



# SURFACE SITREP



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## Versatile Teams Aboard Versatile Ships

Pacific Partnership Brings out the Best to Prepare for the Worst

BY CAPT EDWARD LUNDQUIST, USN (RET)

Pacific Partnership 2018 (PP18) is the largest multi-lateral humanitarian assistance/disaster response (HA/DR) preparedness mission conducted in the Indo-Pacific Region, designed to enhance preparedness, resiliency, and capacity.

During this year's Pacific Partnership, more than 900 Sailors, Soldiers, Airmen, Marines, and Coast Guardsmen along with 18 partner and host nations have been working side-by-side to increase capacity to respond to humanitarian crises whenever and wherever they occur in the region. This region is known for earthquakes, typhoons, volcanic eruptions and tsunamis. It is a matter of when, not if, the next disaster strikes and these disasters transcend borders.

A pair of Military Sealift Command ships were the primary platforms for the partnership activities—the 65,000-ton hospital ship USNS *Mercy* (T-AH 19) and the 1,500-ton expeditionary fast transport USNS *Brunswick* (T-EPF 6). During PP18, the ships called at ports in the Republic of Palau; Federated States of Micronesia; Indonesia; Malaysia; Sri Lanka; Vietnam; Thailand and Japan.

The two ships are very different. *Mercy* is a former oil tanker—built in 1976 and converted to a hospital ship ten years later—that is a fully-equipped floating hospital with 80 intensive care beds, 11 surgery suites, and accommodations for more than 1,300 people. She is a steam powered ship capable of 17 knots, and normally kept in a reduced operating status until activated for training exercises like Pacific Partnerships, or actual HA/DR emergencies. Her PP18 counterpart, *Brunswick* is a new type of ship in naval service. *Brunswick* is a high-speed ferry, with waterjet propulsion, capable of speeds in excess of 40 knots, with a shallower draft allowing her to get into smaller ports. She can load equipment and vehicles into her 20,000 sq. ft. mission bay with her roll on/roll off ramp and carry 312 people in airline-type seating.

Whether it was the big white ship with the bold red crosses on her sides, or the shiny aluminum catamaran, the ships and their mission, received a lot of high-level attention.

Rear Adm. Don Gabrielson, who is Commander Naval Logistics Group Western Pacific, Commander of Task Force 73 and Commander of the U.S. Navy Region Singapore, said Pacific Partnership is about engagement, and to demonstrate American resolve to support allies and partners in the region. "It's a core, strategic interest to the United States of America to be deeply engaged in this part of the world. That will not change. Just look at a map of Southeast Asia. Some might say that at some point there will be a fight again in this part of the world--and it'll be a really short fight -- so there's no reason



GULF OF THAILAND (May 17, 2018) Paul Torres, a civilian mariner embarked aboard Military Sealift Command expeditionary fast transport ship USNS *Brunswick* (T-EPF 6), assigned to Pacific Partnership 2018 (PP18), participates in small boat operations in the Gulf of Thailand, May 17.

to be engaged here. But if you don't engage in this part of the world, it will guarantee that the fight will be really short. In fact, it will be over before it even begins. So our core strategic interest lies in protecting the system of values that we helped create. We led the creation, the implementation, and the continuance of those values — and it's our interest to continue to work on that. That's a geopolitical statement as a military person, but I believe that's why we are here as a visible, concrete example of the commitment of the United States of America to stability in this part of the world."

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PACIFIC OCEAN (May 15, 2018) Military Sealift Command hospital ship USNS Mercy (T-AH 19), Her Majesty's Canadian ship HMCS Vancouver (FFH 331), and Military Sealift Command expeditionary fast transport USNS Brunswick (T-EPF 6) sail in formation during a passing exercise (PASSEX) conducted in support of Pacific Partnership 2018 (PP18). (U.S. Navy photo by Mass Communication Specialist 2nd Class Kelsey L. Adams/Released)

Speaking at the welcoming ceremony for Mercy's PP18 mission at Port Klang, Malaysia, U.S. Ambassador to Malaysia Kamala Lakhdir said that Pacific Partnership was a highlight for the embassy team and the counterparts in the Malaysian Armed Forces (MAF). "Community relations outreach and subject matter expert exchange engagement provide wonderful examples of people-to-people diplomacy. The best part of Pacific Partnership is watching Malaysia and our partners and friends, both civilian and military, working together to prepare to help other people around the region."

"While Pacific Partnership builds on our legacy of strong cooperation and defense ties, it also facilitates multi-agency cooperation and coordination as well as, showcase our shared commitment to disaster resiliency and response, public health, cultural exchanges and regional security," Lakhdir said.

Lt. Gen Dato' Abdul Halim Bin Hj Jalal, Chief of Staff of the Malaysian Armed Forces (MAF) said that Malaysia first participated as a host nation in 2016, but that Malaysia has been participating in Pacific Partnership since 2006 providing whatever support possible. "This year, Mercy and Brunswick will provide a very unique experience to enhance relations of participating nations and the capacity, competency, and interoperability between nations for humanitarian assistance and disaster relief. This is part of our effort to minimize the impact and the suffering of people after a crisis."

Capt. David Bretz, who is Commander of Destroyer Squadron Thirty-One, based in Pearl Harbor, Hawaii, and Mission Commander for PP18, said that Pacific Partnership strengthens the civilian and military relationship so crucial for HA/DR missions. "My hope is that the relationships we build here will foster continued partnership between all of our countries in the years to come. These partnerships will be critical when the next disaster strikes the Pacific. Because although it gives me no pleasure to say this, it is a matter of when, not if the next natural disaster happens. We have a deep respect for nature, which does not recognize national borders. But if we continue to build the skills and lines of communication started during this Pacific Partnership mission, we will be able to respond far more effectively than if we tried to go it alone."

Bretz said the Mercy and Brunswick port visits in Malaysia would involve visits to soup kitchens, construction projects at schools, medical

assist visits to clinics, band performances in the community, tree plantings, and HA/DR exercises with local authorities.

#### Preparing for the Next Disaster

According to High Commissioner Andrew Goledzinowski of the Australian High Commission in Kuala Lumpur, participating in Pacific Partnership makes total sense. "First, this is our geography--this is where we live and where we feel at home and so it's always our first priority to work with the region. Secondly, the U.S. is our most important security partner, and has been for a very long time and I suspect will be forever. Then thirdly, it's the substance itself. We Australians don't always come up with a good idea but we know one when we see it."

The devastating Boxing Day tsunami of Dec. 26, 2004, triggered by the massive Sumatra-Anadaman earthquake in the Indian Ocean, causing fatalities in 14 countries, is the impetus for Pacific Partnership.

"It was a huge event that transformed not just the demography of the region – a quarter of a million people left the face of the earth – but it transformed the politics and a lot of the relationships. At the time Australia had something of a tense relationship with Indonesia for various reasons, but when that tsunami struck, our country made a big commitment to help Indonesia. It's a country of a quarter of a billion people, and they're our closest neighbor. We cannot afford to not have a good relationship with them. I would even argue to say that the democracy in Indonesia today is not unrelated to that natural disaster."

Another consequence of all of that has been the appreciation of the U.S. that we have to become better at managing disasters collectively. So the U.S. came up with the idea of this Pacific Partnership program to strengthen resilience, to build capacity, and to enhance preparedness and interoperability. As soon as you suggested it, I think we all probably said, 'Snap! That's exactly what we want to do as well.'

"There is an immediate value of building capacity for our partners," Goledzinowski said. "People can see it. There's a less visible political-public diplomacy effect in having this ship come to here, and having all these senior officers on deck, to remind people the U.S. is still very much committed to the region."



PACIFIC OCEAN – Military Sealift Command hospital ship USNS Mercy (T-AH 19), expeditionary fast transport ship USNS Brunswick (T-EPF 6) and Her Majesty's Canadian ship HMCS Vancouver (FFH 331), participate in a passing exercise (PASSEX) during Pacific Partnership 2018.

Goledzinowski admired the *Mercy* and its capability. The hospital ship was activated and left San Diego just a few days after the Boxing Day disaster. "That was God's grace that the *Mercy* arrived so quickly when the tsunami hit," he said.

But he understands it might not always be available. "It's a pretty sizeable piece of kit."

*Brunswick* is similar to an Australian naval ship, HMAS Jervis Bay, that provided valuable military support and Humanitarian assistance to Timor Leste in 1999, and is also based on a high-speed catamaran ferry design.

### Mission in Contrasts

Not only are the ships different, but the ports visited are different, too. In Malaysia, *Mercy* called at Port Klang, about an hour from the capital city of Kuala Lumpur, and berthed at a cruise ship terminal. *Brunswick* called at Tawau in Sabah State on the island of Borneo, sharing a border with North Kalimantan, Indonesia.

Royal Navy Capt. Peter Olive is the Deputy Mission Commander for PP18, and leads the team aboard *Brunswick*. He has an unusual crew, but ideal for the mission. "Although it arrives on a ship, it's not a ship's crew. *Brunswick* has a civilian mariner (CIVMAR) crew. And we arrived here in Tawau with a team of 105 plus 30 or 40 more who fly in and join us. We get those people from organizations across defense and from the partner nations, who can do the jobs that we need to do around medical, engineering, humanitarian relief and disaster assistance, and community engagement. It's largely Navy, but it's a diverse team. We have soldiers from the U.S. Army 83rd Civil Affairs Battalion; Marines; Navy medics; SeaBees; as well as the partner nations, which has included Australia, Japan, and the UK. When you look at that mix, it's genuinely a joint staff. Major John Burns of the 83rd is the Chief Staff Officer (CSO). So we're a joint team that floats around on the ship and goes from one place to another, but we're not the ship's crew, so aren't focused on the operations, navigation or maintenance of the vessel itself. I'm really delighted with the way we're set up. I think it works really well because it allows everybody's different skill sets to come to the fore."

"I'm not the first non-American deputy, although I'm the first Brit to be in that position," said Olive. "And I think it's the first time that they've had the deputy on a separate ship as opposed to being with the commodore all the time, so there is some independence of command."

Olive said PP18 is about 180 degrees out from a normal navy deployment. "Normally, you spend four days in harbor, and weeks at sea. It's the other way around for us because the effect is delivered on a shore."

"The Hawaii-based DESRON 31 staff travelled from Hawaii, to San Diego so the entire team could get to know each other while sailing back to Pearl Harbor," said Olive. "We all sailed together from San Diego on *Mercy*, and on to Guam, where our team was to meet up with USNS *Fall River*, which was slated to be the other PP18 platform."

*Fall River*, however, had engineering issues and was replaced on short notice by sister ship USNS *Brunswick*. *Brunswick* was on another task supporting Commander Seventh Fleet in the Philippines but was diverted to support PP18. "*Fall River* was already fitted out," said Olive. "So everything came off and within 48 to 72 hours, it was all fitted into *Brunswick*. It was an absolute miracle."



TAWAU, Malaysia (April 26, 2018) Chief Musician Chris Sams sings and dances with students during a performance by the U.S. Pacific Fleet Deep Six Brass Band at a community engagement event at SKM Merotai Besar Secondary School in Tawau, Malaysia as a part of Pacific Partnership 2018 (PP18). (U.S. Navy photo by Mass Communication Specialist 2nd Class Joshua Fulton/Released)

"CTF 73 and MSC Far East, who controlled the whole engineering aspect of it, did a fantastic job. It was busy, busy, but we sailed on time, and it was seamless to the mission."

From Guam, *Mercy* went to Ulithi, and *Brunswick* pulled into Yap the same day. "It was a remarkable place to be, particularly for a Brit, because we don't go to Micronesia much," Olive said. "We had a Royal Navy medical officer on *Mercy* who went ashore in Ulithi. We checked the historical records, and as far as we can tell he was the first Royal Navy officer to go to Ulithi since the Pacific Fleet pulled in there alongside the US fleet during World War II. So it's been a long time since we've been back."

"It is a fascinating part of the world to go to," Olive said. "We had some really amazing experiences in Yap, and the mission went really well, with a huge amount of engagement with officials of the Federated States of Micronesia. And then we got to Palau, and all of the missions there also went well. Palau has somewhat different needs. We provided more basic medical support in Yap, but in Palau they were looking for things like mental health care, and advanced cardiology. We did a HA/DR exercise that was really quite sophisticated. I ended up getting rescued out of the water."

Olive believes that Pacific Partnership is one of the most important missions that the U.S. Pacific Fleet does in the region. "It's about partnership built around humanitarian disaster response, which is an important thing in this region given that there's a likelihood of that. Anything that encourages partnership between different countries is useful. And the people in this region can see their partner in the U.S. as being reliable and doing good things for them."

"While it's the US mission, we're demonstrating the value of the current international system which involves countries working together. So that you have all these countries turning up, doing great things together, is a hugely powerful symbol of all of that. So when we have a Japanese surgeon, with a Brit paramedic, working with a Yap doctor, to save somebody's life in Yap, that's the international community at its best, all wrapped up into one little package," Olive said.



NHA TRANG, Vietnam (June 1, 2018) Members of U.S. Pacific Fleet Band teach the crowd how to do the "Cupid Shuffle" during the final concert in Vietnam for Pacific Partnership 2018 (PP18). (U.S. Navy photo by Mass Communication Specialist 2nd Class Kelsey L. Adams/Released)

When asked if PP18 has been fun, Olive invoked a Cockney colloquialism of jubilation. "Ah! Lummy, yes! It's been terrific for me. Right from the outset. As a senior officer I've spent a fair amount of time working on policy jobs, so to be back at sea having an adventure is a great experience."

#### Versatile Team

Olive's team included people with a variety of expertise.

Lt. j.g. Kelvin Edmonds is a Civil Engineer Corps officer leading a detachment of 28 Seabees from Amphibious Construction Battalion One, based at Coronado, Calif., which was the only sail-in echelon engineering element aboard the *Brunswick*. "We spent two weeks in Yap doing six different projects at five schools and one hospital. There was a lot of rain in Yap and Palau, so we had to adjust the work we were doing for the weather."

"In Palau we had two large projects at an elementary school where we built sidewalk canopies. We repaired roofs, did some concrete work, and a lot of painting," Edmonds said. "Our Seabees could look around and see a lot more work they could do that would help the community. They like hard projects."

Edmonds said the Seabees also had time to enjoy the islands, and meet the local people. "We liked the cultural interaction, and we did hiking, kayaking, and snorkeling."

In Tawau, the fly-in echelon of Seabees from Naval Mobile Construction Battalion Five (NMCB 5) from Port Hueneme, Calif., arrived before the ship, and would leave after it left. "They will be here about two months, so they can do more substantial projects," Edmonds said.

NMCB 5 Seabees worked alongside counterparts from the Malaysia Armed Forces at the SK Kampung Jawa and SK Kebangsaan Taman schools, building three open-air halls for use by students for lunch or outdoor learning. The ACB 1 Seabees and their Malaysian counterparts painted outdoor walls and welded together water tank stands at the Merotia Clinic near Tawau.

A six-person brass ensemble from the Pacific Fleet Band, augmented by a drummer from the Royal Australian Navy, performed at a



TAWAU, Malaysia (May 2, 2018) Builder 2nd Class Courtney Knight cuts the ribbon during an engineering project conclusion ceremony at Sek Keb TMN Taman Primary School in support of Pacific Partnership 2018 (PP18) mission stop Tawau, May 2. (U.S. Navy photo by Mass Communication Specialist 1st Class Byron C. Linder/Released)

variety of venues. The military people joined the locals in dancing to the Cupid Shuffle, and the crowd went wild when band leader Chief Musician Chris Sams sang, *Assalamualaikum Ustazah*, a local favorite.

U.S. Army Cpt. Daniel Mathews of the 83rd Civil Affairs Battalion Fort Bragg, N.C., said Pacific Partnership was about providing local solutions to local problems. "We teach a basic HA/DR responders course, and bring in organizations that normally don't work together, such as the police, military, Ministry of Health, non-governmental organization, and tribal organization—all the people who could be on that disaster scene. We're building resiliency into their system, but we're also enhancing interoperability for a better joint, unified response."

For Navy Nurse Lieut. Cmdr. Molly Cook, normally assigned to the Naval Medical Center San Diego Branch Clinic at MCAS Miramar, where she is the clinic nurse for the 3rd Marine Air Wing, this is her third Pacific Partnership. Her subspecialty is as a community health nurse. "We focus on water, food, sanitation, and prevention



CAM HAI TAY, Vietnam (May 28, 2018) Royal Navy Capt. Peter Olive, Deputy Mission Commander of Pacific Partnership 2018 (PP18), meets with students at Cam Hai Tay Primary School following a ribbon-cutting ceremony marking the completion of an engineering project at the school as part of PP18 mission stop Vietnam.

of illness and disease, and looking at how we can educate and share best practices. We work very closely with the HA/DR population for this mission. This is what we live for."

She said she visited the Philippines for PP 15 and 16, and was able to see how they made a difference. "We did a train-the-trainer course at a hospital called 'Helping Babies Breathe.' The people we trained conducted four classes after we left. When we came back the next year, there was a decrease in the number of deliveries that required high-level intervention because of the prevention and early-intervention strategy we shared with them. Our biomed tech worked on their inoperable defibrillator to get it working again, and we taught a course on how to use it. When we returned they had successfully used it three times," Cook said. "That was a win. I'm pretty excited about that."

### Versatile Ship

"USNS Brunswick proved to be an incredibly valuable platform for Pacific Partnership," said Olive. "The versatility of the ship allowed us to transit shallow waters and visit ports like Yap and Palau, places that wouldn't be able to accommodate Mercy."

According to Capt. John Wilshusen, who commands Military Sealift Command's Far East office, *Brunswick* is a "truck." "We ask the mission commander what he needs--including facilities on the ship; mix of parts; perhaps extra water-making capacity; and how many people do we need to carry and feed? The bare bones communications suite on those ships is actually pretty good. But if we want to embark a staff on there, we may want to bring along additional capability. So tell us what you want, send us the gear you want us to hook up, and we'll figure out how to hook it up."

"Because the mission commander is aboard *Mercy*, and the deputy mission commander is embarked on *Brunswick*, we installed a C4I capability that we plugged into the ship's network, so there are work stations for the staff to work from to generate their reports and talk to chat rooms and whatever else they need to do," Wilshusen said. "We embarked that capability on the ship because it doesn't come with it, but we were able to take advantage of the existing ship's backbone."

Wilshusen said EPF are being used for engagement missions because they're so adaptable. "We can change the package that's on board to match whatever mission we're going to do. It just takes planning ahead of time in order to make sure we've got stuff where it needs to be in order to get it where it needs to go."

Rear Adm. Gabrielson said the EPF is an ideal and flexible platform for Pacific Partnership and other theater security cooperation missions. "I'd love to have more of them. We could double the number here. We'd be able to do very meaningful work. It's a vessel that goes to sea and embarks relevant capability. As the requirements for the capability change, you change what's on there."

Because of its shallow draft, Gabrielson said EPF, as well as the littoral combat ship, opens up new opportunities to the U.S. Navy. "We're taking these ships and we're going places that the United States Navy – in our lifetimes – has not been."

At the closing ceremony to conclude the PP18 mission at Sri Lanka, Bretz summed up the success achieved by the U.S. and host nation, which applies to all of the countries visited. "U.S., partner, and host nation personnel have swung hammers, troweled concrete and mortar, laid cinder blocks, took blood pressures, temperatures, checked



NHA TRANG, Vietnam (May 23, 2018) Rear Adm. Don Gabrielson, Commander Task Force 73, speaks with Capt. David Bretz, currently assigned to the Military Sealift Command hospital ship USNS *Mercy* (T-AH-19) and commanding officer of Pacific Partnership 2018, during a Humanitarian Assistance and Disaster Relief Symposium. *Mercy* is currently deployed in support of Pacific Partnership 2018 (PP18).

eyes, talked through interpreters, extracted teeth, filled out a lot of medical admin, issued prescription drugs, kicked soccer balls, played on instruments, taught children how to brush their teeth, coordinated bus movements, built stages, flew helicopters...I could go on and on," said Bretz.

"It has truly been an honor to lead the dynamic men and women of Pacific Partnership 18," said Bretz. "This mission is something I, along with our entire team from *Mercy* and *Brunswick*, will never forget. We set out to strengthen the bonds with our host and partner nations, and we achieved this with resounding success. I could not have done it without the hard work and dedication of the PP18 team and it is something I will look back on fondly for the rest of my life."



SATTAHIP, Thailand (May 19, 2018) Sailors and Soldiers from the U.S., United Kingdom and Australia embarked aboard Military Sealift Command expeditionary fast transport ship USNS *Brunswick* (T-EPF 6), assigned to Pacific Partnership 2018 (PP18), man the rails as the ship arrives in Thailand.

# Former Fleet Tug Sailor Finds His Ship Looks Pretty Much the Same... Forty Years Later

BY CAPT EDWARD LUNDQUIST, USN (RET)

I was the chairman of Surface Warships 2018, a conference in London held last January, where one of the presenters was retired Adm. Richard Chen of the Republic of China Navy. He is a director of the National Chung-Shan Institute of Science and Technology (NCSIST), which is responsible for the design and development for many of Taiwan's sophisticated combat systems. As I was talking with him before his remarks, I mentioned that my first ship, USS *Tawakoni* (ATF 114), was transferred to the ROC Navy in 1978. I was the ship's executive officer, I told him, and master of ceremonies for the ceremony transferring *Tawakoni* to Taiwan as the RCS Ta Han. Yes, Chen said, he remembered that event in Hawaii. I concurred, saying it took place in Pearl Harbor. *Tawakoni* was 34 years old at the time.

"We still have it," he said, matter-of-factly. "It will be 75 years old next year. You should come see it."

Three months later, thanks to Adm. Chen's invitation and assistance, I had the opportunity to visit NCSIST near Taipei, and the next day, visit the port city of Keelung, where RCS Ta-Han was waiting to host me onboard.

Sailors tend to be sentimental, and I'm sure I'm not alone in having a special relationship with my first ship. I had served aboard two previous ships as a midshipman, but upon commissioning I didn't ask for a cruiser or a destroyer, I asked for a fleet tug, because I knew those small ships went to places the big ships didn't, or couldn't.

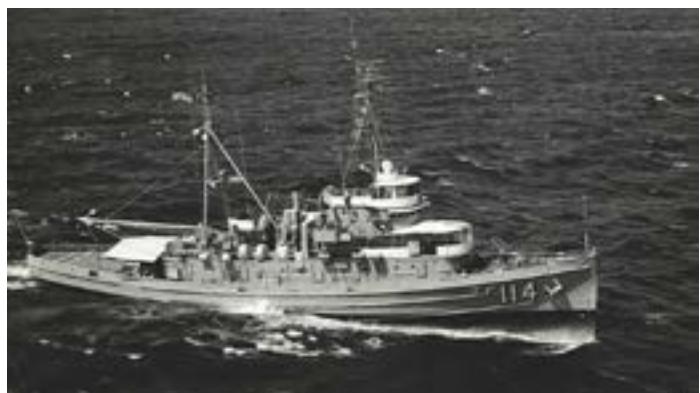
My wish came true. I joined the USS *Tawakoni* in her homeport of Pearl Harbor in January of 1977. Because our ship was too small to have a Supply Corps officer, I was sent to Storekeeper C School to learn the basics of the Navy supply system. My Commanding Officer, Lt. Rich Gano, was fond of telling people that his ensign was "Line Officer – Supply Trained," or, as he put it. "LOST." But I quickly qualified as a command duty officer and officer of the deck, and accumulated much more time as OOD than my counterparts on the many destroyers and frigates at Pearl. I also was exposed to some serious seamanship, as *Tawakoni* was a towing and salvage platform, and those are tasks that require smart seamanship and strong backs.

*Tawakoni* deployed to the Western Pacific, calling at Guam, Subic Bay, Kaohsiung, Sasebo, and Hong Kong. And my desire to see those out of the way exotic places was also rewarded. We conducted a Trust Territories of the Pacific Islands surveillance operation, calling at Tobi, Merir, Helen Reef, Paula, Ngulu, Yap, Ulithi, Fais, Sorol, Euripicik and Wolei. When we returned from deployment we learned that *Tawakoni* would be one of a number of ships to be decommissioned, and later learned that we would be sold to the Republic of China.

It was sad to say goodbye to her, but I sensed that Taiwan had a need for her and what she was capable of, and would take good care of her.

I was right. The ROCN acquired several other ATFs and salvage and rescue ships (ARSs), and, like *Tawakoni*, they still have most of them.

Those who know are aware that an article I wrote called "Battle Stars and Battle Scars—The Saga of the USS *Tawakoni*," published in



USS *Tawakoni* (ATF 114) underway off Pearl Harbor in 1977. (U.S. Navy photo)

the winter 1989 edition of Sea Classics magazine, resulting in the creation of the National Association of Fleet Tug Sailors (NAFTS). NAFTS had its first reunion in 1991, and is still going strong.

Having served on an ATF, and now considering myself to be somewhat of expert on the class, my eye is now trained to pick one out of a harbor with a thousand ships. They look very ordinary, unless you served on one. I've seen them here or there, and I'm drawn to them like a magnet. So when my colleagues from NCSIST brought me to Keelung I quickly found her in the busy harbor.

Cmdr. Chen Ching-hsing, who commands the 216th Squadron of the 192nd Flotilla, Cmdr. Chen Po-Jen, the Ta-Han's commanding officer, and Lt. Cmdr. Chang Ting Wei, the executive officer, along with representatives of the ROCN, were at the pier to welcome me.

We met together in the wardroom, which looked much the same as before, but with a new table, and a big-screen TV. We enjoyed special cake for the occasion, with the ship's current "553" hull number decorating each piece.

Our tour of the ship included the bridge where I spent so many hours on watch. While it also looked much the same as before, the CO told me that they usually used the flying bridge, which is now fully enclosed. The original UQN-1 fathometer was still in place on the aft bulkhead of the pilot house, where it used to sit above the LN-66 radar, which is now a shrine for spiritual contemplation. The signal bridge used to have a Plexiglas enclosure with a herculeite covering, but today is secure from the elements and where they pilot the ship. The CP/UPS 60X radar is a common surface surveillance radar in the ROCN fleet, with an advertised range of 64 nm., and made by NCSIST.



Ensign Lundquist on watch on the bridge of USS *Tawakoni* 1977-1978 timeframe.

Although the WWII armament included a number of anti-aircraft guns, I recall the day in early 1977 when our 3-inch/50 cal. slow fire mount was removed, and we had only a couple of mounts for 50 cal. machine guns. The main battery, a BAE Systems Bofors 40 mm gun, is now mounted on the gun deck. The main gun has an effective range of 2,800 yards against surface targets, and 4,000 yards against air targets. When I served aboard *Tawakoni*, each of the bridge wings had a pelorus for shooting bearings during sea detail, and a captain's chair. Both are gone, and Oerlikon 20mm gun mounts—with a maximum range of 6,000 yards—are now installed on each bridge wing.

The ship's motor whaleboat (or whale dinghy, as they call it) is carried in davits on the port side. The 10-ton crane is the same. The 8,000 lb. Eells anchors, carried in the gunwhales on each side are still in place, as is the Almon-Johnson Towing Machine, which is an antique, but still the best towing engine there is. And it still works.

I didn't visit the crew's berthing or the motor room where the ship's big electric motor is located along with the ship's service diesel generators and the diesel used for excitation of the motor (as I recall we had two CAT D353s and a Detroit Diesel 12V71). But I did go down into the engine room, where the four Caterpillar main engines can still be found. It looked--and smelled--the same. I didn't see the model number, but they look the same as our CAT D399 main engines.

I didn't peak in the galley, and they had damage control training underway on the mess decks, so I didn't linger there.

The Chiefs Quarters, Ship's Office and sick bay are in the same location. The reefer decks, with the chill and freeze boxes, and big compressors, looks and smells the same. The gyro appears to be original. The ET shop and supply officer's staterooms are also in that vicinity. I looked in the SUPPO's stateroom (which, when I reported aboard was considered adequate govern quarters and thus I received no housing allowance), and it looks pretty much the same. The vertical work station with combination safe and fold down desk is gone, so the furnishings are somewhat updated. Because of my whining about the heat in my cabin, *Tawakoni* had an unauthorized ship alt when we had installed a window-mounted room air conditioner in my stateroom, with a hole cut in the bulkhead leading to the reefer deck for exhaust. The hole is still there.

Altogether, the ship looked as good—or better—than when it was

one of the U.S. Navy's oldest ships. She received an overhaul in 2016, to include a thorough bottom cleaning and hull-thickness measurement, so there doesn't seem to be a rush to retire her. To think she looks so good today speaks to how well she was built, and how well the ROCN has taken care of her over the past four decades. It's nothing short of remarkable.

I felt very welcome, and was impressed by the professionalism of the ROCN officers. They were proud of their ship, and it showed. It seemed to me that my visit was as much an honor for them as it was for me. Maybe because they're sentimental Sailors, too.

Name	Number	USN Name	Year	Homeport
RCS Ta Wan	ATF 551	ex- Apache (ATF 67)	1945/74	Kaohsiung
RCS Ta Han	ATF 553	ex-USS <i>Tawakoni</i> (ATF 114)	1944/78	Kaohsiung
RCS Ta Tu	ATF 554	ex-Achomawi (ATF 148)	1944/91	Kaohsiung
RCS Ta Feng	ATF 555	ex- Narragansett (ATF 88)	1945/91	Kaohsiung
RCS Ta Tai	ATF 563	ex-Shakori (ATF 162)	1945/91	Kaohsiung
RCS Ta Hu	ARS 552	ex-USS Grapple (ARS 7)	1943/77	Kaohsiung
RCS Ta De	ARS 556	ex-USS Recovery (ARS 43)	1946/94	Kaohsiung

*The Ta-Han* is one of five ex-U.S. Navy ATFs, along with two ex-U.S. Navy ARSs, still serving in the Republic of China Navy.

## Accelerating the Amphibious Assault Force Renaissance

BY CAPT GEORGE GALDORISI, USN (RET)

### Perspective

By way of background, my career path took me to naval aviation and I flew helicopters during the first two-thirds of my thirty years in uniform. I was part of the LAMPS community, which meant that I spent that part of my career on U.S. Navy cruisers, destroyers and frigates, flying first the SH-2F Seasprite, and later the SH-60B Seahawk. As everyone in the Surface Navy community knows, in those Cold War days, our primary mission (ship and helicopter team) was ASW.

After helicopter squadron command tours, I gravitated to the amphibious assault navy, and wound up having three tours in the "Gators." I remember this like it was yesterday when, during my first meeting with my commodore, Captain Pete Hedley, he gave me the inside-baseball scoop about the amphibious assault navy, telling me: "Here's all you have to know about this business: its ships that sink, and tanks that float." Talk about good gouge.

As most baby boomer and Gen X readers of *Surface SITREP* know, "back in the day," the amphibious assault navy wasn't blessed with the most modern or most capable ships. Sure, U.S. Navy Amphibs had a storied history, World War II, Korea, Vietnam, Desert Storm, and other, smaller, "brushfire wars." However, the reality of the Cold War threat, and concerns about 350 Warsaw Pact divisions crashing through the Fulda Gap and dominating Western Europe, meant that in the grand scheme of things, the amphibious assault navy wasn't "the show."



Captain Ned Lundquist is welcome by representatives of the Republic of China Navy, including Cmdr. Chen Ching-hsing, who commands the 216th Squadron of the 192nd Flotilla, Cmdr. Chen Po-Jen, the *Ta-Han*'s commanding officer, and Lt. Cmdr. Chang Ting Wei, the executive officer, during his visit to Keelung.



MARTAC MANTAS USV at Sea - Launching from Navy LCU During S2ME2  
Photo courtesy of Mr. Jack Rowley

In some ways, the amphibious assault navy's past success hindered its modernization as the Cold War drew to a close, and the United States emerged (for a time) as a uni-power. When amphibious ships were mentioned, the words conjured up visions of scores, perhaps hundreds, of ships, boats and craft moving toward a landing beach at an agonizingly slow speed reminiscent of the World War II-era assaults brought to the screen so vividly in movies such as *Saving Private Ryan*. It was an enduring image.

#### The Beginning of the Amphibious Assault Renaissance

Desert Storm was an inflection point for the amphibious assault navy. The U.S. Navy's contributions during the Gulf War are generally well-chronicled, but what may be less well-known is how the Navy-Marine Corps team embarked in amphibious ships contributed to the coalition's ultimate victory.

Historians have begun to write about the strategic advantage conferred by the amphibious task force's presence in the Western Arabian Gulf, which tied up divisions of Iraqi troops who were ready to repel an amphibious assault by Marines embarked in those massed Amphibs. That diversion helped make the "left hook" through the desert as successful as it was. In fact, documents captured from retreating Iraqi troops – as well as analysis conducted well after the war – show the extent to which the very real and very visible threat of an amphibious invasion from the sea tremendously complicated Iraqi defense strategy.

But it was other missions during the Gulf War that presaged the direction the amphibious assault navy would take at the turn of the millennium. The ARG/MEU team performed a wide range of missions from gas and oil platform takedowns, to amphibious raids and feints, to maritime interdiction operations, to specialized demolition ops, to a range of other missions.

It's worth noting, however, that while amphibious ships such as the Wasp-Class LHD and Whidbey Island Class LSD were part of the U.S. Navy's force in the Gulf during Desert Storm, the ARG/MEU team still operated from single-screw command ships (LPHs), unstable tank landing ships (LSTs), limited-capacity dock landing ships (Anchorage-class LSDs), and single mission amphibious cargo ships (LKAs).

During the 1990s, these older ships were phased out, and newer

"L-ships" began to enter the fleet, and still newer amphibious ships were being designed and built: Wasp-Class LHDs, America-Class LHAs, San Antonio-Class LPDs, and Harpers Ferry-Class LSDs – all modern ships that bore little resemblance to the predecessor amphibious assault ships. At the turn of the millennium, the Navy-Marine Corps team was at sea, training and exercising in new ships, craft, aircraft and vehicles, and evolving new CONOPS, tactics, techniques and procedures. It appeared that the renaissance in expeditionary assault operations was gaining momentum.

#### A Strategic Pause in the Renaissance

It isn't a stretch to say that the deadly terrorist attacks of September 11, 2001 changed everything for the United States – and for the world. For the U.S. military, the lion's share of the focus in the wake of those attacks was on Operation Enduring Freedom and Operation Iraqi Freedom. During these conflicts, the U.S. Marine Corps was used extensively as a land force, and did not deploy frequently aboard U.S. Navy amphibious ships. While new Navy and Marine Corps platforms, systems, sensors and weapons were still being built and fielded, traditional ARG/MEU deployments, where the Navy-Marine Corps team trained together, were limited in number.

Today, the Marine Corps is largely disengaged from those conflicts and is, in the words of former commandant of the U.S. Marine Corps, General James Amos, is "Returning to its amphibious roots." The importance of this emphasis is difficult to overstate, because fielding new Navy and Marine Corps platforms, systems, sensors and weapons, and having them enter service is one thing, but actually utilizing them in expeditionary strike group operations is quite another.

This fifteen year hiatus in sustained ARG-MEU deployments obscured the fact that no new platforms and system are perfect, and not using them in real operations or challenging exercises obscures gaps in capabilities that still linger even as billion dollar ships are commissioned and take to sea. Now that the Marine Corps is once again embarked in amphibious assault ships in force, and conducting real-world operations and increasingly complex exercises, new capability gaps that need to be addressed are surfacing.

#### An Impressive Lineup of Expeditionary Assault Ships

U.S. naval expeditionary forces have remained relatively robust even as the size of the U.S. Navy has shrunk from 594 ships in 1987 to 272 ships in early 2018. Naval expeditionary strike groups comprise a substantial percentage of the U.S. Navy's current fleet. And the blueprint for the future fleet the U.S. Navy is building, as seen in Congressional Research Service *Navy Force Structure and Shipbuilding Plans*, maintains, and even increases, that percentage of amphibious ships.

But as new, billion-dollar naval expeditionary force ships enter the Fleet, Sailors and Marines have begun to identify capability gaps. Fortunately for the Navy and Marine Corps, few of these capability gaps have resulted from deficiencies in the major platforms, systems, sensors and weapons currently being fielded. Rather, needs have been identified that can be met by lower cost, smaller systems and sensors that embark in these expeditionary force ships, including many commercial-off-the-shelf products.

Today, the Navy-Marine Corps team is looking to new technology to complement the capabilities its amphibious ships bring to the

fight. It should come as no surprise that the systems and sensors most in demand are those that help the expeditionary strike group gather intelligence prior to any amphibious assault or raid.

One of the technologies that offer the most promise in this regard is that of unmanned systems. The reason for embracing unmanned systems to perform this mission is straightforward. Instead of having Marines, Sailors, or Special Operators gather intelligence – and put themselves at high risk in doing so – unmanned systems have the ability to reduce the risk to human life in high threat areas, to deliver persistent surveillance over areas of interest, and to provide options to warfighters that derive from the inherent advantages of unmanned technologies.

#### **Unmanned Systems as the New Critical Enabler**

There is little question that unmanned systems are crucial to the future of the Navy and Marine Corps. Indeed, each of three studies (Navy Project Team, *Report to Congress: Alternative Future Fleet Platform Architecture Study*, October 27, 2016, MITRE, *Navy Future Fleet Platform Architecture Study*, July 1, 2016, and CSBA, *Restoring American Seapower: A New Fleet Architecture for the United States Navy*, January 23, 2017) commissioned by the CNO staff recommend dramatic increases in the number of unmanned systems in the Navy and Marine Corps inventory.

The importance of unmanned systems to the Navy and Marine Corps was highlighted in a January 2018 memorandum from Assistant Secretary of the Navy for Research, Development and Acquisition, Mr. James Geurts. In his cover letter, Mr. Geurts noted:

*The United States Navy and Marine Corps have a strategic imperative to exploit emergent and rapidly developing unmanned and autonomous technologies. In order to accelerate the development and fielding of unmanned systems and to ensure an integrated and efficient effort, the Department of the Navy (DON) has established aggressive goals for the acceleration of the DON's unmanned systems and to ensure the DON remains at the forefront of these emergent capabilities.*

The detailed memorandum goes on to note that, “Unmanned and autonomous technologies are transforming the way countries conduct military operations...The use of unmanned and autonomous systems will change the way we fight. Increased operational use of unmanned and autonomous systems promises to unleash a revolutionary capability for our naval forces.”

As readers of *Surface SITREP* know, unmanned systems are a key element of the Navy’s Surface Force Strategy. In articulating the ways that the Surface Navy will contribute to a “Return to Sea Control,” the strategy notes, “Distributed Lethality spreads the combat power of the Fleet, holds targets at risk from multiple attack axes, and forces adversaries to defend a greater number of targets...In addition to current ship construction plans, we will design, procure and build the future Fleet to raise the combat capability of surface ships.”

Unmanned systems are a key part – perhaps the lynchpin – of raising this combat capability. It is clear that low-cost unmanned maritime systems will be a key to achieving distributed lethality across all of the Navy’s surface platforms. This is especially true in the amphibious assault navy, which suffers from both a lack of offensive and defensive weapons, as well as stand-off range with the weapons these ships do possess.

While unmanned maritime systems have not had the years, or sometimes decades, of development that many unmanned air vehicles

(UAVs) and unmanned ground vehicles (UGVs) have enjoyed, their potential rivals that of these air and ground systems. Under the stewardship of various Naval Sea Systems Command program offices, these systems have enjoyed a renewed focus and developmental imperative.

There is little disagreement regarding the promise of unmanned maritime systems and their ability to deliver game-changing capabilities for the Navy-after-Next. However, the pace of this insertion into future surface force ships will be directly linked to the funding allocated to this development. This is the area where unmanned maritime systems must “catch up” with their air and ground counterparts.

#### **A Focus on Unmanned Surface Vehicles**

Operating as they do at the air-water interface on the surface of the oceans, unmanned surface vehicles not only have their own discrete—and growing—list of current and future naval missions, but they can also provide the “connective tissue” between unmanned aerial vehicles and unmanned underwater vehicles, as well as their manned counterparts.

Like all unmanned systems, unmanned surface vehicles are critical assets in all scenarios across the spectrum of conflict. Unmanned surface vehicles enable our warfighters to gain access to areas where the risk to manned platforms is unacceptably high due to a plethora of enemy systems designed to deny access: from integrated air defense systems, to surface ships and submarines, to long-range ballistic and cruise missiles, to a wide range of other systems. These unmanned surface vehicles can provide greater range and persistence on station, leading to enhanced situational awareness of an objective area.

Unmanned surface vehicles are especially adept at conducting the intelligence, surveillance, and reconnaissance (ISR) mission, and are typically better suited for this mission than their unmanned aerial vehicle counterparts for a number of reasons, particularly their ability to remain undetected by enemy sensors, as well as their dwell time on station. By performing near-shore intelligence preparation of the battlespace (IPB), unmanned surface vehicles increase the standoff, reach, and distributed lethality of the



Six-foot MANTAS in Harbor Ops  
Photo courtesy of Mr. Jack Rowley

manned platforms they support.

But it is one thing to state the aspiration for more unmanned systems in the Fleet, and quite another to develop and deploy them. There are compelling reasons why naval expeditionary forces have been proactive in experimenting with emerging unmanned systems.

### Testing and Evaluating Unmanned Systems

While the U.S. Navy and Marine Corps have embraced unmanned systems of all types as part of their future force structures, and a wide-range of studies looking at the makeup of the Sea Services in the future have endorsed this shift, it is the Navy-Marine Corps expeditionary forces that have been the most active in evaluating a wide variety of unmanned systems in various exercises, experiments and demonstrations.

Two of the most important events in 2017, based on the number of new technologies introduced, were the Ship-to-Shore Maneuver Exploration and Experimentation (S2ME2) Advanced Naval Technology Exercise (ANTX), as well as Bold Alligator 2017. These events highlighted the potential of unmanned naval systems to be force-multipliers for expeditionary strike groups.

There are few missions that are more hazardous to the Navy-Marine Corps team than putting troops ashore in the face of a prepared enemy force. For this reason, S2ME2 ANTX focused heavily on using unmanned surface vehicles to conduct critical ISR and IPB missions against enemy formations.

The S2ME2 ANTX demonstration focused on addressing gaps in capabilities that advanced unmanned maritime systems might close for the critical ISR and IPB missions needed before conducting the amphibious ship-to-shore mission. Thus, S2ME2 ANTX had a specific focus on unmanned systems—especially unmanned surface systems—that could provide real-time ISR and IPB of the battlespace.

During the assault phase of S2ME2 ANTX, the blue force used a USV to frustrate enemy defenses. The expeditionary commander selected an eight-foot man-portable MANTAS USV (one of a family of stealthy, low profile, USVs). The USV swam undetected into the enemy port (the Del Mar Boat Basin on the Southern California coast), and relayed information to the amphibious force command center using its TASKER C2 system. Once this larger-scale ISR mission was complete, the MANTAS USV was driven to the surf zone to provide IPB information crucial to planners. This included obstacle location (especially mine-like objects) and beach gradient.

Carly Jackson, SPAWAR Systems Center Pacific's director of prototyping for Information Warfare and one of the organizers of S2ME2, explained how unmanned systems supported ISR and IPB missions, noting:

*We use the Navy's organic labs and warfare centers to bring together emerging technologies and innovation to solve a specific problem. It's focused on unmanned systems, with a big emphasis on intelligence gathering, surveillance, and reconnaissance.*

S2ME2 ANTX was a precursor to a major Navy-Marine Corps expeditionary exercise, Bold Alligator 2017. This live exercise was specifically designed to demonstrate maritime and amphibious force capabilities, and was focused on planning and conducting amphibious operations, as well as evaluating new technologies that support the expeditionary force.

Due to the need to sortie amphibious ships to provide disaster as-

sistance in the wake of hurricanes Harvey, Irma and Maria, the exercise featured a smaller number of amphibious forces, but did include a carrier strike group. The 2nd Marine Expeditionary Brigade (MEB) directed events, and was embarked in USS Arlington (LPD-24), USS Fort McHenry (LSD-43), and USS Gunston Hall (LSD-44).

The 2nd MEB used a large (12-foot) MANTAS USV, equipped with a Gyro Stabilized SeaFLIR230 EO/IR Camera and a BlueView M900 Forward Looking Imaging Sonar, to provide ISR and IPB prior to the ship-to-shore amphibious assault. The sonar provided bottom imaging of the surf zone, looking for objects – especially mines – and other obstacles that could pose a hazard to the landing craft.

The early phases of Bold Alligator 2017 were dedicated to long-range reconnaissance. Operators at the exercise command center at Naval Station Norfolk drove the six-foot and 12-foot MANTAS USVs off North and South Onslow Beaches, as well as up the Inter-Coastal Waterway. Both USVs streamed live, high-resolution video and sonar images to the command center. The video images showed vehicles, personnel, and other objects on the beaches and in the Inter-Coastal Waterway. The sonar images provided surf-zone bottom analysis and located objects and obstacles that could present a hazard during the assault phase.

Bold Alligator 2017 underscored the ability of surface unmanned systems to provide real-time ISR and IPB. This allowed planners to orchestrate the amphibious assault to ensure that the landing craft passing through the surf zone didn't encounter objects that could disable—or even destroy—these assault craft. This linkage enabled decision-makers not on-scene to direct the assault with a high degree of confidence.

### The Navy's Commitment to Unmanned Maritime Systems

One of the major challenges to the Navy making a substantial commitment to unmanned maritime systems is the fact that they are relatively new and their development has been “under the radar” for all but a few professionals in the science and technology (S&T), research and development (R&D), requirements, and acquisition communities.

That is now changing. Late last year, the program manager of the Navy program office (PMS-406) with stewardship over unmanned surface vehicles and unmanned underwater vehicles, discussed his programs with USNI News. The title of the article, “Navy Racing to Test, Field, Unmanned Maritime Vehicles for Future Ships,” captured the essence of where unmanned maritime systems will fit in tomorrow’s Navy. As the program manager noted, “In addition to programs of record, the Navy and Marine Corps have been testing as many unmanned vehicle prototypes as they can. Many of these systems are small surface and underwater vehicles.”

If my three tours in the amphibious assault navy taught me anything, it is that the ship-to-shore movement of an expeditionary assault force remains the most hazardous mission for any navy. Real-time ISR and IPB will spell the difference between success and failure – and failure means the loss of life. For this reason, the Navy and Marine Corps team is “racing” to field unmanned maritime systems, and especially unmanned surface systems, to directly support our expeditionary forces. Clearly, this initiative will make the U.S. Navy’s surface force even more lethal.

# NATIONAL NEWS

## 2018 VADM Robert L. Walters Scholarship Awardees



**PATRICK DANLEY**

Patrick was homeschooled in Chesapeake, VA. He just completed his Sophomore year at Old Dominion University. He is majoring in Mechanical Engineering.



**MARGUERITE FLYNN**

Marguerite graduated from Petaluma High School, Petaluma, CA. She will be attending Liberty University and plans on majoring in Chemistry.



**MEGAN GIMPLE**

Megan graduated from Yorktown High School, Arlington, VA. She will be attending the University of Rhode Island and plans on majoring in Ocean Engineering.



**ABIGAIL HARRISON**

Abigail graduated from Coronado High School, Coronado, CA. She will be attending the University of Connecticut and plans on majoring in Computer Science.



**CATHERINE HEBERT**

Catherine graduated from Paul VI Catholic High School, Fairfax, VA. She will be attending Virginia Tech and plans on majoring in Biology.



**MACKENZIE HOLUB**

Mackenzie graduated from West Springfield High School, Springfield, VA. She will be attending Elon University and plans on majoring in Elementary Education and Dance.

## 2018 VADM Robert L. Walters Scholarship Awardees



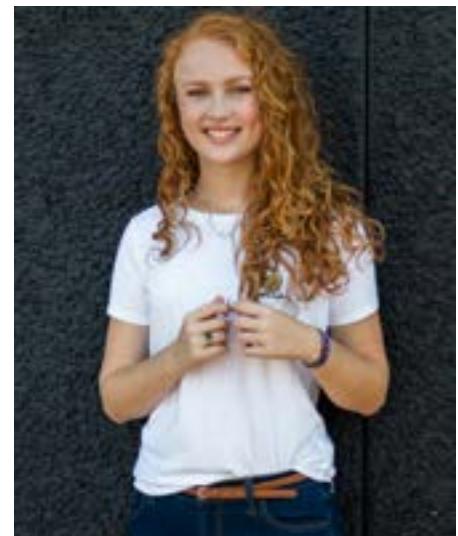
**SKYLAR JOHNSON**

Skylar attended Cape Henry Collegiate in Virginia Beach, VA. She just completed her Sophomore year at Vanderbilt University. She is majoring in Medicine, Health, & Society with a minor in Neuroscience.



**CAROLINE KEEGAN**

Caroline graduated from Northern High School, Owings, MD. She will be attending High Point University and plans on majoring in Pre-Pharmacy.



**EMMA MEVERDEN**

Emma graduated from Grassfield High School, Chesapeake, VA. She will be attending the University of Maryland and plans on majoring in History.



**HAILEY MORSE**

Hailey graduated from Freedom High School, Chantilly, VA. She will be attending Virginia Tech and plans on majoring in Graphic Design.



**MELYSSA PICKARD**

Melyssa attended Paxon School for Advanced Studies in Jacksonville, FL. She just completed her Freshman year at Florida State University. She is a Nursing major.



**SARA PREDDY**

Sara graduated from Bishop Kenny High School, Jacksonville, FL. She will be attending Florida State University and plans on majoring in International Affairs.

## 2018 VADM Robert L. Walters Scholarship Awardees



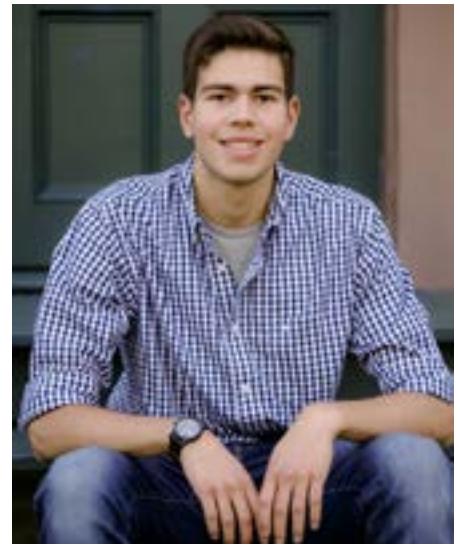
### ANDREW ROBERTS

Andrew attended Annapolis High School, Annapolis, MD. He just completed his Sophomore year at the University of Maryland. He is majoring in Civil and Environmental Engineering.



### CAITLYN SCHUETTE

Caitlyn graduated from Annapolis High School, Annapolis, MD. She will be attending Bucknell University and plans on majoring in Chemical Engineering.



### DAVID SIGLER

David graduated from Rogers High School, Newport, RI. He will be attending the University of Michigan and plans on majoring in International Studies.



### CORA VAN DEUSEN

Cora graduated from Riverbend High School, Fredericksburg, VA. She will be attending the U.S. Naval Academy and plans on majoring in Arabic.



### MEGAN WILLIAMS

Megan graduated from Coronado High School, Coronado, CA. She will be attending the University of Virginia and plans on majoring in Environmental Science.

HAVE YOU MOVED  
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# SURFACE NAVY ASSOCIATION'S 20TH ANNUAL WEST COAST SYMPOSIUM

WATERFRONT, PIER 2 NAVAL BASE SAN DIEGO

**AUGUST 23, 2018**

FOR MORE INFORMATION VISIT  
**NAVYSNAEVENTS.ORG/WCS**



Find us and stay up to date with the lastest news and events!

## NEW THREE YEAR MEMBERS

CDR Frank Azzarello USN  
LT Levi Baird USN  
LTJG Sarah Brown USN  
CDR Patrick Culver USCG  
CMDCM Glenn Daniel USN  
Mr. James Davis USN

LT Brandon Davis USN  
LT Daniel Davis USCG  
LT James Fasoli USCG  
LT Sean Feeney USN  
HM2 Brandon Hartman USN  
LT Stevie Jones USN

LT Camille Maginas USN  
LCDR Thomas Martin USCG  
FCC Douglas McQueen USN  
BMCS Christopher Newman USCG  
CMDCM(SW/AW) Daniel Nicholson USN  
(Ret)

CDR Antonio Pinkston USN  
LT Evan Roth USN  
ENS Amanda Roy USCG  
LT Chelsea Wiseman USN  
LT Vince Zieser USCG

## NEW LIFE MEMBERS

CDR Kendall Bridgewater USN  
LCDR Eric Bush USN (Ret)  
Mr. John Cary  
LCDR Jeremiah Chase USN  
LCDR David Cvitanovich USN (Ret)  
ADM Mark Ferguson USN (Ret)

CAPT Jonathan Harnden USN (Ret)  
CWO3 Richard Hopp USN (Ret)  
VADM Richard Hunt USN (Ret)  
CDR Jimmie Jensen USN  
CAPT Stephen Johnson USN (Ret)  
CAPT J. William Karitis USN (Ret)

CAPT William Kelley USN (Ret)  
MajGen James Livingston USMC (Ret)  
CAPT Christopher Mercer USN  
RADM Mike Shatynski USN (Ret)  
CAPT Taylor Skardon USN (Ret)  
LCDR Donald Stiker USCG

CAPT Michael Strano USN  
LCDR Desmond Walker USN  
LCDR John Warner USN  
LCDR Shannon Winfield USN

# Surface Navy Association Award Summaries and Deadlines

For submission criteria and more information visit [navysna.org](http://navysna.org)

## ADMIRAL ARLEIGH BURKE SURFACE WARFARE OPERATIONAL EXCELLENCE AWARD

DEADLINE = OCTOBER 15TH

Recognizing superior achievements in the operational aspects of Surface Warfare, by qualified Surface Warfare Officers & Enlisted Surface Warfare Specialists. This award not only recognizes the activity where operational excellence is demonstrated or required, but also in the activities during deployments of surface ships that require the skill & professionalism of all Surface Warriors.

## CAPT RAYMOND A. KOMOROWSKI PHOTOGRAPHY AWARD

DEADLINE = OCTOBER 1st

This award was initiated to showcase the professional activities & lives of the Surface Warfare Community. Featuring images that represent their contribution in the following areas; naval warfare; archival material, & educating the citizens of the United States regarding surface warfare department & its achievements.

## LITERARY AWARD

DEADLINE - NOVEMBER 1st

To award the best professional article in any publication addressing surface navy or surface warfare issues. This award is jointly sponsored by SNA & USNI.

## SPECIAL RECOGNITION AWARD

DEADLINE = AUGUST 31st

Awarded to Surface Navy Association Members who are retired officers, enlisted service members, a member of industry, or a civilian who has contributed significantly to the Surface Navy Association or the Surface Community. If you would like someone considered for this award, please email the name and a short writeup of why they should be considered, to [awards@navysna.org](mailto:awards@navysna.org).

## VICE ADMIRAL ROBERT L. WALTERS SCHOLARSHIP

DEADLINE = MARCH 1st (2019)

The Surface Navy Association Scholar receives an academic scholarship awarded for demonstrated leadership, community service, academic achievement and a commitment to pursuing higher educational objectives.

## ADMIRAL ZUMWALT AWARD FOR VISIONARY LEADERSHIP

DEADLINE = OCTOBER 15TH

Honoring an officer or senior enlisted person who most clearly exemplifies the extraordinary qualities, vision & incisiveness of the nineteenth Chief of Naval Operations.

## HALL OF FAME

DEADLINE = AUGUST 31st

The individuals that comprise the Surface Navy Association's Hall of Fame are not the complete list of those worthy of such recognition. They are representatives of all of our heroes, past and present, who have made an exceptionally significant contribution to the Continental Navy, U.S. Surface Navy, U.S. Coast Guard or to Surface Navy Warfare, whether as a member of the armed services or as a civilian. If you would like someone considered for this award, please email the name and a short writeup of why they should be considered, to [awards@navysna.org](mailto:awards@navysna.org).

## NJROTC ESSAY AWARD

DEADLINE = FEBRUARY 15TH (2019)

This award engages NJROTC cadets in understanding and appreciating the sacrifices of our WWII veterans, Navy core values, and what it means to be a shipmate. SNA Awards Committee will select the top three essays submitted by NJROTC units.

## STEPHEN DECATUR, JR. NJROTC AWARD

OPENS = MARCH 1st

Selected by the NJROTC unit commander. One awardee for each category may be selected annually from each unit. The selections will be presented to the Surface Navy Association no later than May 25th.

## VIDEO COMPETITION

DEADLINE = OCTOBER 1st

To creatively promote the values of the Surface Navy Association and to actively engage the Surface fleet and SNA members to choreograph and produce a Surface Warfare "spirit spot" video, showcasing Sailor's lives in the Surface Navy and Coast Guard (at sea and ashore) or supporting surface warfare in industry.

## Stephen Decatur, Jr. NJROTC Award

"Thank you for your continued support, it makes a world of difference."

—YNC (SCW) KATHY WILDE, MARYSVILLE NJROTC UNIT



**C/CPO Alyssa Perry & C/CPO Jose Tovar**  
Mooseheart High School  
Mooseheart, IL



**Cadets Caleb McCrillis & Victoria Perez**  
Coronado High School  
Coronado, CA



**JOINT NJROTC AWARDS Ceremony (Escambia High, Northview High, Pine Forest High & Washington High)**

Pictured from left to right NJROTC Cadets Lt Jada MEYERS (Escambia), PO3 Laci TRUSLER (Escambia), PO1 Gabrielle PEEBLES (Northview), PO3 David LAMB (Northview), CPO Jason WELLS (Pine Forest), PO3 Kenneth MADDEN (Pine Forest), SN Venice WILLIAMS (Washington), SN Alexandra Ceballos (Washington) and Capt. Tom Daniel US Navy (Ret) President, Pensacola Chapter of Surface Navy Association.



**Cadet Ryan Lowe**  
Great Mills High School  
Great Mills, MD



**Cadet Samantha Miller**  
Gulf High School  
New Port Richey, FL  
SNA NJROTC Essay Contest - 1st Place



**c/ENS Alexander Mabee**  
Gulf High School  
New Port Richey, FL



**c/SA Drama Eng**  
Gulf High School  
New Port Richey, FL



**C/CPO Alexandra Sosa**  
A.P. Leto Comprehensive H.S.  
New Port Richey, FL

## Stephen Decatur, Jr. NJROTC Award

“Appreciate the efforts of SNA to support Navy JROTC!”

—CDR JAY TWEED, USN (RET), WILLIAM FLOYD HIGH SCHOOL



**C/SN Jesbert Hernandez**  
Santa Ana High School  
Santa Ana, CA

**C/PO1 Luis Carapia**  
Santa Ana High School  
Santa Ana, CA



**C/PO2 Cabria Brown**  
Sebastian River High School  
Sebastian, FL

**C/PO2 Daniel Hupp**  
Summerville High School  
Summerville, SC



**C/SCPO Taylor Austin**  
Summerville High School  
Summerville, SC



**Cadet Gavin Cho**  
Troy High School  
Fullerton, CA



**Cadet Erin Mulazimoglu**  
Troy High School  
Fullerton, CA



**Cadet Kevin Iwamoto**  
Troy High School  
Fullerton, CA  
SNA NJROTC Essay Contest - 3rd Place

## 2018 CAPT Raymond A. Komorowski Photo Award Winners



### GRAND PRIZE WINNER & 1ST PLACE OPERATIONS

MC3 Patrick Morrissey, USN

HT3 (SW) William Atherton conducts welding while aboard the Nimitz-class aircraft carrier USS RONALD REAGAN (CVN 76).



### 2ND PLACE OPERATIONS

MC3 Casey Hopkins, USN

USS ZEPHYR (PC 8) destroys a drug smuggling "go-fast" vessel in the Central Caribbean.



### 3RD PLACE OPERATIONS

ENS Lisa Rogers, USCG

The crew of Coast Guard Cutter USCGC THETIS (WMEC 910) conducted refueling at astern evolutions with USCGC WILLIAM TRUMP (WPC 111) during Hurricane Irma evasion in September 2017.

## 2018 CAPT Raymond A. Komorowski Photo Award Winners



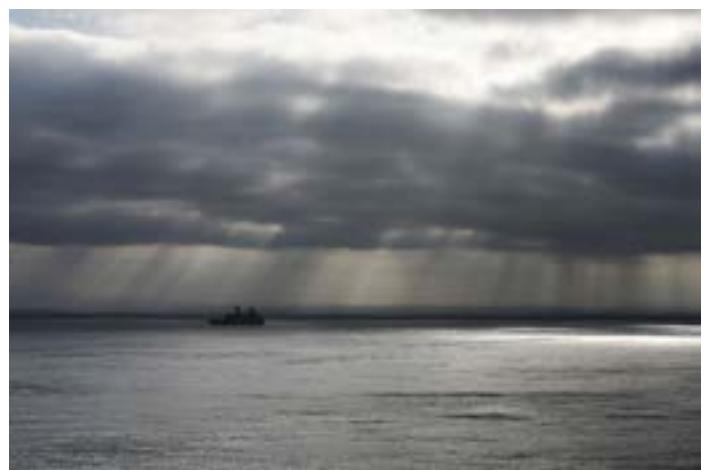
### 1ST PLACE SHIPS

MC2 Matthew Dickinson, USN  
USS Milius (DDG 69) in rough seas.



### 2ND PLACE SHIPS

LCDR Krystyn Pecora, USCG  
Shipyard workers prepare to water jet blast the hull of USCGC SENECA to ready the cutter for hull painting as the cutter sits in a routine dry dock in Brooklyn, NY on September 28, 2017.



### 3RD PLACE SHIPS

MCC Joseph Buliavac, USN  
USS John P. Murtha (LPD 26) conducts operations off the coast of Southern California.

## 2018 CAPT Raymond A. Komorowski Photo Award Winners



### 1ST PLACE PERSONAL INTEREST

MC3 Jonathan Clay, USN

Marines assigned to the 31st Marine Expeditionary Unit run on the flight deck of the USS Ashland (LSD 48) during sunset in the Philippine Sea.



### 2ND PLACE PERSONAL INTEREST

MC3 Daniel Coxwest, USN

USS Iwo Jima Sailors pose for a photo following a burial-at-sea ceremony.



### 3RD PLACE

MC1 Demetrius Kennon, USN

Sailors aboard USS America (LHA 6) participate in an all hands working party.

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# CHAPTER NEWS

## Bay Area

PRESIDENT: CAPT NATHAN MOORE, USCG

**“Over 100 past, present, and future cuttermen were in attendance”**

On 17 April 2018, the Bay Area Chapter of the Surface Navy Association hosted a coffee break and leadership panel discussion. Over 100 past, present, and future cuttermen were in attendance, including the Golden Ancient Mariner, VADM Fred Midgette. Panel members spoke about the challenges of leadership at sea and their vision for future cuttermen. LCDR Justin Vanden Heuvel, LT Allison Murray, CMC Devin Spencer, and OSCS Simson King each shared a few sea stories to highlight effective leadership and also how to respond to toxic leadership and stereotypes. The engaged audience from the rank of E-3 to O-6 asked insightful questions to the panel members. Then, a session for open discussion in small groups enabled natural mentor-mentee relationships to form. Following the event, each person noticeably exhibited an increased sense of pride and purpose in his/her chosen career path as a cutterman. The event focused on the chapter’s watch words of SEAMANSHIP, MENTORSHIP, FELLOWSHIP, and STEWARDSHIP, and provided a successful template for future events to bring shipmates together on the waterfront.



CAPT Nathan Moore, President, SNA Bay Area Chapter giving opening remarks.

## Constitution

PRESIDENT: CAPT BILL MAUSER USNR (RET)

**“Commissionings are rare events in New England.”**

**VADM Phil Sawyer participates in USS CONSTITUTION Victory Commemoration activities and USS Constitution Museum’s Leadership Forum.**

On February 23rd, the Chapter was honored to participate at two events that took place in the Historical Park in Boston, part of the Boston Naval Shipyard and berth of USS CONSTITUTION. Guest speaker for both events was VADM Phil Sawyer, COMSEVENTHFLT.

First, the ship commemorated the impressive dual victory she won on June 12, 1812 over both HMS Levant and HMS Cyane. Exciting play-by-play came from readings from the ship’s logs by CONSTITUTION and British Navy representatives.

VADM Sawyer commented that in our Navy of 1812 as today, our nation distinguishes itself by having the people, training, and leadership present when opportunities arise, and able to engage and challenge them directly.

Secondly, the Museum hosted their Leadership Series with a luncheon. VADM Sawyer’s remarks highlighted the separate challenges presented by China, Russia, North Korea, and terrorism, and that the keys to success in our 1812 Navy remain valid and essential today.

The Chapter was actively involved in the Q&A that followed.

**USS CONSTITUTION 2017 Senior Sailor of the Year Leadership Award**

On 25 April, SNA’s USS CONSTITUTION chapter presented its 2017 Senior Sailor of the Year Leadership Award onboard CONSTITUTION to Yeoman First Class Patrick Parker, USN.

Presenting the award was CAPT Bill Mauser, Chapter President. CDR Nathaniel Shick, USN, CO CONSTITUTION introduced the ceremony with compelling remarks on the added value SNA offers enlisted and officers alike.



Panel members from left to right: CMC Devin Spencer, LT Allison Murray, LCDR Justin Vanden Heuvel, and OSCS Simson King. Moderator: LCDR Chris Parrish



Gold Ancient Mariner, VADM Fred Midgette, giving closing remarks.

XO CDR John Benda commented: "We selected YN1 Parker for 2017's Senior Sailor of the Year because of his can-do attitude not only in how he approached work, but also in how he leads and develops Sailors. He is an excellent mentor for his subordinates and peers, beyond his unmatched skills as a Yeoman."

This award is part of the Chapter's awards mission in Boston, featuring the Navy-wide George Sirian Meritorious Service Award for outstanding surface warfare E-7s, and academic leadership awards to officer training programs at several New England universities and Maritime Academies.

#### **Annual ROTC Academic and Leadership Excellence Awards**

Each year the USS Constitution Chapter presents its Academic and Leadership Excellence Award to deserving midshipmen from the Massachusetts area universities who were selected for the Surface Warfare career path. The Chapter's NROTC Program is most ably led by BOD member CAPT Mike Hennessey, USNR Ret.

This year two awards were presented – the first for the Boston consortium of NROTC unit schools consisting of Massachusetts Institute of Technology, Harvard University, Boston University, Tufts University, Boston College and Northeastern University; and the second for the Worcester consortium of NROTC unit schools consisting of the College of the Holy Cross, Worcester Polytechnic Institute, Worcester State University and Brown University (Providence, RI). Included in this award is a three-year membership in the Surface Navy Association.

On April 25th CAPT Bill Mauser, Chapter President, presented the Academic and Leadership Excellence Award to MIDN 1/C Tyler Hagedorn from Tufts University. MIDN 1/C Hagedorn hails from Chicago and while at Tufts majored in International Relations. He distinguished himself as a leader, student and athlete. He rowed on the Varsity Men's Crew for four years and as a senior led the team as Captain. Within the NROTC unit, he mentored younger midshipmen who were interested in the special warfare community, organized logistics on Battalion Staff and led other midshipmen as Company Commander. Upon graduation MIDN 1/C Hagedorn will serve on the USS Shiloh (CG-67) a Ticonderoga class guided missile cruiser homeported in Yokosuka, Japan.

On April 26th CAPT Hennessey presented the Academic and Leadership Award to MIDN 1/C Craig Fischbach from Holy Cross. MIDN 1/C Fischback is from Hightstown, NJ and while at Holy Cross majored in International Studies with a concentration in Peace and Conflict Studies. As a consistent top performer he was selected as Battal-



Yeoman First Class Patrick Parker, USN receives the 2017 Senior Sailor of the Year Leadership Award from SNA Constitution chapter President, Bill Mauser.

ion Commander and led the battalion in both GPA and Aptitude. MIDN 1/C Fischbach has been active in extra-curricular activities serving as resident assistant, lector in the campus liturgical ministry, participating in Club Swim, serving as a volunteer coach for UNIFIED Swimming and serving as an AVID Tutor with the Holy Cross Student Programs for Urban Development. Upon graduation, MIDN 1/C Fischbach will be assigned to the USS Spruance (DDG-111) an Arleigh Burke class guided missile destroyer, homeported in San Diego, CA.

#### **Commissioning of USS MANCHESTER (LCS-14) in Portsmouth, NH.**

USS Manchester (LCS-14), the latest Independence-class littoral combat ship, was commissioned in Portsmouth, N.H. on 26 May. The ceremony's principal speaker was Adm. Bill Moran, Vice Chief of Naval Operations. Sen. Jeanne Shaheen (D-N.H.), the senior U.S. Senator from New Hampshire, is the ship's sponsor, and gave the order to, "man our ship and bring her to life!"

In planning and executing the weeklong activities, the Chapter advised the civilian commissioning committee members on surface navy issues as appropriate, and worked with USS CONSTITUTION to arrange a well-received tour of "Old Ironsides" for the MAN-



MIDN 1/C Craig Fischbach from Holy Cross



CAPT Mike Hennessey, VADM Phil Sawyer, CAPT Bill Mauser, and CAPT Mike Sharp



MIDN 1/C Tyler Hagedorn from Tufts University



The May 12th OPNAV N96 Wardroom Dining Out

## Greater Washington Chapter

PRESIDENT: CAPT PAUL YOUNG, USN

**"We wish her fair winds and following seas!"**

Please welcome our new GWC Vice President, LCDR Kelly Craft. He is taking over from LCDR Katie Jacobson, who served in the position for two years. Katie has taken orders to SOCOM in Tampa, Florida. We wish her fair winds and following seas!

Two of our Spring events – a social and golf tournament – were both disrupted by severe weather events (snow and rain, respectively). Seriously, what is going on with the DC weather?! We rescheduled the Matchbox social event for April 18th and the Ft. Belvoir golf tournament for June.

On June 27 the weather cooperated and 68 golfers participated in the Spring Golf Tournament at the Fort Belvoir Golf Course. Thanks to golfers' generous beverage cart service contributions and mulligan purchases, \$935 was donated to the SNA National Scholarship fund! Many thanks to our sponsors – Austal, BAE Systems, Huntington Ingalls, Lockheed Martin, Northrop Grumman and The Potomac Advocates — and participants who made this event a huge success. Tournament winners include:

**First Place:** John Kennedy, Jim Loeblein, Doug Robb and Jon Rodgers

**Second Place:** Donnelly Bohan, Ty Mabry, Dan Brintzinghoffer, and Mike Sahag



CAPT Mauser presents SNA plaque to CO, CDR Kurt Braeckel.



MIDN Cunning being presented the Surface Navy Association Heroes of the 9/11 Pentagon Attack Sword Award during NROTC The George Washington University's Spring 2018 MIDN Awards Ceremony by SNA member CAPT Paul Rinn, USN (Ret).

**Third Place:** Robbie Arnott, Kurt Brandquist, Paul Roden and Rob Pohland

**Closest to Pin:** Joseph Fortson

**Longest Drive:** Joe Leonard

**Putting Contest:** Nicole Saunders, Newman Evans and Jason Garfield

\*Putting contest winners all holed out the designated 40 foot putt and competed in a tie breaker.

The fall golf tournament is scheduled for September 26th at the Laurel Hill Golf Club in Lorton.

On May 12th, GWC sponsored the OPNAV N96 Wardroom Dining Out at Army Navy Country Club in Arlington. RADM Ron Boxall (N96) was appointed as "Mess President." LCDR Doug Robb was appointed as "Mr. Vice," and he did a spectacular job of keeping the Mess entertained and the "grog" bowl in good company! It was a very enjoyable evening of SWO fellowship and camaraderie. For those who attended, the group and couples' pictures taken by our talented photographer LCDR Kevin Mesecher are available for download: [www.flickr.com](http://www.flickr.com), search by "N96 SWO".

#### Upcoming chapter events:

10 Sept - Possible participation 9/11 Stair Climb

\*Please email [dgarrynavysna@aol.com](mailto:dgarrynavysna@aol.com) if interested in participating.

26 Sept – Fall Golf Tournament at Laurel Hill Golf Course

10 October - Social @ Marriott Crystal City

13 November - Luncheon Speaker TBD

4 December - Holiday Social @ Sines Pentagon City (Arlington)



CAPT Bob Oldani, USN (Ret), CAPT Jim Kirby, USN, CAPT Chris Bushnell, USN (Ret) and VADM Hank Giffin, USN (Ret)

## Hampton Roads

PRESIDENT: CAPT JIM KIRBY, USN

"We've had a winter jam-packed with chapter activities and Surface Warfare camaraderie."

After a slow warm-up from a chilly winter we bolted straight into summer here in Hampton Roads. Despite the chaotic shift in seasons, our chapter's steady hand kept us clear of shoal waters and engaged with some exciting events!

Premier among HRSNA's events are our monthly Professional Luncheons, held the third Wednesday of each month at Vista Point. We kicked off the quarter by welcoming CAPT Joe Femino, CO of USS LEWIS B. PULLER (ESB 3) Gold Crew, as the Guest Speaker for our April Profession Luncheon. He talked to the Chapter about this fascinating new class of ship, the first purpose-designed as an Expeditionary Mobile Base. CAPT Femino and his military crew work as a team with Military Sealift Command civilian mariners to support embarked mission crews and enable the successful execution of their missions. The ship has two crews that execute a 150 day on-hull/off-hull rotation. LEWIS B. PULLER is 764 feet long, 164 feet wide, and is based on the design of an Alaska-class oil tanker. The huge ship has a SOF Mission Deck, embarked C4I spaces, berthing for 150 mission crew, and a hangar large enough to house a spread CH-53E, MV-22 Osprey, or FIFTEEN MH-60s! CAPT Femino fielded questions from chapter members, who were eager to hear about everything from the ship's command and control structure to unique features like the ship's Dynamic Positioning System.

Additionally, we took the opportunity at the April Luncheon to recognize CAPT(Ret) Chris Bushnell for his years of outstanding leadership and service as the Chapter's President.

Mr. Bryan McGrath, a retired USS BULKELEY (DDG 84) Commanding Officer, founding Managing Director of The FerryBridge Group LLC, and prolific writer on national security matters, was the guest speaker for our May monthly professional development luncheon. He emphasized the necessity of developing junior surface warriors and empowering them as we face the prospect of war with a near-peer competitor. Particular attention must be paid to preparing themselves mentally, physically, tactically and op-



First Place Team: John Kennedy, Doug Robb, Jon Rodgers and Jim Loeblein



GWC Putting Contest Tiebreaker



SNA Hampton Roads April Luncheon

erationally. His deft presentation included personal anecdotes and recent world occurrences and was well received by the audience.

In May, we also represented SNA throughout the Hampton Roads area by attending various High School NJROTC awards ceremonies awarding the Stephen Decatur Jr. Award to deserving recipients and talking to enthusiastic future leaders.

We wrapped up the quarter with our June Professional Luncheon where we honored the 2017 Surface Navy Association Literary Award winner, LT John Miller. CAPT Dave Stoner, Commanding Officer, USS MONTEREY (CG 61) was our speaker, delivering enlightening remarks on the MONTEREY's recent surge deployment and combat operations, providing critical insight into surge deployment readiness requirements as we prepare the Surface Force for an era of great power competition and Dynamic Force Employment.

Hampton Roads SNA continued to engage with our Navy's newest Surface Warriors via our support of the SWOS Basic Division Officer Course. This quarter, we provided pizza and mentorship to 41 ensigns at a BDOC Mentoring Session in RDML Wilson's historic home, Michigan House. We also recognized the Honor Graduates of the first two BDOC courses for the Class of 2018 by presenting them with a brand-new pair of Bushnell binoculars.

Looking forward to more summer days, we welcome CAPT Bob Hall, Commodore, ATG Norfolk as the scheduled speaker at our July luncheon. His presentation on Unit Level training promises to be good. We look forward to seeing you at our upcoming events! If you have any ideas for our Hampton Roads chapter, please get in contact with us at [surfacenavyassoc.hr@gmail.com](mailto:surfacenavyassoc.hr@gmail.com) or come talk to one of our board members at the monthly luncheon.



C/SN Nevaeh Savage  
Green Run High School  
Virginia Beach, VA



C/SN Cara Withiam and C/CPO Maya Winters  
First Colonial High School  
Virginia Beach, VA



CAPT Dave Stoner speaks to the SNA Hampton Roads Chapter at the June luncheon.



FORCM(SW/AW) Bill Slingerland, USN (Ret) and CDR Bryan McGrath, USN (Ret)

# Mayport / Jacksonville

PRESIDENT: CAPT MIKE MEYER, USN

## "Greetings from balmy Mayport, Florida!"

Mayport Chapter is pleased to announce CAPT Mike Meyer, Deputy Commodore, COMNAVSURFRON FOURTEEN, as the new SNA Mayport Chapter President. We bid a warm farewell to outgoing Chapter President, CAPT Dale Maxey, and thank him for all his efforts. His dedication and vision greatly contributed in building the important role that SNA plays in the Mayport regional community.

This quarter, SNA Mayport Chapter held a social join-up with the Surface Warfare Officer Detailers from PERS-41 at Hoptinger Sausage House in Jacksonville Beach on March 27th. On April 25th, the Chapter hosted a Navy Author's Luncheon at the Chief Petty Officer's Club at Naval Station Mayport with guest speaker CAPT (Ret) John Mitchell, discussing his new book, *7 Ships*.

Mayport Chapter has planned many upcoming events, including an address by Rear Admiral Jesse Wilson, Commander, Naval Surface Forces Atlantic, on July 18th, as well as participation in several upcoming charity fun runs, the Jacksonville Beaches Freedom Festival, and the Navy Safe Harbor Foundation 5th Annual Fundraiser Golf Tournament!

SNA Mayport Chapter anticipates confirming a new Chapter President following the anticipated out-of-region transfer of the current Chapter President, CAPT Dale Maxey. The Chapter would like to thank CAPT Maxey for all his dedication and hard work in helping to bring forth a new era in the Mayport Chapter's history over the past year! CAPT (ret) Bill Morris retains the title of Vice President, and LT Bryce Baswell retains duties as Mayport Chapter Secretary & Treasurer. LT Rebecca Conti-Vock, a member of the National SNA board, has assumed the role of Chapter Social Coordinator.

If you have questions or would like to be involved in the Mayport chapter, please contact LT Bryce Baswell at [bryce.baswell@navy.mil](mailto:bryce.baswell@navy.mil). Please visit the SNA website at [navysna.org](http://navysna.org) if you are interested in joining the SNA Mayport Chapter or need to update your contact information. Visit and like our Chapter Facebook page at <https://www.facebook.com/MayportSNA?ref=ts> to keep up with the latest chapter news!



CAPT Dale Maxey, President of SNA Mayport Chapter, thanks CAPT (Ret) John Mitchell.

# Newport

PRESIDENT: CAPT SCOTT ROBERTSON, USN

## "The post hike 'cool down' at Mary Murphy's Pub was appreciated by all!"

The Surface Navy Association Newport Chapter has had a busy spring hosting a variety of events. Some of our gatherings have offered members a chance to spend some time together outside of a professional setting, while others have helped to build upon our professional expertise. We have also provided several opportunities for non-members to get to know our organization.

Now that warm weather has arrived to New England, we held our second annual "Hike the Rhode" event in late April. 20 hikers participated in 2 different hikes, both in southern Rhode Island near the "Charlietown" Naval Air Station and Ninigret National Wildlife Refuge. Both beginner and advanced level hikes were offered, each providing their own spectacular views and a look into Naval history. The local chapter of Team Red White and Blue, a veteran's advocacy group, was able to join us for the day, providing a great opportunity to visit with other Rhode Island veterans. The post hike "cool down" at Mary Murphy's Pub was appreciated by all!

In early May, the Chapter joined up with the Anchor Scholarship Foundation, an organization that provides scholarships to Surface Navy dependents, to host "Anchors & Lore – Pub Trivia with a Purpose." The event consisted of teams competing in rounds of general trivia, with Navy historical trivia mixed in. Dinner, refreshments,



CAPT (Ret) John Mitchell, discussing his new book, *7 Ships*, at the April chapter luncheon.



SNA members and their families get ready to hike the more difficult of the two trails offered.



SNA Newport members and Warfare Panelists enjoy refreshments and conversation following an invigorating panel discussion.

door prizes, and a silent auction were included. All proceeds from the event went to benefit the Anchor Scholarship Foundation and the Surface families they serve.

Later in May we co-hosted, with Surface Warfare Officers School, the second in a series of professional panel discussions. The topic provided for the panel's consideration was: "The Maritime Warfare Strategy: The Future Surface Fight." We had an incredible group of panelists from Naval thinkers to include Dr. William Bundy, Director of the Naval War College's Gravely Group, Mr. Gerry Roncolato, founder of Roncolato Defense Associates LLC, Dr. Mike Vlahos, Naval Historian, and Mr. Dick Diamond, Captain USN (ret), Independent consultant and executive level war gamer specializing on Strategic Planning and International Security Affairs. The panel was moderated by Mr. Vago Muradian, founder and editor of Defense & Aerospace Report. Following the panel, the SNA Newport Chapter hosted a social at the Surface Navy Association Hall of Fame located at SWOS. Both the panel and the reception provided a great opportunity for in depth discussions exploring what the surface fight of tomorrow might look like and what we, as leaders in the Surface community, need to consider now in order to be prepared when the next conflict arises.

## New York

PRESIDENT: CDR DAVID REWKOWSKI, USN

**"The Greater New York Chapter was busy over the spring"**

The Greater New York Chapter was busy over the spring, making ourselves visible at several New York City Fleet Week events and participating in commissioning and awards ceremonies. It dawned on several of us that there is very little professional outreach available to the area's NROTC consortium (including SUNY Maritime) and the U.S. Merchant Marine Academy, so plans are in the works to develop a series of mentoring and professional development sessions geared toward helping prospective SWO-selects make informed decisions about their career path and providing insight and guidance to those who are fortunate enough to be selected for duty as a Surface Warfare Officer. Planning is in the very early stages, so stay tuned for details and opportunities to be involved.

The Greater New York Chapter sponsors an award for the top-graduating NYC NROTC Consortium SWO-selectee, as selected by the Naval Science staff. This year's recipient is Ensign Jingyi Huang, of Fordham University. Ensign Huang will report to USS Donald Cook in Rota, Spain.

## San Diego

PRESIDENT: CAPT CHRISTOPHER BARNES, USN

**"The Spring season has been a busy one"**

Greetings from sunny San Diego! The Spring season has been a busy one for the San Diego Chapter as we prepare for our landmark summer events – SNA West and the RADM Prout Memorial SNA/Anchor Scholarship Golf Tournament! Planning has begun in earnest for both, with information to soon follow. SNA West will be held at Naval Base San Diego in the usual spot between Piers 1 and 2 on 23 August. We're looking to have an exciting line-up of speakers and panels, and host a wide array of vendors displaying the latest surface warfare technologies. VADM Rich Brown, Commander, Naval Surface Forces, will deliver the keynote address. The golf tournament will follow on the 24th, at the Sea and Air Golf Course on Naval Station North Island.

We have also been busy on the social front, with our quarterly Warrior Join-Up held on May 9th at Home and Away in historic Old Town San Diego. It was a great event for surface warriors from across the waterfront to enjoy some camaraderie, and also afforded a chance for RDML Dave Welch, the new Commander, Naval Surface and Mine Warfighting Development Center (SMWDC) to meet fellow SNA members. The following day, the Chapter sponsored a social for Basic Division Officer Course (BDOC) students held at the Naval Base San Diego bowling alley. VADM Brown offered some brief remarks to the students as all enjoyed pizza courtesy of our Chapter.

In a few weeks, our summer Midshipman Training support begins, with SNA-hosted picnics for each cohort of Midshipman wrapping up their Surface Week of CORTRAMID or PROTRAMID. In another outreach effort, the Chapter has been sending members around San Diego county to present Stephen Decatur awards to various high school JROTC students in recognition of outstanding leadership. Chapter Board members CAPT Chris Barnes, LCDR Nick Hoffmann, LCDR Sophia Haberman, and Chapter member CMDCM Meade Dudley all have presented this award to local schools this year.

We'd also like to welcome LT Matthew Clark to the Chapter Board as our new Secretary. Matt serves as a Warfare Tactics Instructor on the SMWDC staff, and relieves ENS Christa Ratcliff who is returning to sea duty.

Please take some time to visit our San Diego Surface Navy Association Facebook page at <https://www.facebook.com/SanDiegoSNA>. If you are interested in becoming more involved in the Chapter, please email the Chapter Vice President, LCDR Nick Hoffmann at [nicholas.hoffman1@navy.mil](mailto:nicholas.hoffman1@navy.mil) or the Chapter President, CAPT Chris Barnes at [christopher.k.barnes@navy.mil](mailto:christopher.k.barnes@navy.mil).

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---

**ANNAPOLIS**

LT Carlton Smith, USN  
cosmith@usna.edu

**ARABIAN GULF**

LCDR Christopher Peters, USN  
christopher.peters@me.navy.mil

**BATH, MAINE**

CDR David Patch, USN (Ret)  
dapatch@roadrunner.com

**BAY AREA**

LCDR Jonathan Cox, USCG  
jonathan.w.cox@uscg.mil

**CHARLESTON**

CDR Carl Brobst, USN  
carl.brobst@navy.mil

**CONSTITUTION**

CAPT Ramon O'Hara, USNR Ret  
compassrose032@gmail.com

**DAHLGREN**

CDR Ernest Swauger, USN Ret  
swauger@usa.net

**DOUGLAS MUNRO ANACOSTIA**

CDR Phillip Crigler, USCG  
phillip.a.crigler@uscg.mil

**GAETA/NAPLES**

LTCG Joyce Kim, USN  
joyce.kim@eu.navy.mil

**GREAT LAKES**

Vacant

**HAMPTON ROADS**

FORCM(SW/AW) Bill Slingerland, USN (Ret)  
billslingerland52@gmail.com

**KOREA**

LT Michael Sherwood, USN  
michael.sherwood@fe.navy.mil

**MAYPORT/JACKSONVILLE**

LT Bryce Baswell, USN  
bryce.baswell@navy.mil

**MID-SOUTH (Memphis, TN)**

LCDR Tim Yuhas, USN  
timothy.yuhas@navy.mil

**MONTEREY BAY**

CAPT Chuck Good, USN  
cpgood@nps.edu

**NATIONAL CUTTERMEN**

CAPT Scott Clendenin, USCG  
ncpresident@navysna.org

**NEWPORT**

newportsna@gmail.com

**NEW LONDON**

CDR Mark Walsh, USCG  
mark.b.walsh@uscg.mil

**NEW YORK**

CDR David Rewkowski, USN  
david.rewkowski@gmail.com

**PEARL HARBOR**

CTTC Derek Craver, USN  
derek.craver@navy.mil

**PENSACOLA**

CDR Mark Wenzel, USN Ret  
mark.wenzel@navy.mil

**PHILADELPHIA**

RADM Joseph Hare, USNR (Ret)

**PUGET SOUND**

LCDR Mark Schaff, USN  
mark.m.schaff@navy.mil

**SAN DIEGO**

CAPT Pat Marvil, USN Ret  
pmarvil@sbcglobal.net

**SASEBO**

CAPT Marvin Thompson, USN  
marvin.thompson@fe.navy.mil

**TAMPA BAY**

CAPT Jim McTigue, USN (Ret)  
jjmcigue@msn.com

**WASHINGTON, D.C.**

LCDR Kelly Craft, USN  
kelly.craft@navy.mil

**YOKOSUKA**

LTCG Stephanie Sherman, USN  
stephanie.sherman@fe.navy.mil

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## HISTORY OF SNA

Surface Navy Association (SNA) was incorporated in 1985 to promote greater coordination and communication among those in the military, business, and academic communities who share a common interest in Surface Warfare while supporting the activities of Surface Naval Forces.

## MISSION

We are an Association at the center of Surface Warfare. We provide our members support, programs, & various activities that enable professional growth, personal satisfaction, and camaraderie.

## PURPOSE

- *Recognizing* the continuing contributions of the United States Navy & Coast Guard's Surface Forces in regards to the security of the United States
- *Showcasing* professional excellence within the Surface Naval Forces
- *Dealing* with the challenges that are faced as Surface Naval Forces in regards to National Security
- *Nurturing* communication among military, academic, and business communities
- *Enhancing* and Preserving the Heritage of Surface Naval Forces
- *Providing* forums on professional matters affecting Surface Naval Forces and the United States Navy and Coast Guard