



# SURFACE SITREP



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## Naval Surface and Mine Warfighting Development Command is Preparing Ships and Crews for the High-End Fight

BY CAPT EDWARD LUNDQUIST, USN (RET)

Naval Surface and Mine Warfighting Development Command (SMWDC) is preparing ships and crews for the high-end fight.

"We're training a cadre of officers whose day job is how to fight," said Rear Adm. Chris Alexander, SMWDC's Commander.

"When the command was established in the mid-2010s, the Surface Navy realized our weapon systems and those of our adversaries are changing so quickly that we needed an organization that was solely focused on preparing our ships and crews for the high-end fight, something we didn't have at the time. We couldn't treat the development of tactics, techniques, and procedures (TTP) as a collateral duty, and we also needed a cadre of officers whose day job was to think about how we should tactically employ our weapon systems," Alexander said.

Elements of four different organizations were combined to create SMWDC. They included the Surface Warfare Development Group (SWDG), which stood down in 2012; Surface Tactical Development Group (STDG); the mine warfare piece of the Naval Meteorology and Oceanography Command (NMOC); and the Navy Air and Missile Defense Command (NAMDC) in Dahlgren, Va., which was the Navy's lead organization for Integrated Air and Missile Defense (IAMD) matters.

"We started in 2016 building this organization rather quickly, so inherently it has some inefficiencies," he said. "In a short period of time, we brought together people from organizations that had their own culture and multiple ways of doing business. We had a lot of duplication of effort. We had four separate organizations that were developing tactics, techniques, and procedures (TTP) within the command. We had four different N2 organizations involved with intel production and how we trained intel teams. Today we're driving out those variations, differences, and redundancies."

### Warfare Tactics Instructors

Alexander said that first and foremost, his number one priority is the production of high-quality Warfare Tactics Instructors (WTIs). "They enable absolutely everything SMWDC does. They enable the rest of the lines of effort. Without them we can't do the Advanced Tactical Training; we can't produce TTP – and we're keeping about 140 different TTP current and relevant at any one time; we can't support the fleet through our operational reach-back cells; and we can't influence the requirements process. These are the drivers we have at SMWDC."



Rear Adm. Christopher Alexander, Commander of Naval Surface and Mine Warfighting Development Center (SMWDC) hands an Anti-Submarine Warfare/Surface Warfare (ASW/SUW) Warfare Tactics Instructor (WTI) patch to and congratulates Lt. Angelica Jaimes during a WTI graduation ceremony held onboard Naval Station San Diego May 21st. (U.S. Navy photo by Clinton Beard / released)

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Alexander said the good news is the WTI production lines are up and running. “We have four different production lines for WTIs. We produce WTIs for Integrated Air and Missile Defense (IAMD) at Dahlgren, Va.; Anti-Submarine Warfare/Surface Warfare (ASW/SUW) WTIs in San Diego; Amphibious Warfare (AMW) WTIs in Little Creek; and Mine Warfare (MIW) WTIs at the NATO school Ecole de Guerre des Mines — called Eugermin — which translates as Naval Mine Warfare School, located in Oostende, Belgium,” he said.

“The four programs are not the same, but I couldn’t say one is better than the others,” said Alexander. “Each of them has their own best practices, and I’d like to extend those to the rest of the courses. For example, the AMW WTI course does a phenomenal job teaching officers how to plan an operation. I’d like to extend that to the other three courses.”

Alexander said that SMWDC has produced about 500 WTIs to date, and there’s a tremendous demand for them. We send them to all the Afloat Training Groups (ATGs). The Surface Combat Systems Training Command (SCSTC) has several of them. Expeditionary Warfare Training Group Atlantic and Pacific (EWTG LANT and PAC); Carrier Strike Group (CSG) FOUR on the East Coast and CSG FIFTEEN on the West Coast; Tactical Training Group (TACTRAGRU PAC and LANT); the other warfighting development centers, and Surface Warfare Schools Command (SWSC) all have WTIs. The commands that are training and preparing our people for the high-end fight are where our WTIs need to go.”

Alexander said it’s no surprise SMWDC’s biggest challenge is that it’s not producing enough WTIs. The requirement is to produce 150 to 200 WTIs each year. “Last year, 2021, was a banner year. We produced 97 or 98. The rolling average is closer to 70 per year. “The good news is five or six years ago we didn’t have a single WTI. But we want to do better. The goal is to train more than 100 WTIs a year, and we’re not there yet.”

### Attracting Talent

The WTI program is voluntary. But, Alexander said, he’s competing for the best and brightest young SWOs. SMWDC is targeting division officers who are leaving their ships getting ready to roll ashore. “That’s the sweet spot. At that point, they have enough experience and tactical knowledge. As a community, we give our division officers a lot of great options when they complete their sea tour and go ashore. We’re competing against some of those great opportunities.”

About 40 to 50 percent of the WTI production tours are filled; and about 70 percent of warships have a WTI onboard right now. “Our goal is obviously to get that up to 100 percent. To help get after that, we’re beating the drum for the WTI program. I’m doing a lot of recruiting to bring the best talent into the program. I tell potential WTIs upfront this is a tough job. It’s not for everybody. If someone is looking for a billet where they’ll get Friday’s off, we don’t want them to come work here.”

WTIs in their production tours are conducting advanced training for the ships. “The feedback we get is phenomenal. According to those WTIs, the commanding officers (COs) and executive officers (XOs) of those ships they’re training are listening to them. What we’re also seeing is when they go back to the fleet as a department head, XO, or CO, they are better prepared, particularly to stand the TAO watch,” Alexander said.



*Rear Admiral Christopher Alexander  
Commander, Naval Surface and Mine Warfighting Development Center*

There are WTIs who have completed production tours and are now back in the fleet as a department head, XO, or CO.

One selling point for the program is the fact that WTIs do well screening for command. “There are currently 40 commanding officers (COs) and executive officers (XOs) who are currently in the seat and are qualified WTIs. WTIs compete very well in the command boards,” said Alexander.

“If you’re interested in the future of the Navy; becoming a department head, XO, or CO on one of our ships, there is absolutely no better preparation you can have than becoming a WTI and coming to work for me. That’s my message,” said Alexander.

Alexander said SMWDC and the WTIs get constant feedback from the fleet. “To keep our WTIs current, we periodically bring them together here in San Diego to discuss the latest developments we are seeing in the fleet and discuss those TTP. There is constant fleet feedback. At the WTI level, they’re hearing from their contemporaries. At my level, I’m getting feedback from the fleet commanders. Everybody wants more WTIs. I just can’t meet that demand signal right now.”

### Tactical Training

Tactical training, and specifically Surface Warfare Advanced Tactical Training (SWATT), is what Alexander said is the most visible element of SMWDC. “A few Sailors on the waterfront may know about SMWDC’s role in TTP development, or experimentation, or SMWDC is where the WTIs come from. But they all know SMWDC is the organization that runs SWATT.”

Notionally, SWATT is a three-week program. It consists of four or five days of in port academic training on TTP, how to run watch stations and how to be a better warfighting team. That’s followed by 16 days underway practicing.

Originally this was only going to be targeted to the CSGs, Alexander said. “It turned out to be pretty successful training. There’s a huge demand signal from all of the fleet commanders. So, we now do SWATTs for every deploying ship. Plus, we’re getting at the Forward Deployed Naval Forces (FDFN) Japan-based ships and the PCs in Bahrain, and we’re looking for ways to do the FDFN ships based out of Rota. It’s been very, very successful training.”

The intent is to train for ‘blue-to-blue’ integration. “SWATT provides the opportunity for the ships and staff to work together to practice the TTP post basic phase before rolling into COMPTUEX (Composite Training Unit Exercise). Coming right out of the basic phase, we’re giving them ‘reps and sets’ to allow the ships to work their way up from low-end exercises to steadily more challenging and advanced scenarios by the end of the 16 days. Some ships need more practice doing more of the basic things—they need more practice doing blocking and tackling before they can start running plays, while others can move more quickly up the continuum of difficulty. We’re trying to get the right mix of ‘crawl, walk, run’ training.”

“SWATTs are not scenario driven. We typically do two or three discrete events every day,” said Alexander.

SWATTs are always being updated and kept relevant. “During SWATT, we train to the latest information on the threat, and the information we use for each SWATT is constantly being updated to reflect feedback from the fleet. If we’re getting feedback that says something has changed in the real-world, we can update those TTP and test them during the 16-day underway SWATT to validate those TTP before they go back to the fleet,” he said.



*Cmdr. Emily Royse, an Amphibious Warfare (AMW) Warfare Tactics Instructor (WTI), became the first female WTI to assume command. Royse was the Executive Officer and she fleeted-up to command aboard the Whidbey Island-class dock landing ship USS Rushmore (LSD 47), after being relieved by Lt. Cmdr. Tammi Ballinger — also an AMW WTI. (U.S. Navy photo by Ensign Heather Brown / released).*

## Data Driven

According to Alexander, SMWDC is improving the way it collects data and provides feedback to the ships. “When we started out with SWATT, it was training only. The objective was to get on board, train ships and crews, and make sure they’re ready to go into COMPTUEX. It wasn’t envisioned to be a pass-fail event or an assessment.”

Alexander said SMWDC collects a lot of data during SWATT and provides immediate feedback to the crew as part of the ‘Plan-Brief-Execute-Debrief’ or PBED process. But, he said, there are opportunities to better use that data. “We do a good job of debriefing events for ships. I want to open the aperture on how we use data so we can improve training feedback loops. We want to let ATG know where the ships are consistently weak in certain areas, so they can address that and improve the training in those areas during the basic phase. I think we can do a better job of taking that data and informing the DESRON Commanders, the cruiser COs, and the CSG FOUR and FIFTEEN Strike Group Commanders who conduct the COMPTUEXs, about those strengths and weaknesses we observed on their ships.”

“I will tell you there is tremendous value in giving the Strike Group Commanders and DESRON Commodores the best training readiness information we can possibly give them, where they can make the best decisions with calculations for their ships,” he said. “The biggest challenge we’ve got is the data management piece. We have demonstrated on a small scale we can collect data on the ships, and at our schoolhouses at SWSC and SCSTC. Bringing all that together in a comprehensive manner in a way that doesn’t overly burden the ships is going to be a challenge.”

## Reorganization

Alexander said SMWDC has been a ‘mission area’ focused organization, with individual departments focused on IAMD, ASW/SUW, AMW and MIW, all spread out in different locations. “So, we’re turning ourselves into a functional alignment.”

The first step is to consolidate all the WTI training into one schoolhouse called Surface Advanced Warfighting School — or SAWS—which will eventually bring the WTI training courses currently being conducted at the separate locations into a new facility in San Diego. “We’ll still have the four different WTI specialties, but they’ll reside at one schoolhouse,” he said.

Alexander said the reorganization will help standardize training. “It’s going to allow us to get away from being stove-piped and take the best of breed from all of the WTI courses of instruction and standardize training. It’s also more in line with how we envision the future fight. There are not strictly SUW problems or strictly missile defense problems. Everything we do is multi-domain and multi warfare area operations, and this will allow us to get after the future high-end fight. The teachers and TTP developers will be right next to each other. They go hand-in-hand.”





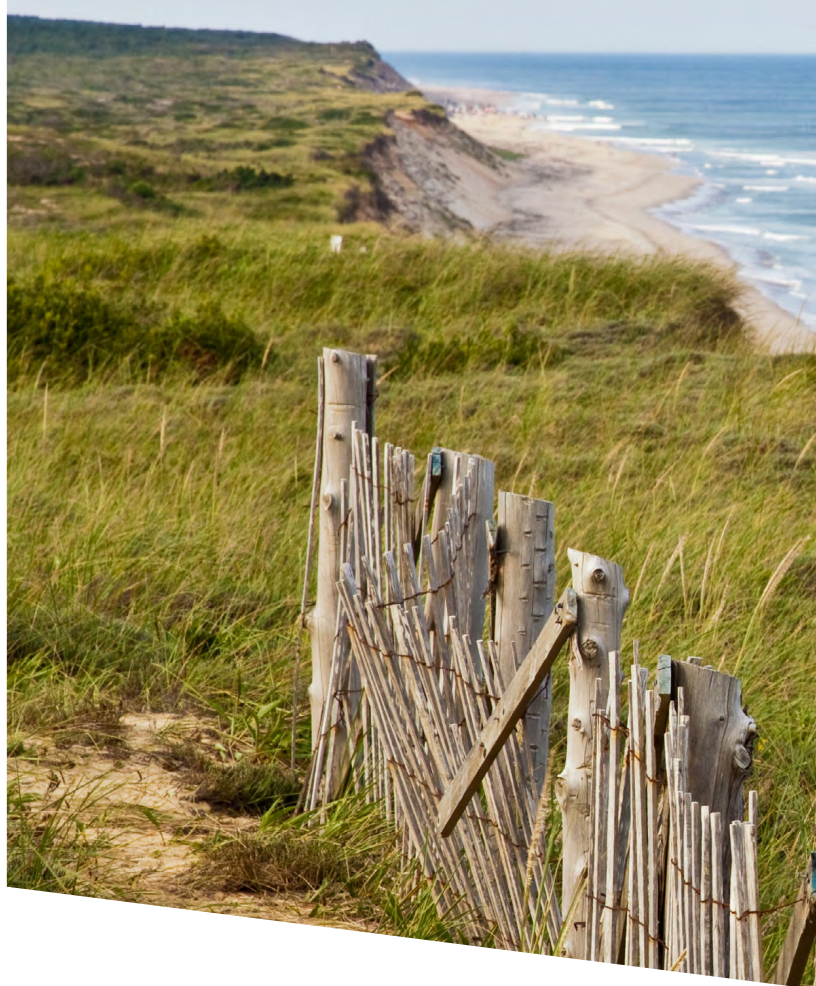
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# Naval Surface Warfare Center at Dahlgren Directs Energy to New Weapons

## Lasers are Underway Right Now

BY CAPT EDWARD LUNDQUIST, USN (RET)

Lasers are a reality in the fleet, with several systems on U.S. Navy warships today. The prototype Optical Dazzling Interdictor, Navy (ODIN) system, designed and built by Naval Surface Warfare Center Dahlgren Division (NSWCDD), is now being evaluated aboard USS Dewey (DDG 105), and other Arleigh Burke-class guided missile destroyers. The Lockheed Martin High-Energy Laser with Integrated Optical-dazzler and Surveillance (HELIOS) system is being tested aboard USS Preble (DDG 88). The Solid-State Laser Technology Maturation (SSL-TM) program is developing an integrated Laser Weapons System Demonstrator (LWSD), built by Northrop Grumman, that is installed and being tested aboard transport dock ship USS Portland (LPD 27).

The Navy installed a prototype AN/SEQ-3 Laser Weapon System (LaWS) — also known as the SSL-QRC (solid state laser — quick reaction capability) -- at sea aboard the Interim Afloat Forward Staging Base USS Ponce (AFSB[I] 15) in 2014. LaWS was fully operational aboard Ponce and was deployed to the Fifth Fleet area of operations paving the way for the new systems.

NSWCDD is fully engaged in developing and testing directed energy weapons (DEW) that will give warfighters a high-tech advantage at sea.

NSWCDD's ODIN is a stand-alone system that can overwhelm the optical sensors on unmanned systems, small boats and other targets.

"HELIOS will be integrated into both the ship and the Combat System with multi-mission (both dazzle and destroy) capabilities and will operate at higher power (scalable 60kW+) with higher beam quality (spectrally beam combined fiber lasers)," said Rick Cordaro, Vice President of Advanced Product Solutions at Lockheed Martin.

While LaWS was a prototype, HELIOS is a permanent installation. "It will be integrated into both the ship and the Combat System with multi-mission (both dazzle and destroy) capabilities and will operate at higher power (scalable 60kW+) with higher beam quality (spectrally beam combined fiber lasers)," said Cordaro.



Artist's concept of a HELIOS laser system aboard a U.S. destroyer. (Lockheed Martin Image)



PACIFIC OCEAN (July 12, 2021) Arleigh Burke-class guided-missile destroyer USS Stockdale (DDG 106) Sailors prepare to conduct a replenishment-at-sea with Nimitz-class aircraft carrier USS Carl Vinson (CVN 70), July 12, 2021. Stockdale's Optical Dazzling Interdictor (ODIN) laser system is seen just below the bridge. (U.S. Navy photo by Mass Communication Specialist Seaman Elisha Smith)



PACIFIC OCEAN (June 13, 2021) Arleigh Burke-class guided-missile destroyer USS Dewey (DDG 105), front, and Nimitz-class aircraft carrier USS Carl Vinson (CVN 70) transit the Pacific Ocean June 13, 2021. Dewey has the ODIN laser system installed just below the bridge. (U.S. Navy photo by Mass Communication Specialist 3rd Class Olympia O. McCoy)



*Amphibious transport dock ship USS Portland (LPD 27) successfully disabled an unmanned aerial vehicle (UAV) with a Solid-State Laser - Technology Maturation Laser Weapon System Demonstrator (LWSD) MK 2 MOD 0 in May 2020. (Still image from US Navy video from US Pacific Fleet Public Affairs.)*

"HELIOS is designed for continuous operations using available ship power without the need for an energy magazine. HELIOS is fully integrated into the Aegis Combat System for improved layered defense and will also provide commanding officers with new, scalable 'Gray Zone' response options to prevent conflict escalation while defending their ship. HELIOS provides a solid foundation for incremental delivery of robust Surface Navy Laser Weapon System (SNLWS) counter anti-ship cruise missile (C-ASCM) capability," Cordaro said.

The LWSD is also a significantly more powerful laser than LaWS. The LWSD aboard Portland is a demonstrator to "inform future acquisition strategies, system designs, integration architectures, and fielding plans for laser weapon systems," according to Navy budget documents.

The Portland's 150 kW-class laser was installed in 2019 and successfully engaged and disabled a UAV in a 2020 at-sea test.

According to Donna Howland, acting General Manager of Northrop Grumman's Directed Energy Operating Unit, LWSD tracks targets and employs directed energy to stop and destroy hostile drones, small craft, and other threats, and is the most powerful electric high-energy laser system ever installed on a U.S. Navy ship"

Dahlgren is also leading the way in the development of hypervelocity projectiles (HVPs), drawing from the center's work with electromagnetic railguns.

HVP technology is a relatively new and scalable concept that can meet multiple mission sets. Unlike missiles, HVPs are fired from guns, and can achieve velocities greater than five times the speed of sound.

According to Mike Libeau, Hypersonic Technology Chief Scientist at Dahlgren, the projectile can be fired from existing naval guns like the 5-inch guns on guided missile cruisers and destroyers. The rounds are enclosed within a sabot—an outer casing that fits around the bullet and peel off like petals in flight.

"The gun can use the HVP just like any other round. We've fired gun-launched projectiles here that have traveled at Mach 5.9," said Libeau.

There are challenges, such as overcoming the significant aerodynamic heating and the electronics inside the projectile must withstand extreme G forces at such high muzzle velocities.

But there are definite advantages. "The ability to fly above Mach Five means that you strike time-critical targets very quickly," said



*Guided-missile destroyer USS Dewey (DDG 105) fires its Mark 45 5-inch gun during a live-fire exercise during the 2018 Rim of the Pacific (RIMPAC) exercise. (U.S. Navy photo by Mass Communication Specialist 2nd Class Devin M. Langer)*



*DAHLGREN, Va. (Nov. 17, 2020) Chief of Naval Operations (CNO) Adm. Mike Gilday receives a brief on the Optical Dazzler Interdictor (ODIN) at Naval Surface Warfare Center (NSWC) Dahlgren, Virginia, Nov. 17. CNO traveled to Dahlgren to visit Sailors and civilians and receive briefs on a variety of programs like High Energy Lasers, Solid Laser Technology Maturation (SSL-TM) and Layered Laser Defense (LLD). (U.S. Navy photo by Lt. Rachel Maul/Released)*



Libeau. "The amount of energy in these systems allows them to cover a wide area of potential targets. Today's hypersonic weapons are guided, have the ability to maneuver, and can travel long distances to accurately hit targets."

Each of these systems have different research and development pedigrees, but all have benefited from the U.S. Navy's Laser Lethality Laboratory and Laser Firing Range at NSWCCD.

The Dahlgren team is leveraging its knowledge, expertise, and experience to integrate the technology — from sub-components up to full systems — into a ship's combat system. NSWCCD has extensive experience in integration of Navy laser weapon systems.

According to Dale Sisson, Dahlgren's Technical Director, the center has both the laboratories and test and evaluation facilities to find out what works best.

"Our Potomac River Test Range allows us to assess how our laser systems perform in the maritime boundary layer between the water and the atmosphere," Sisson said.

Dr. Chris Lloyd, Distinguished Scientist for Laser Weapon System Lethality, said "it's important to know how a target is defeated, but also to know how the threat is going to respond based on the damage inflicted and then apply that data, along with weapon system parameters and propagation information, to tell the complete weapon effectiveness story."

Lloyd said, "the lab's team of industry partners work closely with the government directed energy workforce to bring their technology to Dahlgren for integration and testing. If they have a system that's ready to be tested in preparation for deployment, we can use actual system performance test data in our lethality and effectiveness analyses to validate models and assess overall lethality."

In addition to a long history of DEW expertise for the Navy, NSWC Dahlgren Division's Commanding Officer Capt. Casey Plew said, "Dahlgren has been the leader in developing virtually all of the Navy's shipboard weapons and combat systems."

"Lasers are a great piece of the mission we perform, but they are only one part of the complex puzzle. And the awesome women and men of NSWC Dahlgren Division have been helping to solve our surface navy warfighting puzzles — for almost 104 years. It is in our DNA. It is what we do," said Plew.



*The Hypervelocity Projectile (HVP) is a next-generation, common, low drag, guided projectile capable of executing multiple missions for a number of gun systems. (BAE Systems image)*

# CONTINUING<sup>the</sup> CONVERSATION

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## Coast Guard Addresses “Sources of Maritime Disorder”

### San Diego Port Benefits from Partnerships to Provide a Secure San Diego Bay

BY CAPT EDWARD LUNDQUIST, USN (RET)

“As a strategic commercial port and home to the Navy Pacific Fleet, the Port of San Diego recognizes the importance of a secure San Diego Bay,” said Joe Stuyvesant, President and Chief Executive Officer of the Port of San Diego. “What keeps us secure are the joint efforts of the local, state, and federal security partners, as well as industry, who work closely together day in and day out to secure our diverse port.”

Speaking at the Maritime Security West conference in San Diego in March, Stuyvesant, a retired navy captain said, “the port partners with the Coast Guard on many fronts including: port security, drug and human trafficking, interdiction, marine safety, defense readiness, and marine environmental protection.”

“Ninety percent of the commerce that moves through seaports depends on the Coast Guard to manage, safeguard, and regulate the maritime activity, while facilitating commerce, and ultimately, our economic security,” said Stuyvesant. “That’s why we train and partner with multiple agencies in joint emergency exercises,” he said. “The port’s Harbor Police Department is actively involved in the Area Maritime Security Committee (AMSC), the Cyber Security and Infrastructure agency, and the Cyber Subcommittee and Law Enforcement Subcommittee. Harbor Police is also a member of the California Maritime Security Council.”

Stuyvesant said, “the port is very appreciative of FEMA’s Port Security Grant Program, which supports the port’s maritime and homeland security needs through funding for fencing, access systems for the terminals, sensors to monitor the entire bay, as well as emergency management preparations.”

The port shares space with the Coast Guard in the Joint Harbor Operations Center at Coast Guard Station San Diego to support the maritime domain awareness and works closely with the Captain of the Port’s (COTP) and Commander of Coast Guard Sector San Diego, Capt. Timothy Barelli, and his team.



The sector’s area of responsibility (AOR) extends from the maritime border with Mexico north to Dana Point and our boundary with Sector Los Angeles/Long Beach. “Our area extends 200 miles offshore, and we are also responsible for the safety, security, and environmental protection of we call the Eastern AOR, which includes the Colorado River. Many people don’t realize that we have federal waterways in Southern Nevada, Southern Utah, and Arizona. From Lake Meade and Lake Powell to Lake Havasu and the Parker strip, that’s all my responsibility. We accomplish the mission with partnerships, working with federal, state, local, tribal, and private partnerships to ensure safety, security, and environmental protection,” said Barelli, who also presented at the Maritime Security West conference.

The Coast Guard has a presence in all U.S. states and territories, and around the world. “We have representation with every combatant command, and we operate on every continent around the world,” Barelli said. “We’re often the only federal presence in some of the most remote regions around the world. We bring our specialized and adaptable capabilities, our unique authorities, and our broad and expansive network of partnerships to address sources of maritime disorder.”

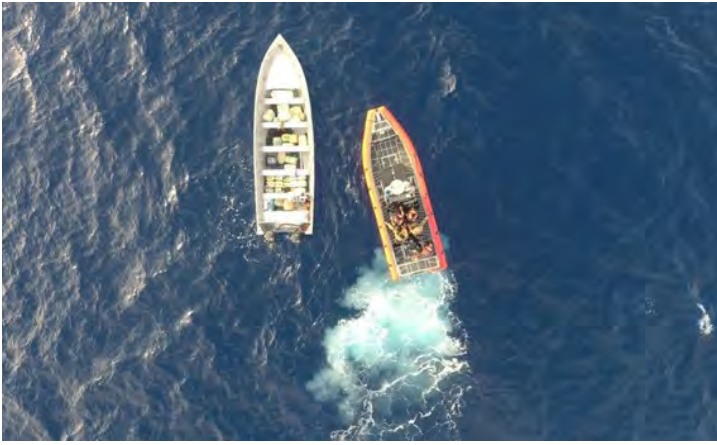


Coast Guard members from Sector San Diego and partnership agencies conduct mass rescue exercises off the San Diego coast Sept. 14, 2021. The purpose of the exercise is to improve coordination, communication, and response techniques among the participating agencies during a mass rescue event by placing multiple individuals in the ocean at the same time. (U. S. Coast Guard photo by Petty Officer 1st Class Adam Stanton/Released)



Coast Guard, Customs and Border Protection and other agencies partner to keep San Diego safe and secure. (U.S. Coast Guard photo)





*The Coast Guard Pacific Tactical Law Enforcement Team board a suspected drug smuggling vessel in the Eastern Pacific Ocean, April 27, 2021. (U.S. Coast Guard photo)*

As busy as San Diego is with legitimate maritime commerce, the area also has a maritime border with Mexico, and is subject to illegal activities, particularly drug and human trafficking. While the competitive drug cartels battle it out south of the border, Barelli said, "they are working together to traffic people and drugs into Southern California."

The sector has seen record numbers of interdictions. "Comparing 2021 numbers, we're 100 percent above where we were in 2020, and that was double 2019," he said. "We have to provide the full spectrum of maritime governance. We have corridors of drug and human trafficking travelling from south to north. We have swimmers coming around the maritime border every day. We've had mass swimmer events with as many as 150 swimmers coming across. We're seeing homemade unmanned surface vessels, about two to three feet long, that fit in the trunk of a car. We have found backpacks washed up on the beach that are filled with drugs. We're seeing methamphetamines, heroin, and fentanyl in addition to cocaine. In 2019 we had one of our Tactical Law Enforcement teams jump aboard a semi-submersible carrying 4,000 lbs. of cocaine."

Barelli said the key to the Sector's success is the "ingenuity and creativity of our workforce" and the partnerships with the Port, San Diego Harbor Police, Homeland Security Investigations and Customs and Border Protection — including Air and Marine Operations, Office of Field Operations and Border Patrol — that collaborate through the Regional Coordinating Mechanism (ReCoM). "It's a whole of government approach."



*Joe Stuyvesant, President & Chief Executive Officer of the Port of San Diego (Port of San Diego image)*



*Captain Timothy J. Barelli, USCG, Commander, Coast Guard Sector San Diego, (U.S. Coast Guard photo)*



*View of San Diego from Coast Guard Station San Diego. (U.S. Coast Guard photo)*

# He Was the Last “Coastie” POW In WWII

BY CDR JOHN D. HOOPER, USCG (RET)

Because of Jimmy Crotty's valiant service in World War II, one of the Coast Guard's 43 Battle Streamer is for the “Defense of the Philippines.” Lt. James “Jimmy” Crotty was the only active-duty “coastie” in the Philippines when the forces of Imperial Japan attacked there three days after Pearl Harbor.

“He was the one that earned that for the service,” Coast Guard Atlantic Area historian Dr. William Thiesen said of the Philippines Battle Streamer. Crotty could be said to have single-handedly engaged in “joint operations” of the services, now the hallmark of today's U.S. military, according to Theissen.

The trip-hammer blows at Pearl Harbor on Dec. 7, 1941, and on Manila on Dec. 10 tested the nation's resolve, but not Crotty's.

He fought the invaders from the deck of the U.S. Navy minesweeper USS Quail (AM-15), where he was the Executive Officer, and went on raids with Marines of the 1st Battalion, 4th Marine Regiment. Crotty also fought the enemy from Army artillery positions on the tadpole-shaped island fortress of Corregidor, known to its defenders as “The Rock.”

The out-numbered and out-gunned U.S. troops on the Bataan peninsula in the Philippines were ordered to surrender in April 1942, resulting in the brutal “Death March” to the infamous Cabanatuan prison camp.

Under relentless bombardment, Corregidor surrendered in May, but Crotty “held the line to the last,” according to witness statements.

Crotty, now a POW, was sent with thousands of others by cattle car to Cabanatuan, where he died of diphtheria in July 1942, according to camp survivors. He was 30 years old.



LTJG Jimmy Crotty, USCG



LT Crotty finally comes home to New York with full military honors

He was buried in a mass grave at the camp. After the war the commingled remains from Grave No. 312 were transferred to the Manila American Cemetery and Memorial. For more than 70 years, Lt. Crotty was listed as an “unknown.”

The remarkable work of the Defense POW/MIA Accounting Agency (DPAA) succeeded in identifying Crotty's remains in September 2019. On November 1 Crotty's remains were flown to Niagara Falls, New York, to the Air Reserve Station for a full-honors ceremony. There was a funeral mass at his family's church, St. Thomas Aquinas in Buffalo. U.S. Coast Guard Commandant Adm. Karl Schultz attended.

In 2010, the Coast Guard presented the Crotty family with a Bronze Star and Purple Heart for Lt. Crotty.

## Crotty's Service

At the Coast Guard Academy, Cadet Jimmy Crotty was captain of the football team and president of the class of 1934.

Only months after graduation in September 1934, he was aboard the cutter USCGC TAMPA (WMEC-902) during the rescue of survivors from the stricken ocean liner SS Morro Castle, which caught fire enroute from Havana to New York, killing more than 130 passengers and crew, before beaching itself in Asbury Park, New Jersey.

During the 1930s, Crotty also served on cutters operating out of New York, Seattle, Sault Ste. Marie, Michigan and San Diego.



USCG Battle Streamers



One of Crotty's duties was to board abandoned "ghost" ships and set charges to scuttle them and eliminate the threat to navigation. His expertise in demolitions would come to be relied upon by those he served with in the Philippines, Dr. Thiesen added.

In April 1941, Crotty was sent to the Navy's Mine Warfare School in Yorktown, Virginia.

In September, he saw his family in Buffalo for the last time before arriving in the Philippines in late October where he was assigned to In-Shore Patrol Headquarters at Cavite Navy Yard.

On December 10th, Japanese air bombardment destroyed much of the Navy Yard and Crotty moved aboard the Quail as second in command, but his explosives expertise was in constant demand on other missions.

Around Christmas Day, he boarded the damaged submarine USS Sealion (SS-195) and set charges to scuttle the boat to keep it from falling into the hands of the enemy.

In mid-April 1942, Crotty left the Quail and served as adjutant to the headquarters staff of the Sixteenth Naval District at Fort Mills on Corregidor.

When Corregidor surrendered in May 1942, Crotty became the first Coast Guard POW since the War of 1812, Thiesen said.

In October 1942, then-Coast Guard Commandant Russell Waesche received a letter from Navy Intelligence Officer Lt. Cmdr. Denys Knoll, who was on the last submarine, the USS Spearfish (SS-190), to leave Corregidor before it fell.

"Having seen Lt. Crotty undergo all the trials during my five months in the Manila Bay area, I feel sure that the rigors and trials of a prisoner of war will produce little if any change, and I look forward to the return of Lt. Crotty to active duty," Knoll wrote, not knowing that Crotty had died months earlier. "He continued to remain very

cheerful and retained a high morale until my departure from Fort Mills the evening of May 3," Knoll wrote.

According to DPAA, Crotty was one of about 2,500 POWs who died at Cabanatuan. After the war, the American Graves Registration Service (AGRS) exhumed the remains at the camp in an effort to identify them, but due to commingling and the state of technology at the time, many could not be identified.



*Cadet Jim Crotty at USCGA*



*USS Quail (AM-15)*

Crotty's remains were among the other unidentified remains which were re-interred as "unknowns" in the Manila American Cemetery and Memorial.

In January 2018, the "unknown" remains associated with Common Grave 312 from Cabanatuan were disinterred and sent to the DPAA laboratory for analysis, including one set designated X-2858 Manila #2, DPAA said in a release.

DPAA made the formal announcement that the remains had been identified in September.

Ahead of the return ceremonies, Thiesen said that Lt. Crotty "is a uniquely important person in terms of the history of the service. His role in World War II, and as a Coast Guard officer in the 1930s, embodies the values of our service. He went in harm's way without question."

"From this date on, these streamers, together with others which may be bestowed on the Coast Guard at some future date, will adorn the Coast Guard Ceremonial Color whenever and wherever it may be unfurled," Lieutenant Crotty's Uncle Smith said.

"Let these Battle Streamers forever stand as a living memorial and a lasting tribute to our gallant personnel, who, by their deeds and heroic action, served the Coast Guard and their nation with glory and distinction in its hour of need."

Jimmy Crotty of South Buffalo, New York, was there in the hour of need at Corregidor, and that Battle Streamer for the Philippines is all his.

Credits: The author would like to thank Dr. William Theissen, USCG Atlantic Area Historian, and Mr. Richard Sisk [www.Military.com](http://www.Military.com) for their assistance on this article.



*Ensign Crotty on watch aboard CGC "Tampa"*

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# Ever Present-Enabling US Indo-Pacific Strategy Success

BY CAPT PATRICK GERMAN, USN,  
REQUIREMENTS OFFICER, OPNAV N935

*The Light Amphibious Warship (LAW) is the solution for providing tactical maneuver to Naval Expeditionary Forces achieving 21st Century Indo-Pacific presence against the Threat of a Growing Chinese Fleet.*

## Introduction

**Here's the question:** How can a budget constrained Navy and Marine Corps achieve the goals and objectives of the National Defense Strategy advocating a "Free and Open Indo-Pacific" against China, a modernized and more numerous peer adversary in their own backyard?

The Department of Defense (DoD) released its "Military and Security Developments Involving the People's Republic of China 2020" which revealed that the People's Republic of China (PRC) has surpassed the US Navy as the largest navy in the world with an overall battleforce of approximately 350 ships, compared to the US Navy's battle force of approximately 300 ships.

Additionally, in the Pentagon's annual report to Congress, the DoD reported: "The majority of the People's Liberation Army Navy (PLAN) fleet is made up of 'modern multi-role platforms' that host anti-ship, anti-air and anti-submarine weapons and sensors."<sup>1</sup> Meanwhile, the US Navy has been hampered in the introduction of relevant new capabilities by funding delays, extended maintenance periods, late deliveries and cost growth from maintaining an aging fleet that is pressurized by recapitalizing our ballistic missile submarine deterrent.

To prepare for the challenges ahead, the United States military is vigorously re-thinking, refocusing, and testing future Navy and Marine Corps force designs and warfighting concepts to include Distributed Maritime Operations (DMO), Expeditionary Advanced Base Operations (EABO), and Littoral Operations in a Contested Environment (LOCE) to better understand what platforms and capabilities are required now and in the future.

With the United States Indo Pacific Command Area of Responsibility (USINDOPACOM AOR) presenting a serious distance problem, all the aforementioned concepts unsurprisingly demand a greater

forward-based presence of U.S. forces with increased capacity and capability that can operate, maneuver, fight and win.

For the Navy and Marine Corps, part of the innovative and enabling solution was inspired by the manufacturing and operational success of the World War II era Landing Ship Medium class of beachable transports and weapons platforms.<sup>2</sup> The new Light Amphibious Warship (LAW) is the 21st century upgrade that will be a beachable ship with intra-theater endurance whose main mission is to operate organically, providing shore-to-shore maneuver in direct support of the newly-formed Marine Littoral Regiments (MLR). The LAW will be able to operate independently or in concert with other surface ships, other LAWs, joint task forces, and coalition forces in contested environments in support of DMO/ LOCE/ EABO across the competition-conflict spectrum. It will be both capable and an economically built, forward deployed amphibious warship operating across the USINDOPACOM AOR. It will provide an additional "ever present" U.S. force posture in the face of expanding Chinese influence and potential conflict.

**Introducing the LAW – The New version of the Landing Ship Medium (LSM).** The Navy and Marine Corps have identified platform and system development descriptions through a variety of capability and requirements scoping activities.

The LAW is envisioned as relatively affordable, beachable, amphibious, multi-mission warfare ship that's tailored to provide distributed amphibious maneuver, mobility, and logistics to the MLR for beach access. This new ship class will be designed and produced as effective transportation for landing forces, cargo, and munitions while being cost-efficient.

The LAW is a warship due to its combat capability, crewing, mission set and landing forces and will not be an asset of Transportation Command (TRANSCOM) nor is it a replacement for the traditional "L" class ships; it is a shore-to-shore capability, not a ship-to-shore capability. At present, the intention is to develop a LAW production design that can be built either in its entirety or in modular sections at both Tier I and Tier II shipyards. Modern landing ship design and production engineering and assembly allows the Navy and



*Government rendering of the Light Amphibious Warship.*

industry to use the total shipbuilding capacity of the nation and more rapidly produce and deliver these new ships at economic price and on an expedited timeline.

As a globally forward deployed and based multi-mission warship, the LAW will be designed with performance target ranges<sup>iii</sup> listed within Table 1. Presently, these design attributes are being examined and priced through additional cost and performance analyses. The first LAW is currently targeted for delivery as early as FY2028.

The total LAW program acquisition objective can easily be expanded beyond thirty-five vessels to establish similar LAW amphibious Task Groups in other competitive regions and to accommodate any Foreign Military Sales (FMS) by interested allies and partner nations.

**The Return On Investment (ROI) for LAW and “Expanding American Presence and Deterrence”.** A modernized and more traditional Naval Battle Fleet and Fleet Marine Forces, in numbers sufficient to counter China and Russia from a forward deployed posture, is desirable but not affordable<sup>iv</sup> currently with the potential for defense budgets to flatten in the years to come<sup>v</sup>.

Current Navy / Marine Corps integrated presence in the 7th Fleet Area of Operations (AOR) is based on a mix of regional and rotational deployed Amphibious Ready Groups (ARG) and Marine Expeditionary Units (MEU) based in Japan and the continental United States. This ARG-MEU team built around a three (3) Ship-amphibious warfare/L-Class ship mix, with well decks and organic displacement and non-displacement landing craft, provides most of the regional engagement. An additional ARG-MEU on a rotational basis is maintained, trained, sustained, and provided by 3rd Fleet.

When on cycle, these two ARG MEUs provide a presence of 6-7 L-Class ships and 5000 Marines across the largest combatant command AOR.

Prior to the increased presence and influence of China in the region, the ARG-MEU construct may have already seemed to be insufficient to meet the challenges of USINDOPACOMs requirements. Though American fleet and amphibious expeditionary forces are powerful, capable, active, and present, they are still considerably overtasked relative to the numerous operational demands of the Indo-Pacific region.

To counter the challenges that China presents, there is an undeniable need for greater forward based naval and particularly, naval amphibious force presence in both capability and capacity. As the Chinese and Russia militaries expand in their capacity and capabilities, it seems logical that a confrontation could occur on the high seas, in and around the littorals, and in isolated and austere environments<sup>vii</sup>. This challenge falls to the US Navy and Marine Corps and our partners and allies.

LAW is being fielded as quickly as possible, increasing the number of forward deployed platforms that will provide organic maneuver to the MLR across the competition continuum. In this way, LAW will have the ability to operate independently or to complement the forward and rotational ARG-MEU forces in the USINDOPACOM AOR.

The primary concept would be to divide the thirty-five LAWs into three separate Navy task groups of nine (9-12) LAWs each and co-located and aligned in direct support of one of the three Marine Littoral Regiments (MLR) of the III Marine Expeditionary Force as they are positioned throughout the Indo-Pacific region.

With increased and additive capacity, these new ships would support 7th Fleet and Fleet Marine Force/III Marine Expeditionary forces in their daily conduct of disaggregated or aggregated military engagement, security cooperation and training, deterrence and humanitarian crisis response operations throughout the breadth and depth of the USINDOPACOM region. There are other potential operational concepts that can be built around the LAW, and these Navy LAW Task Groups could be distributed and based throughout USINDOPACOM.

In peacetime, the ultimate co-location and distributed basing requires further study, but the advantage is clear. Preliminary analysis indicates nine direct support LAWs per MLR will provide sufficient maneuver to the MLR in support of EABO. Nine LAWs in support of each MLR in three different locations would potentially enable a MLR to maintain and sustain a 1:2 deployment to training ratio of MLR's with one regiment equivalent forward operating, one preparing for the next deployment and one returned, resting, refitting and retraining for a future rotational deployment timeframe. This equates to one regiment deployed and two regiments in garrison in progressive states of the deployment cycle.

The increased capacity of the LAW enhances expeditionary force movement and dispersion, which creates an advantage for US forces while creating uncertainty for potential adversary forces.

The combination of traditional rotational ARG-MEU deployments plus high numbers of Navy LAWs with naval expeditionary forces provide a persistent and forward deployed capability that demonstrates American naval forces are ready, capable, and relevant across the entire USINDOPACOM AOR.

Achieving an ever-present posture is made possible not only through investment in the LAW, but also through future increased support infrastructure across designated forward-deployed sites that are co-located with Marine and Navy Expeditionary Forces throughout the vast Indo-Pacific region.

**Towards A Family of LAW for U.S. and Allied Navies.** One of the strongest features of the LAW's design will be its maneuverability and amphibious beach accessibility in support of the MLR. The ability to on and off-load tailored expeditionary forces and supplies over the beach without port or pier access is a peacetime and wartime survival advantage learned from combat experience with LSMs during World War II. LAW beach accessibility enables friendly forces to debark, distribute and then further disperse to avoid and complicate adversary targeting and strikes. Thus, realizing the warfighting potential of expeditionary advance based operations.

As a small beachable amphibious landing ship, when not in support of the MLR, the LAW is also envisioned and designed to be a host platform and vary its configuration to operate, support and sustain a variety of different mission or functional support forces, such as unmanned systems or Naval Special Warfare.

As we look at the possibility of a new family of landing ships, the LAW's adaptable design allows it to support multiple capability sets, a variety of units, and their equipment.

SWAP-C affords LAW the opportunity to host a variety of specific ship configurations that support other missions and functions such as a host for an unmanned system and if necessary, their command



and control platform.

The LAW design is focused and configured for networked littoral mobility during peacetime and combat maneuver with fires within adversary targeting ranges during wartime. Though the LAW design will be able to contribute to forward logistical sustainment and other mission area operations, it is a direct support mobility asset for forward based naval expeditionary “stand-in” forces not theater logistics and will not be an asset of TRANSCOM.

As a result, existing designs such as LCU-2000<sup>viii</sup> or the future purpose-built next generation Logistic concept ship are optimized for general logistic and sustainment operations not for combat support of the Marine Littoral Regiment and Navy Expeditionary Forces in mobility and combat maneuver operations.

### Summary

The LAW as a forward based and co-located medium landing ship will provide greater amphibious capacity which increases capability across the USINDOPACOM AOR.

This will create a resource dilemma for the limited Chinese ISR resources. Since the LAWs are smaller intra-theater range ships, enabling employment of tailored units of action and ISR capabilities, they will be able to operate persistently in an always on the move distributed posture.

This I think is a first step in obtaining U.S. Naval Forces “ever present posture” and a reminder to the region and China that the United States and its Naval Forces are never too far to support its partners and allies in the INDOPACOM AOR.

As an emerging Navy program initiative conceived by the U.S. Navy and Marine Corps Team, the LAW will provide an effective, highly capable and affordable forward based maneuver and mobility capacity for the Naval Force and the imposition of complications for China’s planning calculus in the region.

<sup>i</sup> <https://media.defense.gov/2020/Sep/01/2002488689/-1/-1/1/2020-DOD-CHINA-MILITARY-POWER-REPORT-FINAL.PDF>

<sup>ii</sup> Landing Ship Medium, LSM-1 Class <https://www.globalsecurity.org/military/systems/ship/lsm.htm> and <https://www.navsource.org/archives/10/14/14303.htm> accessed December 8th, 2020.

<sup>iii</sup> Office of the Chief of Naval Operations OPNAV N953 Developmental System Concept of Operations (CONOPS) For Light Amphibious Warship (LAW), dated 2 December 2020 Version 5.1 (Washington, DC: Office of the Chief of Naval Operations, OPNAV N953, July 2020), 5-15, 18-25.

<sup>iv</sup> CBO An Analysis of the Navy’s Fiscal Year 2020 Shipbuilding Plan, October 2019, Washington, DC: Congressional Budget Office, 2019. <https://www.cbo.gov/system/files/2019-10/55685-CBO-Navys-FY20-shipbuilding-plan.pdf>

<sup>v</sup> CRS Report RL32665, Navy Force Structure and Shipbuilding Plans: Background and Issues for Congress by Ronald O'Rourke, dated September 2, 2020, (Washington, DC: Congressional Research Service, 2020). <https://crsreports.congress.gov/product/pdf/RL/RL32665/322>

<sup>vi</sup> STATEMENT OF ADMIRAL PHILIP S. DAVIDSON, U.S. NAVY COMMANDER, U.S. INDO-PACIFIC COMMAND BEFORE THE SENATE ARMED SERVICES COMMITTEE ON U.S. INDO-PACIFIC COMMAND POSTURE, 12 FEBRUARY 2019.

<sup>vii</sup> CRS Report R43838, Renewed Great Power Competition: Implications for Defense—Issues for Congress Updated October 29, 2020, (Washington, DC: Congressional Research Service, 2020). <https://crsreports.congress.gov/product/pdf/R/R43838/66> 3.

<sup>viii</sup> Landing Craft Utility-2000, <https://fas.org/man/dod-101/sys/ship/lcu.htm> accessed November 4th, 2020.

## 15TH INTERNATIONAL

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<b>Light Amphibious Warship (LAW)</b>	
<b>Attribute</b>	<b>Target Range</b>
<b>Operations Support Target</b>	<ul style="list-style-type: none"> <li>• Global Maritime Partnerships and Security Cooperation Operations</li> <li>• Distributed Maritime Operations (DMO)</li> <li>• Logistics Operations (LOG); Expeditionary Advanced Base Operations (EABO)</li> <li>• Amphibious Warfare Training and Exercise Operations</li> <li>• Expeditionary Warfare, Training and Exercise Operations</li> <li>• Intra-Theater Deployment and Employment Operations</li> <li>• Humanitarian Assistance/Disaster Response (HA/DR)</li> <li>• Noncombatant Evacuation Operations (NEO)</li> <li>• Support Search and Rescue (SAR) and Recovery Operations</li> <li>• Support of Land and Maritime Prepositioned Force Operations</li> </ul>
<b>Size Target</b>	<b>200 feet to 400 feet</b>
<b>Speed Target</b>	<b>14 knots to 22+ knots</b>
<b>Range Target</b>	<b>3,500NM to 6,500NM</b>
<b>Crew Size Target</b>	Crew Size determination requires a detailed vessel crewing study based on LAW size, tonnage, simultaneous operations, functions, tasks, and expectations for organizational, intermediate, and select depot level on-board maintenance. This is a critical component for future design in order to avoid under-estimation or assumption errors in crew sizing made during the development of the Littoral Combat Ship (LCS).
<b>Embarked Force Size Target</b>	TBD (75)-(125) person naval expeditionary detachment or battlegroup with TBD mission essential equipment, weaponry, supplies and (8,000) to (12,000) square feet in cargo storage capacity for (11) to (21) days of transit.
<b>Underway Replenishment Target</b>	Vertical Replenishment (VERTREP) capable. The LAW will be capable of alongside Underway Replenishment and cargo transfer from Next Generation Logistics Ships (NGLS) and Combat Logistic Force (CLF) vessels to resupply its organic fuel tanks as well as retail distribution tanks to support embarked forces.
<b>C4ISR Target</b>	Networked common operational picture information sharing command, control, communication, computer, intelligence, surveillance, and reconnaissance capabilities coupled with the ability to launch, operate, recover and sustain, when required, autonomous aerial, surface and underwater vehicles.
<b>Self-Defense Target</b>	(2) X 30mm Anti-Surface Gun Weapons Systems and space, weight, power, cooling, connectivity and location/placement designs for TBD future electronic warfare, decoy, and other self-defense systems for the contested combat environment.
<b>Operational Availability (An) Target</b>	<b>(0.8)/(80%) Daily</b>
<b>Initial Program Objective Target</b>	<b>(35) U.S. Vessels</b>



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<b>Branch:</b>	<input type="checkbox"/> USN	<input type="checkbox"/> USCG	<input type="checkbox"/> USA	<input type="checkbox"/> USAF	<input type="checkbox"/> USMC
<b>Status:</b>	<input type="checkbox"/> Active Duty	<input type="checkbox"/> Reserve on Active Duty	<input type="checkbox"/> Retired	<input type="checkbox"/> Civilian	
<b>Street address:</b>				<b>Suite/Apt/Building:</b>	
<b>City:</b>			<b>State:</b>	<b>ZIP Code:</b>	
<b>Duty Station/Organization:</b>			<b>Position/Billet:</b>		
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Midshipmen	None	<input type="checkbox"/> \$15.00	Retired/Civilian 51-60	<input type="checkbox"/> \$250.00
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# NATIONAL NEWS

## National Symposium a Hybrid Success!

The 34th Surface Navy Association's National Symposium returned to an in-person event as nearly 2,500 in-person and over 700 virtual-only registered delegates from the U.S. and 22 other countries met to learn about the latest developments with sea services and surface warfare.

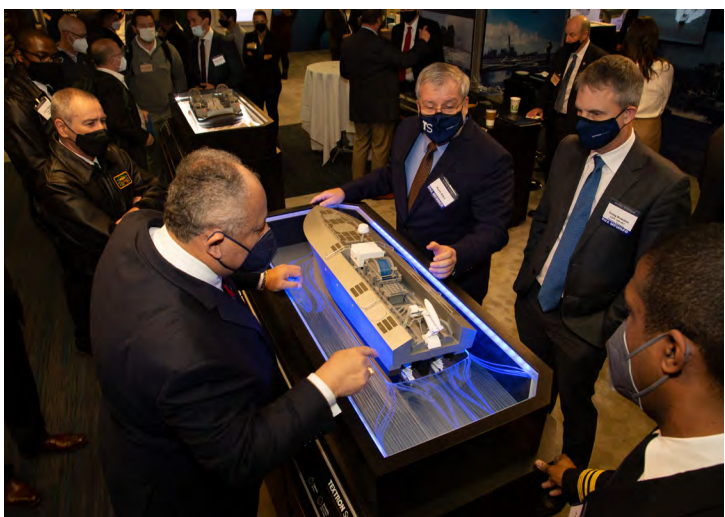
As in recent years, the exhibit hall was a sell out as government, academia, and industry representatives engaged with attendees.

Keynote speakers included Chief of Naval Operations Adm Mike Gilday, who issued his new "Charge of Command," which shared his expectations for commanders at every level regarding professional competency, integrity, character, and preparing for and leading in combat, and Commander, Naval Surface Forces Vice Adm. Roy Kitchener, who released "Surface Warfare: The Competitive Edge" document, which is designed to better align the Surface Force in the face of increasing technological complexity and rising strategic challenges (and was the theme for this year's symposium).

Commandant of the Coast Guard Adm. Karl Schultz and Commander Fleet Forces Command Adm. Daryl Caudle also delivered keynote remarks. Secretary of the Navy Carlos Del Toro was not only the banquet speaker but was able to spend time on Wednesday visiting and interacting with each of the exhibitors.

Panel discussion "roundtables" were held for junior officers, midshipmen and enlisted attendees. The Naval Heritage program focused on the "Mining & Saving of USS Princeton and USS Tripoli During Desert Storm." You can view the Naval Heritage Program on Facebook at <https://www.facebook.com/navysna/videos/230965752544249>

SNA presented a number of awards during the symposium, as well as inducted the newest members to the Surface Navy Hall of Fame.





## 34TH NATIONAL SYMPOSIUM HIGHLIGHTS

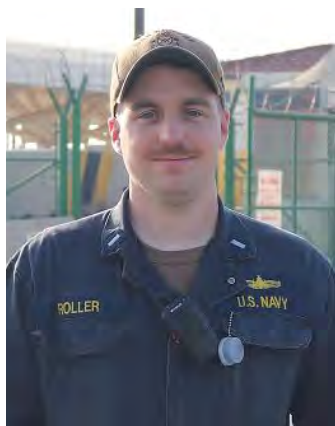


# 2021 Award Winners

The Surface Navy Association maintains a dynamic awards program to recognize our Sailors, Cuttermen, Dependents, and Civilian supporters through a wide spectrum of opportunities to include monetary and recognition awards at our annual Symposium. These awards help us to highlight some of our most talented members of SNA and our community whose achievements, in a variety of pursuits, have warranted individual recognition for their contribution to the legacy of Surface Warriors and Cuttermen. These individuals are not the complete list of those worthy of such recognition. They, in a sense, are representative of all of our heroes, past and present, who have served their Navy, Coast Guard and their nation in the surface ships and cutters that protect our Country. These awardees have distinguished themselves as being exceptionally worthy representatives of that larger list, and exemplify the high standards that we admire in our Surface Warriors and Cuttermen.

## ADMIRAL ARLEIGH BURKE AWARD WINNERS

The Admiral Arleigh Burke Surface Warfare Operational Excellence Award recognizes the top Surface Warfare Officer and Enlisted Surface Warfare Specialist from an Atlantic and a Pacific Command, who have demonstrated superior achievements in the operational aspects of Surface Warfare during a deployment.



### LT Cody Roller, USN - USS SENTRY (MCM 5) – Officer East Coast

Lieutenant Roller is a complete powerhouse of professionalism, training and material readiness onboard USS SENTRY while operating FDNF in the Fifth Fleet AOR. His performance has been nothing short of spectacular. While serving onboard SENTRY as Damage Control Assistant, his leadership and technical acumen enabled him to assume the duties as Main Propulsion Division Officer, Electrical Officer and Assistant Chief Engineer during a critical manning shortfall for the ship. During this challenging time he was the only division officer in Engineering Department. LT Roller seamlessly handled and excelled. He is the most proficient Officer of the Deck, Engineering Officer of the Watch and Mine Warfare (MIW) Tactical Evaluator serving onboard. He was the only division officer qualified in either EOOW or MIW Tactical evaluator and he is the #1 OOD, EOOW, and MIW Evaluator. He is head and shoulders above his peers. His tactical expertise ensured safe navigation, successful MIW certification and operational tasking, efficient operation of all Engineering systems and expert assessment and correction of any Damage Control casualties. Additionally, he performed flawlessly as acting Chief Engineer during the A1A1 Continuous Maintenance Availability, ensuring all depot level repairs were completed on time. LT Roller possesses positive motivation and a consistently high-performance work ethic directly leading to SENTRY's success in a demanding AOR with less than ideal manning coupled with an arduous OPTEMPO. LT Roller's extraordinary leadership, operational excellence and performance of duty have additionally earned him nominations for various ship handling and Navy recognition awards. There is no better candidate who embodies the character and operational skill as Admiral Burke!



### ENS Miles Graham, USN - USS CURTIS WILBUR (DDG 54) – Officer West Coast

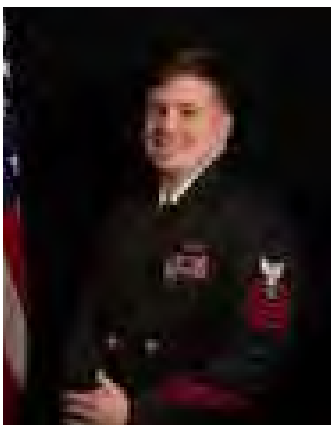
Ensign Graham's professional demeanor, peerless performance and assertive initiative is without equal onboard USS CURTIS WILBUR. He epitomizes the unwavering will, determination, and expertise of Admiral Burke. As the only Ensign qualified Surface Warfare officer on board, ENS Graham is an exceptional ship handler with over 1,600 hours of ship driving experience in the East and South China seas. He excels in seamanship, ship control and navigation acumen. ENS Graham's talents expand beyond the deck plates of the bridge. As a result of being fluent in both Japanese and Mandarin languages he was personally selected for language translations for bridge-to-bridge correspondence with Chinese and Japanese ships in the SEVENTH Fleet Area of Operations. Ensign Graham possesses professional competence to know what to do, fortitude to decide how to do it, and dynamic leadership to inspire others to accomplish it. He is certainly deserving of the 2021 Admiral Arleigh Burke Surface Warfare Operational Excellence Award.





### QMC(SWAW) Gary McGhee, USN - USS WINSTON S. CHURCHILL (DDG 81) – Enlisted West Coast

Chief Petty Officer McGhee is a phenomenal senior enlisted leader. He expertly guided 6 Quartermasters and 12 Junior Officers through nearly 60,000 nautical miles and 22 high profile straits transits, conducting Theater Security Cooperation, Maritime Security, Counter Piracy, and Counter Illicit Drug and Weapons smuggling while deployed to the SECOND, SIXTH, and FIFTH Fleet AORs. Leveraging his vast experience, he was invaluable in the training and qualification of 12 Junior Officers, one of who was named the DESRON TWO Junior Officer Ship Handler of the Year. Chief McGhee mentored them through several complex scenarios throughout the Deployment, to include a restricted navigation transit and freedom of navigation operation into Port Sudan, Sudan, a first for any U.S. Warship in over 30 years. Chief Petty Officer McGhee's passion for developing others led him to voluntarily spearhead the ESWS training program aboard CHURCHILL throughout the deployment achieving 95% qualification of all Sailors before returning home. He was integral in CHURCHILL being awarded the USS ARIZONA Memorial Trophy in 2021 for the Most Combat Ready, best performing ship in the Surface Force. QMC McGhee is an intelligent, experienced, and professional Sailor that demonstrates the highest standards of the naval service and its core values.



### DCC(SW) Christopher Brunette, USN - USS STOCKDALE (DDG 106) - Enlisted East Coast

Chief Petty Officer Brunette led his team of Surface Warriors to operational excellence throughout the Basic, Advanced, and Integrated Training Phases and into a 7th Fleet deployment with the USS CARL VINSON Carrier Strike Group. Filling the role of engineering department leading chief petty officer, he led 85 Sailors with extraordinary professionalism, in-depth level of knowledge, and uncommon foresight to flawless mission accomplishment. His superior understanding and application of Naval Surface Warfare principles enabled certification in four mission areas. While deployed to 7th Fleet, Chief Petty Officer Brunette's team rapidly responded to flooding in after steering, preventing a significant amount of water from impacting overall ship stability. Additionally, he led the charge in a major flooding casualty in STOCKDALE's auxiliary machinery room combatting intrusion of potable water that was flowing at a rate of 1,096 gallons per minute. His unwavering resolve in directing on-scene damage control efforts prevented catastrophic damage to mission-critical engineering and combat systems equipment. STOCKDALE was able to get underway on time and afterwards execute 720 hours of integrated air and missile defense duties in support of CARL VINSON Carrier Strike Group operations. Chief Petty Officer Brunette exudes the skill and professionalism we demand of our Surface Warriors. His demonstrated superior understanding and application of Naval Surface Warfare principles and dedication to his shipmates allowed STOCKDALE to accomplish the mission at every turn. He epitomizes the operational art of Surface Warfare and is most deserving of this nomination for the Admiral Arleigh Burke Surface Warfare Operational Excellence Award.

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## ADMIRAL ZUMWALT AWARD FOR VISIONARY LEADERSHIP

The Admiral Zumwalt Award for Visionary Leadership honors those who most clearly exemplify the extraordinary qualities, vision & incisiveness of the nineteenth Chief of Naval Operations. Two awards are presented annually, to active-duty Navy personnel in pay grades E3-E6 and E7-O4 who are nominated by an active-duty member equal or junior in rate/rank, and who best exemplify the ideals of Admiral Zumwalt. This award is sponsored by Serco, Inc.



### **CMDCS(SW) Apryl Nanney, USN – USS SENTRY (MCM 5) - E7-O4 Winner**

Command Senior Chief Apryl Nanney is the epitome of a team builder and inspiring leader. CMDCS Nanney is a proactive leader who empowers her Sailors to do their best. She implements the Warrior Toughness mindset. She has shown the crew that we are a mission focused Navy and that we need to work together to achieve not only the mission, but also to maintain USS SENTRY's high standards. CMDCS trains her Sailors to constantly assess themselves to be a better War Fighting Team. Since arriving onboard, SENTRY has had seven OTEIP, five reenlistments, nine ESWS and 16 Sailors advance in their respective pay grades. When called upon by CENTCOM to support Operation Allies Refuge 2021 CMDCS Nanney showed an excellent example of unit cohesion by leading 84 Sailors between USS SENTRY, USS DEVASTATOR, and the USS GLADIATOR to manage the administrative, sustenance, logistics, and facilities requirements for over 7,000 Afghan evacuees. She is the perfect example of leading with an uncompromising code of integrity and has identified that toughness requires you to identify your sources of strength and resilience prior to the fight beginning.

CDMCS Nanney is a clear force multiplier and a powerful leader that sets the bar extremely high for others to follow. Her devotion to duty and genuine care for the wellbeing of her Sailors is unparalleled. The Sailors of USS SENTRY know that CMDCS is the standard for Navy visionary leadership.



### **OSI(SW) Kenneth McDonald, USN – USS HIGGINS (DDG 76) - E3-E6 Winner**

Operations Specialist First Class McDonald exemplifies deck plate leadership and technical expertise through his extensive Command wide roles. His impact crosses all watch teams inside and outside the Combat Information Center as he serves as HIGGINS' principal Surface Warfare Coordinator, Anti-Terrorism Tactical Watch Officer and Interface Control Officer. Petty Officer McDonald's talents and mentorship are sought out by Sailors of all ranks and backgrounds due to his exceptional level of knowledge and unique teaching style. His leadership within a division of 22 sailors extends beyond his tactical expertise and war fighting abilities to include a strong focus to Sailor programs and families. His dedication to his fellow sailors and their families is demonstrated repeatedly by his efforts to improve his shipmates quality of life and wellbeing of their dependents which is the embodiment of Admiral Zumwalt's philosophy of leadership. He is a high performing leader, onboard a forward deployed destroyer in one of the most challenging AOR's in the world. Due to his excellent skill, devotion to Sailors, and visionary leadership; he epitomizes the positive reforms led by Admiral Zumwalt and performs in the highest traditions of the Naval Service.

## CAPTAIN HOPLEY YEATON CUTTER EXCELLENCE AWARD

The Hopley Yeaton Awards, which honor the Coast Guard's legendary sea-going forbearer, Capt. Hopley Yeaton, are given to celebrate and recognize cuttermen and cutter crews who best exemplify what it means to be a top-tier Coast Guard cutterman in spirit and in action.

The Cutter Excellence Award annually recognizes the crew of a large cutter, the crew of a mid-sized cutter, and the crew of a small cutter. Cutter crews recognized for this award will have demonstrated exceptional performance in areas such as operations and mission accomplishment; commitment to crew and families; cutter training and readiness; and engineering.

### **CGC HAMILTON (WMSL 753) - Large Cutter**

Following her trans-Atlantic escort of the first Fast Response Cutters bound for service at PATFORSWA, CGC HAMILTON transited the Bosphorus into the Black Sea where she conducted freedom of navigation patrols and operated and trained with Turkish and Romanian Naval Forces, the Georgian Coast Guard, and Ukrainian Maritime Forces. While deployed in the U.S. European Command AOR, HAMILTON conducted at-sea exercises and port visit engagements with the navies and coast guard of seven total international allies and partners; bolstering freedom of navigation in international waters of the Black Sea and building maritime domain awareness, cooperation, and interoperability with partner nation navies and coast guards. As Caribbean maritime migration levels increased to the highest levels in more than seven years, HAMILTON assumed command of surface operations in the Windward Pass, directing the employment of three major and four fast response cutters that successfully resulted in a dramatic decline in attempts by migrants to attempt the extremely hazardous voyage at sea.



### CGC RESOLUTE (WMEC 620) - Medium Cutter

In 2021, CGC RESOLUTE safely conducted the largest single-unit, at-sea migration case in more than a decade (183 migrants, including 17 children and infants). RESOLUTE led rigorous dockside and underway trials for the new Cutter Boat-Large acquisition and delivered expert analysis of safety, compatibility, and suitability for a wide range of Coast Guard missions. RESOLUTE's superb engagement with headquarters program sponsors and naval engineers supported successful acceptance and roll-out across the entire 210' WMEC fleet. Highlighting a year with multiple SAR cases, RESOLUTE's lookout detected people in the water, leading to the rescue of 8 migrants who had been treading water for 24 hours following the capsizing of their makeshift vessel.

### CGC ISAAC MAYO (WPC 1112) - Small Cutter

In 2021, CGC ISAAC MAYO conducted 108 at-sea boardings resulting in the disruption of 3,000 kgs of cocaine valued at \$75 million. ISAAC MAYO conducted joint operations with Customs and Border Protection and Homeland Security Investigations during an operation to deter, detect, interdict, and inspect, targets of interest in the northern portion of Sector Key West's area of responsibility. ISAAC MAYO led the way during Operation CHOKE POINT, an intradepartmental partnership with Customs and Border Patrol and Homeland Security Investigations, to board and inspect vessels operating in the Gulf of Mexico. Additionally, ISAAC MAYO developed a first-ever Tactics, Techniques, and Procedures for operating with a Customs and Border Patrol 45-ft Coastal Intercept Vessel, laying the foundation for sustained multi-agency asset employment far beyond historical operating limitations.



*CGC HAMILTON (WMSL 753) - Large Cutter*



*CGC RESOLUTE (WMEC 620) - Medium Cutter*



*CGC ISAAC MAYO (WPC 1112) - Small Cutter*

## CAPTAIN HOPLEY YEATON SUPERIOR CUTTERMAN AWARD

Recognizes one officer and one enlisted member from across the fleet who best exemplify the Cutterman spirit and Captain Yeaton's legacy. Nominees must be Cuttermen (permanent or temporary with a minimum of one year of sea time) assigned to an afloat unit during the award period.



LTJG Lauren Kowalski, USCG - CGC POLAR STAR (WAGB 10) - Officer

LTJG Kowalski completed the USCG's Afloat Icebreaker Training program and demonstrated outstanding professionalism in her role as USCG liaison officer and ice pilot for three months aboard the HMS PROTECTOR. In her capacity as ice pilot, she led the ship to set a new Royal Navy latitude record for surface ships. She managed operations and tracklines for the nation's only heavy icebreaker, planning and navigating the 10,000 nm voyage for the Arctic Winter West 2021 deployment, through treacherous ice windrows, howling gales, and 10 days of perpetual winter darkness.

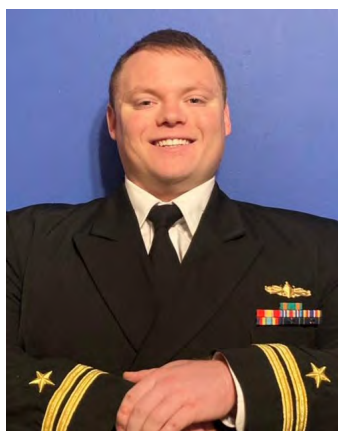


YN1 Joseph DeVito, USCG - CGC RELIANCE (WMEC 615) - Enlisted

YN1 DeVito went beyond the normal duties of a Yeoman afloat by qualifying as an underway officer of the deck. In addition, YN1 DeVito qualified as boat deck safety, helm and lookout, boatswain mate of the watch, quartermaster of the watch, on scene leader for flight operations, detainee watch stander, boarding team member, force protection officer, .50 cal mount captain, .50 cal gunner, repair party leader, and inport officer of the deck. As the vice chairperson of the cutter's newly formed Leadership and Diversity Advisory Council, he helped organize multiple events that improved the unit's investment in the professional and personal development of its junior officers and enlisted members. As a Damage Control Training Team member leading training for Repair III, he trained more than 100 crew members in damage control. His superb expertise as a Yeoman resulted in zero discrepancies across 50 line items during the cutter's Finance and Administration inspection.

## COMMANDER NAVAL SURFACE FORCES EXPERT SHIP HANDLER AWARD

This award recognizes Surface Warfare professionals that excel in the art of naval shiphandling.



LT Benjamin Pedersen, USN, USS Patriot (MCM 7) - Winner

LT Benjamin Pedersen is a native of Johnsbury, IL. He commissioned through the NROTC program at the University of Missouri, obtaining a Bachelor's Degree in Exercise Physiology graduating Cum Laude. His first sea duty assignment was as a Division Officer aboard USS HALSEY (DDG 97) where he primarily served as the Repair Officer from 2016 to 2018. He was then forward deployed to Sasebo, Japan where he served as the Navigator aboard USS PATRIOT (MCM 7) from 2019 to 2021.

Runner Up: LT Matthew Bain, USN, USS Monsoon (PC 4)



## SURFACE NAVY ASSOCIATION LITERARY AWARD

This award recognizes the best professional article published in a recognized journal, print or digital publication which addresses Surface Navy, Coast Guard or surface warfare issues. The article must be published during the preceding year, beginning on 15 October.

This award is co-sponsored by the United States Naval Institute.



**CAPT Stephen J. Ilteris, USN - Joint First Place Winner**  
**"Resurrect the Hunter-Killer Group" Proceedings, April 2021**

Captain Stephen Ilteris, a career amphibious surface warfare officer is the commanding officer for Naval Leadership and Ethics Center, Newport, Rhode Island. He previously commanded the USS Anchorage (LPD 23), USS Harpers Ferry (LSD 49) and served as chief staff officer of Amphibious Squadron SIX. He is a graduate of the Massachusetts Maritime Academy, Naval War College, and the Army War College at Carlisle Barracks.



**CDR Michael E. Ilteris, USN - Joint First Place Winner**  
**"Resurrect the Hunter-Killer Group" Proceedings, April 2021**

Commander Michael Ilteris is on the staff of Joint Forces Command Naples. He enlisted in 1992 and served with Fighter Squadron 51 at NAS Miramar as an aviation ordnanceman. After earning his bachelor's degree from Norfolk State University in 1996 and completing the Surface Warfare Officer, Division Officer Course, he reported to the USS Ross (DDG-71) and earned his surface warfare designation. Commander Ilteris was selected for naval flight officer training and has served with Patrol Squadrons 1 and 45. He is a graduate of the NATO Defense College.

**Honorable Mention : LCDR Evan A. Karlik, USN**  
**"Diving Off the Platform-Centric Mind-Set" Proceedings, May 2021**

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## SURFACE FORCE INDEPENDENT DUTY CORPSMAN OF THE YEAR

The Surface Force Independent Duty Corpsman Award was established to identify highly motivated and specially trained Hospital Corpsman representing SURFLANT and SURFPAC to manage health programs and provide primary care under indirect supervision at sea.



### HM1(SW/FMF) Franklin McCullough, USN – USS SIOUX CITY (LCS 11) – COMNAVSURFLANT

HM1 McCullough is a proven professional and an outstanding leader to all ranks onboard SIOUX CITY BLUE. He is dedicated to mission success and is absolutely the most stellar First Class Petty Officer and Independent Duty Corpsman onboard. He excels above his peers and sets the standard for others to emulate. He is constantly sought out by his waterfront IDC peers for mentorship and assistance during the most demanding inspections and assessments. His steadfast leadership and innate ability to train, led SIOUX CITY BLUE to 100% COVID vaccination rate prior to deployment, the first to do so under CNSL's purview. As a result of his efforts, he was selected as the Senior Sailor of the Quarter (SSOQ) and the COMLCSSRON TWO SSOQ for 3rd Quarter 2020. His dedication is not bound to the Medical Department. Selected over senior peers as the Supply Department Leading Petty Officer. His leadership and team player mentality were invaluable during the post availability period throughout Basic and Advance phase certifications and throughout SIOUX CITY BLUE's current 4th Fleet deployment. HM1 McCullough is the backbone of the command and has contributed greatly to the winning team we have built. He is most deserving of selection as BUMED Surface Force Independent Duty Corpsman of the Year!



### HMCS(SW/FMF) Richard Moreno, USN – USS PRINCETON (CG 39) - COMNAVSURPAC

HMCS Moreno's unwavering dedication and service to the Navy, to PRINCETON, and to his shipmates has been proven in the success and exemplary performance of PRINCETON's Medical Department. Senior Chief Moreno hit the ground running from the first day he reported on board. Taking a medical department with a 54% in medical readiness to a 96% deployable status in less than three months exemplifies his technical expertise and dedication to mission accomplishment. As the medical subject matter expert, he took charge during the COVID-19 pandemic by implementing shipboard policy, providing accurate reports off ship, and ensuring PRINCETON was COVID free during an unprecedented ten and a half month deployment. His professional management of five NAVOSH programs and care of command health promotion and readiness earned the ship the Green "H" award for 2020. Senior Chief Moreno is a motivated leader who sets the standard for the command. Not only does he fulfill the role as the Independent Duty Corpsman, but he was hand-selected to be acting CMC for two weeks and execute the duties as the Departmental Leading Chief Petty Officer for Navigation and Executive Department in charge of 23 Sailors and three officers. His command-wide impact is also felt in the multiple collateral duties, such as Damage Control Training Team member, command Enlisted Surface Warfare Specialist coordinator, and Exceptional Family Member Program coordinator. Each duty executed with superior results. He is a passionate leader whose unwavering dedication and care for Sailors is unmatched. There is no other Independent Duty Corpsman more deserving of this recognition!



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*Remembrance*  
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**3 JUNE 2022**

ARMY NAVY CLUB, ARLINGTON, VA  
 RECEPTION @ 1800 | DINNER @ 1900  
 REGISTRATION REQUIRED





## SPECIAL RECOGNITION AWARD

Awarded to Surface Navy Association members, dependents, and retirees whose community-related activities go “above and beyond” in promoting the Surface Navy and the U.S. Coast Guard. It is the Association’s highest honor.

### VADM Timothy LaFleur USN (Ret)



A former Commander of the United States Naval Surface Forces Command, Vice Admiral LaFleur has been a stalwart leader and outstanding representative of the special club that is the Surface Navy Association. His career spanned the years from the origins of the organization to the present day and his influence in setting the high standards that exist today is a testament to his efforts. As a Naval Leader, Vice Admiral LaFleur has done it all. He lead multiple Commands-At-Sea, Strike Group Command, and visionary leader of the Surface Warfare Community where he worked tirelessly to improve manning, equipping, and the training of ships and personnel to deliver “Warships Ready for Tasking” to the Combat Sea Commanders. In retirement, he took these passions into the Surface Navy Association and selflessly served as the Chairman of the Board for the San Diego Chapter of SNA for many years, while serving triple duty as a National Vice President, and member of the National Executive Committee. One cannot think of the robust development of the Surface Warfare Community, Ship Repair and Maintenance, and the growth and sustainment of SNA without thinking of Vice Admiral LaFleur and his many contributions. For these contributions, he is awarded the Special Recognition Award, our highest honor.

### RDML Thomas J. Wilson USN (Ret)



One of the important elements of our Association are our special programs and awards recognizing the achievements of the membership of our community. Rear Admiral Wilson has been a great supporter and leader of programs within the Greater Washington Chapter as well as heading the Zumwalt Selection Committee and being a member of the SNA Executive Committee. His involvement contributed greatly to the success and momentum of these special programs. Throughout his distinguished 30 plus year career as a Surface Nuclear Officer, Forces Afloat Commanding Officer and strong promoter of Surface Warfare, Rear Admiral Wilson has been a phenomenal Ambassador of SNA and a presence that can always be counted on for leadership, recruiting new members, and as a person who will always go the extra mile in supporting whatever needs to be accomplished on behalf of the Association. Rear Admiral Wilson’s thirty years of service to SNA have made a true difference and have been instrumental in the esteem in which SNA holds in the Navy Warfare Community. For his selfless service to the organization, he is awarded the Special Recognition Award, our highest honor.

### CAPT James Tackett USN (Ret)



The foundation required to build, grow, and sustain an organization such as the Surface Navy Association must be established on hard work, strong principals and professional acumen. It must have strong visionary leadership and financial stability to lean on in terms of organization, vision, and commitment to the finer points of running the most successful professional mariner organization in the world. Captain James Tackett has been the backbone of the Association by his selfless service for over two decades as National Treasurer and key member of our Executive Committee. Captain Tackett has been a competent, knowledgeable and enduring presence on the Executive Committee and a key factor in the successful management of the organizations financial strategy. Among his many achievements has been his coordination and support of the seamless integration of the US Coast Guard’s Cuttermen into our, professional organization of the seagoing men and women of our respective services. Captain Tackett’s service to SNA and to the Surface Warfare Community has been remarkable! His tireless efforts and expertise have been the quintessential ingredient in the continued success and growth of our organization. For these and other contributions to SNA, he is awarded the Special Recognition Award, our highest honor.

## FORCM(SW/AW/EXW) James Osborne USN (Ret)



An important part of the leadership for the enlisted ranks, Force Master Chief Osborne has been a driving force in the determination of the George Sirian Award, coordinating the selection process and actively participating in the initiation week onboard the USS CONSTITUTION. Through his unselfish and steward-leadership style he has voraciously supported SNA through our Continuing the Conversation interviews and assisted in providing great program content and relevant advice for not only the local Chapter but for SNA National as well. Force Osborne has worked tirelessly in volunteering for duties in support of both the Waterfront Symposium and the National Symposium. His leadership and presence are both infectious and welcoming to all enlisted, Coast Guard Cuttermen and officers of all levels of seniority. For his tireless, longstanding and phenomenal service to our Association, he is awarded the Surface Navy Association's Special Recognition Award, our highest honor.



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## FACE SITREP

THE OFFICIAL SURFACE NAVY ASSOCIATION NEWSLETTER

WINTER 2020

and  
Requirements for  
a Capability for

Group Two, RMA,  
ability Development Eric  
I. Innovation Branch and  
Danish Army Assistant  
Colonel.

N. BERT

If the maritime domain, and it is  
around, your job, what you're  
doing in terms of innovation

visions on ships. That is why I  
join tomorrow if they asked me,  
and I'm really, really, really, really  
in a lot of ADIC, my last assignment  
is in the operational readiness  
the J2C2 as one of the three



## SURFACE SITREP

THE OFFICIAL SURFACE NAVY ASSOCIATION NEWSLETTER

SUMMER 2020

Numbered Fleets are a Tactical  
Maneuver Arm to be Employed Wherever  
They're Needed

An Interview with Rear Adm. Steve Waddell, Royal Canadian Navy, Vice Commander, U.S. Second Fleet

BY CAPT EDWARD L. NAGDEVE USN (RETI)

The U.S. Second Fleet was disestablished back in 2011 for a variety of reasons some would say the "space dividend" others would say change in priorities, still others would say the budget process in terms of resources, all of them together had an impact on the decision. The Supreme Allied Commander Atlantic (SACANTL) and the NATO organization changed in 2009-2010, and that General Headquarters was established. It was not long after that in 2011 that 2nd Fleet went away. The activities and the fleets were left there, but the Atlantic became a passageway to go to other theaters - CENTCOM (U.S. Central Command) being the primary one. But, with a return to the great power competition, we are seeing again the same traditional threat that many of us remember from years gone by. I have 20 years in, so I remember some of those early days of what the Cold War was like. There was a need to re-establish 2nd Fleet and, the CHD at the time, Admiral John Richardson, said it was "a dynamic response to a dynamic security environment." So,



Rear Adm. S.A. Waddell (Photo by Chief Press Communication Specialist James J. Brown)

## SURFACE SITREP

THE OFFICIAL SURFACE NAVY ASSOCIATION NEWSLETTER

FALL 2020

The ESG Construct Delivers Versatile,  
Lethal Capabilities

Interview with RADM Fred Kachow, USN  
Commander, Expeditionary Strike Group SEVEN/  
Commander, Amphibious Force, SEVENTH Fleet

BY CAPT EDWARD L. NAGDEVE USN (RETI)

The ESG is truly greater than the sum of its parts, and that advantage is only going to grow as the Navy and Marine Corps forge new ways to complement each other's capabilities at sea and support Seventh Fleet operational objectives.

What can you tell us about your recently completed deployment aboard USS America as part of your Expeditionary Strike Group?  
We executed an extended ESG deployment and I hope to tell you that the ESG construct represents one of the most versatile and lethal capabilities we have in the U.S. Navy today.  
Our core strike group consisted of three amphibious warships. Based on our mission, the warships can be augmented by cruisers and destroyers to no size in the latter part of our deployment in the South China Sea.  
Big day is the same. One mission we are sitting on objective shores with our relative Corps reconnoiter, the next we are conducting high



## SURFACE SITREP

THE OFFICIAL SURFACE NAVY ASSOCIATION NEWSLETTER

FALL 2020

The Best Time to Talk with your  
Detailer is Early, with Nothing at Stake

An Interview with CAPT Derek Tringer, USN  
Head Surface Warfare Officer (Detailer PERIS 4)  
Commander Navy Personnel Command, Millington, TN

BY CAPT EDWARD L. NAGDEVE USN (RETI)

Tell us a little about your background.  
I reported in June of 2018 following my tour as CO of USS NORMANDY. I previously had a four-year command tour in the USN as a traditional XO tour on the old career path. My career started aboard the coastal minesweeper that was forward deployed, as I called on five MHQs (Cruiser, Corvettes, Strike, Bobs, and Pelican). I previously served here at PERIS 4 for two and a half years before I went off to XO and then CO of USS O'Kane in Pearl Harbor.

Is that sort of typical for the head surface detailer - which is a very important job in the community - to have had some experience in personnel management and detailing?  
I think it's typical. I can't think of anyone who had this job as their first tour into personnel.  
What did you do when you were a detailer?  
I was a lieutenant commander and commander details. I had a





## SURFACE NAVY ASSOCIATION VIDEO AWARD

This award was established 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. Videos can be viewed by visiting [navysna.org/awards/#video](http://navysna.org/awards/#video)

### USCGC RESOLUTE (WMEC 620) – First Place

Highlights from CGC RESOLUTE's recent patrols, countering the threat of narcotics and illegal migration voyages in the Central Caribbean.

### USCGC HAMILTON (WMSL 753) - Second Place

CGC HAMILTON demonstrates the cutter’s operability and mission readiness through the impact women have on the unit and the Coast Guard. These roles range across all departments such as, Engineering, Operations, Combat Systems and Support.

### USS TRIPOLI (LHA 7) - Third Place

USS TRIPOLI highlights events from a busy year in the fleet



*USCGC RESOLUTE (WMEC 620) – First Place*



*USCGC HAMILTON (WMSL 753) - Second Place*



*USS TRIPOLI (LHA 7) - Third Place*



## CAPT RAYMOND KOMOROWSKI PHOTO AWARD

This award was established 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.



**Grand Prize Winner – First Place Ships Photo**  
**BMC Nelson Doromal, USN, Maritime Expeditionary Security Squadron Eleven**

Sailors assigned to Maritime Expeditionary Security Squadron 11 conduct security drill as part of final evaluation assessment.



**Second Place Ships – ISI Alexander Fraser, USN**  
**USS STOCKDALE (DDG 106)**

Japanese warship FUYUZUKI conducts operations at sea for the first time with USS STOCKDALE (DDG 106).



**Third Place Ships – ET2 Rut Moyet-Alvarez, USCG**  
**USCGC NATHAN BRUCKENTHAL (WPC 1128)**

USCGC NATHAN BRUCKENTHAL (WPC 1128) steams in formation with USCGC HAMILTON (WMSL 753) following a refueling at sea exercise conducted in preparation for HAMILTON's escort of the first Fast Response Cutters to Bahrain.





**First Place Operations –PO3 Jackson Adkins, USN – USS GERALD R. FORD (CVN 78)**

Gas Turbine Systems Mechanic Fireman Felix Charroin, from Redding, CA, assigned to the Arleigh Burke-class guided missile destroyer USS FARRAGUT's (DDG 99) engineering department, rigs the exhaust ducting of a ram-fan 2000 during a general quarters drill on the ship's fo'c'sle.



**Second Place Operations–PO2 Trenton Hirschi, USCG  
Coast Guard Sector Corpus Christi**

Cutter DOUGLAS MUNRO (WHEC 724) fires final shot from 76mm before decommissioning in April 2021 after 50 years of faithful service.

**Third Place Operations –PO3 Zachary Guth, USN  
USS GERALD R. FORD (CVN 78)**

Sailors assigned to the Arleigh Burke-class guided missile destroyer USS LASSEN (DDG 82), pay out line into the ship's deck storage.







**First Place Personal Interest- PO5 Louis Staats, USN – USS WINSTON S. CHURCHILL (DDG 81)**

The Crew of USS Winston S. Churchill poses with one of her embarked MH-60R Helicopters as well as her two Rigid Hull Inflatable Boats, whose wakes, combined with that of the ship, form the shape of an anchor. Anchored in Success!



**Second Place Personal Interest–ENS Sarah Weinstein, USN Carrier Strike Group ONE**

Captain Steve Foley, Commanding Officer USS Lake Champlain, looks through the big eyes at the sunset during a deployment in 7th Fleet.



**Third Place Personal Interest- MC5 Justin Stack, USN NPASE Japan**

A Sailor aboard Arleigh Burke-class guided-missile destroyer USS Barry (DDG 52) renders honors to Japan Maritime Self-Defense Force Izumo-class helicopter carrier JS Kaga (DDH 184) during MALABAR 2021.



# Surface Navy Museum News

BY JONATHAN WILLIAMS

I am happy to announce that your Museum, the National Museum of the Surface Navy at the Battleship IOWA, is on pace to open on the Surface Navy's 250th birthday (October 13th, 2025). Despite COVID-19 challenges, the Surface Navy community – those who served and their families – have come out in support of their museum by becoming Plank Owners, advocating throughout their communities, and having meetings with interested donors.

On December 27, 2021, President Biden signed into law the National Defense Authorization Act, which included a provision to officially designate our organization the National Museum of the Surface Navy, built aboard the Battleship IOWA. Congresswoman Nanette Diaz Barragan spearheaded this effort with support from both the California and Iowa delegations. We are the only officially designated National Museum on the West Coast and the only museum to honor our Surface Navy heroes and fleet.

We celebrated this designation at the 2022 Surface Navy Association's National Symposium with a reception on the terrace where we were joined by many Surface Navy community leaders. This reception was well received, and we intend to continue to hold it in 2023, as we take the opportunity to connect with those interested in the Museum.

Our trip to SNA was topped off by Secretary of the Navy Carlos Del Toro presenting me with the Navy Distinguished Public Service Award. This is the highest award that the Navy can present to non-DoD civilians. This incredible honor is representative of the dedicated work that our passionate crew performs daily to venerate our sea services.

We'll spend the next couple of months focused on several initiatives, including LA Fleet Week over Memorial Day weekend for the first ever coast-to-coast Fleet Week in alignment with New York Fleet Week. Together, our two Fleet Weeks will kick off the summer across the USA. During LA Fleet Week, we will convene executive level leaders from industry, government, and military for the inaugural Freedom of the Seas Maritime Senior Leadership Symposium (MSLS)

to discuss transpacific supply chain challenges and impacts. We have already confirmed the attendance of several senior executive Navy and Defense leaders, and there is excitement from industry to participate in the conversation.

Our team has also begun the preparation of exhibit space and infrastructure improvements aboard the Battleship to support the planned immersive environment. Additionally, we are in discussions with designers extensively versed in creating immersive experiences to begin the process of assembling the storyline and exhibits. There is no doubt that 2023 will be an exciting year, as your Surface Navy Museum begins to take shape

This Museum is YOUR Museum, and your support is essential whether you are a Plank Owner, advocate, crewmember, major donor, or a legacy planned giver. We wouldn't be able to build your Museum without each of you. Thank you to the SNA community for your support!

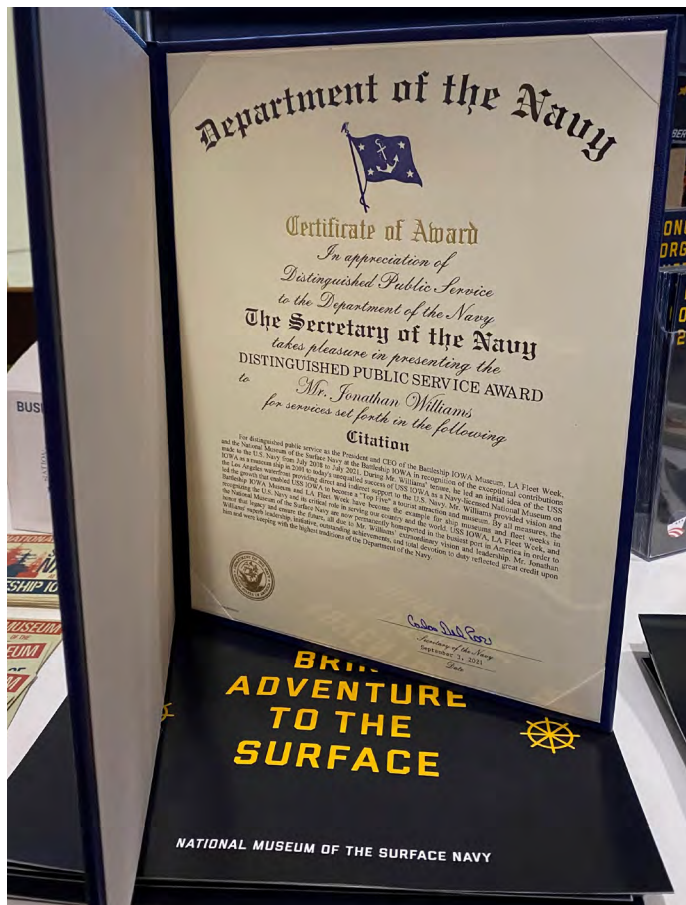


*The Secretary of the Navy, the Honorable Carlos Del Toro, presented the Navy Distinguished Public Service Award to Jonathan Williams during the SNA Symposium.*





President and CEO Jonathan Williams accepted SECNAV's Distinguished Public Service Award on behalf of the entire crew of the Surface Navy Museum aboard the Battleship IOWA.



The Navy Distinguished Public Service Award is the highest award that the US Navy can present to non-DOD civilians. Past recipients include actor Tom Hanks and photographer Joe Rosenthal.



# HELP BUILD YOUR MUSEUM

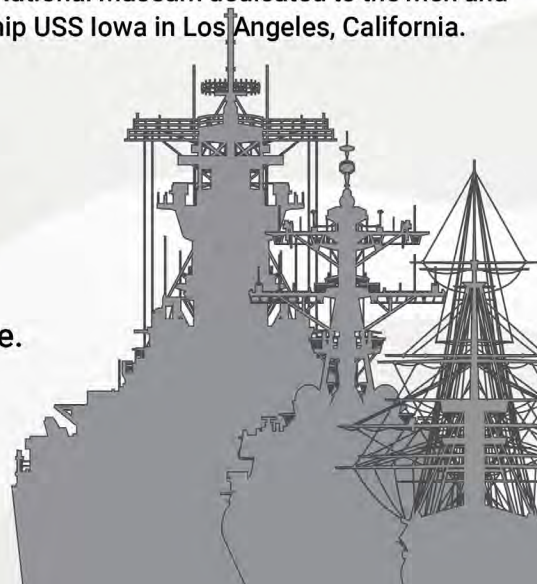
In 2025, on the U.S. Navy's birthday, the first and only National Museum dedicated to the men and women of the Surface Navy will open aboard Battleship USS Iowa in Los Angeles, California.

## YOU CAN HELP

- Sign up to be a Plank Owner.
- Contribute (cash, in-kind, stock, real estate, planned giving, etc.)
- Volunteer (pro-bono, services, etc.)
- Ask your friends to become Plank Owners.
- Follow us on Facebook, Instagram, Twitter, and YouTube.

## SHOW YOUR SUPPORT

SurfaceNavyMuseum.org  
development@surfacenavymuseum.org





# RECOMMENDED READING

FROM THE DESK OF THE EXECUTIVE DIRECTOR

## Breaking Ice and Breaking Glass; Leading in Uncharted Waters

By VADM Sandra Stosz, USCG (Ret)

REVIEWED BY RADM JEFF HATHAWAY, USCG (RET)

I first met LTJG Sandy Stosz in 1986 when she was serving as the operations officer aboard the USCGC Clover, an older medium endurance cutter homeported out of Eureka, CA. It was Sandy's second consecutive afloat tour (her first was aboard a polar icebreaker). I was serving as commanding officer of a sister cutter stationed a few hundred miles north on the Oregon coast. A Coast Guard Academy classmate was serving as CO of Clover at that time and told me that LTJG Stosz was a unique female officer, at a time when there were not many serving afloat. Once I had a chance to talk with her, I wholeheartedly agreed with my classmate. I knew that LTJG Stosz had the talent, attitude, and motivation to help lead the USCG through upcoming periods of required change – if the current system didn't destroy her first.

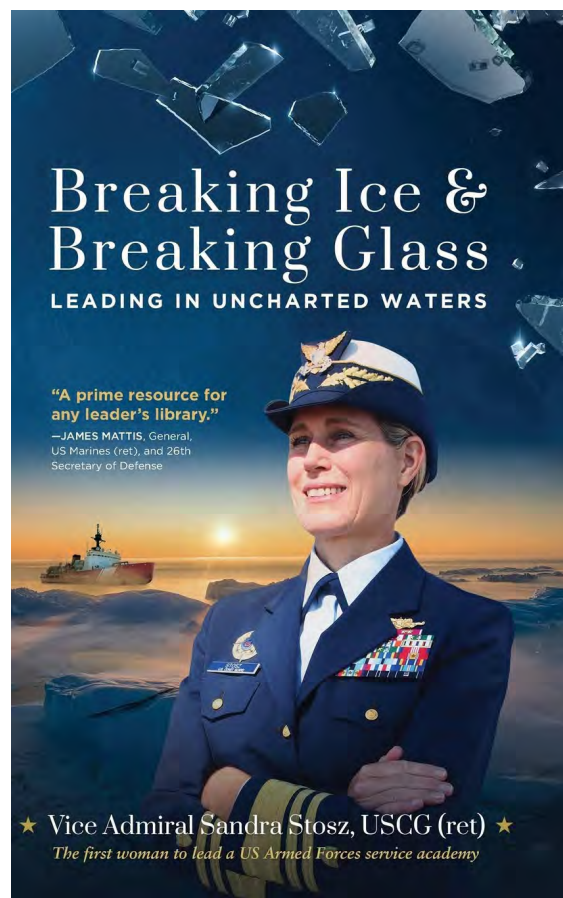
A few years later, while serving as the first military assistant to the Secretary of Transportation, I was excited to see the DOT secretary select, now LT Stosz, as the first military aide assigned to the secretary. At that moment I knew that Sandy was "breaking glass" and wouldn't be stopped.

VADM Stosz describes her motivation for creating her manuscript as:

*Today, our nation is like a ship being tossed in tumultuous seas. The winds and waves of change have divided and distanced our society, threatening to wash away the very principles upon which our nation was founded. The forces of change are driving us into uncharted waters. Now more than ever, our nation needs leaders with the moral courage to stand strong and steady—leaders capable of uniting people in support of a shared purpose by building the trust and respect necessary for organizations and their people to thrive.*

VADM Stosz does a terrific job in delivering on her motivation. In *Breaking Ice and Breaking Glass: Leading in Uncharted Waters*, she draws upon 40 years of extensive leadership experience, including twelve years of sea duty and two afloat commands, leading mostly all-male teams in the US Coast Guard to help leaders navigate complexity and succeed at every level. Character-centered, proven leadership principles emerge from engaging, personal stories, from the entirety of her career, that teach leaders at all levels how to find, and then become, an inspiring mentor; implement successful diversity, inclusion, and equity programs; successfully lead in a complex environment; and much more.

It offers wisdom and understanding about what it means to develop leadership based on character -- wisdom derived from decades of preparation, performance, and perseverance, resulting in successes



small and large, personal and professional, and recollected in thoughtful, cogent deliberation. While books on leadership certainly abound, VADM Stosz has assembled a selection of valuable lessons, rare in its light, clarity, depth of color, and simple elegance. Her book shines in ways that others do not. Whatever slight imperfections it may have, as all gems do, the flaws add to its distinctive qualities, without diminishing its great value.

You can follow VADM Stosz's continuing Blog on character-centered leadership at: [www.sandrastosz.com](http://www.sandrastosz.com)

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## NEW THREE YEAR MEMBERS

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LT Bryson Alexander USN  
 CAPT Douglas Anderson USN (Ret)  
 LCDR Paul Archer USN  
 MCPO Matthew Avery USCG  
 LCDR Tyree Barnes USN  
 LT Katrina Bernal USN  
 ITC Michael Bettels USN  
 Mr. Don Bolling  
 CAPT Gregory Byers USN (Ret)  
 ENS Michael Chandler USN  
 LCDR Roque Chase USN (Ret)  
 DC1 Dakota Connor USN  
 LT Amy Consiglio USN  
 CDR Allison Cox USCG  
 LTJG Chris Crosthwait USN  
 HM2 Lauren Day USN  
 CDR Al Desmarais USN (Ret)  
 PO1 Joseph DeVito USCG  
 LCDR Ashlee Dillard-Houston USN  
 Mr. Rowland Escritor  
 Mr. Sean FitzGerald  
 CDR James Flannery USN (Ret)  
 Mr. David Fredericks  
 Mr. James Fullerton  
 LT John Golden USN  
 ENS Jacob Goodman USN  
 CDR Michael Grant USN (Ret)  
 LTJG Nicholas Hajer USN

CAPT Bill Hamblet USN (Ret)  
 LTJG Benjamin Harris USN  
 CAPT Mark Harris USN (Ret)  
 MCPO Nathan Hon USN  
 Mr. Mark Honecker  
 LCDR John Huschilt USNR  
 LCDR Kristen Jones USN  
 LTJG Elsa Kania USN  
 MECS William Kelly USCG  
 Mr. Fair Kim  
 Mr. Nathan Kneeland  
 CAPT Brian Krautler USCG  
 LCDR Walter Krolman USCG  
 Mr. Amit Kumar  
 LCDR Emmett Lamb USN  
 Mr. Charles Lewis  
 CDR Kenneth Lieberman USN (Ret)  
 CDR Scott Maloney USN  
 LT Logan Mars USCG  
 LTJG Jonathan Maruszewski USN  
 CAPT Cedric McNeal USN  
 CDR Ramon Medina USN  
 SGT Charles "Chuck" Micallef USMC (Ret)  
 LT Joshua Moan USCG  
 Mr. Shane Mueller  
 CPO Anthony Munoz USN  
 LTJG Matthew Nagle USCG  
 LT Terry Netusil USCG  
 Mr. William North

CDR Niels Olson USN  
 CPO John Payne USN  
 CDR Christopher Petro USN  
 CDR Alan Phillips USN (Ret)  
 Mr. Brian Pope  
 Mr. Jonathan Posner  
 CAPT Donald Rauch USN  
 Ms. Sherri Reese  
 CAPT Bill Reuter USN (Ret)  
 Mr. Matthew Rock  
 CAPT Ronald Rutan USN  
 CDR Brent Sadler USN (Ret)  
 Mr. Thomas Schwinn  
 LtCol Rob Scott USMC (Ret)  
 CAPT Timothy Sommella USCG  
 LCDR Rosemarie Spuhler USN  
 CAPT Steven Stancy USN (Ret)  
 LCDR Calvin Stanford USN (Ret)  
 CDR Michael Sweeney USN  
 LT Jeffrey Teague USN (Ret)  
 LT John Teufel USN  
 LT Luke Trautwein USCG  
 CDR Stephen Valerio USN  
 LT Vaughn Vaughn USCG  
 LT Hillary Weise USCG  
 BM2 Lindsey York USCG  
 LCDR Bret Yount USN  
 ENS Xinhe Zhu USN

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## NEW LIFE MEMBERS

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RDML Sandra Adams USN (Ret)  
 CAPT Kevin Andersen USN (Ret)  
 CAPT Thomas Andress USN (Ret)  
 CDR Bruce Apgar USN (Ret)  
 CAPT Lance Bardo USCG (Ret)  
 CAPT Matthew Bonner USN (Ret)  
 Ms. Angela Bonner  
 CDR Joseph Bulger USN (Ret)  
 Mr. Joseph Carwile  
 CDR Thomas Clemons USN (Ret)  
 LCDR Casey Colton USN  
 FCCS(SW) Wayne Dietel USN (Ret)  
 Ms. Monica Feltson  
 Mr. Brian Flynn  
 RADM David Gale USN (Ret)  
 CAPT Kyle Gantt USN  
 CAPT William Garland USN (Ret)  
 CAPT Craig Gilbert USCG (Ret)  
 CDR Angela Gonzales USN

CAPT Thomas Gorski USN (Ret)  
 Mr. Alexander Graham  
 RADM Victor Guillory USN (Ret)  
 CAPT R. Robinson Harris USN (Ret)  
 Mr. Christopher Heinz  
 RDML Randall Hendrickson USN (Ret)  
 CAPT Simon Hwang USN  
 CMDM Scott Kelley USN (Ret)  
 Mr. Leland Kollmorgen  
 CAPT Brent Kyler USN  
 RADM Theodore LeClair USN  
 CAPT Jeffrey Lee USCG (Ret)  
 ADM Samuel Locklear USN (Ret)  
 CAPT Roy Love USN  
 LT James Martin USCG  
 CAPT Richard McKenna USN (Ret)  
 CAPT Matthew Meilstrup USCG (Ret)  
 CAPT Stephen Metz USN (Ret)

LTJG Matthew Mickey USN  
 Mr. Steven Misun  
 CAPT Charles Neary USN (Ret)  
 Mr. Joseph Nishimura  
 CAPT Donald Norton USN (Ret)  
 Mr. Leonard Pool  
 CAPT Everett Pratt USN (Ret)  
 CDR Philip Puckett USN (Ret)  
 CAPT David Rewkowski USN  
 CDR Matthew Scarlett USN (Ret)  
 LT Tony Seleznick USCG  
 CDR Daniel Spagone USN (Ret)  
 CDR Benjamin Spector USCG  
 Mr. Victor Sussman  
 Mr. Ian Thurston  
 Mr. Ron Tremain  
 CDR Jeffrey Turner USN (Ret)  
 CDR Raymundo Villarreal USN (Ret)  
 Mr. Joseph Welsh



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Basic Engineering Concepts & Technologies, Inc.

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CAES offers design, engineering and manufacturing capabilities to our industry partners in the advanced electronics domains. From Microelectronics to full Radar and Electronic Warfare systems we are unique in our ability to provide world class electronics that survive in some of the most demanding environments. CAES solves the toughest electronics problems on land, sea, air and space. To learn more, visit [www.caes.com](http://www.caes.com).



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## GENERAL DYNAMICS NASSCO

In 2022, NASSCO will deliver the first two of 20 ships for the U.S. Navy's John Lewis-class fleet oiler program. Designed to support every class of current and future warships, these oilers are critical to the Navy's forward presence.

As more unmanned platforms are introduced into the fleet, NASSCO's Expeditionary Sea Base program provides fleet commanders with a flexible and adaptable vessel that can operate a full range of manned/unmanned capabilities.

From pierside maintenance to complex overhauls and emergent repairs, NASSCO leads every level of support. Working closely with the Navy, NASSCO continues to identify opportunities to define work scope, reduce cycle time, procure material early, and reduce decision-making processes, so we can deliver ships ahead of schedule and back to fleet service.



General Tool Company of Cincinnati OH has been a leading supplier to the US Navy for over 30 years. GTC manufactures prototype hardware and complete systems for Arleigh Burke Class Destroyers, DDG-1000's, LCS, the Ship to Shore Connector and Ford Class Carriers for leading Defense OEM's. Components include auxiliary power generators, weapons and radar systems hardware and aircraft launch and landing systems. The company is a family owned business with 300 employees. Learn more at [www.gentool.com](http://www.gentool.com)





Gibbs & Cox, a wholly owned subsidiary of Leidos, is an engineering and design firm specializing in naval architecture, marine engineering and consulting engineering; and is headquartered in Arlington, VA. Since 1929, 24 classes of combatants and nearly 7,000 vessels have been built to our designs. We proudly support government and commercial clients in the U.S. and internationally on all phases of naval shipbuilding programs – starting with concept development through detail design and production engineering; during construction, test & trials, through delivery; and ultimately sustainment and upgrades throughout the life of the ship or class. Our expertise spans combatant craft, small and large surface combatants, amphibious and auxiliary ships, as well as autonomous surface vessels. We apply our ISO 9001:2015 quality processes and experience in digital engineering and design to produce solutions that balance performance and affordability to client requirements. Our passion is solving 21st century maritime challenges with quality and integrity.



For almost three decades, HENSOLDT has served the Navies of the World with its multi-function surveillance and target acquisition TRS naval radars. The latest naval radar portfolio extension was realized with the modern TRS-4D AESA-radars. It is designed to meet current and future mission requirements.

HENSOLDT has also been providing the world's navies with navigation radars for over 70 years. With the patented Kelvin Hughes SharpEye Technology, HENSOLDT pioneered the use of coherent pulse Doppler solid state technology, allowing the standard navigation radar to be used for multiple tasks at the same time. SharpEye, the world's first affordable navigation and surface search pulse Doppler radar sensor, offers high reliability, low cost of ownership and improved detection ranges, especially of small targets in clutter.



IDEAL ELECTRIC is recognized worldwide for manufacturing specialty electric motors, generators, converters, condensers, switchgear, power systems and controls in support of the defense industry since 1903. In 2022, IDEAL celebrates 119 years under new, privately held, 100% American ownership with huge capabilities backed by a legacy of thousands of machines running in over 100 countries. Over the last century, Generals, Admirals, and even Presidents have bestowed the company with letters of honor.



Naval forces must evolve rapidly to address increasingly sophisticated threats being ushered in by great power competition. Raytheon Missiles & Defense is closing the "detect-control-engage" loop in the maritime domain with advanced sensors, command and control, and precision weapon solutions to protect U.S. and allied ships and sailors around the world.

Protecting the mission and those carrying it out is paramount. The company's modern ship self-defense weapons give navies around the world precision and firepower in four overlapping layers: long range, medium range, short range and close-in.

From the U.S. Navy's SPY-6 Family of Radars, to the Tomahawk Cruise Missile and Standard Missile Franchise, Raytheon Missiles & Defense brings customers the industry's most advanced end-to-end solutions, delivering the advantage of one innovative partner to detect, track and defeat threats.

Headquartered in Tucson, Arizona, the business generated \$16 billion in pro forma annual revenue in 2019 and has 30,000 employees globally. Raytheon Missiles & Defense is one of four businesses that form Raytheon Technologies Corporation.



Headquartered in Middletown RI, SEACORP provides full-spectrum engineering capabilities for US Navy's distributed maritime operations, with an increasing emphasis on systems prototyping and production.

As a company of less than 500 employees, SEACORP actively participates in the SBIR/STTR program, OTAs and traditional contracting mechanisms.

One of our innovative concepts is Rough Casper, a portable, integrated Electronic Warfare ISR payload deployed on Unmanned Vehicles. Rough Casper provides an array of features, including automatic detection, acquisition, identification and localization of emitters as well as EO/IR imaging, Electronic Attack and networked encrypted communications.

As a trusted partner, SEACORP brings focused and experienced engineering discipline for Rough Casper development and fabrication encompassing hardware, software, power and subsystem integration. For additional information, please visit our website at [www.seacorp.com](http://www.seacorp.com).



Tech-Marine Business, Inc. (TMB) is an Employee-Owned Company with over 220 full-time employees and headquartered in Washington, DC. We have built our reputation providing focused support services to the Navy - primarily Naval Sea Systems Command (NAVSEA) programs and affiliated Program Executive Officers (PEO) and to the Office of Naval Research (ONR). We provide PMS 377 with program management, financial management and EVM support. For PEO IWS, we provide full scope BFM support across all of their programs. TMB provides administrative, programmatic, technical and FMS financial management support across Case Planning, Case Execution and Case Closure for PMS 326 as well as all professional support services for PEO Ships and SEA 21.



W R Systems, Ltd. (WR) is a full-service systems engineering and technical services firm with a time-honored reputation in command, control, communications, computers, intelligence, surveillance and reconnaissance, navigation, radiofrequency, and integrated vessel controls. Today, WR supports contracts for Naval Integrated Warfare Center; Relocatable Over-the-Horizon Radar Program Office; Department of State; Naval Sea Systems Command; Naval Supply Systems Command; Mid-Atlantic Regional Maintenance Center; US Army; US Coast Guard; North Atlantic Treaty Organization; and the National Geospatial-Intelligence Agency; as well as major shipyards, allied nations, and several original equipment manufacturers. We have spent nearly 30 years in continuous, dedicated support of these customers and their missions; working together to advance critical processes, capabilities, and technologies in the true spirit of government-industry teamwork.

## CONGRATULATIONS TO OUR CHAPTER EXCELLENCE AWARD WINNERS!

ANNAPOLIS  
BATTLESHIP IOWA  
DOUGLAS MUNRO  
GREATER NEW YORK  
GREATER WASHINGTON (DC)  
HAMPTON ROADS  
MID-SOUTH  
MONTEREY  
PEARL HARBOR  
SAN DIEGO  
USS CONSTITUTION





# CHAPTER NEWS

## Annapolis

PRESIDENT: CDR JOHN TOBIN, USN

### "283 SWO Selectees pick their first ships"

On Thursday, February 3rd, Naval Academy Midshipmen SWO Selectees picked their first ships in an incredible event held in Alumni Hall. 285 students selected to commission in May of 2022 as SWO's, Nuke-SWO's, or SWO options with follow-on commitments in the EDO, Intel, METOC, IP and CW communities were cheered on by friends, family, allies, and leaders of the Surface Community. The event had been preceded with informational sessions for Midshipmen to learn more about different platforms and homeports that they could select from officers who had lived and served in them. The day of Ship Selection, Surface Warfare Officers from around the yard had the opportunity to hear updates on the community from VADM Kitchener and RADM McLane, along with the commanding officer of SWOS and PERS-41. Midshipmen Matthew Ceh was the first pick of the night, selecting USS ARLEIGH BURKE out of Rota, Spain.



Spanish Navy Capt. Pablo Murga congratulates Midshipman 1st Class Matthew Ceh with a Spanish naval sword for selecting the first ship homeported out of Rota, Spain, guided-missile destroyer USS Arleigh Burke (DDG 51).



## Arabian Gulf

PRESIDENT: CAPT ROBERT FRANCIS, USN

### "Local commanding officers showed up in support of our deployed surface warriors"

SNA Arabian Gulf Chapter wishes everyone a happy new year. This year aims to be the best one yet for the Arabian Gulf Chapter.

After ending last year on a strong note, the chapter continued to host wardrooms of deployed ships visiting Bahrain in 2022. On January 31, the chapter hosted the wardroom of the USS Cole (DDG 67), where local commanding officers showed up in support of our deployed surface warriors. The officers and chiefs of USS Gridley (DDG 101) attended as the guests of honor for a SNA social thanking them for their hard work on March 9, 2022. Here the wardroom and Chief's Mess enjoyed the warm welcome SNA provided.

The chapter hosted its first-ever golf outing at the Royal Bahrain Golf Club on March 10. Those in attendance included the wardroom of Gridley, Naval Surface Squadron FIVE, Task Force 55, Task Force 59, Naval Forces Central Command, and the US Coast Guard's Patrol Forces Southwest Asia. At the event, there was a friendly competition between all in attendance, with the team from Naval Surface Squadron FIVE winning the close competition. This event marks the first time the Arabian Gulf chapter has held an event out in Bahrain.

Based on the solid showing for the golf outing, we will have more fun events planned for the future. The chapter looks forward to having new members join our ranks and host ships as they visit Bahrain on their deployments.



CAPT Rob Francis, SNA Chapter President takes a picture with team CNSS-5 headed by Deputy of CNSS-5, CDR Nate Wemett.



*CAPT Michael Brasseur, CDRE CTF-59 (Left) and CAPT Rob Francis, CDRE CTF-55 (Right) taking a picture on the driving range.*



*CAPT Rob Francis, SNA Chapter President takes a picture with CDR Katie Whitman, XO of USS Gridley and wardroom of USS Gridley.*

## Battleship IOWA

PRESIDENT: RADM MIKE SHATYNSKI, USN (RET)

### Back in Business! In-person meetings, events, and elections.

As you read this, life is pretty much back to normal aboard the Battleship IOWA. COVID restrictions have been lifted and we have been able to go about our business including holding our BIC meeting without masks or any other hindrances. Chapter members met twice in February. It is sure nice to see everyone's smiles again!

We celebrated one of our most illustrious Surface Navy sailors, VADM Samuel L. Gravely Jr., during Black History Month. VADM Gravely, a recent SNA Hall of Fame inductee and a "man of many firsts," served as Communications Officer as a junior officer aboard USS IOWA during the Korean War. Tanya Aker, celebrity judge and Surface Navy Museum board member, led the celebration attended in-person by 250 local students and their teachers. Many Chapter members participated by mingling with the students. Two new Chapter members, RDML Sandy Adams USN (Ret) and CDR Warren

Wright USCG, participated as panelists and kept the students' rapt attention with stories of VADM Gravely's impact on their own life journeys in the Navy and Coast Guard.

We also met for a Chapter members' meeting and held elections for Chapter officers. We met on the IOWA's flight deck under the big white awning. RDML Adams was gracious enough to attend and speak with Chapter members after we completed our formal agenda. We enjoyed an early dinner together provided by Vicky's Dog House, a gourmet hot dog stand housed in a UAV container adjacent to the flight deck. The gathering was made extra special since we were all able to sample a new addition to the menu, real Iowa State Fair corn dogs!



*Chapter President RADM Mike Shatynski USN (Ret) welcomed students and explained VADM Samuel L Gravely Jr.'s incredible legacy during the BHM celebration aboard USS IOWA.*



*Battleship IOWA Chapter members met for their annual members' meeting on the flight deck and enjoyed good company and good food with RDML Sandy Adams.*





*RADM Mike Shatynski (Ret) and CWO4 Marty Golden USN (Ret) welcomed Tanya Aker, RDML Sandy Adams USN (Ret), CDR Warren Wright USCG, and other honored guests aboard IOWA.*

## USS CONSTITUTION

PRESIDENT: CAPT BILL MAUSER, USN (RET)

### Celebrating NC1 Kyle Marchese!

On 10 March SNA's USS Constitution Chapter presented its 2021 Senior Sailor of the Year Leadership Award to NC1 Kyle Marchese, USN onboard Constitution.

CAPT Michael Hennessey, USNR, Retired, an SNA Chapter BOD member, presented the award with the entire crew assembled. Also assisting with the presentation were CDR Billie J. Farrell, CO USS Constitution and CMDCS Seth Miles, Command Senior Chief. CAPT Hennessey's remarks included, "NC1 Marchese was selected for this award because of his outstanding leadership and superior performance above and beyond his assigned billet. He played a critical role within the Executive Department and in total command involvement, consistently demonstrating a selfless command and sailor centered attitude." He went on to describe other factors including NC1 Marchese's leadership of 10 sailors across four departments managing the completion of 16 Career Development Boards, eight reenlistments and 44 pieces of administrative correspondence.

NC1 Marchese served as Command Career Counselor and Sail Master. Additionally, as the Activity Manning Manager, he identified

50 program deficiencies and reduced the administrative burden of Sponsorship by streamlining the process for all gaining sailors. In addition, his peers elected him as the FCPOA Vice President. As Sailor 360 Coordinator he led three Sailor 360 training sessions for 72 sailors ensuring their personal and professional development. His selfless attitude has been the key component in the USS Constitution's success.

NC1 Marchese was born and raised in Shakopee, MN and is a graduate of Shakopee High School. He has served in the Navy for 16 years and his other commands include USS Mason (DDG 87), Naval Submarine School and the USS Florida (SSGN 728). He resides in Danvers, MA with his wife Jessica and their children Edith and Estelle.

In November 2021, CDR John A. Benda, then CO USS Constitution also recognized NC1 Marchese as the Constitution's 2021 Senior Sailor of the Year.



*On 10 March, NC1 Kyle Marchese, USN receives SNA Constitution Chapter's Leadership Award as the 2021 Senior Sailor of the Year from CMDCS Seth Miles, USN, CAPT Michael Hennessey, USNR, Ret., Marchese, and USS Constitution CO, CDR Billie Farrell, USN.*



*On 11 November 2021, USS Constitution CO CDR John Benda, USN presents the Constitution's Leadership Award to their 2021 Senior Sailor of the Year to NC1 Kyle Marchese, USN.*



# Douglas Munro

PRESIDENT: CDR KELLEE NOLAN, USCG

## Returning in Full Force!

The Douglas Munro Chapter of the Surface Navy Association was excited to reconvene in full force, after many months apart following increased social distancing guidance here at Coast Guard Headquarters (CGHQ).

On March 9th, we held our chapter's most well-attended "Coffee With Cuttermen" event in nearly two years, with more than 60 attendees including numerous senior officer and enlisted advisors. We were also fortunate enough to have the Commandant of the Coast Guard, Admiral Karl Schultz, stop by and share a few of his own sea stories!

During the event, we shared plans for future events, including "Coffee With Cuttermen", a no-host off-site Cuttermen's Call, and a brown bag professional development lunch event focused on safety and identifying causal factors of a MISHAP. We also announced the upcoming Board of Directors election, seeking new members to serve on the board.

Overall, it was quite the coffee break for the crew, with numerous announcements and a buzz among the attendees, happy to be able to share stories from times underway to familiar faces. We continue to grow our chapter and look forward to welcoming new personnel to CGHQ!



*The Douglas Munro Chapter of the SNA poses for a picture following a Coffee With Cuttermen event. Photo via LT Brian Hagerty*



*U.S. Coast Guard Commandant ADM Karl Schultz (right) shares sea stories with Master Chief Shawn Swanson (center) and LT Luke Trautwein (left). Photo via LT Brian Hagerty*



*Cuttermen share sea stories at Coast Guard Headquarters over coffee on March 9th, 2022. Photo via LT Brian Hagerty*



## Greater New York

PRESIDENT: CAPT DAVID REWKOWSKI, USN

### Greetings, SNA Greater New York Members!

As COVID restrictions begin to lift in our area, we are excited about bringing back in person meetings and social events in addition to continuing our virtual speaker and mixer series! If you've been following us on Facebook, you may have noticed the many NYC NROTC Midshipman and Officer Candidates selecting Surface Warfare this year. We look forward to meeting them all this Spring at our soon-to-be-annual-again NROTC SWO-Select Mixer. Stay tuned for details. Additionally, by the time you read this we'll have hosted our third virtual speaker event, featuring Rear Admiral Rob Nowakowski, Commander, Task Force Littoral Combat Ship.



The Chapter continues to grow! As of this writing, we have advanced from the Small Chapter category to the Medium Chapter category. Considering where we started from when this Chapter was re-constituted just nine years ago, that's quite an accomplishment! Again, if you know anyone interested in joining, please have them reach out to our VP and Membership Chair, CDR Joel Knippel.

## Greater Washington

PRESIDENT: CAPT BOB BRYANS, USN

### Recapping Past and Up-Coming Events

On March 4, 2022, the Greater Washington Chapter gathered for a no host social at Mattie and Eddie's Irish bar in Pentagon City to celebrate our first get-together as a Chapter in 2022. Over 40 members were able to come out to network. We really appreciate all who stopped by for our first 2022 event.

We are excited to announce several upcoming events for the year (events and dates are subject to change):

14 April - Luncheon with Ms. Bilyana Anderson, Deputy Assistant Secretary of the Navy for Ship Programs, held at the Hyatt Regency in Crystal City.

27 April - Golf Tournament held at Laurel Hill Golf Club in Lorton. If you have not done so, register now!

No Host socials are scheduled for 5 May; 14 July; 8 September; and 10 November



Luncheons are planned for 9 June; 11 August; and 6 October.

18 October – Golf Tournament.

TBD December – Annual Holiday Social & Toys for Tots

If there is a specific guest speaker you would like to hear from or an event that you would like to see get added to the calendar, please reach out to [communications@navysna.org](mailto:communications@navysna.org) and [gwc@chapter.navysna.org](mailto:gwc@chapter.navysna.org). We appreciate your feedback!

Your GWC Chapter Officers and Committee Chair members are excited about 2022 and dedicated to getting together more frequently in person. Keep an eye on the social calendar located on the SNA Greater Washington Chapter website <http://chapter.navysna.org/new/gwc/> as events are updated and follow us on Facebook!

## Gulf Coast

PRESIDENT: CAPT THOMAS DANIEL, USN (RET)

### Congratulations Cadet Kibet Blessings!

The Gulf Coast chapter is proud to announce that one of the 2022 SNA NJROTC Stephen Decatur awardees, Cadet Kibet Blessings, was selected as one of the top 20 students in a national competition of 274 NJROTC applicants. She received an 8 week Navy scholarship to complete college credit Flight Training Summer 2022.



*Cadet Kibet Blessings, a SNA Decatur NJROTC awardee, escorted by her father at local homecoming.*

# Hampton Roads

PRESIDENT: CAPT JAMES KIRBY, USN



## Big News on the Horizon! Mark Your Calendars!

Ahoy to all from the Hampton Roads Surface Warriors, Cuttermen, and Civilian Mariners who live in the land of tunnels and bridges! The weather is starting to change for the better and Spring is on the way despite a last-minute March madness snow surprise. We look forward to the next few months of robust professional and social events that we have in store for our members.

First off, we'd like to pass on some great news regarding our Chapter. The HRSNA Chapter was awarded the Chapter Excellence Award for 2021 at SNA National. This could not have happened without the valuable contributions of our local board of directors and engaged chapter members. We'd also like to extend our congratulations to CAPT (Ret) Robert Warner, our Membership Chairman, on his election to the SNA National Board of Directors - BZ!

Our quarter started off with attendance at SNA National by various members of the HRSNA team. Unfortunately, due to COVID protocols following the holiday surge, we had to cancel the chartered motor coach for our operational personnel to be able to attend SNA National; however, we have something "in the works" to make up for this cancellation...keep reading to find out.

We continued our monthly Zoom Virtual sessions starting off with a great presentation and discussion in January by VADM Jim Kilby, Deputy Commander, U.S. Fleet Forces Command. VADM Kilby provided us with some insights regarding the Surface Force's Competitive Edge and how it is being championed by USSF. The Zoom session was well attended with close to 100 SNA members participating virtually from across the United States. Our February Zoom Virtual session speaker was RDML (Sel) Kevin Kennedy, Director, Surface Officer Distribution (PERS-41). RDML (Sel) Kennedy discussed the latest Surface Warfare Officer career path and minor adjustments that were being made to it based upon valuable feedback received from the Fleet. On March 16th we held our first in-person reception event of 2022 at Vista Point in which we were able to recognize our Hampton Roads area Sailors of the Year. It was a very well attended event and a great opportunity to acknowledge our top-notch Sailors.

The Spring Quarter will be very busy for HRSNA and we look forward to lots of participation in the events that we have in store for our members. We kicked off our Spring events with a Hockey Night Out with the Admirals on March 19th. Our HRSNA members and family/friends enjoyed an exciting hockey game and some long overdue comradery with each other.

Fore!!! Mark your calendars (personal and command/corporate) for our 2022 SNA Hampton Roads Chapter Spring Golf Tournament at Sewells Point on Friday, April 8th, with a shotgun start following the completion of colors. Our next in-person luncheon at Vista Point is scheduled for Thursday, April 21st, 1130-1300, with our guest speaker being CAPT Ian Scaliatone, Commanding Officer, Mariner Skills Training Center, Atlantic (MSTCLANT). He will provide us with insights into the new training regimen for Surface Warfare Officers and Navigation, Seamanship, and Shiphandling efforts.

Now for the "Big News" that you have all been waiting for...thanks to the efforts of RADM Brendan McLane, Commander, Naval Surface Forces Atlantic, and SNA National Leadership, HRSNA is proud to announce the upcoming SNA Waterfront Conference (East) event to be held in the Hampton Roads area over May 3rd, 4th, and 5th. This event will be similar to SNA Waterfront Symposium in San Diego however, it will incorporate the unique nautical nature of the Hampton Roads area. In brief summary, May 3rd will be focused on Amphibious Warfare/Unmanned Surface Vehicles and be held at NAB Little Creek; May 4th will be focused on the Surface Force's Competitive Edge and be held at the Half Moon Cruise Ship terminal in downtown Norfolk; and May 5th will be focused on the U.S. Coast Guard and be held at USCG Station Portsmouth. There are several panels that are being planned to discuss current and future Surface Force initiatives. We have confirmed a number of guest speakers including VADM Roy Kitchener, VADM Steven D. Poulin (USCG), RADM Brendan McLane, and RDML John Menoni. We are eagerly looking forward to this event and encourage maximum participation by all Surface Warriors, Cuttermen, and Civilian Mariners in the Hampton Roads area. See you there!

Make sure that your e-mail address is updated with SNA National to ensure that you are receiving communications about all of our activities especially all of the events that we have in store for Spring and Summer 2022. See our website at <http://chapter.navysna.org/hamptonroads/>; follow us on our Facebook page - @SNAHAMPTONROADS and Twitter page - <https://twitter.com/NavyRoads> to keep up with our activities. We have also established a LinkedIn group titled Surface Navy Association Hampton Roads Chapter at <https://www.linkedin.com/groups/8954514/> to facilitate further networking for likeminded Surface Warriors. You can reach us directly through e-mail at [surfacenavyassoc.hr@gmail.com](mailto:surfacenavyassoc.hr@gmail.com), or come talk to one of the board members at the monthly luncheon. We are always looking for additional board members and those members that just want to volunteer their time to the professional organization that champions Surface Warfare.



**3-5 MAY 2022**  
**HAMPTON ROADS**





*Sailors of the Year attendees at the Hampton Road's Chapter Reception.*

## Mid-South

PRESIDENT: CAPT KEVIN KENNEDY, USN

### Full Speed Ahead!

*NPC and PERS-41 are here to ensure all of your questions regarding PCS and policies surrounding COVID-19 are answered. As the policies continue to change, please reach out to your Detailer with any questions you may have.*

2022 is FULL SPEED AHEAD and off to a great start! The SNA Mid-South Chapter Members and PERS-41 team kicked off the 2022 road show schedule with detailing trips to Washington, D.C and Annapolis. Thank you to the all of the Officers and Commands that hosted SNA Mid-South and the PERS-41 team during our recent visit! The wide outreach and contact that we have on these trips is invaluable and one of the most important aspects of our jobs. Email and phone calls are convenient – but nothing replaces the opportunity to speak to you and address your questions and concerns in person.

On February 3-4th, members of SNA Mid-South and the PERS-41 team attended Ship Selection at the US Naval Academy. The energy in Alumni Hall was incredible with a fantastic turnout from the fleet! The first ship selected by our USNA Midshipmen was the USS ARLEIGH BURKE (DDG 51). Bravo Zulu to all the ships that participated in this year's ship selection, and welcome aboard to all of our newest future Surface Warfare Officers!

Towards the end of February, the PERS-41 team executed the NROTC Virtual Ship selection to a fantastic turnout. We had a phenomenal showing for the NROTC Ship Selection Broadcast, receiving over 7,000 views on YouTube over the two-day event. We were able to successfully execute the ship selection of over 250 Midshipmen to their first sea command. Seeing the outpouring of support from the Midshipmen's families and college campuses was inspiring, showcasing the enthusiasm of the future of our fleet!



We are excited to announce the PERS-41 team will be executing overseas detailer visits throughout April and May. From April 2-8th our team will be traveling to Yokosuka Naval Activities to attend the SWO Summit. The detailing team will also be conducting ship visits throughout the week to wardrooms across the Yokosuka waterfront!

During April 9-11th our detailers will be overseas in Bahrain visiting Fifth Fleet wardrooms! From Bahrain our detailers will continue the road show, visiting wardrooms in Italy from April 12-13th. The last stop on the April road show will be a detailer visit in Rota, Spain from April 14-16th. We are eager and excited to be able to travel to these commands and look forward to your questions.

Lastly, PERS-41 will be attending the Diversity, Equity and Inclusion Symposium in Norfolk in Early April, followed by the SNA Waterfront Conference in May. We are honored and eager to attend these great events and interact with the Fleet!

Please take a moment to read, and share with your Wardroom, the latest PERS-41 Newsletter and Community Brief located on our updated website. Both provide a vast amount of information important to understand for your own career management. Contact your detailer if you have any questions. Lastly, keep on the lookout for updated PERS-41 detailer visits on social media!

## Monterey

PRESIDENT: LT MATTHEW ALBERT, USN

### An Exciting Start to 2022!

The chapter had an exciting start to 2022! Members of the Monterey Chapter were fortunate enough to attend the SNA National Symposium in January, where the chapter received the SNA Chapter Excellence Award. Attendees enjoyed the Symposium and found it to be a very valuable professional development experience.

Unfortunately, back in Monterey, the Naval Postgraduate School was forced to tighten its COVID restrictions due to Omicron, which limited SNA activity this quarter. However, NPS relaxed COVID restrictions in March, and the chapter is planning a social event for next quarter.

Academically, members of the chapter participated in NPS Meyer Scholar lectures, which included topics on hypersonic missiles, NATO Sea Sparrow Tactics, and a seminar series on Electronic Warfare.



Monterey Chapter President LT Matthew Albert discusses the Naval Postgraduate School with Secretary of the Navy Del Toro and Vice Admiral Kitchener at the SNA National Symposium in January 2022.



## Newport

PRESIDENT: CAPT BRIAN MUTTY, USN

### Change of Command!


The Surface Navy Association Newport Chapter had a quiet winter, which is quickly shifting into a busy spring. The chapter President position has changed hands again, as RDML(Sel) Lex Walker turned over to CAPT Brian Mutty as both Commanding Officer, Surface Warfare Schools Command, and the chapter President. The change of command ceremony was conducted on the 18th of March in Mullen Auditorium in Newport, RI. Additionally, the chapter's event coordinator, LCDR Kate Rosenberg, has turned over to LCDR Rebecca Conti-Vock.

In January, the Newport chapter attended the 34th SNA Annual Symposium. As in years past, we brought a Conning Officer Virtual Environment (COVE) simulator to our booth, which provided SNA members a chance to show off their shiphandling skills. The event also provided our team the opportunity to update SNA members on improvements to Surface Force training and the Mariner Skills Assessment process.

The Newport team continues to conduct outreach and promote SNA membership to Sailors of all ranks across the Newport domain, to include the students and staff at the Naval War College, SWSC, OTCN, NAPS, and various other commands. As COVID restrictions continue to abate, Newport looks forward to resuming monthly meetups and in-person activities this summer.



VADM Roy Kitchener, CAPT Brian Mutty, and RDML(Sel) Lex Walker cut the reception cake following the Change of Command ceremony on 18 March 2022.



# CALLING ALL READERS AND AUTHORS!

## RECOMMEND A BOOK TODAY!

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CAPT Brian Muttu, USN, relieves RDML(Sel) Lex Walker as Commanding Officer, Surface Warfare Schools Command, on 18 March 2022. Presiding over the ceremony was VADM Roy Kitchener, Commander, Naval Surface Forces.

## San Diego

PRESIDENT: CAPT KURT SELLERBERG, USN

### "Upcoming Spring Events"

Spring is fast approaching in San Diego, and the San Diego SNA Chapter continues to work hard to support surface warfare across the waterfront here in California. While many of the Chapter could not attend the National Symposium in Washington due to late-breaking COVID travel restrictions, we were pleased to receive the 2021 Chapter Excellence Award at the event. Congratulations to all for their hard work supporting last year's events that led to this prestigious award!

We're in the process of setting up our calendar for the upcoming quarter. While COVID precluded a BDOC Social in January, we're happy to announce SNA support returned for a BDOC Social at VADM and Mrs Kitchener's residence on 23 March. Over sixty BDOC students received mentorship from afloat COs, XO's, and Department Heads, and special thanks to all who supported, from the Kitcheners and the CNSP team to the Wardroom of USS PRINCETON (CG 59) and PCU LENA SUTCLIFFE HIGBEE (DDG 123) for setup and breakdown!

Other upcoming events include our next professional speaker – we're tentatively scheduled to host RDML Robb Chadwick, Commander, Carrier Strike Group ONE in April. For Memorial Day, we're working on an athletic event, given the success of our holiday dodgeball tournament. We're also eagerly awaiting the chance to recognize JROTC students in the San Diego area with the Association's Stephen Decatur Award as the school year wraps up. It's also about time to have another Warrior Join-Up – stay tuned to your email and our website for more details on these exciting events!

It's not too early to start thinking about our landmark summer events – the SNA Waterfront Symposium and the annual Admiral Prout Memorial Golf Tournament. Dates, times, and places are starting to come together for these as we start our planning process. If you're an SNA member in San Diego and want to volunteer for either, please let us know.



Additionally, the Chapter is promoting the Enlisted Professional Education Grant program on the San Diego waterfront. This opportunity is for SNA members in the ranks of E4-E6 who are in surface combat systems, deck, engineering, supply, or administration rates and provides funding for outside professional and technical education. LT Keemiya Pourmonir, our USCG representative on the San Diego Board, has already gotten one of the local Coast Guardsmen into the program – here's to more successful applicants!

Lastly, we're pleased to welcome LT Matt Clark back to the Board as our Social Chair! Matt is back in town following Department Head school and a successful deployment as Operations Officer in USS O'KANE (DDG 77). Hats off to Matt for supporting SNA while serving as an afloat Department Head!

As always, please bookmark our site at <http://chapter.navysna.org/new/san-diego/> for the latest information and directions on how to register for our upcoming events.



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If you would like to submit an article or have any suggestions please email us at [sitrep@navysna.org](mailto:sitrep@navysna.org)!

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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