out this way. You can't get out this way," and he had the door opened about this far and you could see a river of flames. So I walked athwart ships through the ward room, and something came through the ward room ceiling and landed on top of the ward room table. The table flipped, and then I got outside. I'm amidships, on the starboard side. I felt the cold air.

I started to walk up forward, and somebody came up to me and touched me and skin fell off. And then there was two or three other people who had some corpsman training. Since the Navy was cutting back after the war, people were given some other options. And these Sailors had medical training. They got a hold of me and put me on a stretcher and they started treating me there, but there was no morphine.



Jet fuel pour down onto USS Belknap when it collided with USS John F. Kennedy. The fuel entered the ventilation system, causing an explosion and fire. U.S. Navy photo)

My best friend during the time helped me when I was out in the focsle. He says he has nightmares quite often about what I looked like. He told me, "You were one ugly dude."

That is traumatic for someone. Especially someone who wants to do something, but isn't sure how best to help you.

That's what he told me. He knew I was in a lot of pain, and they didn't have any morphine to give us, and he said, "There was nothing I could do

except just sit there with you." I said, "I imagine that was okay." Because all the time I was laying in the focsle, I was thinking, "Man, it's cold out." And I'd be watching those people up on the focsle fighting the fire, and hearing all the commands being given out, and nobody was panicking. Everyone was responding like professionals. As I'm laying there, they're talking to me. "What was going on? What happened? What did I see? Did I see anybody? Was there anybody hurt?" And I said, "Far as I know, everybody that worked for me got out." Which they did. And I think that's one of the things that kept me sane through the long years of going through this, that everybody I had, none of them got burned. Nobody got injured. Nobody had smoke inhalation. I was the only one that got hurt.

What about the other fire room?

They evacuated the forward fire room, and they evacuated main control.

Did they manage to shut off the, any of the valves?

They just evacuated space. And then the engine room, there all four of them died.

Who were your shipmates who were killed?

Machinist Mate First Class Jim Cass, Machinist Mate Second Class Doug Freeman, and Fireman Dave Messmer were killed in the after engine room. There was an electrician – Mike Kawola, who had extensive burns. Mike was a really, really good guy. And I finally wound up in San Antonio, Texas, at the burn center. He died in the bed across from me.

How did they get you off the ship?

I was taken aboard USS *Claude V. Ricketts* (DDG 5), and then they took us to USS *Dale* (DLG 19), but the seas were so bad they couldn't airlift us, so they drove us over by motor whale boat. And I remember this very clearly that there was much discussion about where they were going to hoist me over onto the *Dale*. They got me on board and took me into the ward room. From there I was taken to

the Kennedy. There was a bunch of us there; and they said they couldn't treat us on the *Kennedy*, so they sent us to Sigonella, the Naval Air Station on Sicily, where we were medevaced to Landstuhl, Germany.

When I woke up I was in Germany at the hospital in Landstuhl. The Air Force guy was talking to me, he says, "I'll have to cut your wedding band off," Then he said, "We're gonna try and clean you up and everything." I asked him, "How am I doing?" He said, "You're doing okay; don't worry about it."

The next day I woke up on the flight headed back to the States.

How many of you were there on the flight?

There were seven of us, and each of us had our own medical group working with us. We got to Bethesda, but I don't remember that. Next thing I know, we were at the Air Force base in San Antonio, Texas. And they were taking us out of the airplane on stretchers and into ambulances. I woke up and there was a TV camera in my face. One of the Air Force or Army guys just pushed the camera-

man him out of the way and said, "Leave him alone." That's when I arrived at the Sam Houston Burn Center.

How was your family informed about your situation?

My wife first heard about the incident on the news when it was reported that the ship caught fire and there were Sailors in the water but they were being rescued and nobody was hurt. My wife's brother-in-law, who was a Brigadier General, called the Pentagon and talked to some people who told him I was hurt but I was stable and I was going to be okay. But then my wife and mother got telegrams saying I had succumbed to my injuries. They sent a chaplain and two first class sailors out to my wife, who was staying with my in-laws, to tell them that I had passed. My mother told my father, "This is the first notice. The first notice is never totally accurate. Wait a couple days and they will find out what's going on."



Firefighters aboard the guided missile destroyer USS *CLAUDE V. RICKETTS* (DDG 5) direct spray from their hoses onto a fire aboard the guided missile cruiser USS *BELKNAP* (CG 26). The *BELKNAP* was heavily damaged and caught fire when it collided with the aircraft carrier USS *JOHN F. KENNEDY* (CV 67) during night operations. (U.S. Navy photo)

Nobody wants to see the chaplain walking up the front walk. That's what my wife said. And she said, almost an hour later the chaplain came back and said they were wrong. That my condition was serious but I was alive.

You were dead for an hour!

I do remember that getting cured from burns is a whole lot worse than getting burned. I was in the debridement tank every day.

What's that?

It's a kind of therapy. They put you in a tank with chemicals to dry your skin out. There were six of them—four of them were there to hold you and two were there to do the work. They start pulling the dead skin off with tweezers and Popsicle sticks. They do that to get you ready for the skin grafts. Everybody dreaded it. There was like 10 or 15 people – not just from the Belknap, but there was a bunch of people there.

Was your wife there?

My wife was there the whole time. And my mom and dad were there at the beginning. They had a place where family members could stay.

Nobody wanted to go in the tank. Everybody would think of reasons not to go in. But my wife befriended this corpsman named Sonny, and he told me, "Andy, I'm gonna tell you what we're gonna do. You volunteer to be the first one in. I'm gonna give three quarters of your shot intravenously, and then I'll give you the other part of the shot in your arm. When you get in there, you start thinking about the best thing that ever happened to you in the world, and just keep on thinking about that and just try to block everything else out." So I went in there. And the first time, I didn't last 15 minutes before I lost it. The next day, it was a half hour. By the time I went in there like the 5th or 6th day, it was like, "Okay, I'm alright."

Were you more capable of handling the pain? Or was the pain not quite as bad?

No, the pain was the same, it's just that you got yourself where the morphine is as strong as its going to be, and you would sit there and use the morphine. They couldn't understand why I would always volunteer to be first.

Were you aware of everything that had happened?

I guess it was December 22nd, or December 23rd, when the doctor came in to talk to me and I was in like serious, critical condition, any minute I could go, until December 22nd or 23rd, my wife came in with a doctor and she looks and she says, "Are you alright?" I said, "Yeah, I'm fine. What's going on?" The doctor who had come in with her said to me, "You know what you just went through?" I said, "Yeah, I got hurt on the ship. I got, I think I got burnt." He says, "You don't realize what you've been going through?"

You had blocked it out?

I guess I blocked it out and he said, "I'm going to sit down and tell you." He sat with me for about two or three hours and told me. Finally I said, "Well, I'm okay now. I'm ready to go home." He said, "No, you're far from being ready to go home."

My wife was there, and she was strong for me. She was always positive.

They were supposed to release me from the hospital at the end of February. My son Steven was having his first birthday on January 5th. I really wanted to go home and be there for my son's birthday, and to be with my other son, James. He made a deal with me. I had to try to do two walks a day, which were about 30 feet down the corridor, turn around and come back. The doctor said, "I'll tell you what. When you do your walks, if you walk down to the end of the hall and you walk back, I'll release you to go home for the weekend." I said, "Okay." I got up, walked down and walked back."

You were motivated!

It was hard. You had to sit down and take a break. There was always a corpsman there with a wheelchair. But I went down and I turned around, then I started to stumble. The corpsman came up with the wheelchair, I told him, "No." And I walked back up.

I had these foam slippers and they were full of blood by the time I got back up.

But you got to go home.

They spent three days teaching my wife how to dress my wounds and do everything else. That doctor said, "You're going home one way or another." But when we went to the airport in San Antonio, we had missed our flight to Norfolk.

Was it a military flight?

No, it was a commercial flight. So when we found out that we didn't make the flight we went into the restaurant, I looked kind of down, and we ordered our meal. The next thing you know there were like 4 or 5 people running down the hall, and they said, "Hey! Five people gave their seats up so you guys can go." And they held the plane up and said, "Let's go!" We could get to Atlanta, but they couldn't get us into Norfolk. So they put us on a flight to into Newport News. I didn't know they had this welcome ceremony going over at Norfolk. So when they found out I wasn't on the flight, they went back to the building where I was going to be staying at Little Creek, and when I came walking in, it was a very, very emotional scene. After that, it was just a matter of recovering, me with my family. They wanted to discharge me right then. But I was bound and determined I wasn't going to get out of the Navy. But they wouldn't let me go back to being a BT.

Did they give you a medical retirement?

Yes. And I was awarded the Legion of Merit.

Throughout the whole thing, you were focused on your guys, taking care of them.

That's what they told me—that I came out with everybody unscathed. Minkler's parents actually came to visit me in the hospital while I was there. He was the one I went back for, and he knew what happened. All three of my guys knew exactly what happened. The two guys who got in the escape hatch when the explosion happened, they were inside the escape hatch and nothing happened to them. And I had my chest on Minkler's back when the flames came

behind us. When the explosion picked us up and threw us out of the space, he was under me. So he didn't get burned.

Did your training help you?

The bottom line that night is that our training kicked in. And everybody methodically did what they were supposed to do. I can't fault Minkler when he went one direction when he should have gone the other direction. He was still very new on board.

Our preparations for the Propulsion Examining Board—which is a big inspection that we went through before we got to the Med—really helped prepare our crew for what happened. Capt. Walter Shafer, the Commanding Officer, Commander Greene, who was our Chief Engineer until just before the deployment, and Commander John MacKay, who was our new Chief Engineer, believed in drilling us over and over again. There's only so much work you can do in the steam plant underway, because you're lit up—you can't touch anything, hardly. But you would drill and you would drill, and you would drill. It got to the point where we were thinking, "Why are we doing this?"

Did you ever drill for a main space fire?

Yes, we practiced evacuating the spaces in the event of a boiler explosion.

We did training on each of our watches. We'd talk about what to do in different situations. "What are you going to do if this happens? What's the first thing you're going to do if this other thing is happening?" We would move people around to those different watch stations so that we would all be familiar with these scenarios. "We lost feed water—what would you do?" Secure the stop and secure fires. "We lost fuel—what would you do?" Secure the closing valve, bring it back up slow, and notify main control what you're doing at all times. Our guys did everything they were supposed to do that night—very expeditiously, but not in a panic. The only person who got into a panic was me when I got into the control room, when I got into the escape hatch and looked and saw Minkler going in the wrong direction.

And did that training kick in?

I made a quick decision. When I looked in the scope and saw dark smoke coming down instead of light smoke going up, there was no smoke in the fire room yet. But I saw the stack light go out in the top, which isn't normal. I knew something was wrong. I also knew something was wrong when they said, "Captain to the bridge!"

What happened after you left the Navy?

I worked for MWR at Little Creek for a while, then applied for a job with PWC to work at the power plant. I was qualified to be an operator, but they were concerned that I would be afraid around the boilers, so the only job they would let me have was a WG-2 job, the lowest they had, which was basically a janitor sweeping floors. I took the job. Within the first year they saw what I could do, and they started giving me responsibilities associated with much higher pay grades because I had the capability of doing them. I was doing fuel records, managing boiler performance, and all the administrative work.

Finally, the supervisor there saw what I could do, and he offered me a WG-10 position as a boiler plant operator. I was fortunate because there were a lot of World War II veterans there at the time, and they saw my work ethic. They were former boiler technicians and Seabees who ran mobile power plants, and they took a liking to me. They just took me under their wing, took me around and taught me everything I needed to know, and I became one of the few people in the plant that knew every spot of the plant. To this day I know every valve and pipe in that plant. I know what it is, I know what it's for, and how to operate it or fix it.



Guided missile cruiser USS Belknap (CG 26), the day after she collided with carrier USS John F. Kennedy (CV 67) on November 22, 1975 - ironically twelve years to the day after the assassination of President Kennedy. The tragedy claimed the lives of eight Sailors, injured another 88. (U.S. Navy photo)

I'll be with the Navy 45 years, as of June 22nd. And I think one of the main reasons I stayed with the Navy is because of how they treated my family and how they treated me and my wife during that period of time. I owe them.

You don't owe anybody anything.

There's a lot, a lot of people that gave me and a couple other people credit for saving the ship, but there were a lot of heroes that night. A lot of heroes. When I was laying in the focsle looking up, I saw guys standing on edges with hoses pumping in on the fire. The *Belknap's* 3-inch/50 gun mounts were amidships, and the ammunition in the ready service lockers were right there at the main deck level, and ammunition shells going off around the guys fighting the fire. And the other ships— *USS Claude V. Ricketts* and *USS Bordelon* (DD 881)—were right alongside putting water on top of the fire with those rounds cooking off. It didn't faze them. When they transferred me over to the *Ricketts*, shells were going off then. And those guys just said, "Just get him off there. Just get him over here to safety."

They took me over by a small boat, and from there they took me by helicopter in this wire cage, and I was thinking, "Damn, there's a strand of wire maybe an eighth of an inch, and they're pulling me up." I was hoping that thing wasn't going to break.

It's amazing to have had the presence of mind to be thinking that, and to remember it today.

Surprisingly, for the most part, I stayed pretty lucid. It wasn't until they started treating me that I things got foggy.

Were you interviewed for the investigation afterwards?

They came to talk to me in the hospital. I don't remember a lot of it. And I've read the investigation, since then. One of the things the investigators did not understand is why I gave the command to leave. They agreed with it, but they didn't know why I gave the command.

The sight glass periscope wasn't convincing enough to them?

As I said, I don't remember, but my wife told me that in one of my less lucid moments, I got angry with them because I had been asking for a flame retardant coverall for the spaces, and I kept getting shot down: "There's no money, no money, no money." Supposedly my wife said to me, "All you do is give them hell about not having flame-retardant coveralls." Even later, she told me "You got quite rude." But even though I don't remember, if they would have come to me now, I would tell them the same thing. And it's true, my guys didn't have flame-retardant coveralls, and none of my guys got burned. But for the other guys in the after engine room, it might have helped.

They might have helped you, too.

Yeah. It would have. It definitely would have helped.

Do you ever find yourself in a power plant looking at that sight glass and having flashbacks?

There are times, like on the anniversary of it, and every once in a while, for no obvious reason, I'll go down to the memorial down by the USS *Iowa* in Norfolk. Going to reunions are hard. Sometimes the children of the guys who were lost want to know what it was like for their fathers. I was just burned, and I know their fathers were killed. I have seen my guys since then, and we're all grateful that we got out.

I enjoyed my time in the Navy. If I hadn't got burned, I probably would have spent 20 or 30 years in. Back then it bothered me a lot. I would think about what I did, and was it the right thing to do. Could I have done more? It doesn't bother me in that way anymore. I did everything I could possibly do. I know that now. The worst part was being at San Antonio with Mike Kawola and watching him die over three or four days. He was on the mess decks as the electrician showing the movie that night. When he heard "Captain to the bridge!" he knew what that meant, and he went to his GQ station in the after engine room. He was on the ladder on the way down when the explosion happened. I was looking across at Mike in the hospital in San Antonio for a while before I even knew who he was. But when they had to lift me up at one point, I looked up and I saw the name on the bed, "EM2 Michael W Kawola."

He actually was burned less than I was. But his lungs were scorched.

My shipmates told me later that after the fires were put out, they went back into the space, and the ladder was all twisted and burned. They also told me that the incandescent bulb in the phone booth where I was writing the letter to my wife had melted and was elongated. But the truly amazing thing is that letter to my wife was still there!

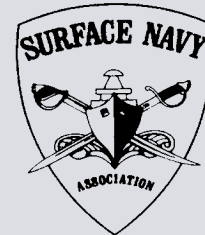
After the explosion? And the fire? And all the water from the fire hoses?

The letter was untouched. One of my shipmates took it and was able to get it to my wife.

Thank you for sharing with us, Andy. We have tremendous respect and admiration for you and what you did aboard *Belknap* that night.

I told you more tonight than I told anybody, especially the part about the officer in the brown shoes. Other than my wife, I don't think I've told anybody the full story.

New Life Members



CAPT Timothy Ahern USN (Ret)

LCDR William Allen USN (Ret)

CAPT Thomas Anderson USN

LT Andrea Benvenuto USN

CDR Ted Carlson USN

LTJG Alexander Harmon USN

RDML John Nowell USN

RADM M. Stewart O'Bryan USN (Ret)

CAPT Erik Ross USN

CDR Baker Smith USNR (Ret)

LT Charles Stailey USN (Ret)

The Five L's of Surface Warfare

by RADM Sinclair M. Harris, USN

Dear Shipmates of SWODOM,

How time flies when you are having fun! As I reflect on my time in our great Navy, I would like to share a few parting thoughts with my incredible shipmates about our community. Just a few feelings without getting too weepy-eyed about the attributes that I have most appreciated about being a Surface Warfare Officer (SWO), Surface Warrior, Black Shoe, etc. Let me be abundantly clear, these thoughts are not meant to portend superiority of my beloved Surface Warrior community over any other in our great Navy. The strength of our Navy is the fact that we are blessed with an incredible cadre of leaders in every community and at every grade. The attributes described below are not exclusive to Surface Warfare. I have benefited from serving and learning from fantastic people from all across our Navy, and that includes our highly talented Government Civilian shipmates. This note is simply an expression of thanks to the community of Surface Warriors that I have been so proud to belong.



Pass N Review onboard the Cruiser ANZIO during UNITAS 12.

It has been a complete joy to serve in our Navy over the past 34 years, and especially to serve as a SWO. Over the years, many have asked me, "So what have you learned, SWO Daddy?" As with most of the more seasoned Sailors like me, I have served with and heard many our leaders over the years articulate a wide array of philosophies and demonstrate their values through action. In many ways, their thoughts and examples have shaped me as a Naval Officer and a SWO. In the end, five characteristics which have meant the most to me come down to what I will call "The Five L's of Leadership in Surface Warfare". These are the five attributes that characterize the best of what I have witnessed in my community. Surface Warriors LEAD, LISTEN, LEARN, LEVERAGE and LOVE.

LEADING FROM THE START. Not long after reporting aboard my very first ship, and before attending our basic school (Surface Warfare Officers School) in San Diego, California, I found myself assigned as a Division Officer for the Operations Electronic (OE) Division on the great and mighty USS LONG BEACH (CGN 9). We were in the midst of a complex overhaul, and the ship looked like a dead octopus lying on its head. Ominous and gray, with tentacles everywhere to support the work onboard, she had been in the yards for some time and had a lot of green Sailors (like me) onboard who had never been to sea. Maintaining good morale is always a challenge, and being in the yards makes it even harder. Regardless, as a baby

Ensign, I had 20 or so very intelligent (and highly disgruntled) technicians to lead from the day I arrived. They didn't know me; they didn't like being in the shipyard; and they didn't look forward to the monumental task of putting the pieces of the ship back together so we could return to sea. Thank goodness for the Chief! Chief Chipman was patient but firm; he was technically savvy but he knew how to lead; and he kept the OE Division on track while providing me space to grow, get

qualified, and learn the ship. Thank goodness for the Mustangs - LCDR Bill Gold, the EMO, and CWO4 Ken Laubach, the Systems Maintenance Officer. Between the two of them they made sure that I did not do any permanent damage to the ship while I learned the fundamentals of Surface Warfare and how the ship should be fought. Thank goodness for our CO, CAPTAIN Fred Triggs. CAPT Triggs kept us focused, safe and motivated in spite of the circumstances. CAPT Triggs fostered a command climate that demanded leadership at every level - officer and enlisted alike. There was no micro management, but there was accountability. There was not a zero defect culture, but there was forceful feedback. Risks were taken at every level of leadership, but the risks were understood and appropriately mitigated. Similar stories to mine are plentiful

for sure, but my first ship experience highlighted to me the unique difference we have as SWOs to take lead early and in very challenging situations.

NOW HEAR THIS. The longer I have been in our great Navy, the more I have found that it is important to listen. We all know (or should know) that we can't know it all. And, even if we are a "know-it-all", we will know even more by listening to what others think they know. *Know what I mean?* I have witnessed this trait among the very best of our leaders, but one man stands out in my mind more than others, my CO (then CDR, now Admiral Mark Ferguson) on the great and mighty USS BENFOLD (DDG 65). Plankowners become shipmates for life. Bringing a ship to life is not unlike raising a family from birth, except we have to take the family to sea. As the Executive Officer (XO), it was apparent to me that ADM Ferguson knew many of the answers to the questions he would ask others, and me, but he had the patience to actually allow us to try to give an answer. Yes, contrary to the legendary myths about our community, the best of our SWO sea captains have the patience to listen! While this patience was not inexhaustible (we also have a great sense of urgency), time and again ADM Ferguson demonstrated the art of active listening. ADM Ferguson was and still is far smarter than me, but he would take the time to hear what others and I had to say. This skill was especially important as we were commissioning the first destroyer crewed with women onboard from its inception. I think the line by Wesley Snipes to Woody Harrelson in the movie WHITE MEN CAN'T JUMP sums it up best when he advised Woody to, "listen to the woman". With over a third of our wardroom and crew being female, we had a lot to learn...male and female. Even if you can't oblige every desire, wish or fantasy, just the act of listening is a morale multiplier. We learned a great deal, and I firmly believe that listening was critical to setting the right foundation on BENFOLD from the start.

LEARN QUICKLY AND LIVE TO FIGHT ANOTHER DAY. Truly the Surface Navy is a LEARNING ORGANIZATION. It can be seen in our shipbuilding programs, in our at sea operations, in our leadership, and in our planning. The best of our leaders take the time to seek out lessons learned and apply historical examples to a situation to keep from re-learning old lessons. Admiral Jim Stavridis has been a constant inspiration in this regard, capturing the essence of our past and articulating its relevance to our present and future. Vice Chief, ADM Michelle Howard, stands out to me as another terrific example. Having served in her wake several times over the years, I bear true witness in ADM Howard's ability to bring current situations into their proper context, based on where she or we as a Navy (and as a Nation) have been. In her remarks to audiences small and large, ADM Howard typically will set the scene with the most appropriate historical context. This not only steadies the group to know, "we've been down this road before and it will be alright", but also it allows us to better understand what has changed or what is new this time around. My final example is my Command Master Chief from USS COMSTOCK (LSD 45), CMC Scott Shumway (USN Ret.). He led our Chiefs Mess to be a learning and innovative group, ensuring that we invested in the development and education of all hands even during deployment. Under CMC Shumway's

leadership, we had so many people enrolled in PACE courses that we had to bring an extra instructor onboard and enlist the help of junior officers in the wardroom to meet the demand. The ship did fine but more importantly, our Sailors came back from deployment even smarter and with a great number of qualifications, certifications and knowledge.

GEOMETRY OVER ARITHMETIC. No organization leverages the power of others like we do in SWODOM. The best of our leaders don't care where the great idea or talent comes from...they just want to get things done efficiently and effectively. To a large extent, this trait of ours is required by the very nature of the SWO warfighting domain. I remember VADM Joe Metcalf talking about the "UP, the OUT and the DOWN" of Surface Warfare. During VADM Metcalf's last active duty assignment as the Deputy Chief of Staff of Naval Operations for Surface Warfare, he developed the concept of the "revolution at sea" and the triad "up, out and down" for missile deterrence. His thinking resonates to me today, as SWOs must be proficient in integrating the best capabilities across the entire Navy, the Joint Force, the Interagency, and the Coalition in every mission simultaneously. SWO's must leverage across domains regardless of whether we seek to fight on the sea, in the air, under the waves, or even in cyberspace. Whether it is to fight and win against a near peer competitor or respond to a natural disaster, the one thing we know and do as SWOs is to bring the right processes, platforms and people together to achieve a goal. The best of us don't have pride in ownership, and we routinely celebrate the success of others. We seek out the most talented, capable and ready assets in planning and execution of our mission. And, we take advantage of the lessons others have learned to ensure success. Now that we can add cyberspace and space to our warfighting domain, Surface Warriors will continue to reach out and leverage the skills of others.

LOVE IS A VERY SWO THING. One of my favorite out-of-print books is, MY LOVE AFFAIR WITH THE NAVY, written by CAPT Allan Bosworth. It is a charmingly written book that traces our Navy's history from the days of President Washington through the Vietnam War. The stories and tales in the book speak to a man who truly loved our Navy and said so with passion and flare. I like that kind of Sailor. In SWODOM, we see this type of love in many ways. As SWOs, we have a love for our ship, our shipmates, and our mission. I see it when we visit a foreign port of call and go on liberty looking sharp and proud. It is apparent when we bring our family and friends onboard the ship for Tiger Cruise and show the ones we love our other passion...our ship and our shipmates. You can hear it in the sea stories, tweets, blogs and posts of our shipmates. We have been fortunate to have great leaders in Surface Warfare who have guided us through an incredible cacophony of strategic and technological change mixed with many fiscal challenges. The role of Commander of the Force has always required great vision, intellect and the ability to articulate the needs of the force clearly, but it takes someone with a deep love for our community to make it happen. Today, we are very fortunate to have someone who also has an unending love for SWODOM. I speak of none other than the SWOBOSS himself, VADM Tommy Rowden. I have known the SWOBOSS a very long time, and there is no one

who loves our Surface Navy more. Just listen to him for two minutes and it comes out LOUD and CLEAR. He has an unquenchable passion for our Surface Navy - from Patrol Craft to Cruiser, from shipyard maintenance availability to forward deployed operational forces, and from Seaman Recruit to Admiral. As the Green Hornet has Kato and Batman has Robin, we are doubly blessed to have had RADM Pete Gumataotao – the “SWO-TAVATOR” - as the number two of Surface Warfare community. In my darkest days in the belly of the Pentagon, all I ever needed to do was call and talk to Pete. RADM Gumataotao would tell you all the great work of our Surface Navy Sailors and before I knew it my tank was full and I was ready to ring up *FULL SPEED AHEAD* again. What motivates these consummate Sailors to be this way, and motivates all the men and women that go down to the sea in ships every day? I call it LOVE.



IWO JIMA ESG in 2005.

I could ramble on (and usually do you are saying to yourself) but I will end my final thoughts to you here. It has been among my greatest joys to serve with you, my brothers and sisters of Surface Warfare. We have a lot to be proud of as SWOs. The relevance of Surface Warfare is as high as ever. And, we are at our very best when we embrace the traits that make us unique - LEADING, LEARNING, LISTENING, LEVERAGING and LOVING.

- You LEAD like no other community and do it early and often.
- You LISTEN better than anyone else and bring everyone onboard.
- You LEARN from what has gone before to ensure we succeed.
- You LEVERAGE the talents of others to enable all domain warfighting ability.
- You LOVE our Sailors, our Families, our Ships, our Missions and our Nation like no other.

Godspeed and God Bless,

Your shipmate – Sinc Harris



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"SPAWAR Fleet Readiness Directorate Deliver C4I Capabilities to Sailors"

An Interview with RDML John P Neagley, USN Deputy Commander, Fleet Readiness Space and Naval Warfare Systems Command

Conducted by CAPT Edward Lundquist, USN (Ret)

Tell me what the SPAWAR Fleet Readiness Directorate (FRD) does?

We are a single point of contact with the fleet. We help them reach back into the incredible resources and services that we can provide to them to better support them. I have three lines of operation: fleet support, which includes all the in-service support for C4I equipment, engineering agents for any kind of CASREP response and any other kind of support that they may need. I have the installation crews who do all the C4I modernization execution, including all equipment installations like Navy Multi-band Terminals (NMT), Consolidated Afloat Networks and Enterprise Services (CANES) and Automated Distributed Networking System (ADNS) on board our service platforms. My third line of operation is Data Center Consolidation, which includes a team tasked with consolidating all the different Navy data centers into three Navy enterprise data centers across the country.

Our strategy has been to deliver capabilities to the fleet, while at the same time reducing the variants of all the C4I systems we have out there, so NMT, ADNS, Commercial Broadband Satellite Program (CBSP) and CANES are fundamental to capability; we want to deliver that capability all at once in order to reduce the number of disparate systems out there. It will be easier to maintain, to train to, and by driving variants out, you can improve your ability to support those systems and, thus, improve operational readiness in the long term. What we're doing right now is delivering the capability and installation of the systems. PEO C4I does the planning, research and development and delivery of those programs. We also coordinate with the other shipboard modernization entities, like Sea 21 and the Regional Maintenance Centers, to do the advanced planning. Our Afloat Installation Teams will then do the execution of those installations on the waterfront.

There must be a lot of coordination, because if you're doing it in

the middle of an availability, there are other things coming and going. Obviously, you don't want to put something up on the bulkhead that's going to be torn down in a week.

We are disciplined in the process. We are not unique in the way we do modernization. We follow the Navy Modernization Plan-



ning (NMP) process and integrate our work at all the appropriate milestones, along with the combat systems and hull, mechanical and electrical work in that modernization package. We make sure that we are part of that process. Our challenge is that the baud rate at which you do C4I modernization is a little bit quicker than some of those other activities. We try—on a day-to-day basis—to get the latest capability out there as quickly as we can, while still meeting all the planning milestones that are required to get into an availability and execute it smartly. We update things fairly quickly in C4I. The program offices have different versions or mods, so we try to take that work and make sure that we align it with the right avail and get the right level of maturity on-board the ship so that it's fully ready to go. That's the kind of the balance that is probably unique to C4I. We have a speed-to-capability process that

enables us to put stuff on very quickly for a particular exercise, contingency, or to meet an emergent requirement. This is usually accomplished by following the NMP process.

With regard to data center consolidation, what kind of data are we talking about?

Anywhere you have a server that has data on it, including labs, warfare centers, shipyards, and any location in which we are storing large amounts of data. There are hundreds of them.

Data center consolidation helps the Navy reduce costs, because you need fewer people to maintain those data centers. But it's also important from a security standpoint. You have the opportunity



MEDITERRANEAN SEA (April 14, 2015) Information Systems Technician 2nd Class Alex Mullis, from Sanford, Fla., conducts CANES backup training for Sailors assigned to the guided-missile destroyer USS Laboon (DDG 58). Laboon is conducting naval operations in the U.S. 6th Fleet area of operations in support of U.S. national security interests in Europe. (U.S. Navy photo by Mass Communication Specialist 3rd Class Desmond Parks/Released)

to make sure that the applications in those data centers are fully updated, so there are no security vulnerabilities. Managing the security environment for those data centers then becomes easier because there are a few of them instead of a disparate number spread all over the place. Having the data consolidated makes searching the databases easier.

What about communications? Do we backup and save every Navy message?

Consolidating the Navy's data centers creates an opportunity to look at the applications riding on those data centers and upgrading them. OPNAV N2/N6 has teams with functional area managers looking at the logistics, for example, and all the logistics applications we have. They then decide whether we have the right number or can consolidate, upgrade or virtualize some of them. They take all that work and pass it to us, so that we can put it in a data center.

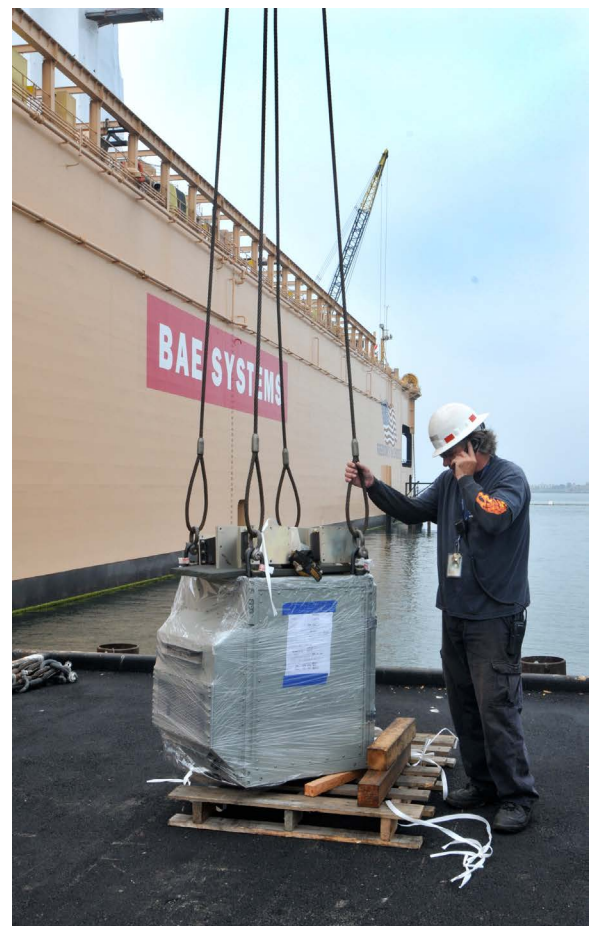
It will certainly be more secure, too, because consolidation makes it easier to protect the data rather than having all that data spread out in hundreds of different locations with less visibility about how that data is being captured.

What about cyber-readiness?

We're trying to do some things in real-time here by looking at our ships and trying to determine their cyber baselines. We start with an understanding of the existing configuration on a ship, and try to determine whether that configuration has the latest updates or patches. When we find vulnerabilities, we send out patches to update equipment and software. We're working on a better way to track that right now, and to identify the cyber baselines for each platform so that we can really know the 'as is' condition of those ships. Once we know what the baselines are, we want to know the best approach to protect those particular networks from an equipment and platform perspective, and even from a strike group perspective.

We have Task Force Cyber Awakening looking at this from a higher perspective, but our piece is the pragmatic job of knowing

the baselines and getting the fleet as close as we can to a single baseline. When we have that understanding, we can push the same patch to everybody, which in turn speaks to configuration management. There's a fair amount of variability in terms of what's on a particular ship. You can imagine that each ship probably has some unique piece of equipment or combination of equipment that affects the baseline. We're defining the attributes of that baseline now. We do that by asking the following questions: What should we look at; what are the things we care about; and how should we do a risk assessment against those vulnerabilities given a platform's configuration?



SAN DIEGO (May 21, 2013) A CANES rack is prepped pierrside, then lifted by crane and lowered through the deck of the guided missile destroyer USS Milius (DDG 69). (U.S. Navy photo by Rick Naystatt)



SAN DIEGO (Jan. 23, 2013) CANES technicians at the Space and Naval Warfare Systems Command prepare the system for installation aboard the Arleigh Burke-class guided-missile destroyer USS Milius (DDG 69). (U.S. Navy photo by Mass Communication Specialist 3rd Class Karolina A. Martinez/Released)

CANES is the onboard network for ships. Will every ship have CANES and will that have an impact on how you protect the ships?

CANES is a way to introduce some networks across the fleet, and it's going to be instantiated on most of the ships out there. Our approach to protecting networks will be similar, whether it's CANES or TSCE, or something similar. The principles for identifying how you approach that would apply to any network. It's about putting those processes in place to do that. If we develop a set of technical standards that everyone has to adhere to, that drives standardization of process, and our ability to protect those systems is better. The DDG 1000 is one of the exceptions, however, because it has been designed with the Total Ship Computing Environment (TSCE) from the very beginning.

Is SPAWAR FRD where the Navy's cyber expertise resides?

We certainly have the technical expertise for Navy cyber here at SPAWAR. We're in a unique position in that regard, because we stretch across all the platform TYCOMs—surface ships, aviation, submarines and the shore establishment, you name it. We touch

SAN DIEGO (Jun. 4, 2015) Lt. Sean McCann, System of Systems Operability Test (SOT) Director assigned to Space and Naval Warfare Systems Command's (SPAWAR) Fleet Readiness Directorate (FRD) works with electronics technician Seth Smith and Operations Specialist 2nd Class Davon White on the secure chat messaging system in the Combat Information Center aboard the guided missile destroyer USS Decatur (DDG 73). As the Navy's information dominance systems command SPAWAR's Fleet Readiness Directorate routinely visits Navy vessels to provide crews with information technology and combat systems training and technical assistance. (U.S. Navy photo by Rick Naystatt/Released)



all those areas from a technical standpoint. We also work closely with the other SYSCOMS, because we all have a piece of it. I think we're certainly the lead with regard to the technical piece of Navy cyber.

I think cyber is going to be a big part of where our effort will be and SPAWAR Commander Rear Adm. Dave Lewis' is aligning the organization to be responsive to those challenges.

What are some examples of the technical support you provide to the fleet?

I think I'm pretty well plugged in to the fleet, both on the surface ship and air side. I'm part of the Surface Warfare Enterprise (SWE) and Naval Aviation Enterprise (NAE), so from an enterprise view, the Systems Commands (SYSCOMS) are represented by FRD in those forms.

Our Fleet Response Team might get called by an RMC with a C4I technical issue. Maybe they don't have the skill sets, but they can reach back to us to get advice or have us get them the right expert on station. Capt J.R. Robey heads up the team and he's always talking to Strike Group Commanders, COs of ships, or TYCOM staffs if there is a problem out there that we're wrestling with, or a CASREP we're trying to resolve.

On the installation side, Capt. Alan Walters is embedded with TYCOM staffs and the modernization teams. He's talking to them regularly about planning and preparing for C4I installations and making sure that we've got everything lined up with the ship availabilities.

The people in the fleet who are maintaining our IT systems onboard ships learn a lot from our guys when they go out there; and we have

people assigned to our Fleet Systems Engineering Teams (FSETs) permanently embedded in the strike group staffs for their deployments. They are SPAWAR civilian employees—there are about 120 of them altogether, afloat and ashore, with about 45 who are deployed cadre—who are experts in their field. They provide the Strike Group Commander with someone who can reach back to SPAWAR and get the right person to respond, and they do some onsite casualty correction. They also provide training, because they're there working with the ship's company and can share their knowledge, experience and expertise. Some are ashore at the major communication sites, so the fleet can talk to someone directly when they're having connectivity issues.

The FSETs debrief all the returning strike groups and compile the C4I lessons learned. We can then brief the Commanders of the next strike group before it deploys. We're a conduit to help pass that information along.

During a typical installation, we'll do a Systems Operational Verification Test (SOVT) to make sure the gear works in port and at sea. Now we've started also conducting post-installation Systems Operational Tests (SOT), which is an expansion of the SOVT, and looking more holistically across the platform. We check each mission thread and a complete end-to-end test of all those systems. So if you have a piece of equipment that is a part of an ASW mission thread, then you would check it against that particular mission. That's been very successful for identifying any potential material problems and as a good training event.

As we manage that baseline going forward, based on vulnerabilities that are identified in the patches, we're doing a number of things to try to make that process easier, such as automating patching so sailors don't need to touch them and knowing when the patch is installed and baseline updated. For the manual patches, we're trying to put them all in the Sailor 2.1 website, so our sailors know where to go get them.

Almost like an app store type of thing?

Exactly. Sailor 2.1 is the portal they can use to reach back to us. There's a lot of great information on that website, including the technical documentation, manuals and drawings, and the baseline

configuration data so the ship knows exactly what their baseline is, what it should be, and how to get it up to date. Ships of the same class may have a different set of equipment on board or different versions of equipment, so the baseline is almost platform-unique.

The TYCOMs also have visibility to the database and can see what the ships have. It's not just something they find out about when there's an inspection. There's interest in a real-time understanding what that posture is.

How do you interact with the Navy Information Dominance Force?

Cyber isn't just a Navy problem. Corporations are protecting their data, too. There's a tremendous amount of intellectual capital that gets compromised or stolen, and recognition that this is an area we all need to deal with in a systematic and disciplined way. The Navy, I think, is taking all the right steps. Setting up Navy Information Dominance Force (NAVIDFOR) as a TYCOM gives us a command that's operationally focused on how to work that problem. TYCOMS are responsible for "man, train and equip," and that's what NAVIDFOR is going to do. Having SPAWAR and our technical expertise in this area can help shape the organization to be responsive to that threat. We can be that technical authority for IT.

New Three-Year Members

QMC Donald Alvarado USN

LTJG Jacques Archer USN

CTN1 John Bolton USN

LT Khristian Caindoy USN

Dr. Gerard Clifford

LT Niki Elizondo USN

LT Zachary Elkin USN

LT Eric Fields USN

LCDR Daniel Hancock USN

LT Joseph Herd USCG

SCPO Greg Holin USN (Ret)

LT Linzy Lewis USN

LT Adam McCann USN

Mr. Loren Page

LT Kelly Thiess USN

LT Rebecca Troutman USN

LT Brittney Williams USN

LT Mark Zito USN

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Smaller, More Efficient, and More Accurate, Lasers Belong at Sea

Laser Technology Offers Speed of Light Defense

by CAPT Edward Lundquist, USN (Ret)



*NAVAL SUPPORT
ACTIVITY BAHRAIN
(Feb. 12, 2015)
Rear Adm. Peter
A. Gumataotao,
Commander of Naval
Surface Force, U.S.
Atlantic Fleet, views
the Laser Weapon
System (LaWS) installed
aboard the Afloat
Forward Staging Base
(Interim) USS Ponce
(ASB(I) 15) during a
tour of the ship. Ponce
is currently deployed
in the U.S. 5th Fleet
area of responsibility.
(U.S. Navy photo by
Mass Communication
Specialist 2nd Class
Sean Furey)*

system is operated by Sailors, who say the weapon has been reliable and maintainable, and has performed well in adverse environmental conditions, including high winds, heat and humidity.

Centimeter-class precision

Lockheed Martin’s Robert Afzal, Senior Fellow and Chief Technologist at Lockheed Martin’s laser and sensor systems in Bothell, WA., said, “Laser weapons achieve their effect very precisely at the speed of light, and for minimal cost per shot.”

“Today’s solid state lasers can take advantage of the telecommunications industry’s investment in fiber optic technologies. The spectral beam combined fiber lasers are capable of generating high powers with near perfect beam quality, which will give you the most effect at the longest range, so either a longer range or a shorter dwell time, to get the effect that you desire. They also use the minimum amount of electric power and therefore generate the least amount of heat,” Afzal said.

The Navy has proven that laser weapons belong at sea. The Laser Weapon System (LaWS)—a collaborative effort between the Office of Naval Research (ONR), Naval Sea Systems Command, Naval Research Laboratory, Naval Surface Warfare Center Dahlgren Division and industry partners—completed an operational demonstration of the Laser Weapon System (LaWS) last year aboard USS *Ponce* (AFSB(I) 15), forward deployed in the Arabian Gulf.

Integrated into *Ponce*’s existing ship defense systems, LaWS can deliver a range of effects, from non-lethal optical “dazzling” to lethal destruction. In testing, the ship used LaWS to neutralize afloat and airborne targets.

During the tests, LaWS successfully engaged surface and air targets at sea, in the demanding environment of the Arabian Gulf, as part of an ONR-led Solid State Laser Quick Reaction Capability (SSL-QRC) funded program.

A laser offers scalable effects, from deter-and-dissuade, to degrade or destroy. LaWS can address multiple threats using a range of escalating options, from non-lethal measures such as optical “dazzling” and disabling, up to lethal destruction of small attack boats and UAVs.

There are limitations for lasers on ships. The beam is effected by wind, water and waves close to the water’s surface. On *Ponce*, the

Afzal said the demand for commercial fiber optic communications created the industrial base to develop the optical fiber semiconductor pump diodes needed for fiber laser systems, while driving down the cost at the same time.

Lasers can be installed on existing platforms, although allowances need to be made for power and cooling. The new modular LCS has the room, and the new DDG 1000, with its integrated propulsion system, has the power margin. “If you have the right interface, with an open architecture you can address a wide range of customer missions,” said Afzal. “The flexibility that’s fundamental to the architecture of LCS immediately comes to the front. All we need to know are the interfaces, and we plug it in.”

“By building fiber laser modules as building blocks, putting them together with our spectral beam combination, and using a common architecture, we can field different levels of laser power and provide variable effects.” Afzal said.

A 200 watt laser used for industrial applications today is ten times smaller than five years ago. The net result are tactical systems for scalable self-defense from non-lethal to full lethality that can fit on smaller, mobile platforms.

Afzal envisions going applications in the hundreds of kilowatts.



ARABIAN GULF (Nov. 16, 2014) Chief Fire Controlman Brett Richmond and Lt. j.g. Katie Woodard operate the Office of Naval Research (ONR)-sponsored Laser Weapon System (LaWS) installed aboard the Afloat Forward Staging Base (Interim) USS Ponce (ASB(I) 15) during an operational demonstration in the Arabian Gulf. Directed energy weapons can counter asymmetric threats, including unmanned and light aircraft and small attack boats. (U.S. Navy photo by John F. Williams)

“That gets us into the much more hard-target kinds of applications in terms of self-defense and area defense from the significant platforms like cruisers and destroyers. So we are studying just how far we can push this technology into the most difficult target domains.” Tactical laser systems can be aimed and locked on before turning on the full weapon effect. “A camera is looking at that spot to decide precisely where we want to have the effect. Then you go with the full laser power, so there’s no ‘oops, we fired in the wrong direction,’” said Afzal.

Because lasers are so precise—“We’re talking centimeter-class of precision,” said Afzal—the risk of collateral damage is reduced.

Speed-of-light defense

Northrop Grumman Corporation laser legacy dates back to its heritage with TRW. According to Steve Hixson, Northrop Grumman’s Vice President for Directed energy, the company’s focus was originally on chemical lasers and more recently is building solid state lasers, such as the Maritime Laser Demonstrator (MLD) in 2011 for the Navy.

“We installed a 15-kilowatt class solid state laser on the Navy’s Self-Defense Test Ship, the former *USS Paul Foster*, and defeated small boats under contract to ONR. We set the engines on fire aboard an unmanned RHIB that was the target. It was done from a ship in a maritime environment up to Sea State 3. We couldn’t

ARABIAN GULF (Nov. 16, 2014) The Afloat Forward Staging Base (Interim) USS Ponce (ASB(I) 15) conducts an operational demonstration of the Office of Naval Research (ONR)-sponsored Laser Weapon System (LaWS) while deployed to the Arabian Gulf. (U.S. Navy photo by John F. Williams)

test beyond Sea State 3, not because the laser couldn’t fire the laser from the ship, but because there was concern about the small unmanned boats that we were shooting at,” said Hixson.

A laser works by placing mirrors around a gain medium that creates an optical oscillator. Chemical lasers have the chemical reaction as the gain medium. With solid state lasers, diodes are turned on with electricity, and the light from these diodes, in turn, pumps the solid state gain medium.

“With solid state lasers, we’re not necessarily getting more efficient, but we’re scaling to higher powers. The fundamental physics of the gain medium is going to dictate what the efficiency is,” Hixson said. “It’s now an engineering problem and not a physics problem to scale to higher powers.”

Hixson said you can think about a laser weapon system in subsystems. There’s the laser, which is the light generator or light source. Then there’s the beam control, the element that takes the light from the light generator and focuses it on the target appropriately. The fire control is the user interface on the ship.

“We’re also involved in the robust electric laser initiative— RELI—in fiber laser technology development. The total ‘wall-plug’ efficiency is something like 20 percent. So if you’re looking at a hundred kilowatt laser, you need to pump 500 kilowatts, and you have to dissipate something like 400 kilowatts. With fiber—and different people will quote different efficiencies—power in and power out electrical-to-optical efficiency is about 30 percent. With a 100 kilowatt fiber laser, you pump with 300 kilowatts and you only have to dissipate about 200 kilowatts of heat,” Hixson said. “So those things become important as you’re thinking about integration onto a ship or another platform.”

Another way to look at efficiency is the duty cycle, Hixson said. “When you’re at sea, and you are firing these lasers, you are not firing them all the time. You are firing them for relatively short periods of time. Which means you don’t need to accommodate 500 megawatts of excess generating power 100 percent of the time to power your slab laser. You can actually have an energy



storage scheme where you charge a bank of batteries and you fire the laser for however many targets you might have, and then you have opportunity to recharge when you're not firing. So the duty cycle is an important parameter to keep in mind as we think about accommodation on specific platforms."

Laser technology offers speed of light defense, Hixson said. "With kinetic weapons, you have to wait and do battle damage assessment (BDA), whereas with a laser you're doing BDA through the very same optics you're firing a laser. And I think that would be a very attractive feature for surface combatants fighting with lasers." Unlike bullets, missiles or torpedoes, there's no ordnance that has to be safely and securely stored on the ship, eliminating weight and space. Lasers can engage multiple small targets at a very attractive cost exchange ratio. "You're using a gallon of diesel fuel to defeat a cheap UAV or a small boat rather than an expensive gun round or missile," said Hixson. "You don't have to use your expensive kinetic energy interceptors going after 'trash targets.'"

Guns and missiles may be a better option against larger, harder targets, and there are times when the environmental conditions are less than optimal for lasers.

The *Ponce* deployment is more than a science project, it's helping develop policy, rules of engagement, and concepts of operations. "I don't see lasers taking the place of kinetic weapons on ships, but the *Ponce* deployment gives me a lot of hope that there is a possibility of transition for operational lasers on surface combatants," said Hixson.

Beam control

"Boeing doesn't make a laser; we're making laser weapon systems," said David DeYoung, director, Boeing Laser & Electro-Optical Systems (LEOS). "There's the ability to point at and accurately track the target, and when and how long to shoot, as well as power and thermal considerations. We look at the laser itself as a commodity." Boeing built the U.S. Army's High Energy Laser Mobile Demonstrator (HEL MD) and the Boeing Compact Laser Weapon System (CLWS). On both platforms, Boeing integrated a commercially-available laser.



Lockheed Martin ATHENA laser weapon system defeats a truck target by disabling the engine, demonstrating its military effectiveness against enemy ground vehicles. Photo: Lockheed Martin.

The systems use similar optics for acquisition, tracking, pointing, and beam control. "You are looking through that same scope to do most of those functions," said DeYoung. Boeing beam control systems hold a laser on a dime-size aimpoint on a target long enough to disable the target."

"Exquisite beam control is important," said DeYoung. When the firing platform is a moving, pitching and rolling ship, the problem is relative. "You're shooting from one moving target to another," said DeYoung.

And, crews must deal with "predictive avoidance," because the beam of light can continue for a great distance, you want to make sure the laser isn't going to hit something behind the actual target. The systems provide better high-resolution imagery than what existing shipboard EO/IR sensors provide now. With upgraded optics, a system like CLWS can bring targets as close as 1 kilometer or as far as 37 kilometers into clear focus. "The system enhances intelligence missions without engaging targets," said DeYoung.

Boeing's portable High Energy Laser systems can be integrated on land, air, and sea platforms and can incorporate fiber lasers of varying wattage with scalable effects. Boeing redesigned the CLWS and shed 40 percent of the beam director's weight, making it quicker to set up and allowing for more mounting and integration options.

Smaller, more powerful

Dr. Michael Perry, Vice President for Laser and Electro-optical Systems for General Atomics Aeronautical Systems, Inc. (GA-ASI), said naval ships have the size and power generation

The Tactical High Energy Laser (THEL) demonstrator was designed, developed and produced by a Northrop Grumman-led team of U.S. and Israeli contractors for the U.S. Space & Missile Defense Command, Huntsville, Ala., and the Israeli Ministry of Defense.



capabilities to make the Navy well positioned to be a lead adopter in getting lasers up and running at sea.

“The Navy is the logical first place to do this,” he said, “but they need to get the power up for the maritime environment.”

The *Ponce* is a good initial concept demo,” said Perry. “It’s needs to go far beyond that to become a truly effective weapon.”

New technology is making lasers practical for naval applications. One is the emergence of high brightness and efficient laser diodes the ability to remove the heat that’s generated inside the laser at the same rate that it’s generated.

GA-ASI is testing a 150-kilowatt class system at the White Sands test range in New Mexico, and has a smaller and more compact, more efficient 150-kilowatt system being built now. “Basically, we’re operating that system with one head in the 75-kilowatt class, and by combining two different heads inside the same resonator means is you get a single, coherent output in the 150-kilowatt class. We’re looking at how to string those together for even higher powers,” said Perry.

Perry said General Atomics, a company known for its unmanned aircraft, has a loftier goal. “Our focus right now is trying to get the 150-kilowatt class system on a UAV. That’s much, much more challenging than putting it on a ship.”

Even the Navy admits lasers are a weapon of the future. But the future may be here sooner than you think.



PACIFIC OCEAN (Aug. 4, 2012) As seen in this still image taken from video, the Laser Weapon System (LaWS), temporarily installed aboard the guided-missile destroyer USS Dewey (DDG 105), is a technology demonstrator built by the Naval Sea Systems Command from commercial fiber solid state lasers, utilizing combination methods developed at the Naval Research Laboratory. LaWS can be directed onto targets from the radar track obtained from a MK 15 Phalanx Close-In Weapon system or other targeting source. The Office of Naval Research’s Solid State Laser (SSL) portfolio includes LaWS development and upgrades providing a quick reaction capability for the fleet with an affordable SSL weapon prototype. This capability provides Navy ships a method for Sailors to easily defeat small boat threats and aerial targets without using bullets. (U.S. Navy photo)

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SNA USS Constitution Chapter Presents 13th Annual George Sirian Meritorious Service Award

“See you in the Fleet!”

So said Gunners Mate Chief (SW) Donald L. Distler, USN to 70 new CPO Selectees after receiving the 13th annual George Sirian Meritorious Service Award on 21 August. GMC Distler serves aboard USS GONZALEZ (DDG-66), homeported in Norfolk.

Honored guests included SURFOR Force Master Chief (SW/IDW) Jason Wallis, and SURFLANT Force Master Chief (SW/AW) Jack Callison. The CPO Selectees were completing a busy week of CPO Heritage Training on USS CONSTITUTION.

SNA USS CONSTITUTION Chapter President CAPT Bill Mauser presented GMC Distler a replica 19th century naval cutlass inscribed with Chief Distler’s name as the 2015 George Sirian Awardee. Assisting were FORCMs Wallis and Callison, and Master of Ceremonies CAPT Gary Finerty. In his brief remarks, CAPT Mauser cited that “GMC Distler truly embodies all the values of the GSA, and perfectly personifies quality leadership and professional excellence in today’s Navy.”

The centerpiece of the ceremony was not the physical presentation of the award, but the moment when GMC Distler stepped to the podium to speak. As the awardee for 2015, GMC Distler had a unique opportunity to pass on to the up-and-coming Navy leaders his special insights into what it takes to excel as a CPO. Previously unknown to those in ranks, he had been assisting throughout the week as one of the Mentor Chiefs conducting the Heritage training.

In his inspirational remarks, GMC Distler attributed his career success and George Sirian Award selection to the hardworking sailors he has had the privilege to lead. “Thank you, SNA. This is awesome. I am honored, and humbled to have been nominated and selected to live up to George Sirian’s legacy.”

Force Master Chief (SW/IDW) Jason Wallis represented Commander Naval Surface Force at the event. He advised the CPO Selectees that “It’s about Surface Warfare excellence and warfighting first. Look to George Sirian as an inspirational model for your careers. Believe me,



CAPT Bill Mauser, SNA Chapter President, presents the George Sirian Award to GMC Donald Distler.

USS GONZALEZ’s Chiefs Mess is in great shape if it produced a George Sirian Award winner!”

GMC (SW) Donald Distler is a native of Louisville, KY. He enlisted in the Navy in November, 1999. Following recruit training and vertical launch technician school, he reported to USS CHOSIN (CG-65) for his first sea duty assignment as the ship’s primary armorer. After a very successful tour he opted to leave the Navy after his first enlistment expired in 2003.

He reentered the Navy in May 2005, and reported to USS HUE CITY (CG-66) as the CM Division Leading Petty Officer. He later transferred to the Naval Operations Support Center in Charleston, SC, where he served as Command Career Counselor for over 400 reservists. In August 2012 he reported to USS LEYTE GULF (CG-55). During this tour he was promoted to Chief Petty Officer, and was reassigned to USS GONZALEZ (DDG-66) as Weapons Department Leading Chief.



Originally conceived by the SNA USS CONSTITUTION Chapter to recognize outstanding E-7s in our Surface Navy, the George Sirian Award became reality due to a close collaboration among CO CONSTITUTION, SNA National Headquarters, SURFOR and SURFLANT. The FORCE Master Chiefs established a repeatable award process and lead the annual candidate screening.

The Award is named in honor of George Sirian, who served with distinction in the 19th century US Navy for nearly fifty years, first as an ordinary seaman, and later as a master gunner and warrant officer. Sirian's service included multiple tours on USS Constitution during her prime years as a ship of the line in the first half of the 19th century. Sirian's technical expertise, dedication, and leadership remain an inspirational model for the Chief Petty Officers of today's Navy. Along with luminaries such as Arleigh Burke and John Paul Jones, Master Gunner George Sirian is enshrined in the SNA Hall of Fame at Surface Warfare Officer School, Newport, RI.

The selection of GMC Distler was the culmination of a rigorous and competitive process that began in March and was managed by the Force Master Chiefs. The selection criteria include:

- A consistent long-term demonstration of inspirational leadership.
- Exceptional seamanship and operational excellence in surface warfare skills.
- Demonstrated exemplary performance in organization and management, mission accomplishment, motivation and leadership, and mentoring.

In addition, Chief Distler's name is engraved on a special plaque inscribed with the names of each annual George Sirian awardee, on permanent display aboard USS CONSTITUTION. As FORCE Master Chiefs Wallis and Callison unveiled the plaque, CAPT Mauser quoted from the inscription: "These Chief Petty Officers exemplify the historic spirit of a man who in his half-century career and multiple tours on board "Old Ironsides", set the standards for leadership, technical expertise and devotion to duty in today's Surface Navy."



FORCM Jack Callison, GMC Donald Distler, and FORCM Jason Wallis with the George Sirian plaque.

The Chapter hosted a reception at the Marriott Long Wharf Hotel in Boston for Chief Distler and his family, plus participating dignitaries from fleet commands. The Chapter presented Chief Distler a framed GSA certificate. Force Master Chief Wallis reemphasized the fleet-wide impact of GSA.

Following the reception, GMC Distler departed Boston to return to his responsibilities on USS GONZALEZ.

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CHAPTER NEWS

CONSTITUTION

President: CAPT Bill Mauser, USN (Ret)

USS CONSTITUTION Chapter Presents Meritorious Service Award

18 September 2015 – It was a family affair. CAPT Joe Mauser, USN, having served as Tomahawk Program Manager for the past four years, turned over command to CAPT Mark Johnson, USN, at NAVAIR facilities at PAX River, MD.

SNA CONSTITUTION Chapter President CAPT Bill Mauser, USNR (Ret) emceed the ceremony, and Deacon Fred Mauser served as chaplain. RADM Mark Darrah, USN, Program Executive Officer, Unmanned Aviation and Strike Weapons, presided, and reminded the guests in attendance that the world is an increasingly dangerous place. Our Navy is stretched to meet rapidly-changing situations. Tomahawk is a trusted brand of excellence as a rapid -response standoff system and the weapon of choice for our Navy and those of our allies.

He presented CAPT Joe Mauser with his first Legion of Merit, specifically for:

- Saving an additional \$120 M amidst demanding sequestration pressure.
- Streamlining and balancing procurement operations across the industrial base of suppliers.
- Improving readiness of surface and submarine warfighters.
- Enabling Tomahawk to serve as a long-range anti-ship weapon.



CAPT Bill Mauser presents the SNA Chapter Award to CAPT Joe Mauser, USN.

Following the formal Change of Command ceremony, CAPT Bill Mauser presented him with the USS CONSTITUTION Chapter's Meritorious Service Award for his outstanding leadership of the Tomahawk Program.

GREATER WASHINGTON

President: CAPT Michael Doran, USN

I'm excited to back in the Washington, DC area after finishing up a great Command tour onboard USS CAPE ST GEORGE (CG 71). I look forward to serving as the President of the Greater Washington Chapter. We enjoyed a great summer and are looking forward to a busy fall.

We held our Fall Golf Tournament on September 30th at the Fort Belvoir Woodlawn Golf Course. Despite the wet weather, 58 golfers were excited to hit the course for one of the last times before the Washington weather starts to turn. Congratulations to Jaime Delesandro, Rick Hagy and Herb Kaler on their first place score! Thank you again to all our golfers and sponsors! We look forward to seeing you at our Spring golf tournament in May. *Golf Sponsors: Austal, BAE Systems, Huntington Ingalls Industries, L3, Lockheed Martin, Parsons and The Potomac Advocates.*

On October 8th, we held a SWO join-up in the Pentagon. It was a great time to catch up with all the great SWOs serving in OPNAV, the Joint Staff, and other commands in the DC area. I'd like to think we were able to draw that many SWOs up to the N96 spaces only because we enjoy each other's company – but I suspect the free pizza and beer helped as well!

The GWC is looking forward to several exciting upcoming events this fall and winter. On November 5th, our professional development lunch series will kick off with Assistant Secretary of the Navy for Research, Development, and Acquisition – The Honorable Sean Stackley, as our guest speaker. We'll also hold our holiday party / Toys for Tots drive at Sine's Irish pub on December 9th.

As always, we're looking forward to seeing our shipmates from around the world at this year's SNA National Symposium at the Hyatt Crystal City, January 12th-14th. See you then!

HAMPTON ROADS

President: CAPT Doug Nashold USN

The only thing hotter than this summer is the roll your Hampton Roads SNA chapter has been on. Fascinating professional luncheons, innovation competitions, Marina BBQ's, and more unique new events have taken up our summer hours – and will continue into an exciting fall.

First, I am proud to announce the brilliant success of our ATHENA East innovation competition, based on the project onboard USS BENFOLD in San Diego. In the midst of Friday's Hurricane Joaquin panic, LT Pete Barkley, LT Todd Coursey, CWO2 Steve Sturm, FC1 Robert Williams, and FC2 Aaron Vickers all presented their ideas to a panel of five senior leaders and an audience of over 60 at Work Release. Winning ideas were, second prize, LT Pete Barkley's automated flight lessons scheduling system and, first prize, FC2 Aaron Vickers' universal headphone adapter for consoles in combat. Local businesses, 757 Maker Space and Push Comedy Theater, also provided prizes for the audience-selected winners and all participants.

We have to thank CAPT Robert Bodvake (COMDESRON 22), CAPT John Carter (CO BATAAN), CAPT Sean Heritage (CO NCDQC), CAPT Jeff Sheets (MARMC C-900), and OPNAV N2/N6 S&T advisor, Brett Vaughn, for agreeing to be our "Shark Tank" board. This was an exciting first for the Hampton Road's SNA chapter – and it will not be the last.

For more information, please take a look at the front page Virginia Pilot article, "Shark Tank'-style contest provides outlet for Navy ideas." http://hamptonroads.com/2015/10/shark-tankstyle-contest-provides-outlet-navy-ideas#_ga=1.164688063.1297868276.1444046861

Speak to our VP of Events, LT Hipple, if you want to run an innovation competition of your own.

We also had a block of fascinating speakers this season. CAPT Carl Conti (Ret) and RADM Chris Grady, CNSL, gave our chapter particularly relevant professional luncheon talks. CAPT Conti brought the



RADM Grady gives his talk on the Profession of Arms to the HRSNA Professional Luncheon.

story on ONR's autonomous boat swarms. A packed house received the ground truth on the systems that will build the future force, from the technical factors involved in driving swarm autonomy to the human factors required to build trust in autonomous systems.

RADM Grady brought us to the core of our service with his profession of arms discussion. Breaking away from the day-to-day man-train-equip conversation lived and breathed by the waterfront, RADM Grady elevated the discussion to a reflection on the military's ultimate purpose, and how we can reflect properly on that purpose. Of note, RADM Grady discussed some of the advantages and disadvantages the structure of our force creates in the reflection of this violent profession - and how we can find opportunity in both.

Our August Marine event was a hit - with members of the SNA community and BDOC meeting up at the MWR Norfolk Naval Sailing Center. The weather was perfect, as was the food and the endless soundtrack of 80's pop and classic rock. We even had a few young ones around to chase baby Fiddler Crabs.

We also switched things up at the Fall Golf Tournament. Too long we have been mocked by the hole-in-one Harley Davidson - a glittering testament to things we cannot have and a mastery of golf we will not achieve. For this tournament, we replaced the Harley with Electra Beach Cruiser bicycles. Now, instead of being constantly mocked - the displayed grand prize will be given to one lucky golfer every season.



Finally, stand by for some exciting new speakers. In November, we will be joined by August Cole, co-author with Peter Singer of the hot new techno-thriller "Ghost Fleet." The book uses the platform of fiction to show a futurists vision of how

RADM Grady gives his talk on the Profession of Arms to the HRSNA Professional Luncheon.

technologies currently in development could look in a future battlefield. It has been briefed at the highest levels, and now briefed to us. We will also hear from the CNO's Rapid Innovation Cell, the 3-D fabrication facilities here in Norfolk, as well as a potential visit from LCDR BJ Armstrong with his acclaimed lectures on ADM Sims, innovation, and naval leadership.

So, buckle up for the fall weather - and a whole raft of exciting SNA luncheons and events!



The presenters and event organizer: From left-to-right: LT Todd Coursey of MARMC, who presented a circuit card printer. CWO2 Steve Sturm of ACU-4, who presented a wash-down system for vehicles returning to amphibious vessels. LT Pete Barkley of USNA, who presented an automated flight scheduler. LT Matthew Hipple of CNSL, President of CIMSEC and VP of Events for HRSNA - event organizer. FC2 Aaron Vickers of USS LABOON, who presented an idea for a universal adapter for headphone use in combat. FC1 Robert Williams, who presented an innovative new training and mentorship program for 2nd class Petty Officers. (Photographer: LT Ryan Coleman, USN)



FC2 Aaron Vickers of the USS LABOON describes his idea for a universal adapter to allow sailors use of their own headsets with ship consoles. (Photographer: LT Ryan Coleman, USN)

CAPT Sheets, MARMC C-900, discusses the wash-down system for amphibious vehicles presented by CWO2 Steve Sturm of ACU-4. (Photographer: LT Ryan Coleman, USN)



MID-SOUTH

President: CAPT Brad Cooper, USN

We had a fantastic summer in the Mid-South! In July, we unveiled the newly updated SWO Career Chart. This new initiative was briefed to SWO Flags during the Surface Warfare Officer Flag Officer Training Symposium (SWOFOTS) in San Diego and to the Fleet beginning with SNA West 2015. As of this writing, we have briefed more than 3000 SWOs in each and every homeport on our way ahead. As a community, our goal is simple: retain our most talented Officers!

The feedback from the Fleet has been FANTASTIC! In the coming months we will travel to the U.S. Naval Academy and every Navy Reserve Officer Training Corps unit to keep the momentum going. It's an exciting time to be a SWO and engaging our future SWOs is key to our Talent Management initiatives.

Board season is upon us in Millington and as always it's a thrilling time of year for our community. Many welcomed visitors travel to the Mid-South from all over the world to select the future leaders in our community and we certainly enjoy hosting. Preparing and executing selection boards is a critical PERS-41 mission and we couldn't do it without the support of our board volunteers. Moreover, if you are eligible for a board this fall, now is a great time to get into your record and submit any corrections or missing documents. Also, this is a great time to do some "Wardroom training" with your junior officers on how to review and maintain their records. As always, we are standing by to support.

In June we completed the Early Command and Department Head Selection Boards. Our preparations continue as we prepare for November's Major Command Board and December's Commander Command Board.

Board season is our number priority this time of year, but football is a close second! The SNA Mid-South Chapter is extremely excited about USNA's visit to University of Memphis on Saturday, November 7. If you plan to be in the area and would like to share a great afternoon with us, please email: lloyd.m.mustin1@navy.mil or bryce.p.brown@navy.mil for more information.

Hails and Farewells

We recently said farewell to a handful of our leaders: RADM Eugene Black (PERS-41), CAPT Leif Mollo (SEAL Detailer), CDR Gareth Healy (EOD Detailer), CDR Patrick Murphy (Placement Branch Head), and LCDR Matt Powell (Post-DH Detailer). We also want to take this opportunity to welcome aboard our newly appointed leader CAPT Brad Cooper (PERS-41), and several other members of the team: CDR Michael Tollison (EOD Detailer), LT Danielle Smith (JO Detailer), LCDR Neil Gabriel (Placement Branch Head), and LCDR Donanne Gilmore (Post-DH Detailer).

Stay up-to-date on news regarding our community by "friending" PERS41 at <http://www.facebook.com/PERS41> and follow us on Twitter at <http://twitter.com/PERS41>

Please check out the latest PERS-41 Newsletter located on our website. The August 2015 issue discusses several key career initiatives, Command Qualification Program updates, and upcoming Selection Boards. Please take a look at the Newsletter and share it with your Wardrooms.

As always, whether you are a Mid-South chapter member, or just find yourself in the area for boards, detailer visits, etc, you are always welcome to drop by and see us!

MONTEREY

President: LT Zach Martens, USN

Happy Fall from Monterey, California! The summer quarter at the Naval Postgraduate School (NPS) just concluded and a number of SWO's have graduated and are headed back to the fleet. All the best to those headed back to sea - Fair Winds and Following Seas!

The Monterey chapter has been quite busy throughout the past few months. In mid-August Capt. Joe Cahill, from the Navy Surface and Mine Warfare Development Center (SMWDC) delivered an extensive classified brief covering Distributed Lethality. Capt. Cahill provided great insight into the realm of Distributed Lethality, offering substantial feedback on current and future aspects. Following his brief, a social hour was held in the Trident Room on campus.

In early September, Vice Adm. Rowden visited to officially recognize the establishment of the SWO Chair position and the first officer to hold that position, Capt. Chuck Good. Capt. Good is now directly responsible for mentoring the SWO's assigned to NPS, while working directly to leverage the vast research and insight at NPS with Commander, Naval Surface Forces. Welcome aboard to Capt. Good! Vice Adm. Rowden briefed the SWO community during an informal brown-bag lunchtime event and also addressed the student body. Following the events, a social hour was held in the garden area outside of the Trident Room.

Later in September, Rear Adm. (ret.) Loeffler of NPS provided an in-depth brief to the SWO community highlighting South China Sea Operations and the briefings he provides with the Regional Security Education Program (RSEP). He offered a unique oversight on current operations, coupled with the challenging framework that accompanies the US Navy's global presence.

There are numerous activities planned on the horizon and the

Monterey Chapter is excited for further engagement of the Surface Community across the Peninsula. Of note, the chapter is looking into organizing a golf tournament to be hosted around Veteran's Day. Be on the lookout for more information. For both current and new chapter members looking to get involved and stay involved, please contact LT Zach Martens at zbmarten@nps.edu

Naval Postgraduate School Surface Navy Association Graduation Award – September 2015

LT Jason Marks, USN is the recipient of the Surface Navy Association Award for Academic Excellence in Surface Warfare for September 2015.

His thesis work is titled "*Optimization of Fuel Logistics for a Pacific Campaign.*" The abstract reads: (U) Recent history has seen American forces grow accustomed to fuel and other resources being able to move across the ocean unmolested. In the event of peer-to-peer conflict, it is possible an enemy might strive to interdict fuel intended to support combat operations, perhaps using submarines to attack oil tankers. This thesis analyzes the potential impact of such interdiction and the value of certain mitigations that might be considered. The analysis is based on the fuel demand required to support a specific campaign that might need to be waged in the western Pacific Ocean. Campaign analysis assumes that the fuel is born at certain locations in theater, and our current research looks at the process of getting the fuel there. We create an optimization model that assigns tankers to bring fuel and then attackers to do their best to interdict such shipments. The output of the model is a shipment plan for deploying tankers and a concept of operations for attacking submarines. We quantify the impact that attacking submarines can have on the fuel moving into theater. We also assess the value of assigning defensive escorts to move with the tankers.

Lieutenant Marks is a Supply Corps Officer studying in the Operations Analysis-Energy track. He has earned a Master of Science in Operations Research.

SNA Monterey Welcomes Captain Chuck Good, Inaugural NPS Surface Warfare Chair

Article by: Kenneth A. Stewart, NPS

The Naval Postgraduate School (NPS) in conjunction with Commander, Naval Surface Forces, Vice Adm. Thomas S. Rowden recently established the university's first-ever Surface Warfare Officer (SWO) chair. The chair will serve as a mentor and a liaison between the surface Navy community and NPS students, faculty and staff.

"It gives me great pleasure to establish a SWO chair here. I have been dreaming about doing this for a very long time," said Rowden. "NPS brings three powerful assets to the table that no other single institution can match – human capital in the form of a student body composed of mid-career naval, military and defense professionals; intellectual capital in the form of a faculty with deep ties to both academia and the defense establishment; and physical capital in the form of laboratories, centers, facilities and this beautiful and historically significant campus," said Rowden.

In an effort to leverage those assets, Rowden assigned NPS alumnus Capt. Charles Good to NPS. "It's Capt. Good's responsibility to take the value of NPS to the fleet so that we can take those young, great intellectual minds that are serving on our ships and get them properly synced up with the faculty here in order to provide them the opportunity to achieve all of the greatness they can.

"I think all of us are smarter than one of us and that if we can bring [NPS and the SWO community] together in a meaningful way, the opportunity to really improve not only the richness of the experience here in Monterey, but also the value that that experience brings to the fleet, can be increased by orders of magnitude," Rowden continued.

While at NPS, Good intends to focus on matching NPS students with surface warfare research needs and guiding them along career paths that will not only enhance their academic experience at NPS, but will benefit the surface warfare community as well.

"I can serve as a conduit. The fleet can send issues, concerns and initiatives to me and I can tie them to interested students and faculty on campus," said Good. "Having the students do surface warfare related theses is a big step, it ensures that they remain grounded in the community while at the same time getting exposure academically."

NPS has been central to officer development and career progression within the SWO community for many years. And according to Good, graduate education at NPS is an integral part of the process by which SWOs are groomed for future leadership positions.

"NPS has been, is, and will continue to be the core of the SWO graduate education delivery into our career path," said Good.

SWOs complete their initial fleet tours relatively early in their careers. Coming to NPS allows them to catch their breath between deployments and allows them to gain skills and education that will serve them well when they return to the fleet as department heads



SNA social with CAPT Good (NPS SWO Chair), CAPT Cahill (NSMWDC) and CAPT Parisi (NPS CoS).

and when they take their knowledge and experience back ashore to the Pentagon and other major staffs, noted Good.

"Nearly every single one of the SWO students on campus is a prospective department head. They are career minded, mid-career professionals. Coming to NPS is a natural fit in their surface warfare career progression" said Good.

"It is beneficial for junior officers to spend their initial shore tour here in Monterey and get their graduate degree and [Joint Professional Military Education] JMPE Phase I complete before heading back to the fleet and their department head tour," explained Good.

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MAYPORT

President: CAPT Paul Young, USN

Greetings from Mayport, Florida!

The Mayport Chapter hosted a brief given by CAPT Cooper (PERS-41) on July 28th. CAPT Cooper discussed the new "SWO Career Chart" which detailed exciting new initiatives and opportunities within the Surface Warfare Community.

Surface Warriors from USS IWO JIMA (LHD 7), USS HUE CITY (CG 66), CSCS Det Mayport, and COMLCSRON TWO gathered on July 31st to help Habitat for Humanity Jacksonville (Habijax) and the Jacksonville community. Thank you to our volunteers for helping at the construction site in Jacksonville, Habijax warehouse, and Habijax Restore.

On August 7th, the Mayport Chapter members helped with the Navy Safe Harbor Foundation's 2nd Annual Golf Tournament at the Windy Harbor Golf Club. Thank you to our active duty teams from USS HUE CITY (CG 66) and COMLCSRON TWO who played in the tournament and to our volunteers who helped with registration, front gate security, and the hole in one. Despite the heavy rain, everyone enjoyed themselves and the event was very successful in supporting Navy Safe Harbor Foundation's efforts to assist wounded and critically injured or ill sailors and Coast Guardsmen.

If you have ideas for future events or would like to be more involved in the Mayport chapter, please contact LT Katarina Denton at katarina.denton@navy.mil. Please visit the SNA website at <http://www.navysna.org/SNA/membership.htm> if you are interested in joining the SNA Mayport Chapter or need to update your contact information. Visit and like our Facebook page at <https://www.facebook.com/MayportSNA?fref=ts> for event updates!

We look forward to seeing you at future events!



SNA members RADM George Huchting, USN (Ret) and ITC(SW/IDW/AW) Johnson check in golfers at the registration table for the Navy Safe Harbor Foundation Golf Tournament on August 7th.



Surface Warriors from the USS HUE CITY (CG 66) golf at the Navy Safe Harbor Foundation Golf Tournament.



Surface Warriors from the USS IWO JIMA (LHD 7), USS HUE CITY (CG 66), CSCS Det Mayport, and COMLCSRON TWO volunteer with Habitat for Humanity Jacksonville.

PEARL HARBOR

President: CDR Timothy Wilke, USN

Aloha from Hawaii!! In August the Pearl Harbor Chapter has wished Captain Bushnell fair winds and following seas as he departed Command of DESRON 31 and the Pearl Harbor Chapter Presidency. This quarter the chapter supported the CPO 365 Phase II Legacy academies held aboard the USS MISSOURI Memorial; donating 110 "Chief Petty Officer's Guides" to those CPO selectees in attendance. We also had the fortune of having the new Pacific Fleet Commander, Admiral Scott Swift, speak to the Chapter at the Chapter's professional development event and round up held at Joint Base Pearl Harbor Hickam on 30 September. Over 70 of the chapter members and fellow Surface Warriors from CNSG MIDPAC, COMDESRON 31, USS PORT ROYAL, USS CHOSIN, ATG MIDPAC, USS HALSEY, USS O'KANE, USS CHUNG HOON and USS MICHAEL MURPHY were in attendance as well as guests from the Royal Australian Navy assigned to COMDESRON 31.

Admiral Swift discussed his Pacific Fleet Guiding Principles and what that means for us as Surface Warriors of the Pacific Fleet. Admiral Swift also spoke about leadership, necessary risk and diversity and how they relate to problem solving in the Navy. He also fielded questions about future Australian Navy participation in Pacific fleet operations, his thoughts on Distributed Lethality and if there would be any change to the OPTEMPO for Pacific Fleet ships.

The new PACFLTTCM Whitman was also in attendance and was able to interact with chapter members and those in attendance which included a sizable amount of Surface Warriors from the waterfront Chief's Messes. This event was immediately followed up by a social gathering where local pupus and refreshments were enjoyed by all, allowing old shipmates to catch up and Pearl Harbor Surface Warriors to interact with their new Pacific Fleet Commander and Master Chief.

We have several chapter events scheduled in the future to include a Chapter tailgate party for the University of Hawaii football game 14 November which is being planned and coordinated by the Surface Warriors at ATG MIDPAC and the annual "Movember" 5K Ford Island Turkey trot which is being planned and coordinated by SNA members from the USS HALSEY. If you are interested in filling a position on the various chapter committees please contact the chapter president or secretary.



The Pacific Fleet Commander" ADM Scott Swift speaks to over 75 Surface Warriors of the Pearl Harbor Waterfront at the chapter's Professional Development and Surface Warrior Join up event.

PENSACOLA

President: CAPT Tom Daniel, USN (Ret)



Pictured Left to Right: NJROTC Cadets Jalcia Hunter and Anthony Kim were the Freshman and Junior SNA "Stephen Decatur Jr" awardees from WP Davidson High NJROTC in Mobile, Alabama. Both cadets plan to pursue Navy careers.

SAN DIEGO

President: CAPT Mark Johnson, USN

Hello from San Diego! With summer drawing to a close, we are reflecting on all the great San Diego Chapter SNA hosted events that took place this past quarter and looking forward to a fun and exciting fall.

Midshipman Summer Training concluded in August with the last group of USNA Mids attending a picnic at VADM Rowden’s residence. The Mids interacted with leadership from the waterfront, junior officers, CNSP staff, and Senior Enlisted in a relaxed atmosphere. At the end, the winning crew in the Midshipmen Surface Warriors Competition was announced. Each week, the Mids formed crews and competed in various surface warfare-related events throughout the week (flag hoist drills, DC Olympics, ship handling, etc) and were awarded points based on performance. The competition made SWO week more interactive, showed the surface community in a positive light and garnered positive reviews from the Mids. We look forward to continued SNA support in next year’s events.



The winners of the Midshipmen Surface Warrior Competition pose with their T-shirts and Surface Warfare Magazines at VADM Rowden’s residence in Coronado, CA.

The annual Prout Golf Tournament was held on a perfect sunny day in August with 130 participants enjoying a friendly round of golf and plenty of camaraderie. Proceeds from the event went to support the Anchor Scholarship Foundation which administers the RADM James G. Prout Annual Scholarship Fund.

The 2015 Surface Navy Association West Coast Symposium was held a little earlier than usual this year on July 16th. The event was a rousing success as previously reported with a feature article in the Surface Sitrep. Again, thanks to the support from Naval Base San Diego and BDOC volunteers, the waterfront was treated to presentations from the pillars of the surface navy community and leaders in professional development.

CPO Pride Day on 11 September was fantastic event. As a co-sponsor, the San Diego Chapter helped support our new Chief Petty Officers as they took the final step before joining the Chiefs Mess. This year’s picture aboard the USS MIDWAY pays tribute to the large number of newly selected Chief Petty Officers, and the solidarity within the group.

Please take some time to visit our San Diego Surface Navy Association Facebook page at <https://www.facebook.com/SanDiegoSNA>. In addition to waterfront flyers and emails, we’ll provide updates on our page. Furthermore, if you’ve recently transferred into the



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area, please take a moment to update your membership info at www.navysna.org so our Chapter membership list remains current. If you are interested in becoming a committee chair or joining the local Board of Directors in some capacity, please email the Chapter Vice President, LCDR Patricia Palmer at patricia.a.palmer1@navy.mil or the Chapter President, CAPT Mark Johnson at MarkJohnsonSNA@outlook.com.



The RADM James Prout Anchors scholarship is awarded to Kristen Cox and accepted by her father, Mike Cox.

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Newly selected Chief Petty Officers form a Human Anchor on board the museum MIDWAY.

SNA Media Site

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The channel is **NavySNAMedia**

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