



# SURFACE SITREP



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## ***International Programs Key to Security Cooperation***

### **An Interview with RADM Jim Shannon, USN, Deputy Assistant Secretary of the Navy for International Programs**

***Conducted by CAPT Edward Lundquist, USN (Ret)***

**Tell me about your mission, and what you have — your team —in order to execute that mission?**

It's important to understand what your authorities are in any job you come into. You just can't look at a title and determine what your job or authority is. In this case, there are Secretary of the Navy (SECNAV) instructions; there's law; and then there's federal government regulations on how to do our job. And they all imply certain levels of authority to the military departments — Army, Navy, and Air Force. And then the Office of the Secretary of Defense (OSD) has a separate role, but altogether, we work towards a national solution, a single narrative. So when I came to this job, the big joke was—and like a lot of jokes there's some truth, but also some non-truths which are almost hurtful—was being told, "Hey, you're gonna be an arms dealer for the Navy." And that is a hurtful joke because it is furthest from the truth. The overarching role or strategy that we fall under for the nation is called Security Cooperation. Two very strong words in their own right — security, which is the responsibility of every nation to provide security to their citizens, and cooperation which is something we all learned from the days we played in the sandboxes together—Learn how to work together and cooperate. When you bring those two words together, that is the overarching role of what I do. But then within that, you get into the instructions. There's the Arms Export Control Act, which is law. There's the International Trades and Arms Regulations which is a policy in governance from the federal government. And then there's SECNAV departmental instructions. They really give me, by name, my job responsibility, and provide me my authority within the Navy. So within the Navy, my main job is protecting the



intellectual property of the technology that we developed for our Navy programs — that includes the Marine Corps. These are Department of Navy Programs, for both the Navy and Marine Corps, across all domains — air, surface, subsurface, land, cyber, and space, everywhere, where the U.S. Navy or the Department of the Navy is the lead agent. As the person responsible for this technology's security, I obviously have a role where I determine "who do we share that information with and how do we disclose that information." The way I exercise that is in accordance with the laws, the Arms Export Control Act. I have to follow the law to do my job, but my job is given to me by the Secretary of the Navy who gives me the authority on behalf of the entire Navy to be that Foreign Disclosure Officer, if you will, which I delegate out to various fleet activities, depending on the nature

of the business and what we're doing. But there's a lot of cases that are unique, and I would say the preponderance of our job, or my job, is going through and understanding what our foreign partners want and how we can support them. The overarching goal is to find a way to satisfy both parties, to get us to a position where we agree on the level of cooperation, that it's a win-win situation for both countries, for both navies. In that job, I manage that, I coordinate that, I facilitate it, and I become the nexus of Fleet Commanders in the Pentagon, the system commands, and the PEOs, on anything that's related to international relationships and technology sharing.

**How do you execute that mission?**

My title is Deputy Assistant Secretary of the Navy (DASN) for International Programs. We fall under Mr. Sean Stackley, the

Assistant Secretary of the Navy for Research, Development and Acquisition (ASN RDA). We have such a large DASN staff that we really don't fit inside the Pentagon, so we function as a field activity to ASN RDA. We have a staff of a little over two hundred people. We average around 210 people a year – sometimes it goes up a little bit, sometimes it goes down – but that's roughly 45 uniformed personnel, a majority of them officers. We have about 125 government civilians of various different backgrounds from financial management to policy makers, export control analysts, and country analysts. We also have some seated contractors here which make up the difference that gets us to 210. Ms. Anne Sandel is the Executive Director and she leads the organization on a daily basis. We're organized, in a way, like a ship. Instead of "departments," we have "directorates." My Technology Director is sort of like the engineering department head. That directorate looks at export policy and supports all export licenses that the Department of the Navy has to weigh in on for the Department of State to make a decision. That directorate does all the cooperative agreements, information exchange agreements, data exchange agreements, and memorandums of understanding, which are almost treaty-like written documents between us and various countries on how we share developmental items that are being worked by our warfare centers, and their equivalent in their respective country. And in that role we work very closely with the Office of Naval Research. For everything ONR does with their international partners, we work with them to get that permission to do it. This directorate also manages technology analysis to make sure we protect the intellectual property. That all falls under that one directorate, and that directorate's actually so important it's led by a Senior Executive, Mr. Steve Bowdren, who sits on the National Disclosure Policy Panel representing the Department of the Navy on things even outside the U.S. Navy, but representing the Navy's equities. The next directorate, which is probably the largest directorate, is our Country Support Analysis Directorate. They're our country experts. We have representatives for every country that we do business with, and we do business with every country with the exception of Iran, Russia, China, and North Korea. For every other country in the world, we have somebody that could work with them. They are the people who reach back to the specific countries and the embassies on developing relationships and finding out what specific countries have. So they're looking out that way. They're very much like the operations department, tracking everything going on and scheduling things. The next department or directorate is the Plans and Programs Integration Directorate, which is very much like the combat system or weapons directorate. So where IPO 2, the Country Analysis team, looks out to the countries, the next directorate – IPO 3 – looks out across the system commands, the PEOs, all the OPNAV staffs in the Pentagon, the fleet staffs, and most importantly with private industry. So this directorate is not



*A Boeing P-8I of the Indian Navy (Boeing)*

reaching to the foreign side of our customer base, they're reaching to the U.S. side of our customer base.

Finally, we have our Financial Management directorate, who are tracking all of our business. They're like our supply department. We are responsible for about a thousand people's salaries here at Navy IPO. That's money that goes out to all the system commands and the warfare centers, the people that are funded through working capital funds. It's our job to manage that flow of money and that salary

base. That includes some of the people here at Navy IPO who are funded under foreign military money. A sizeable amount of money – upwards 190 million dollars— funds the enterprise with foreign money.

**So if I'm a foreign government and I've got a big program with the United States Navy, part of that funding might go for the personnel here involved in managing that effort?**

What foreign money will NOT fund is anything that's uniquely American policy. So our export policy team, our foreign disclosure team, they cannot be funded by that money. They must be mission-funded. We have to be very careful how we manage our foreign partners' money and we're accountable to that, and that's really one of the chief roles that DSCA plays – Defense Security Cooperation Agency. The money flows from a country and then into our U.S. system through DSCA, and DSCA sends that money to the appropriate military department. So we're always on the hook to DSCA to show them how that money is being spent. There's always oversight. And DSCA then has to talk to all the different finance ministries around the world to explain how that money is being spent. So there's a checks and balance everywhere you go.

**What would be an example of where foreign money would cover the salary for a U.S. person?**

If a country wants to buy a P-8 aircraft, and the program office is managing a program for the U.S. customer base, more staff will be required so that they can support their foreign customer base. You can't do it with the same amount of people. So when international partners want to buy into our program, they have to pay for the people that do that. The program office, then, will reach out to the warfare centers for working capital support—some of it's full-time; some of it's part-time—for program management, integration, or logistics support. Many times a country will want to not buy the complete U.S. package. They may want some other systems that we don't procure, but integrate it into our platforms. When we make a platform offer, we need to know what they're putting on there. Our laws require that – the Arms Export Control Act, the ITAR, the International Trades and Arms Regulations – require that we have complete knowledge of how the platforms we sell them are being used. So sometimes there's an integration problem because you just can't slap a system on without figuring

out how to properly integrate it. So engineers at NAVSEA, NAVAIR or SPAWAR come up with a solution to be able to make that interface happen, and the foreign government pays for all that. That effort requires foreign funds.

**If I'm buying a P-8, obviously I need a training program, I might need to buy a simulator, I might need to convert that to my language, so I may have to find some people with unique skills.**

Any of the requirements that are unique they pay for. But there is a reason they want to buy our equipment. We in the United States buy more than anybody, for ourselves. So there's economy of scales on getting into our contracts to be able to get an efficient buy. And because we buy so much for ourselves, we have a large force that does this kind of acquisition, and we're pretty good at it. And so a country will buy into our system because we know how to acquire and manage major weapons systems. We know how to properly test it, interface it, whatever it takes. We add value to those countries by bringing that level of expertise. And never forget, these are our partners – we want to help them. It's all in accordance with overall national security strategy, and in our best interest to be able to provide that kind of support. These cooperative efforts give us access to those parts of the world. And that's very important to our national security.

**If a country doesn't have a tremendous amount of treasury, resources, but it's in the interest of the United States to make this country more capable, what can we do to help them? Is there some kind of assistance that we can provide?**

Foreign military sales (FMS) is a sale where a country uses their own money, to invest and buy one of our systems. When we use our money – because it's in our interest to build a partner's capacity – that's called BPC – Building Partnership Capacity. That uses Foreign Military Financing (FMF), funded with US dollars under laws. All of that is legislated by our Congress and controlled by the Department of State. And then the Department of State flows that money over to the Department of Defense through DSCA down to the military departments. It's a fascinating process because it's not just state department people saying what they need, or what they want to do from a political or State Department view, but the combatant commanders also weigh in heavily on the countries within their AOR. They have tremendous knowledge about their countries, capabilities and requirements.

**Is there a way to be more responsive to an emerging, or more urgent requirement?**

It's just like everything in acquisition. People get frustrated when they know something is available, they think it's on the shelf, they want to just be able to take it out. Managing expectations is a full-time job in the acquisition community. I know that as a former program manager myself. So we want to always find ways to become more efficient and more effective.

**There are things "on the shelf." We have ships that are decommissioned and are excess defense articles. Do we take it out and sink it? Or do we let someone fix it up and put it into service?**

There's a process for that, too. When we decommission platforms such as airplanes or ships, the Pentagon controls exactly what the future disposition of that equipment will be. Some ships may get sent to the inactive fleet. Some of them will be designated as an excess defense article and made available for sale to another country. And then some of them are used for target practice. And there's a balance in that equation. But, for example, Perry class frigates, many international partners have made it known that they're very interested in them if we don't want them anymore. That's all taken into consideration in the balance of that equation and what the future of that ship will be. We have ships in the inactive fleet available if we need to recommission them; or use them to harvest them for big parts that need repair. For example, when I was a Deputy Commander for Surface Warfare at NAVSEA, we had a collision of a U.S. ship with a U.S. submarine, and the SQS-53 Charlie sonar dome got damaged. We ended up taking a sonar dome off an inactive ship, putting it on a barge and floating it down the coast to make the repair. If we had tried to build a new sonar dome it would have cost much more, and we saved money by harvesting a part from the decommissioned ship. For the life of all ships, such as the Perry class, that still have life in them, our fundamental question is to modernize or acquire something new. And at the same time, it makes sense for some foreign partners to have these ships. There's a law on the books that the gross tonnage of the ship determines how a ship is made available. So a Perry class frigate exceeds that threshold tonnage, and the law requires Congress to create a specific mandate by country name to make the ship available. For example, Taiwan is getting two



MAYPORT, Fla. (Aug. 31, 2010) Pakistan sailors parade their country's colors during the decommissioning ceremony of the guided-missile frigate USS McInerney (FFG 8) at Naval Station Mayport. During the ceremony, McInerney was commissioned into the Pakistan Navy as PNS Alamgir (F 260). (U.S. Navy photo by Mass Communication Specialist 2nd Class Gary Granger Jr./Released).



MAYPORT, Fla. (Aug. 31, 2010) The U.S. and Pakistan national anthems are played during the decommissioning ceremony of the guided-missile frigate USS *McInerney* (FFG 8) at Naval Station Mayport. During the ceremony, *McInerney* was commissioned into the Pakistan Navy as PNS *Alamgir* (F 260). (U.S. Navy photo by Mass Communication Specialist 2nd Class Gary Granger Jr./Released)

Perry class frigates right now, and legislation had to be passed to make those ships available for offer. However, the retired Coast Guard Hamilton class cutter are beneath that threshold, so we don't have to have a law passed to be able to make offers of those ships, although we're still required by law to inform Congress and notify them when we do that. That's an ongoing process – we just do that all the time. DSCA is the activity that works with State Department to notify Congress. And depending on what we're selling, and who the country is, some notifications are 30 days, some notifications might be 90 days. It's all laid out in different regulations.

**In the case of the Coast Guard cutters, or the frigates, if they do buy those from us, whatever modernization they're going to do has to be done in the U.S.**

That's right.

**In the case of the Hamilton class high endurance cutters, they're 50 years. Is that a smart investment for a partner nation?**

If you just look at the age of a ship, and that's your decision criteria, maybe it doesn't make sense. But if you put eyes on it and look at the condition of it and you see that it's in pretty good shape, it has life in it still. So I've been on both of the Philippine cutters, over in the Philippines. I was very impressed with the condition of them. They reminded me very much of the Knox class ships when they were still active in our Navy, and I used to walk on board Knox class back in the 90s. They are very clean and in very good condition. We helped to make sure those ships were ready for any tasking. We have a follow-on technical support case with the Philippines, and the NAVSEA team came out and they helped groom the systems just as they do for us before a big task or deployment. It's really no different than the model that we follow to make a ship ready for tasking. It was the business model

that the Philippine Navy followed in preparation for the historic Pope Francis visit to their country using those ships for command and control. The Philippines did a wonderful job providing security for that visit. They were very proud of it. We're proud of how we supported them. That's called "security cooperation." And that follow-on technical support was all national Philippine money.

**Could they buy a platform with their money, but use other funding for systems that go on the platform?**

When we provide the money, we tell them how the money can be used. If they want to do something else, they have to use their own money for that. For example, the Camp David Accords affords a significant investment in FMF funds to Israel and Egypt. The U.S. has a say on how that money is spent. If either country tells us they want to use that money in a way that we don't agree, the US Government will not allow that acquisition. We manage the FMF process very closely.

**Does that mean that they have to buy from us? Can they use that money to buy, say, a British-built system?**

They cannot use that money to buy any other country's system unless we tell them that they can. In my three years in the job, we have not used FMF financing for anything but U.S. Basically, a country tells us that they have a requirement, just like when the Pentagon puts out a requirement. They define what it is they want, and then we go to the system command or the PEO, and then it's their job to determine how they're going to purchase it. Usually there needs to be some level of competition involved. Sometimes, countries will come in with a very specific system that they want, and are allowed by law to request sole source, so it's not the same sole source regulations that we have to follow. And if they say that they want this system from this company, we still have to go through the process, their sovereign right is considered.

There's always issues. What we try to do is resolve the issue and come to the best solution. There isn't a cookie cutter response to anything that happens. The customer is typically very satisfied with what they get. Where there's dissatisfaction with our international customers is the length of time it takes to get the contract. Because there's this assumption that we have things just sitting on a shelf. The length it takes to get the contract tends to be the long pole in the tent in any acquisition. We're all trying to work on better ways to do that. Another level of dissatisfaction comes from our own industry. As budgets shrink, the market gets smaller, and private industry is trying to keep their volume up through international sales. The various policies on what can or cannot be sold, the various laws, the export licensing requirements, and all the bureaucratic requirements which are required by law, can lead to some frustration. You hear it from industry, "Why can't we move out faster?" "Why are you not advocating for my product, because it's such a great product?" Some companies don't understand why we can't do business development for them. And I always have to say, "It's just not

my role.” My role is technology, security, security cooperation, foreign disclosure, and export reviews. If you want advocacy, the government place to go is the Department of Commerce and follow their processes to do that. And they’re happy to do that. Commerce department is represented in every single embassy around the world – they’re the people to talk to.

### **What’s the most gratifying part of your job?**

The most gratifying part of my job is the people I work with here at Navy IPO. The professionals we have are true subject matter experts in international business, both the uniformed side, but especially the civilian side. Their knowledge is incredible. These people are great assets to the Navy because they know as much or more about their specific countries than anybody does in the Pentagon, because they’re dealing with them every day. Secondly, I would say, is the ability for me to represent the Department of the Navy to international leaders. I get incredible access around the world. When I travel, I’m representing the Secretary and the CNO. And because of that, I get access to most of the heads of navies of every country I visit. And I don’t just deal with the navy – sometimes heads of the air force or the land components. I often meet with the ministers of defense. These people are wonderful people, with shared values to the United States. And I get to talk about the United States, and they talk about their country, we create and build upon a relationship, and we come to an agreement. We both know we’re representing our countries, and we’re tying our countries together. And there’s an incredible satisfaction in that, and I’m very glad the Navy entrusted me with that role. There’s a tremendous amount of satisfaction there.

### **You mentioned the uniformed people. What would you say to a SWO who’s been offered the opportunity by the detailee? Why would they want to come here?**

For the junior officer SWOs, this is an ideal opportunity to come to Washington, D.C. and see how the inner workings of Washington happens. The workload for the lieutenants is pretty manageable. Most of them are on the tech security side of the house; and their days are not that long – they’re about 7 or 8 hours – and they get to experience Washington DC life. And they all tend to have a lot of fun. And all of them – at least the way it’s trending – are moving on to department head school, and we’re sending people out to Naval Postgraduate School following this tour. So it’s good for their career and they’re getting graduate experience before they go out to their department head school. In some communities, coming here is sometimes looked at as ‘coming off tracks.’ Not for the SWOs. For the mid-level SWOs, post department head, I don’t recommend it because there’s other, more important post department head jobs and experience to get before you go out to your commander-level positions. At the post command and post major command, this is a tremendous place to be. We had several senior captains who had command and then came here. For a non-acquisition URL officer, they get right into understanding the industry side of the house in a big way. Plus they learn the international business, so there are definitely post-Navy career opportunities as a result of coming to Navy IPO. So, our SWOs that’s come here have been really satisfied. We also

have FAOs—foreign area officers—and this is a great job for them because it rounds out their knowledge of their own community. Security cooperation business is very much a big part of their development. I know inside the FAO community, assignment to Navy IPO is considered a very important step in their career, and highly looked at by the leaders in the their community.

### **What didn’t I ask you that you wanted to say?**

Maybe I can sum it up. We are always focused on process improvement; and we’re very tightly aligned with DSCA; and we work closely with the other two services – Army and Air Force – to make sure that our narrative is the same. So we cooperate with the other services and share with them what we’re doing. It’s really a one-team operation. I try to stress our role is not being an arms dealer –our role is security cooperation and protecting the intellectual property of our systems, and private industries’ systems, as well.

I try to stress our role in relationship with the Fleet Commanders – we work closely with them. I also have a role inside the OPNAV organization. I’m N5-T and I report to N3-N5 and the CNO in that capacity, making the strategy people aware of what are the interests of our international partners, and how their interests fold into our overall strategies.

### **So you are talking with representatives of many countries on a regular basis.**

There are four people who travel a lot on behalf of the Navy—the Secretary of the Navy; the CNO, the Chief of Naval Research, and I’m the fourth one. All of us have a role on interfacing with our international partners.



*PEARL HARBOR (July 12, 2013) Members of the Philippine community wait on the pier to greet Philippine sailors aboard the Hamilton-class cutter BRP Ramon Alcaraz (PF 16). (U.S. Navy photo by Mass Communication Specialist Seaman Johans Chavarro/Released)*

## Coast Guard Focuses Strategy on Western Hemisphere

### An Interview with RADM Peter Brown, USCG, Assistant Commandant for Response Policy, U.S. Coast Guard

Conducted by CAPT Edward Lundquist, USN (Ret)

Can you tell us what the Western Hemisphere Strategy is all about; why the Coast Guard has been tasked to create this national strategy; and how they will execute it?

As residents of the Western Hemisphere, the United States has a keen interest in the safety and security of the Hemisphere, including the waters within it and approaching it. We execute the strategy through three main pillars: combating networks – primarily criminal networks; securing borders; and safeguarding commerce.

**So how does the Coast Guard implement that strategy?**

We implement it through a layered security approach that tries to identify and understand the threats as far away from us as possible, and then arrange our assets, our authorities, and our capabilities in a way that allows us to counteract those threats, again, as far away as possible, and typically in cooperation with our neighbors and partners.

**What would be an example of such a partnership with another western hemisphere country, and how is this mutually beneficial?**

We have a number of “bilateral agreements” with other countries in the hemisphere that allow us to, on a reciprocal basis, board vessels flagged in those countries when they’re on the high seas and suspected of illicit traffic. We can exchange ship-riders. We can bring suspects to the U.S. who are violating the laws of our country and another country who have been caught on the high seas with the concurrence of that other country, and then apply the US Legal system with its rigorous standards and protections to them to ensure that there are consequences for illicit acts on the high seas. Alexander Hamilton is considered to be the father of what is today the U.S. Coast Guard, and one of the original authorities granted to the Coast Guard when it was born, is the ability to interdict illicit traffic on the high seas, and not wait for a threat—whether it’s a smuggling threat, or a security threat—to come into our ports or onto the land, but instead to identify it and deal with it on the high seas. That’s been the basis of the Coast Guard’s security posture for the past 226 years.

**If a Coast Guard cutter is on patrol with a ship-rider from another country embarked, and we interdict a vessel with the**



concurrence of that nation, how would we bring the vessel, master or crew to the U.S. for prosecution.

The cutter typically works under the tactical control of one of our district commands, which are in major cities around the country – Boston, Norfolk, Miami, and New Orleans – on the west coast San Francisco, Seattle, Honolulu, and Juneau – and on the Great Lakes in Cleveland. And those district commands, particularly the ones that kind of look south – the 7<sup>th</sup> District in Miami, the 11<sup>th</sup> District in Alameda, California –have arrangements under these bilateral agreements with counterpart Coast Guards, or Coast-Guard-like agencies that permit the communications that allow us to board those ships. Then, in the case that you describe, where we want to bring the vessel to the U.S. for prosecution in coordination with the Department of

Justice and Department of State, we have a procedure to reach out to those counterpart agencies in that country to get what we call a “waiver of jurisdiction” that allows the flag state, the country where the ship is registered, to permit the U.S. to bring the vessel, crew, evidence and so on, to the U.S. for prosecution. It really works out well, it expedites the process, and we do it very frequently – more than dozens of times a year.

**That’s the mutual benefit.**

Correct. Where we can identify those threats and act on them – particularly on the high seas – and prevent drugs from landing in Honduras, or in Costa Rica, or in the Dominican Republic, there’s a benefit to the U.S. from doing that. There’s also a benefit to those countries who can, we hope, suffer less under the corrosive influence that those drugs have as they transit through the countries we just named.

**By “corrosive influence,” that would apply to impact of the whole criminal enterprise.**

Right. The crime, the corruption, the insecurity and instability that’s created in those countries. Several decades ago, Colombia was close to a ‘failed state.’ A combination of actions primarily taken by the Colombians themselves, but with some U.S. assistance, helped get control over that country and re-establish a reasonable level of citizen security that has allowed Colombia to now prosper.



*USCGC James, a 418-ft National Security Cutter, entered into active service on August 8, 2015, and is based at Charleston, S.C. The NSC is vital to executing the Western Hemisphere Strategy. (U.S. Coast Guard photo by Petty Officer 2nd Class Patrick Kelley)*

**How do we attack those networks? Because it's more than just the people that happen to be on the vessel on the high seas – they're often unwitting 'pawns' in these networks. So how do we take down the whole network?**

That's a great question, and the one part of your statement that I challenge is that they're not always "unwitting." Typically, the crews that we interdict on the high seas, they know something about who they got the drugs from, and they know something about who they're going to meet to give them to. When we bring those folks to the U.S. and the prosecuting task forces are able to talk to them, they have, on occasion, given us tidbits of information that allows skilled investigative teams, over a long period of time, to build out what that network looks like. And drug kingpins have been extradited and prosecuted in the U.S. based, at least in part, on information gained from Coast Guard boardings. So one element of attacking those networks is finding out what those crew members knew, who they knew, and what their modus- operandi was. And that allows us to not just, hopefully, find the next boat that was going to be on the water, but also to reach into those networks.

**Do you have any particular success?**

One example involves a Honduran drug kingpin nicknamed "El Lobo," who was extradited to the U.S. and prosecuted. He was one of the intermediaries of the El Chapo Guzman network. "Lobo" basically controlled the traffic of drugs to and through Honduras toward Mexico, and was extradited based on information gained from a couple of Coast Guard boardings that, together with other information, led to his extradition from Honduras to the United States, which is a first such extradition of its kind. That's one of the first cases in which we found not the source country network, but the distribution network.

**The Western Hemisphere strategy talks about is this "cycle of success." What does that mean?**

The cycle of success is what I described in gaining information from a boarding, and then using that to hopefully find that next boarding on the water. We target the detection, the monitoring of drug trafficking vessels, with Joint Inter-Agency Task Force South (JIATF South) that operates out of Key West. They develop the intelligence, and provide tasking to those tactical resources that can interdict these drug trafficking vessels. Coast Guard cutters and embarked helicopters stop and board the vessels detected by JIATF-South. Then we work with DOJ (Department of Justice) to bring those suspects to the U.S. for prosecution, along with the evidence of that crime, including not only the drugs that were found on board, but often communications equipment and code sheets and names and phone numbers that, when investigated, may lead to more information about other cases. That information then feeds back into the beginning of the targeting process. If you draw out those processes – investigation, detection, monitoring, interdiction, prosecution and investigation – that completes what we'd call the "cycle of success."

**You mentioned "ship-rider." What is it, and how does the "ship-rider" program in its various, different implementations fit into this western hemisphere strategy?**

There are a variety of ship-rider programs, but basically they combine the physical capability to be in a certain place – with law enforcement authority of a coastal state or a flag nation. We use ship-riders in combating IUU –Illegal Unregulated Unreported fishing – on the high seas of the Northwest Pacific where I have, in my experience, had both Chinese and South Korean ship-riders – law enforcement officials – on my ship at the same time, allowing us to board Chinese or Korean fishing vessels on the high seas, implementing a United Nations ban on large-scale, high seas drift nets. All of those programs have a combination of a physical platform or asset in a high threat area, with the authority of a nation to apply its laws against either a vessel of its flag or its coastal waters or EEZ. They are highly successful programs that respect the sovereignty concerns and the legal processes of those other countries. In many cases, they also give us the benefit of local knowledge of what's "normal" and "not normal" in terms of maritime traffic, which allows us to quickly sort contacts or vessels to determine credible targets. It also provides us with language capabilities that we don't have – the ability to read the names of the vessels, to understand the documents when they're presented. Those are capabilities that we just don't have resident in the Coast Guard, particularly in the Pacific. So those ship-rider programs are highly valuable – to both the ship-rider state and to us in the Coast Guard – for all those reasons.

**I never knew we had Chinese ship-riders.**

There are six nations that are part of the North Pacific Coast Guard Forum – the U.S., Canada, Russia, Japan, South Korea, and the Peoples Republic of China. Together they agree to mutual enforcement of a United Nations ban on large-scale, high seas drift nets. And almost every year, we have one of our high endurance cutters in the Northwest Pacific doing that patrol. When I commanded the Cutter *Boutwell*, I had Chinese and South



A Coast Guard Cutter Stratton boarding team investigates a self-propelled semi-submersible interdicted in international waters off the coast of Central America, July 19, 2015. The Stratton's crew recovered more than 6 tons of cocaine from the 40-foot vessel. U.S. Coast Guard photo courtesy of Petty Officer 2nd Class LaNola Stone.

Korean ship-riders on board my cutter, supported by a Japanese aircraft flying out of Japan, a Canadian aircraft flying out of the Aleutians, and a Russian information exchange system that allows us to see where those fishing fleets were concentrated, that allowed us to put the aircraft in the right place at the right time, to get the cutter to the right place at the right time. And on that patrol, we actually had six vessel seizures using these illegal nets. It was super successful. It is part of a cooperative strategy to work with partner nations, even those with whom we have political differences. We can still agree that safety, security, and the environmental stewardship of our oceans are something that the U.S., Russia, China, Canada, Japan, Korea can all agree on.

**There are a lot of things that a white hull ship can do that a grey-hull ship can't.**

On that same patrol, we did port calls in Shanghai, China, Nagoya, Japan, and Petropavlovsk, Russia. When we work with the maritime security services of those countries – whether they're called a coast guard or something else – we can always find things that we can work on tactically together that don't necessarily get us in political trouble with one another. As we often say about the Arctic, everybody can agree, that up in the Arctic you don't want oil in the water and you don't want people in the water. And so we can work with anybody who's willing to work with us on those two things.

**You mentioned JIATF South. It's been very effective and bringing agencies and their respective expertise together.**

It's a wonderful unit, it's really matured over the 20 plus years since its inception. At the risk of using a sometimes overused phrase, it really is a "coalition of the willing." Everybody has something to gain from participating there and everybody has something to contribute to the team effort. One of the other things that is really effective about JIATF is that they understand – as we do in the Coast Guard – that each of us "own" or operate in a just

a few of the parts of the cycle of success, but we operate in a way that understands the other agency to whom we're handing the baton, to use an Olympics relay race kind of term. JIATF has the first leg; they're going to hand off to the Coast Guard for the second; we're going to get it to DOJ for the third, and they're going to give it to a task force of criminal investigators for the fourth. Everybody understands that they have only a piece of the process in which they tactically operate, but they all take the strategic view of understanding the customer of their part of the process. And here in the Coast Guard, we actually tailor our procedures to best serve the customers of our boarding process. And

that's primarily those prosecutors in the Department of Justice who prosecute the cases that we bring to them.

**There are legal ramifications in everything you do. You have to be within the law, and you also protect the rights of suspects. You have to have evidence and it has to have collected and retained properly. It's a different mindset than what you might find on a Navy ship conducting a boarding.**

In my Coast Guard experience, one of my first jobs as a Junior Officer was as a Coast Guard Boarding Officer on U.S. Navy ships, operating primarily in the Caribbean. In the late 1980s we were starting the LEDET program – the Law Enforcement Detachment. Educating our Navy counterparts in what we do, why we do it, and how we do it was a big part of our work. I think that navies and naval forces all over the world are recognizing much more quickly the legal and policy ramifications of what they do. One of the things I took away from the Maritime Security Conference at the NATO Maritime Interdiction Operational Training Center this summer was that people recognize that on-the-water tactics can only get you so far. Those tactics have to serve a national – or in some cases, multi-national – goal, and they have to be executed in a way that works toward that goal. The tactics don't exist for their own sake. We don't board boats just for the sake of boarding them. We board them to discover violations, and to bring those violators to prosecution and investigation. The world of naval forces has matured in that way over the past 20 to 30 years. It gets back to the root of the Coast Guard's authority to board vessels on the high seas. There's actually a clause in one of the Articles of the Constitution, it's part of Article I, Section 8, that enumerates the powers of Congress, one of which is to define and punish piracies and felonies on the high seas. And the Coast Guard has the law enforcement authority to enforce all the laws of the United States on the high seas, and other waters over which the U.S. has jurisdiction. For a nation's law to be effective



against these global maritime threats, you need that “extra-territorial jurisdiction.” Your laws have to **reach** to the high seas, and then you have a mechanism to **enforce** those laws on the high seas. The U.S. Coast Guard is one of the only organizations that has both of those things within the same agency – we have both the legal authority to be out there, and the types of capabilities that **allow us** to be out there. A lot of other countries, naval forces are their only physical capability to get out there, and then the authority may or may not be present in their law depending on the kind of violation. So you can get into a scenario where the **capability** exceeds the **authority**. During the earlier counter-piracy operations in the Indian Ocean, nations realized that they could physically apprehend suspects, but then they didn’t have the legal authority to back that up with the kind of prosecutorial consequences that we find to be most effective.

**One of the things that we’ve been talking about is capability. The strategy obviously relies on cutters, boats, and aircraft. Do we have what we need to carry out this strategy?**

As an operator, more good stuff would always be great because we could do better. But I’d say that we have the kinds of capabilities that we need in the Coast Guard today. Our National Security Cutters – like the *Berthoff*, *Wasche*, *Stratton*, and *Hamilton* – are exceptionally capable ships that can do the business that the nation needs the Coast Guard to do, and do it as far away from our own shores as possible, and where we have great authority, and our capabilities exceed the capabilities of our adversaries. From a security standpoint, that’s a great place to be. That applies to the National Security Cutter acquisition, but also closer to shore, with the Fast Response Cutter, which is the replacement for our patrol boats. They’re doing a great job in Miami, Key West, San Juan, and the waters immediately in those vicinities. Our next planned acquisition, the Offshore Patrol Cutter, will end up being the numerical work horse of the fleet, with 25 of those planned. They’ll be able to reach down into that transit zone and conduct counter-drug operations. Ultimately, it will enable our national security cutters to work even farther from home, taking that work in the Northwest Pacific, going up through the Arctic, working with

PACOM, AFRICOM or EUCOM as the case may be, because those national security cutters are compatible with, and interoperable with, our Navy fleet, as well. In fact, Cutter *Stratton* just recently participated in the RIMPAC exercise with the U.S. Pacific Fleet and a number of navy fleets from around the world.

**The NSC is truly a 21st century ship. But being compatible with other classified networks was a challenge for Coast Guard.**

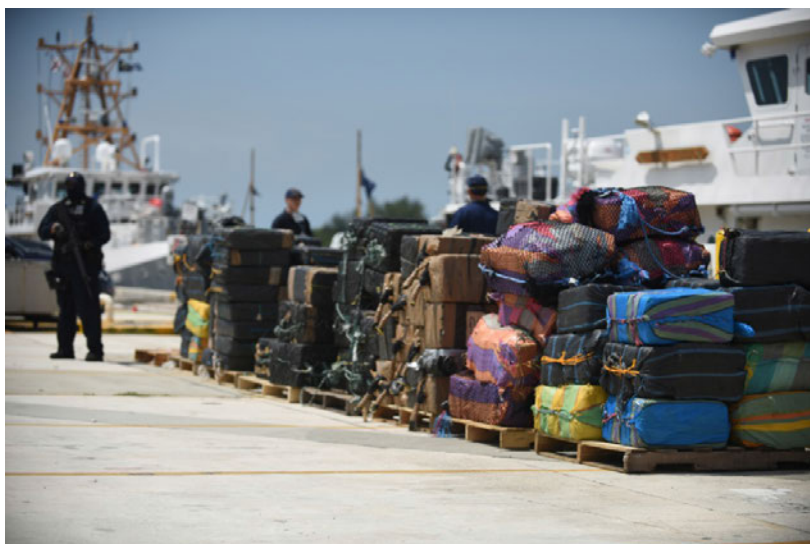
We have found that those ships have already lived up to their name – National Security Cutters – because they’ve contributed to national security both with the excellent counter-drug work they’ve been doing, but also in terms of their interoperability with the Navy.

**So I guess one last question on this. Let’s talk briefly about Navy. How does Navy and Coast Guard work together? What kind of a team is that for this strategy?**

We have a Navy-Coast Guard Fleet Board and that board’s goal is to ensure that our policies – not only in acquisition, but also in operation – ensure that we have a complementary, interoperable, and non-redundant fleet. In other words, that we **support** one another without trying to **look** like each other. So I’ll give you a couple examples of that. The weapons systems and communications systems on the national security cutter **and** on the planned offshore patrol cutter, are what we call NTNO – Navy Type Navy-Owned equipment. They’re not only capable of operating with, but they’re actually supported by the U.S. Navy. And our Coast Guardsmen and Sailors are side-by-side in the schools to both operate and maintain those kinds of equipment. So that’s one of the ways that we ensure interoperability. The other way is to ensure that we understand each other’s missions very well. So the Coast Guard and the Navy – along with the Marine Corps – have combined to write the *Cooperative Strategy for the 21<sup>st</sup> Century Seapower*, which has recently been updated. We’ve worked together on Arctic policy, including the implementation of the Coast Guard’s Arctic Strategy, along with the Navy’s Arctic Roadmap. So from a strategic level, an acquisition level, and an operational level, we work to ensure that kind of interoperability across both services is in the nation’s benefit.

**You mentioned the Arctic, and you mentioned that once we get these OPCs out there, we can let the NSCs use their legs and go further. Will the NSC or OPC be able to operate in the Arctic?**

We have had National Security Cutters patrol the Arctic in the summer months, and in ice free waters, providing the kind of tailored and seasonal capability that we need up



*A view of approximately eight tons of seized cocaine offloaded from Coast Guard Cutter Bernard C. Webber to Coast Guard Base Miami Beach on June 13, 2016. The drugs have an estimated wholesale value of \$214 million. (U.S. Coast Guard photo by Eric D. Woodall)*

there, given the current level of human activity in the Arctic. But as human activity increases in the Arctic, we will need **more** capable ships – icebreakers or polar-capable ships – and we certainly have icebreaker acquisition on our mind, as well.

**Is that part of the Western Hemisphere Strategy?**

I think that would better fit in our Arctic Strategy and I'm sure you're aware that the President has opined that the Coast Guard needs additional icebreaker capacity and needs it sooner rather than later.

**In your strategy and policy role, are you part of the Navy-Coast Guard board?**

I'm one of the co-chairs. So my Navy counterpart is OPNAV N51. We co-chaired that Fleet Board together. All of the significant strategy documents across the two services are co-written and edited within our staffs. His deputy is Bruce Stubbs, a Senior Executive Service civilian and a retired Coast Guard Captain. So there's a great relationship between that OPNAV staff and our staff here, and we certainly keep each other apprised of the big things that we're doing.

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 LT Kenneth Butrym USN  
 ET3 David Cherry USN  
 LCDR Lori Chestang USN  
 LCDR Jonathan Cox USCG  
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## ***Sixth Fleet Destroyers Operational at the “Tip of the Spear”***

### **An Interview with CAPT Richard Dromerhauser, USN Commander, Destroyer Squadron SIXTY / Commander Task Force 65**

***Conducted by CAPT Edward Lundquist, USN (Ret)***

**Tell me about your four forward-deployed guided missile destroyers (DDGs).**

These are amazing ships. We took 10 rotational east coast deployers and replaced them with four forward-deployed DDGs. They are operationally at the ‘tip of the spear.’

People refer to the four DDGs in Rota as the BMD ships, because it’s a capability they own. But first and foremost they’re multi-mission combatants. *Carney* arrived at the end of the summer in 2015, and we got her underway a week early. Instead of coming out of Rota and going through the STROG—the Strait of Gibraltar—and doing the scheduled 4-month initial deployment, we sent her up the coast of Portugal to meet a Russian Kilo that was coming down to be transferred into the Black Sea, and she went with them. So here we have a ship that just changed home ports, and is new to the theater, and she came in for an initial once-over, and then we sent her right back out, and she escorted the Kilo all the way into the Med. At the same time, she’s escorting the *Charles de Gaulle* strike group, which was on its way to the East Med. They were operating off Syria, and provide air defense for the strike group while simultaneously tracking and escorting the Kilo into the Black Sea. Oh, and by the way, at the same time she augmented the strike group that was transiting, to provide them escort duties, as well. All while she’s doing the BMD mission for us.

**They are based at Rota, which is not a traditional homeport for us. How do you keep the crews trained?**

We have a small but extremely effective detachment there, and we get superb support from the base. Think of all the things that we need to do to get a ship underway: they need to be manned; they need to be trained; and they need to be equipped. We do that

with the team in Rota. We leverage the capability at Afloat Training Group and SURFLANT. We don’t get any special treatment, but when we ask for a training team to do a 1.1 recurring unit level training event, we insure the ship is prepared and can also get them to the 1.2 and 1.3 events, as well, and we can knock out this entire training requirement that would normally take two or three weeks, and get it done in four days. Because if we have a team of experts fly all the way out here, we need to get the greatest bang for the buck. We may have an opportunity to visit multiple ships and knock out multiple events . . . the ships just need to be ready.

I am extremely proud of our ships 97% first pass yield for ATG assessments.

We want to make training as realistic as possible. We have warfare tactical instructors (WTIs) conducting the training, and they’re the experts. We have WTIs with ASW expertise, and with the DDGs getting SeaRAM, we’ll have WTIs with the specific Sea RAM training.

**Do you leverage the training capabilities or ranges or facilities of our allies and partners?**

We recently sent *Porter* to the Spanish Navy’s firefighting school at Rota. We have a memorandum of agreement with them.

We send our ships, and we have some U.S. trainers working side by side with the Spanish trainers. We’re watching and learning about each other’s equipment and how it’s used, and building this capability. I’ve had Spanish engineers help us out in port. There’s a great relationship on that base and that is paying big dividends. As we talk about BMD in the theater, the Spanish have been very interested in “Smart Defense,” where Spanish ships are acting as air defense for our DDGs when they’re engaged with a BMD mission. BMD by its very nature involved looking up vice looking around, so we’ll have another ship on patrol with them. We usually send our DDGs out in twos for four months. One predominantly does Black Sea and Med missions, and the other will do East Med or Med.



*SHYROKYI LAN, Ukraine (Sept. 5, 2015) U.S. Navy Destroyer Squadron 60 Commodore, Capt. Richard Dromerhauser, left, speaks with Vice Adm. Serhiy Hayduk, Commander of the Ukrainian Navy, right, during exercise Sea Breeze 2015, Land Component. Sea Breeze is an air, land and maritime exercise designed to improve maritime safety, security and stability in the Black Sea. (U.S. Navy photo by Mass Communication Specialist 3rd Class Robert S. Price/Released)*



Commodore, Destroyer Squadron 60  
Commander, Task Force 65

We switch them on and off so they work the entire theater. Sometimes we'll get them outside of the Med. The other two ships will go through a major overhaul in port, and get any kind of equipment – like Sea RAM – and the other ship that's off cycle is doing some pretty significant training. We've sent them up to FOST– the Flag Officer Sea Training in England. They do Joint Warrior with CTF 80 ships from the East Coast. Our

FDNF ships are constantly doing training and exercises. The *Ross* will be fully integrated into France's *Charles De Gaulle* Strike Group deployment to the Eastern Mediterranean.

The operational pace of the ships enables them to be able to go and do so many amazing missions – not just BMD, but ASW, SUW, AAW, and theater security. We do a lot of what we call focus collection operations where we'll take the ships into anti-access/area denial environments up in the Black Sea off the coast of Crimea, to the Eastern Mediterranean off the coast of Syria. We're prepping the operational environment and making sure that everyone knows, "Hey, here we are. We are in the Mediterranean; we are in the Black Sea; we are in the Eastern Med; we are in the Baltic. We're the Sixth Fleet and this is where we operate."

Yes, they have a very critical part of the BMD mission, and we're very proud of that. As the officer in tactical control of them, we love the fact that they can go out and operate in just about any environment and threat situation in theater. I don't want to be arrogant and say they "operate with impunity. We still want to keep our heads on swivel. We're not complacent about anything out here.

**Are you referring to the choke points in the theater, and a growing offensive threat?**

The Russian Kalibr missile is on the Kilo submarines and the new class of FFGs that the Russians are putting out. We're getting six Kilos in the Black Sea, and they'll operate in the Eastern Med and they've launched cruise missiles from the Caspian Sea.

**Were you involved in the BMD mission previously?**

I had command of USS Fitzgerald (DDG 62), a BMD DDG in Japan. I really enjoyed that mission, and I think I have a good understanding of BMD. We were a DESRON 15 ship, and came under the BMD

Warfare Commander when conducting BMD. We do the same thing here. I come in on the maritime side with BMD assets and assisting in the overall BMD mission alongside the AEGIS Ashore facility. We position those ships, we run them and maintain them. We get these FDNF ships here for seven years before we rotate them back home. Then we'll get a new set of ships. But our goal is to send those ships back in great condition, because in order for me to do everything I've just talked about, we have to focus on the maintenance, preservation, training, and the manning. I visit Rota every month, and of course we're plugged in to the Sixth Fleet Commander to provide his sea control.

**How do you ensure stability and predictability in the maintenance cycle?**

We have a great relationship with Navantia, the Spanish company that performs our maintenance. We have a very close relationship with them, and we cultivate that. They understand the ships, they know the ships, they're here with us, and that helps. We all want to return the ship in great condition. Selfishly, we want our young sailors and young officers that go to these ships to be able to tell the rest of the fleet about what they accomplished here in Sixth Fleet. I would tell the same thing when I was a CO out in Japan. I would say, "Okay, NOW go back and show 'em all the things you learned here." I want our junior officers to tell their classmates about the real world missions they performed and how often they pulled in and out of port, and how many times they did it unassisted, and how many times they took a celestial navigation fix at night, and how many times they operated in EMCON. We have a ship right now doing an operation in a silent EMCON posture, all the way up to their start point early this morning.

That's the kind of stuff that we need to practice and be able to do—and we're doing it. We're paying attention to those little things that maybe we've gotten away from.

We don't want to do something so we can get the qualification, and then not practice it again. That's why we're stressing them on a regular basis. That's why we're shutting all our links down and practicing our ability to talk using different and redundant communication paths. Here, I'll have a ship that has to communicate with the French, and in a few hours might have to do that with the Italians, then maybe a German ship. So we bring them into the link, and open up a maritime operation picture.

**If it's NATO, it's a standard.**

Even if it's a NATO ship, you have to practice. Our ships are doing that – repetition, repetition, repetition – so they understand how to work with partners, within NATO and with other nations. Every time they're under way they're working with somebody out there. It's an amazing place to learn. They're also going to have all this great equipment that we're speeding up and getting to the fleet because it's needed. That's a testament to our folks in the resource community at N96 and all those folks who are getting these things out here so our ships can do their mission.

### What about the ASW threat?

This is an ASW theater. I have these guys who laughed at me because when I first arrived in 2013 I wanted to have the ships practice ASW. At the time ASW was not the primary focus for the ships, I was told ASW was a skill set they're not going to need. Well, look who's laughing now. The ships are doing real world ASW – out of the box within hours of leaving port! Our young officers and enlisted sailors are experiencing it first-hand. We're doing well.

### The Surface Navy has been focused on distributed lethality, and going on the offensive. How does that affect your mentality here in Sixth Fleet?

When we say 'go on the offensive, it's not about being antagonistic. But if somebody wants to deny us access because they've got weapons like the Stouge or the Yakhont missiles, which go out pretty far, are we NOT able to go into those areas? No. We're ABLE to go into those areas. I don't think that's being offensive. It's being smart. We're not ceding that battle space. Having the Sea RAM is a capability to defend ourselves. We're not just able to defend ourselves. We can fight. We have the equipment, the manning, and now we're getting those officers trained to think about those types of engagements.

### How does that change your thinking when you have a ship that has Sea RAM AND CIWS as opposed to not having the Sea RAM?

CIWS is such a capable weapon. Couple that with Aegis, and you can feel much safer. With SeaRAM it's even better. The PK (probability of kill) with Sea RAM against the Yakhont missile is fantastic. So it's a comfort factor. We're not rocking back on our heels. We're always on our toes going forward. And it's nice to know that you've got the ability to go in there and know that if something did escalate, you can protect yourself. I'm not going to debate the firepower of the DDG with anybody. It's a great platform and now we have an even better capability. I will always then defer to the brain and the heart of the American sailor, and anybody in the military. That's our real secret weapon right there.

### So if you have a wish list – something you didn't have on your ships out here now, but would like, what would it be?

Can I ask for more ships? I'd love 5 or 10 more ships. Two would be nice. One would be great. Just give it to me on a rotational basis.

### Is there any discussion about augmenting the four ships?

I can't get into the details of what's actually being asked or what we're looking for, but I think if you want a wish list, it's continue sending those great sailors out and continue sending us some of the new systems and technology. Continue sending us WTIs, the Warfare Tactics Instructors. The Naval Research Lab provided us with the Transportable Electronic Warfare Module

(TEWM) system that helps us identify those left-of-launch capabilities. It will alert us if it sees something coming in. It enhances the ship's ability to fight another day. Our ships can take it with them when they're on patrol.

Continue sending the training, and assist teams who teach damage control, or look at supply or food service, or postal. That helps us support our warfighters and improve quality of life. Is that important in being able to fight the ship? Of course it is.

### Tell me a little bit about WTIs coming out here. What kind of an experience are they bringing with them?

We have just 15 people assigned to this DESRON. Our task force covers from the Baltic down to South Africa, from the 45<sup>th</sup> Meridian all the way to the Red Sea. Besides myself and my deputy, we have two second tour department heads, three petty officers and some first class petty officers, and the folks doing really all the heavy work are the second tour division officers – folks who have experienced one operational sea tour. And then they come here. And they are managing all this for the three-star Fleet Commander. It's eye-watering what gets done with such a small group.

Vice Adm. Tom Rowden has instituted a modification on the XO-CO fleet up for the surface force, where after completion of the XO portion of the split tour, rather than go directly to command, there is a brief sabbatical to help adjust that transition and to get some leave and updated training. It's a little break from the crush of being the XO to suddenly being the CO. Have you



Sailors aboard USS Carney (DDG 64) hold the phone and distance line during a replenishment-at-sea with the Military Sealift Command fleet replenishment oiler USNS Big Horn (T-AO 198) in the Mediterranean Sea. Carney, an Arleigh Burke-class guided-missile destroyer, forward-deployed to Rota, Spain, is conducting a routine patrol in the U.S. 6th fleet area of operations in support of U.S. national security interests in Europe. (U.S. Navy photo by Mass Communication Specialist 3rd Class Weston Jones/Released)

### started that here, as well, and if so, how is that working.

We have that. It's working very well. With our four Rota ships, we've had one change of command so far where that XO did take time off, went back, recharged, got updated, and then returned to the ship. That CO is doing phenomenal work right now. He was a great XO; he's a great CO. Thursday I will go and preside over the change of command for the USS *Porter*. And that XO has been back in the states, taking some time, getting updated, and will come back and do a fantastic job as CO. It's a very good program.

The XO/CO fleet up is successful. Those XOs are not just 'COs in waiting,' they're XOs. They are in synch. Because there is so much going on that you don't want to lose anything.

### How important are relationships?

The Spanish Navy and Navantia are great partners. When I show up for a few hours, they know I'm there.

They know my family; I know their families. That speaks volumes when we call up and go, "Hey, you know, I've got a ship coming in and my helo isn't able to do a touch-and-go when they come through the Cent Med. Do you have a helo on base that would just get a qualification flight in with the DDG?" "Let me check the schedules." "Can you do it this date?" "Yes, we can." I mean that's the kind of great relationship we have. We've got that with the British, too, because we use their ranges, their training facilities and schools and their instructors. We also have those great relationships with the Italians, the French, and with the Greeks because we're in Souda Bay for logistics. We operate in the Black Sea frequently, we have great relationships with the Bulgarians, the Romanians, the Georgians, and the Turkish.



MEDITERRANEAN SEA (July 30, 2016) USS *Carney* (DDG 64) takes station alongside Military Sealift Command fleet replenishment oiler USNS *Big Horn* (T-AO-198) to conduct a replenishment-at-sea in the Mediterranean Sea. *Carney*, an Arleigh Burke-class guided-missile destroyer, forward-deployed to Rota, Spain, is conducting a routine patrol in the U.S. 6th fleet area of operations in support of U.S. national security interests in Europe. (U.S. Navy photo by Mass Communication Specialist 3rd Class Weston Jones/Released)

Those relationships are the force multiplier. Our ships are important, but it's the Sailors who are the real force multipliers. We give them good equipment, but more importantly we have the folks who know how to use it, and we're getting them in droves coming out here with specialized training. What happens? You get not just one really good teacher; I've got a classroom full of folks who understand it. That's the force multiplier. Are these four DDGs BMD ships? Yeah. They're also ASW ships, they're also SUW ships and AAW ships. Most importantly, they are warships flying the flag of the United States of America.

### You mentioned submarines. ASW is a skill that can atrophy. Now that there is a renewed emphasis on submarines in the AOR, how are we getting our expertise back to where it needs to be?

We have some great new systems, such as the new P-8 maritime patrol aircraft, and our SQQ-89A(V)15 sonar. Our allies have some great ships and aircraft, too. So I think we have the skill and the capability to do the job. NATO has incredibly talented and professional mariners. Their skill sets and abilities are superb. We have to operate in international waters with the Russians, too. As mariners out on the sea, regardless of the colors of the nation we represent, we must operate in a safe and standard manner to ensure safety in operations and transits. We must understand what the other is doing.

### As one mariner to another out in the middle of the ocean, it's probably the most pragmatic relationship you will ever have, regardless of what flag you're flying.

There is no nationality when it comes to safety at life at sea.

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## New Mark VI Patrol Boats Protect Ports, High-Value Assets

By CAPT Edward Lundquist, USN (Ret)



ATLANTIC OCEAN (May 1, 2016) A MK VI Patrol Boat attached to Coastal Riverine Squadron 4 (CRS 4) approaches the well deck of the amphibious assault ship USS Bataan (LHD 5) during wet well operations. The MK VI patrol boat is an 85-foot craft arranged with an ergonomically designed pilothouse, covered fly bridge, re-configurable main deck cabin and below-deck accommodations. Bataan is currently underway conducting routine qualifications in preparation for her future deployment. (U.S. Navy photo by Mass Communication Specialist 1st Class Julie Matyascik/Released)

The Coastal Riverine Force conducts high value asset protection, escorting ships in and out of port facilities, keeping them safe at anchor, and providing security in remote or austere locations. The force also provides security to naval logistics ships – such as oilers or contract ammunition carriers – with teams on board them to protect those vessels from terrorism type threats. The new Mark VI patrol boats, manufactured by SAFE Boats International of Port Orchard, Wash., are critical to mission success for the force, according to Cmdr. Raul Gandara, Branch Head, Coastal Riverine and NECC Warfare Requirements, at Navy Expeditionary Combat Command (NECC).

“We took delivery of the Mark VI patrol boats last year. The program of record is for 12 boats. The Fleet Introduction Team, worked very closely with SAFE Boats in the initial training for those crews,” Gandara said. “The crews are very well-versed in the craft; they understand it very well.”

The Mark VI is made from all aluminum construction,

VIRGINIA BEACH, Va. (June 9, 2016) Dynamic (AFDL 6) Sailors stand by as dry-dock Dynamic, located at Joint Expeditionary Base Little Creek-Fort Story, begins to sink during the undocking of MK VI Patrol Boat 1202. (U.S. Navy photo by Shelby F.W. West/Released)



powered by diesel engines with waterjets, and can reach speeds up to 35 knots.

The Coastal Riverine Training Evaluation Unit took over the tactical training of the crews last October, and the first Mark VIs deployed overseas this past January. “Right now, Coastal Riverine Squadron 2 is operating them in the Arabian Gulf.” Gandara said the Navy has two 85-foot MK VI boats deployed to the gulf along with the 72-foot Coast Command Boat (CCB), a one-off boat produced by Safe Boats prior to bringing the MK VI boats online.

The Mark VI is a “great platform. It’s 85 feet long, with a crew of 10 plus a couple officers on board, and it can do an awful lot. It takes five guys to run the boat up front in the pilothouse, and the other five guys are back aft where they can be manning weapons or running remotely operated vehicles.”

“By having the craft overseas, we’re finding the demand for them has increased. We’ve been able to load and unload the boats in well decks on our amphibious ships, as well as conducting some exercises and weapons testing. We’ve got a number of exercises planned coming up in the Fall. We’re really just starting to figure out all the different things it can do in that theater. We pushed another couple of boats out to the Western Pacific this Summer, manned by a rotating series of crews from the States,” said Gandara.

While the people are capable of long transits, the more preferable means of getting the crafts to an overseas theater is inside an amphibious ship. “We can stick ‘em in a well deck and take them to wherever they need to go,” he said. “We’re operating out of Bahrain right now; we’ve got two of them out there. They can

reach everywhere in the Gulf. We took the Coastal Command Boat outside the Gulf down to Oman last year, shortly after it arrived, as a proof of concept that they could go that far, and refuel along the way.”

Well deck testing was conducted aboard USS *Bataan*, demonstrating the feasibility to carrying the boats overseas. “This is a great capability to get it forward to where it can operate.” The MK VI has a 600-mile range. “We’ve got 5,000 gallons of fuel and can stay out for 24 to 72 hours at a time.”

There are racks on board for longer missions. “Long, complex mission will require our crews to sleep aboard the craft, and manage their watches, sleep, and meals.

#### Mid-East mission

“We’re not escorting vessels in and out of port. That’s the job of small boats. The MK VI has an anti-terrorist mission, performing maritime infrastructure protection and escorting vessels in high threat areas, such as straits,” he said. “They’re able to provide that presence out there for long-term security.”

The MK VI can carry two—Mark 38 25-millimeter remotely operated guns, as well as two Mark 50 50-caliber remote-operated weapons systems so that the crews can target and engage up to four different targets simultaneously from inside the cabin. “We’ve got a number of manned small arms mounts that the off-watch crew can roll up and man, as well. We have found the combination of our unmanned remote-operated weapons systems and manned weapons systems to be very effective.”

The Mark VI can also mount the M240 7.62mm machine gun, Mk 44 mini guns, and carry Mk 19 grenade launchers.

Engaging a swarm of small hostile boats is a realistic challenge. “The key to killing the swarm is engaging it as far away as possible, and attriting those boats before they get to you. Because of the speed of the MK VI, Gandara said the idea is to “run away and fight as you go.”

“We have joint tactical air controllers that are attached to the Mark VIs, so we can call in air support. It’s important to have guys up on top that may be looking at a whole bunch of boats forming around each other, be able to differentiate friend from foe, and bring in air strikes on the bad guys,” said Gandara.

Gandara is aware of various suggestions to “upgun” the boat with additional weapons or systems, although there are no current requirements to do so. “It can do an awful lot. It’s a fantastic platform, and it’s very flexible, it has a lot of capability, so a lot of people are thinking about various things you can do with it.”

The capabilities of the craft are incredible. It can really take a pounding: the crews, not so much. “The seats of the Mark VI are really great shock-mounted seats,” said Gandara. “And as long as you’re in your shock-mounted seats, you’re fine. If you’re not in your shock-mounted seat, you’re going to be picking yourself up off the deck eventually.”

#### Platform for unmanned systems

The Mark VI can operate unmanned systems. Gandara said the Navy has conducted testing with the Mark VI and the Mark 18 Mod 2 Kingfish unmanned underwater vehicle (UUV).

“The EOD teams can launch Kingfish off the back of the Mark VI to go and run its

patterns. We can go away and come back later to pick it up or swap it out, or put it back under the water. We don’t have to provide security for another craft that does this mission because the Mark VI brings its own security.”

“We’ve also operated Puma AE unmanned air systems that are part of the Coastal Riverine Force,” he said. “We’ve operated those off the Mark VI in training.”

Puma AE is also deployed from patrol coastal boats. “We’ve had it in the Coastal Riverine Force even longer than the PCs. We carry our own UAS operators.”



ATLANTIC OCEAN (May 1, 2016) Sailors moor a MK VI patrol boat attached to Coastal Riverine Squadron 4 (CRS4) during wet well operations onboard the multipurpose amphibious assault ship USS *Bataan* (LHD 5). The MK VI patrol boat is an 85-foot craft arranged with an ergonomically designed pilothouse, covered fly bridge, re-configurable main deck cabin and below-deck accommodations. *Bataan* is currently underway conducting routine qualifications in preparation for her future deployment. (U.S. Navy photo by Mass Communication Specialist 3rd Class Nicholas Frank Cottone/Released)



ATLANTIC OCEAN (May 1, 2016) A MK VI Patrol Boat attached to Coastal Riverine Squadron 4 (CRS 4) approaches the well deck of the multipurpose amphibious assault ship USS Bataan (LHD 5) during wet well operations. The MK VI patrol boat is an 85-foot craft arranged with an ergonomically designed pilothouse, covered fly bridge, re-configurable main deck cabin and below-deck accommodations. Bataan is currently underway conducting routine qualifications in preparation for her future deployment. (U.S. Navy photo by Mass Communication Specialist 3rd Class Nicholas Frank Cottone/Released)

GUAM (Aug. 24, 2016) U.S. Navy Sailors assigned to Coastal Riverine Group One, Detachment Guam (CRG-1 Det Guam), and Coastal Riverine Squadron Two, operate the Mark VI Patrol Boat at Naval Base Guam. CRG-1 Det Guam is assigned to Commander, Task Force 75, the primary expeditionary task force responsible for the planning and execution of coastal riverine operations, explosive ordnance disposal, diving engineering and construction, and underwater construction in the U.S. 7th fleet area of operations. (U.S. Navy combat camera photo by Mass Communication Specialist 3rd Class Alfred A. Coffield/Released)



Offboard systems like UAS can be ISR force multipliers. “We can push that PUMA AE out and get a different angle on the vessels we’re looking at. We can see the deck space, we provide overwatch for our VBSS teams during a boarding. We can give the team feedback on exactly what’s happening on deck. So if we have people throwing things over the side like crazy, we can get it on video, record it, and then we can pick it up later to collect the evidence,” he said.

“It’s not just the platforms that we can launch off of the Mark VI itself,” he added. “We’ve been able to control Predators and get the feed down to our Rover VI, which is a system that is installed on the Mark VI that can get video feed from aircraft and UAVs overhead.”

Gandara said the Mark VI is a platform to host VBSS teams, but doesn’t have its own organic team. “There is space for a VBSS

team onboard. We don’t have the ability to put a full-blown RHIB on, but we can certainly put them over on a Zodiac-type inflatable craft. The ramp on the Mark VI can take two Zodiacs and we can serve as ‘overwatch.’”

SAFE Boats International worked very closely with the Navy in the introduction of the boat to the fleet. “We’ve sent our crews to SAFE Boat for manufacturers’ training for those initial crews, along with our fleet introduction team. As we start getting our Sailors who are coming back from deployments we can transition to more of a journeyman-type self-training organization at our own schools.”

Gandara said the Mark VI is a size that navies all over the world could use. “Many international navies have a requirement for small patrol boats to protect their own coastal waters.”

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## HS *Axios* Sustains Greek Navy and Partners at Sea

By CAPT Edward Lundquist, USN (Ret)

The Hellenic Navy not only has capable surface combatants, but replenishment ships to support them.

HS *Axios* is one of two replenishment oilers (AORs) procured from the German Navy. *Axios* was built as *Coburg* in 1968, and transferred to the Hellenic Navy in 1991. In 1998 the ship was given a hull extension of 11 meters to accommodate storage of missiles and torpedoes.

In addition to fuel and ordnance, *Axios* can carry fresh, frozen and dry stores. However, during its most recent underway period supporting a week long fleet exercise, the ships in the task group were not underway for a period where they would require replenishment of food. The AOR also has some limited repair support capability.

“We can replenish all of the ships with the NATO probe system,” says Commander Paris Kanoutos, the ship’s Commanding Officer.

“We can supply one ship at a time. We have one refueling station forward and connect on our starboard side. Transfer of weapons is not done underway, but at a safe anchorage. The weather has to be favorable, too,” Kanoutos says.



Commander Paris Kanoutos, Commanding Officer of HS *Axios* (A 464).

The Hellenic Navy has a third AOR, the larger *Prometheus*, built for the Hellenic Navy in Italy, which can refuel one ship on each side and one astern simultaneously.

“We just returned from a week-long fleet exercise where we refueled the four frigates of our group. We also supported four fast patrol boats, which we refueled while anchored.”

The need for food depends on deployment requirements. “In the Aegean, most of our ships will not need to be resupplied with food,” Kanoutos says.

Kanoutos says *Axios* has twin 40 mm guns for basic self-defense. “Under normal conditions, we would have other ships to protect us, particularly during unrep.”

Connected replenishment is usually conducted at a distance of 40 meters between the delivering and receiving ship. *Axios* uses the NATO probe system. The hose system has automatic tensioning to adjust for slight variations in station keeping while alongside.

*Axios* has space and command and control facilities to support a command element. The ship has served as flagship for Standing NATO Maritime Group 2 when the Hellenic Navy has been in command.

“If we expect a longer voyage, we can further augment the ship with extra comms gear,” Kanoutos says.

*Axios* is homeported at the Hellenic Naval Base at Salamis, the site of the famous naval battle of 480 BC. She has a crew of 90. In port the ship has a 15-person duty section on watch at all times. Fire drills and security exercises are conducted daily.

The ship is powered by two diesels and two screws. She normally cruises at 15 knots, and 10 knots during unrep.

*Prometheus* is newer, bigger, and have five times the capacity of *Axios* and her sister ship *Aliakmon*.



HS *Axios* (A 464) refuels the Hellenic Navy frigate HS *Kountouriotis* (F-462). (Hellenic Navy photo)

But Kanoutos says his crew prides itself on keeping the “old lady” in good working order. “She is in reliably good condition for the mission. We can do what is required.”

*Axios* has different handling conditions based on the load. When empty, Kanoutos says the ride can be uncomfortable depending on the seas. “But when she’s full, she’s steady even in sea state 6,” he says. “You can play billiards.”

Unlike the rest of the Hellenic Navy’s tankers and other logistics ships, the three AORs are part of the Frigates Command. “This is a sign of the importance the fleet gives to the replenishment ships,” says Kanoutos. “The Commander of the Frigates Command knows what we can do, and has a direct interest in our ships because we support the frigates directly.”



*HS Axios (A 464) refuels the Hellenic Navy frigate HS Kountouriotis (F-462). (Hellenic Navy photo)*

Replenishment at sea is challenging. The forces and tensions are huge, Kanoutos says, and the fuel and weapons being handled are inherently dangerous. But, Kanoutos says his crew has developed exceptional seamanship skills. What we do every day is what we will do in war.”

“We understand the importance of our job. We can teach it, and learn it, but mostly it comes from inside,” Kanoutos says. “We are proud to be a naval nation. It’s in our blood.”



*Captain Edward Lundquist, USN (Ret) and Commander Paris Kanoutos, Commanding Officer of HS Axios (A 464).*



*HS Axios (A 464) refuels the Hellenic Navy frigate HS Themistokles (F-465). (Hellenic Navy photo)*



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## Not Your Father's Navy Reserve

by FORCM CJ Mitchell, USN, OCNR, N095



Command Master Chief CJ Mitchell, right, and Chief Aviation Structural Mechanic Mark Benino unpack supply pallets during a vertical replenishment at sea aboard the Arleigh Burke-class guided-missile destroyer USS Farragut (DDG 99) in 2010. Farragut was a part of Combined Task Force 151, a multinational task force established to conduct anti-piracy operations in the Gulf of Aden. (U.S. Navy photo by Mass Communication Specialist 1st Class Elizabeth Allen/Released)

Last year, in 2015, the Navy Reserve recognized and celebrated 100 years of service. The legacy of Navy Reserve Sailors – Citizen Sailors dates back to even before 1915 when then Assistant Secretary of the Navy signed the Navy Reserve into law. Local Naval Militias pre-date the Navy Reserve when citizens gathered and organized for coastal patrol. The history of Surface and the Navy Reserve goes back to World War I. It includes the first shots of World War II fired by Reserve Sailors from Minnesota onboard USS WARD who fired on a Japanese mini-submarine in the early morning hours of the attack on Pearl Harbor, to modern times of Reserve unit providing harbor security in the aftermath of the attack on the USS COLE. For every war, every conflict, every humanitarian assistance/disaster relief effort more than 100,000 Navy Reserve Sailors have left their civilian jobs, their communities to serve the Navy and the Nation around the world.

Since, 9/11 more than 73,000 Sailors have mobilized in support of the global war on terrorism. Since then, these Sailors have taken the fight to the enemy and contribute to a winning effort from logistics and intelligence support to force protection and special warfare operations. The modern Navy Reserve Sailor brings experience, maturity and oftentimes advanced civilian skills sets to the fight in direct support of every Combatant Commander in nearly every theatre. Not your grandfather's Navy Reserve indeed.

But even as operations in Iraq and Afghanistan have decreased, the Navy Reserve has continued to evolve with vision of providing strategic and operational depth for the Navy and Combatant commanders. This is evident in current surface operations. Navy Reserve Sailors provide support and service on the waterfront and to underway operations.

Specifically, Reserve Sailors contributed nearly 4,000 man days of maintenance and force protection support for LCS both INCONUS and while deployed. Demonstrating growth and capitalizing on experience from the Gulf War and the GWOT, Reserve Sailors of the Riverine Force provide waterborne security escort for every CONUS high-value Unit escort. These examples have proven that a well-trained and appropriately resourced cadre of Reserve professionals can contribute to current surface warfare operations even in our most advanced platforms.

Reserve SURGEMAIN Units have been value added to four major shipyards who have provided surge manpower and maintenance capacity in support of ship and submarine overhauls. Full-Time Support Sailors serve in the surface fleet from Commodores, Captains of ships, Command Master Chiefs to Boatswains Mate's of the watch. As an FTS Sailor, I am most proud and grateful for my tours aboard USS SIDES (FFG 14) and in USS FARRAGUT (DDG 99) as her third Command Master Chief. RDML Jon Kreitz, a FTS Officer, is the President of the Board of Inspection and Survey (INSURV) after like many others a distinguished career of operations in the surface fleet. Again, not your Navy Reserve of the past.

Navy Reserve is a critical component to exercises. VIGILANT SHIELD, KEY RESOLVE, UNITAS, Ulchi Freedom Guardian, CARAT



Command Master Chief CJ Mitchell observes underway replenishment amidships onboard USS FARRAGUT (DDG 99) while underway, 2011.

and RIMPAC all of these exercises use Reserve Sailors and units to plan, support and participate. In the coming year, Sailors of your Navy will be involved in the planning and execution of Bold Alligator. Also, the Afloat Culture Workshop program and nearly 30 command visits is manned and executed by Reserve Sailors.

While these accomplishments are noteworthy, they are typical examples of Navy Reserve contributions and execution of duties in a modern Navy Reserve. Navy Reserve Sailors are mature, professional, adaptable, and innovative. ALWAYS READY. In my travels around the Navy, these Sailors are eager to get underway and they are eager to work and train on the waterfront. But more than anything they are ready. The pursuit of readiness is more than a motto of **Ready Now: Anytime Anywhere**. These dedicated Sailors are standing by to respond and support their country and their Navy when needed just as Navy Reserve Sailors have for the past 101 years.

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## Maritime Operation Center Helps Ensure Safety, Security, Sovereignty

*by RADM Massimo Annati, Italian Navy (Ret) and  
CAPT Edward Lundquist, USN (Ret)*

The Italian Navy—known as the Marina Militare—has a vital mission providing maritime security in areas of national interest—especially the central Mediterranean—and ensuring Italy’s sovereignty while safeguarding the European Union’s maritime borders.

To oversee and coordinate maritime domain awareness, and manage operations when action is called for, the Marina Militare has created a sophisticated operations center at the Santa Rosa compound at La Storta, near Rome.

Here the staff monitors the status of the Navy and its operations, and conducts the business of the Maritime Surveillance Center and the Virtual Regional Maritime Traffic Center.

“As the headquarters and the Maritime Operations Center (MOC), we are focused on the maritime security, developing maritime situational awareness and executing maritime security operations,” said Rear Adm. Vincenzo Montanaro, Head of the Operations Department.

In addition to knowing where the Marina Militare ships are at all times, the center also watches other traffic. “This requires a reliable, up-to-date picture of what’s happening in certain areas of interest. The exchange of information and knowledge about the shipping environment is also crucial for us. Cooperation with the shipping industry and the other maritime operations centers is important in order to increase our capability to understand what is happening in a certain maritime area of interest.



*The Italian Navy’s operations center can monitor all maritime traffic within geographical areas of interest. (Marina Militare)*

The Italian Navy has constabulary authority on the high seas for matters of security, according to UNCLOS (United Nation Convention of Laws at Sea) as well as domestic legislation, but it is also very capable to provide humanitarian assistance. Unlike security, safety is not a constabulary role. The SAR mission is an institutional task of the IMRCC (International Maritime Rescue Coordination Center), under the Italian Coast Guard.

“We have an officer of the Italian Coast Guard working here with us. We have links with shipping companies and their vessels in port and when they are at sea, to provide us



*The Italian Navy's maritime operations center can be scaled to support normal operations or a major crisis. (Marina Militare)*

with a valuable source of information that can be also compared with other sources — classified or unclassified — to provide better situational awareness,” Montanaro said. “We can exploit and validate information from them to increase our picture, and in exchange we are able to better ensure their security.”

“We use a multi-layered approach, which is called the Integrated Maritime Surveillance. It means that we normally create a capability basket of different data coming from different sources. Afterwards, we cross-check the information, and we build a big database which can be available at different classification levels to different users according to the mission and access that they have,” Montanaro said. “We can communicate with NATO ships at classified level using the NATO Maritime Command and Control Information System (MCCIS), and can provide the updated maritime picture. We also employ chat, most of the time at the classified level.”

There are 36 workstations within the MOC, although usually eight to 12 are manned, including the Battle Watch Officer in charge of the team. However, the MOC is scalable. It can quickly be expanded for a contingency, such as the January 2015 fire aboard the ferry MV *Norman Atlantic*, which was sailing in the Adriatic Sea between Greece and Italy. The MOC was able to direct the response and keep government officials informed as the highly visible situation unfolded.

### **Operational response**

As a national effort, Italy launched Mare Nostrum in 2013 to rescue migrants coming across the Mediterranean. Mare Nostrum emphasized humanitarian assistance and security, and covered a huge area at sea equal to three times the size of the island of Sicily.

Many illegal immigrants are heading for Sicily and the islands of Lampedusa and Pantelleria. The Navy and other authorities are patrolling the area with ships and aircraft,

such as the Atlantic maritime patrol aircraft, and Italy's network of coastal surveillance radar.

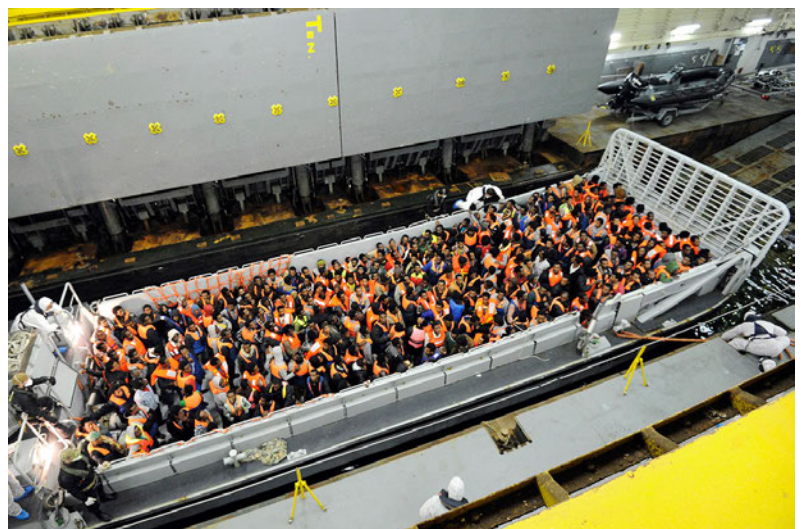
The Italian Air Force has deployed unmanned aerial vehicles, and the Navy has also used submarines to gather evidence of criminal activities.

Augmenting naval personnel have been medical personnel, legal counselors, cultural mediators and translators, as well as investigators and prosecutors to deal with smugglers. Fondazione Rava, the emergency services corps of the Order of Malta, and the Italian Red Cross have all contributed to provide medical and hygienic care to migrants onboard Marina Militare units.

According to a Reuters reporting citing the International Organization for Migration (IOM), nearly 2,900 migrants have died trying to reach Europe by crossing the Mediterranean Sea, making the first six months of 2016 the deadliest on record. This follows a reported 1,838 migrants who were missing or drowned at sea during the same six-month period in 2015, and 743 deaths at sea by mid-year in 2014. The exact numbers are difficult to determine as most people were travelling illegally.

Many migrants travelling by sea are aboard overcrowded or unseaworthy boats. The Italian Navy has been able to rescue many migrants from sinking or capsized vessels, but there have been tragic situations caused by unscrupulous individuals smuggling people from North Africa to Europe.

This tense situation combines both security threats and humanitarian challenges. The traffickers are making a fortune



*The Italian Navy has rescued numerous migrants in the Mediterranean. (Marina Militare photo)*





overloading unseaworthy hulks or even simple inflatable rafts with hundreds of desperate migrants from Africa and the Middle East. Therefore, most of these travels turn into emergencies or tragedies. At the same time, there is an evident need to verify the identity of both boats and individuals, as there is a severe risk of criminal or terrorist infiltration. One fishing boat that sank in April last year may have killed as many as 800 people.

In May of this year, the Italian navy patrol vessel *Bettica* saw a fishing boat experiencing difficulty, it approached it to hand out life jackets. But as the passengers crowded to the side of the boat it flipped over.

“It was a great rescue event carried out by ITS *Bettica* with the cooperation of two RHIBs and a helicopter from ITS *Bergamini*. At the end of the event 540 (out of 545 people) were saved and brought to a place of safety,” said Montanaro. “Without those two ships, an even bigger tragedy would have occurred.”

In the past two years, more than 320,000 boat migrants have arrived on Italian shores, according to the International Organization for Migration.

After a Libyan fishing vessel overloaded with migrants caused 386 deaths, Italy activated Operation Mare Nostrum in October 2013, an operation aimed to increase the safety and security framework in central and southern Mediterranean. This was a massive search and rescue operation carried out by the Italian Navy, with support of air surveillance assets of the Italian Air Force, which lasted a year. Mare Nostrum had also a law enforcement role, resulting in the arrest of a number of traffickers and seizure of mother-vessels used to smuggle migrants.

In November 2014, thanks to an agreement between EU member states and Italy, Mare Nostrum was replaced by Triton, an EU FRONTEX border surveillance operation as opposed to security operation.

“Mare Nostrum was always seen as a temporary solution,” Montanaro said.

Even some non-European Union countries, such as Norway, Iceland and Switzerland contributed resources to the operation. Three vessels, two patrol aircraft and a multinational staff are constantly involved.

After traffickers threatened unarmed Coast Guard vessels, the Italian Navy, launched the Mare Sicuro operation in March 2015 with an emphasis on security. “Mare Sicuro is focused on the protection of national interests, such as SLOCs, oil field platforms, Italian fishing vessels, and vessels providing search and rescue operations of the illegal human trafficking taking place,” Montanaro said.

However, despite the sometime different labels, all the operations saw an intense activity in both security and humanitarian sectors. The current Mare Sicuro operation involves some 700 sailors, five naval units with organic helicopters and security teams, plus one or two submarines and some maritime patrol aircraft, covering about 160,000 square kilometers (or 47,000 square nautical miles).

The Italian Navy’s MOC, which opened in 2012, includes four different areas. The main one is the operations room. There are also two situation centers, one charged with the operational control of the submarines, and another for the Maritime Patrol Aircraft. The center also includes also the EU Maritime Command Component Ashore. The latter is completely integrated with, yet physically separated from, the national command facility. This is a plug-and-play structure, activated on demand. Santa Rosa is the alternate center of Northwood in the UK, where both NATO Allied Maritime Command (MARCOM) and EU maritime commands are located. The EU Maritime Command Component Ashore was officially opened in May 2010 in an underground protected facility, and represents the very first capacity of this kind created in the European Union.

With the U.K.’s decision to leave the EU, the EU NAVFOR Somalia command centre at Northwood, which currently manages Operation Atalanta, will have to find a new home.

“Following BREXIT, the U.K. Government remains committed to current operations and the intent is for Operation Atalanta to be extended later this year to December 2018, with the OHQ (operational headquarters) remaining in Northwood,” said Royal Navy Cmdr. Jacqueline Sherriff, spokesperson for EU NAVFOR Somalia and Operation Atalanta. “Discussions regarding longer term contribution to Operation Atalanta beyond Dec 2018 will be between Brussels and the U.K. Government.”

## Cuttermen Association Members are Now Part of SNA

At a ceremony and reception conducted 20 September onboard the USCGC HAMILTON in Newport, Rhode Island, the Surface Navy Association welcomed The United States Coast Guard Cuttermen Association members into our organization. Speakers at the ceremony included Captain Bill Erickson, USN (Ret), who offered a brief summary of SNA's relationship with the Coast Guard. SNA's relationship with the Coast Guard began in earnest in November 2002 when Rear Admiral John Tozzi, USCG (Ret) was asked to join SNA's Executive Committee. With the Admiral's help, SNA's involvement significantly increased over the years with the establishment of the New London Chapter in 2004, regular appearance of the Coast Guard Commandants and the establishment of the annual Cuttermen's Call at the National Symposium beginning in 2007, and SNA hosted two Maritime Security Forums at the US Coast Guard Academy.



*Captain Clendenin and Admiral Hogg look on as Vice Admiral McCullough signs the MOU.*

Captain Erickson was followed by Admiral Jim Hogg, USN (Ret), SNA's Chairman of the Board, with brief remarks. Then, Captain Scott Clendenin, USCG, offered remarks as the Cuttermen Association President (see Captain Clendenin's separate article which discusses the merger); and brief remarks by the Coast Guard Commandant, Admiral Paul Zukunft, USCG.

The ceremony concluded with the signing of the formal Memorandum of Understanding between both organizations by SNA President Vice Admiral Barry McCullough, USN (Ret), and the Cuttermen Association President Captain Scott Clendenin, USCG.

The merger of the two associations has been progressing since the SNA and Cuttermen Association Board Meetings both held in January. This is viewed as advantageous to both organizations as it will result in combining the memberships into one association that recognizes the professional values of all those who are interested in the promotion of Surface Naval Forces as an integral part of the United States Navy and Coast Guard. Toward that end, SNA will continue to serve as "The Professional Association for Naval Surface Warriors and Cuttermen: past, present and future." Key elements of the MOU include the establishment of two new SNA Chapters (Anacostia and National Cuttermen), transition of Cuttermen Association Homeports to SNA Interest Groups, and transfer of all Cuttermen Association Members into SNA.



*Approximately 150 guests attended the reception.*



# West Coast Symposium Focuses on Operations, Training and Career Development

by CAPT Edward Lundquist, USN (Ret)

The Surface Navy Association’s annual West Coast Symposium was held on August 11 on Pier 2 at Naval Station San Diego. An all-star group of speakers “covered the waterfront” in updating attendees on operations, training and career development, and how together they deliver sea control.

The event, now in its 18th year, was well attended, with a largest-ever exhibit tent.

Capt. David Welch, Commanding Officer of Surface Warfare Officer School talked about the Surface Navy’s training programs and Initiatives for both officers and enlisted personnel, including basic and advanced division officer training; the state of enlisted training for the deck and engineering ratings; the development of “learning sites” at remote locations, such as Yokosuka; and cooperative training with allies and partners, such as firefighting training at Rota with the Spanish Navy.

Rear Adm. Mark Montgomery, Director of Operations for the U.S. Pacific Command, related how the Navy, along with its international partners, as well as the U.S. Air Force and Marine Corps, have continued to be operationally relevant, with a renewed emphasis on the importance of the Indo-Asia-Pacific AOR. “After 20 years of focusing on a ground conflict, we are now looking at the Pacific as our area of growth.”

Montgomery discussed the importance of being ready to fight with short notice. “We have to think long and hard now about a potential short and violent conflict in the future. We must fight with the assets we have now for a four or seven day conflict, not what we can muster in 60 or 90 days.”

Strategically, he warned, an adversary will strike first, and the Navy will absorb the first blows. “We then must rapidly regain and seize the initiative.”

The active duty attendees, both officers and enlisted, had the opportunity to listen to—and meet with—their detailers and community managers. Director, Surface Warfare Officer Distribution Division (PERS-41) Capt. Rick Cheeseman discussed various officer training, education and assignment options. He also discussed how the Navy is bringing new warfare tactics instructors (WTI) to the fleet.



A



panel moderated by the Surface Force Mater Chief, FORCM(SW/IDW) Jason Wallis, provided insight from senior enlisted leadership. Wallis was joined by CMDCM(SW) Matthew Danforth from USS Essex (LHD 2) and CMDCM(SW) Kenny Jablecki, from USS Bunker Hill (CG 52).

During the noon hour, attendees were treated to a live demonstration of SEA HUNTER, a fully autonomous, remote controlled ship.

Rear Adm. Ron Boxall provided the Washington perspective from his position as the requirements and resources sponsor for Surface Warfare (OPNAV N96), addressing training, maintenance, and people, which are vital to “keeping the fleet whole.” Boxall also discussed successfully integrating the new ships coming into the surface force, and pacing the threat with upgrades and modernization of the existing ships.

Rear Adm. Mark Hitchcock, Commander of Carrier Strike Group Three provided a timely update on his deployment, as the Stennis Strike Group ships returned to their home port. His ships and aircraft included the fleet’s newest capabilities, such as the MH-60R helicopter, and surface combatants equipped with the SQS-89 A(V)15 sonar and multi-function towed array.





Hitchcock remarked on the success of the WTIs assigned to the surface combatants and the destroyer squadron staff.

He also discussed the presence, and professionalism of the People's Liberation Army Navy, when the strike group was in proximity to the Chinese ships, but also stressed the importance of Code for Unplanned Encounters at Sea (CUES) to reduce miscommunication and miscalculation.



Rear Adm. John Wade, who had just assumed command of the Naval Surface and Mine Warfighting Development Center (NSMWDC), talked about making tactical thinking, tactical training and tactical readiness a key priority.

Wade said that necessity of increasing the firepower from the fleet required a "change our mindset from the defensive to the offensive."

That, he said, meant that the Surface Force must innovate, experiment, iterate and learn. Wade talked about the development of WTIs at NSMWDC, and introduced several of them to share their experience in becoming certified and bringing their knowledge and expertise to the fleet.

The final presentation of the day was by Vice Adm. Tom Rowden, the Commander Naval Surface Force, who emphasized the Surface Navy's role in providing sea control. He talked about the now widely used term of "distributed lethality," and how it could more broadly be looked upon as "distributed maritime operations."



Rowden said the Surface Force must provide the talent, tactics, training and tools to build a navy to "deceive, target and destroy our adversaries to gain sea control and conduct power projection."



***"The Navy exists to control the seas," Rowden said.***

Videos of all the presentations can be found in the Members section on our website at [www.navysna.org](http://www.navysna.org) or on the Surface Warfare Enterprise Net.



Photo Credit: CAPT Robert E. Lang, USN (Ret); RELANGIMAGES.com

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Austal USA completed acceptance trials on *USNS Carson City* (EPF 7) on May 25 in the Gulf of Mexico and delivered the ship to the Navy in late June.



Austal delivered *USS Montgomery* (LCS 8) on June 23 and it was subsequently commissioned at the Port of Mobile on September 10. Just days after the delivery, Austal celebrated keel laying for the *Charleston* (LCS 18), with ceremony that featured U.S. Congressman Bradley Byrne as the keel authenticator.

In August, *Yuma* (EPF 8) sponsor, Janet Napolitano, christened the ship in Austal's final assembly bay. *Yuma* was launched into the Mobile River on September 17.

This summer, *USS Jackson* (LCS 6) successfully completed shock trials—the first Navy ship to do so since 2008. *USS Coronado* (LCS 4) was a featured ship in the multinational RIMPAC naval exercise. LCS 4 was the first LCS to live-fire test the harpoon over-the-horizon missile system and worked with the Chinese navy during a high-profile maritime operation.

To find out more about the SNA Corporate Membership Program or to sign up to become a corporate member

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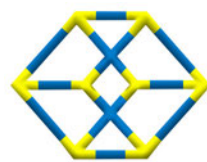
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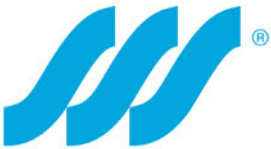
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# CHAPTER NEWS

## BATH, Maine

**President: CAPT Sean Kearns, USN**

SNA Bath Chapter held a SWO Join-up on the evening of August 25th, the first such event for the chapter in recent memory. The event was held in conjunction with visits from VADM Thomas Rowden (aka- SWO BOSS) and RADM Ronald Boxall (OPNAV N96). Also in attendance were the CO/XO leadership of PCU ZUMWALT (DDG 1000), PCU RAFAEL PERALTA (DDG 115), and PCU MICHAEL MONSOOR (DDG 1001) as well as several other officers and chief petty officers from the ships currently under construction in Bath, ME. During the event the chapter welcomed its two newest members LT David Norris and LTJG Chase Allvord, ASWO and FCO respectively on DDG 115.



*LT David Norris and LTJG Chase Allvord*

## CONSTITUTION

**President: CAPT Bill Mauser, USN (Ret)**

### SNA USS Constitution Chapter Presents 14<sup>th</sup> Annual George Sirian Meritorious Service Award

*By LT Aaron Young, USN*

“There is no such thing as a ‘chair leader.’ They are called deckplate leaders for a reason. Get out there and lead your Sailors.”



*Chief Fire Controlman (SW) Bob Strupczewski receives the 2016 George Sirian Meritorious Service Award from USS CONSTITUTION Chapter President CAPT Bill Mauser and VADM Tom Rowden, Commander, Naval Surface Forces. Emcee CAPT Gary Finerty observes.*

So advised Fire Controlmen Chief (SW) Robert B. Strupczewski, USN, upon receiving the 14th annual George Sirian Meritorious Service Award (GSA). The ceremony took place on 26 August 2016 onboard USS CONSTITUTION in Boston. FCC Strupczewski earned the award while serving aboard USS MASON (DDG-87), homeported in Norfolk, and currently deployed. The ceremony capped off a week of CPO Heritage Training, hosted by USS CONSTITUTION for new CPO selectees.

Honored guests included VADM Thomas Rowden, USN, Commander Naval Surface Forces, SNA Executive Director CAPT Bill Erickson, SURFOR Force Master Chief Jason Wallis, and SURFLANT Force Master Chief Jack Callison.

SNA USS CONSTITUTION Chapter President CAPT Bill Mauser, presented FCC Robert Strupczewski a replica 19<sup>th</sup> century naval cutlass inscribed with his name as the 2016 George Sirian Awardee. Assisting were FORCMs Wallis and Callison, and Master of Ceremonies CAPT Gary Finerty. In his brief remarks, CAPT Mauser cited that “FCC Strupczewski truly embodies all the values of the GSA, and perfectly personifies quality leadership and professional excellence in today’s Navy.”

Recently inducted to the Navy’s Chief Petty Officers Mess as an honorary Chief, VADM Rowden felt honored to speak at the ceremony that not only recognizes the immediate significant contributions senior enlisted leaders provide the Navy, but also the long-term impact in their service communities.

“As expected from the Surface Community, there were a lot of hard-chargers nominated,” said Rowden. “Congratulations Chief Strupczewski on being selected from a very competitive group.”

He emphasized that by being selected for the George Sirian Award, FCC Strupczewski exemplified and embodied six key tenets that all Chiefs and Chief selectees should exhibit:

- “Be the subject matter experts,
- Maintain a vigilant presence on the deckplates,
- Understand the requirements – get out in front of maintenance, training and watchstanding,
- Drive procedural compliance,
- Communicate up and down the chain of command effectively,
- Be intrusive and dedicated to the sailors you lead.”

The award is named in honor of 19th century sailor George Sirian, a refugee from Greece who served with distinction in the US Navy for nearly fifty years, first as an ordinary seaman, and later as a master gunner and warrant officer. Sirian’s service included multiple tours on USS CONSTITUTION during her prime years as a ship of the line.

A highlight of the ceremony was the moment that FCC Strupczewski stepped to the podium to pass on to the crew of USS CONSTITUTION and to 100 CPO selectees his thoughts on success as a Navy Chief. He emphasized three key attributes:

- “Never sacrifice integrity,
- Lead with passion, and
- Actively lead by example at the deckplate level.”

FCC Strupczewski attributed his career success and GSA selection to the love and support of his family and the hardworking sailors he has had the privilege to lead. “Thank you, Admiral Rowden and SNA. I am honored,” he said.

Said USS MASON CO CDR Chris Gilbertson in his nomination letter, “Chief Strupczewski truly embodies George Sirian’s spirit of excellence, and is a stellar example of Chief Petty Officers’ standing as the ‘backbone of the Navy’. He is hands down the best Chief Petty Officer onboard.”

Chief Strupczewski hails from Runnemede, NJ, enlisted in the Navy in 2000, and was selected for Chief Petty Officer in 2009. He has served multiple assignments afloat and ashore, including tours in USS ANZIO (CG-68), Task Forces 1-174 and 1-204 Air Defense Artillery Brigades in Balad, Iraq, and currently in USS MASON (DDG-87). Ashore, he was selected as the 2009 NRD Philadelphia Recruiter of the Year.

The USS Constitution Chapter of SNA was established in 1990 and focuses on promoting and maintaining the values of the Surface Navy’s history, contributions and accomplishments, with special focus on USS Constitution. Along with luminaries such as Arleigh Burke and John Paul Jones, Warrant Gunner George Sirian is enshrined in the SNA Hall of Fame at Surface Warfare Officer School, Newport, RI.

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

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

The award consists of an engraved replica 19<sup>th</sup> century naval cutlass and citation, plus a special plaque inscribed with the names of each annual George Sirian awardee on permanent public display aboard USS CONSTITUTION. As FORCE Master Chiefs Wallis and Callison unveiled the plaque, CAPT Mauser quoted from the inscription: “These Chief Petty Officers exemplify the historic spirit of a man who in his half-century career and multiple tours on board “Old Ironsides”, set the standards for leadership, technical expertise and devotion to duty in today’s Surface Navy.”

After the ceremony onboard, the Chapter hosted a reception at the Marriott Long Wharf Hotel in Boston for Chief Strupczewski and his family, dignitaries from fleet commands, (VADM Rowden and FORCMs), and SNA (CAPT Erickson and Chapter members).

Following his visit to Boston, FCC Strupczewski departed to return to USS MASON, currently deployed with the EISENHOWER Carrier Strike Group.



*FORCE Master Chief Jack Callison, FCC Bob Strupczewski, and FORCE Master Chief Jason Wallis at the unveiling of the special plaque inscribed with the names of each annual George Sirian awardee on permanent public display aboard USS CONSTITUTION.*

**GREATER WASHINGTON**

**President: CAPT Michael Doran, USN**

The Greater Washington Chapter enjoyed a great (albeit very hot!) summer and is looking forward to a busy fall and winter season.

On July 21<sup>st</sup>, approximately 30 SNA members braved the brutal midday heat to cheer on the Washington Nationals against the Los Angeles Dodgers. Unfortunately, the game resulted in a 3-6 loss for the home team, but our spirits were kept alive with plenty of camaraderie, food, beverages, and ice-cream. We hope to catch a winning game next season!

Also in July, GWC was pleased to accommodate several officer requests for a mentoring session about transitioning out of the Navy. CAPT (ret) Troy Stoner graciously volunteered to talk about his experiences and provide advice to anyone who was considering a transition from the Navy in the near future. Troy had a terrific SWO career, including command of USS O'BANNON and DESRON 23. His mentoring session was well attended and generated lots of great discussion among the officers (O3-O6) present.

On August 4th, the chapter hosted a SWO join-up in the Pentagon to commemorate 25 years of the Arleigh Burke class destroyer. RADM Ron Boxall (N96) opened up the celebration with a few remarks and cake-cutting. Many friends of Surface Warfare gathered for the occasion to enjoy each other's company and delicious provisions.

We held our Fall Golf Tournament on September 28th at the Fort Belvoir Gunston Golf Course. Despite the traditional rainy weather, 70 golfers were willing to hit the course. Congratulations to King Dietrich, Joseph Fortson, Scott Gray and Chuck Neary on their first place score! Thank you again to all our golfers and sponsors!. We look forward to seeing you at our Spring golf tournament in 2017! Golf Sponsors: Austal, BAE Systems, Huntington Ingalls Industries, L3, Lockheed Martin, Parsons, The Boeing Company and The Potomac Advocates.

Finally – Congratulations to LCDR Jim Hagerty who had been standing the watch as our Vice President. He departed N96 at the end of June to start a Joint assignment as Deputy Legislative Assistant and has since been relieved by LCDR Katie Jacobson. I want everyone to know that the GWC would not have been able to accomplish what it did without his personal time and dedication. Well done, Shipmate!

**Upcoming Events:**

Holiday Party – December 13<sup>th</sup>  
Sine Irish Pub, Arlington



July 21 Washington Nationals game. Pictured from left to right: CAPT Mike Doran (President), LT Hannah Bennett (N96 Flag Aide), LCDR Katie Jacobson (Vice), and RADM Ron Boxall (N96).

**SNA Media Site**

SNA hosts an active media site on [www.Youtube.com](http://www.Youtube.com)

The channel is **NavySNAMedia**

Subscribe to this site to receive notifications when updated material is posted.

**Archive material also available**

## HAMPTON ROADS

**President: CAPT Chris Bushnell USN**

After a sweltering July and August, the smell of autumn is finally in the air here in Hampton Roads. Despite the natural tendency to let the dog days of summer slow us down, our chapter remained as active as ever, hosting some of our most dynamic professional events of the year.

Premier among HRSNA's events are our monthly Professional Luncheons, held the third Wednesday of each month at Vista Point. We kicked off the quarter in July by hosting the Director of the Distributed Lethality Task Force, CDR Kurt Sellerberg, who was accompanied by CDR Jeff Heames. They discussed the current state of Distributed Lethality's operational concept, the status of DL-enabling procurement efforts, and broader warfighting and logistical themes. There were more than 100 folks in attendance who listened and engaged as CDR Sellerberg described the Navy's newest – and only – forward-looking operational concept for defeating high-end peer threats with A2/AD capabilities. The luncheon presentation turned out to be just an hors d'oeuvres for the main course – a classified brief conducted the following day that many local SNA members were also able to attend.

In August, we hosted LCDR Claude Berube (USNR), Director of the USNA Museum, Chairman of the USNI Editorial Board, and five-time author. He joined us for a talk based on the USNA Museum's acclaimed "Warrior Writers" exhibit. He described



*CAPT James Kirk, Commanding Officer of PCU ZUMWALT (DDG 1000), proudly delivers an impromptu presentation to the HRSNA audience about ZUMWALT, The Man, The Ship and The Crew.*

how, throughout our Navy's history, the leaders we admire fought more than battles against the enemy and elements. From JO to Admiral, they fought wars for the establishment of technology, tactics, operational concepts, culture, and internal reforms necessary to win against their future opponents. LCDR Berube discussed these warrior writers and how they defined their own eras of naval thought, from LTJG Nimitz to LT Sims to CDR



*Following a terrific presentation focusing on CPO 365 Phase II, FLTCM Paul Kingsbury poses with Acting HRSNA President CAPT Erik Ross, Retired FORCM Bill Slingerland and Retired FORCM Jim Monroe.*

Salamander. He described how they blazed a path for new ideas, new concepts, or came to find their voice through professional writing. He encouraged interested Sailors of all ranks to become part of that professional discussion through writing and gave them some advice and resources for getting started. We learned that only one officer has been published in every paygrade, from Midshipman to Admiral...can you guess who it is?

We wrapped up the quarter by hosting FLTCM Paul Kingsbury at our September luncheon. He discussed his perspective on the training of CPOs, naval heritage, and leadership, specifically focusing on the evolution of CPO 365 Phases I and II. His fascinating remarks reflected perspective gained from his nine months as the U. S. Fleet Forces Command Fleet Master Chief and amplified findings that he wrote in an award-winning essay, "What Makes the CPO Mess Tick," published in the April 2016 Proceedings. Pre-Commissioning Unit ZUMWALT happened to be in port, and we welcomed ZUMWALT crewmembers, including CMDM(SW) Leonard Greene and Commanding Officer CAPT James Kirk. CAPT Kirk was invited to speak for a few moments about his new ship, and delivered a passionate, impromptu presentation of ZUMWALT – the Man, the Ship, the Crew. The remarks of these two senior leaders were excellent and very well received!

Hampton Roads SNA continued to engage with our Navy's newest Surface Warriors via our support of the SWOS Basic Division Officer Course. This quarter, we provided pizza and mentorship to 168 ensigns at two BDOC Mentoring Sessions in RADM Grady's historic home, Michigan House. We also recognized the Honor Graduates of the first two BDOC convenings of the Class of 2016 by presenting them with a brand-new pair of Bushnell binoculars.

Looking forward to fall, we welcome back RADM Pete Gumataotao as the scheduled speaker at our October luncheon. His presentation on working at NATO's Allied Command Transformation promises to be good. Warm up your swing and clear your calendar for Friday, November 4<sup>th</sup>, when the HRSNA Chapter will host our Fall Golf Tournament at Eagle Haven Golf Course.

We look forward to seeing you at our upcoming events! If you have any ideas for our Hampton Roads chapter, please get in contact with us at [surfacenavyassoc.hr@gmail.com](mailto:surfacenavyassoc.hr@gmail.com) or come talk to one of our board members at the monthly luncheon.



*Pre-Commissioning Unit ZUMWALT (DDG 1000) moored at Naval Station Norfolk prior to her Baltimore commissioning ceremony.*

## MONTEREY

**President: LT Kelli Guffey, USN**

Greetings from beautiful Monterey, California! The Monterey Chapter started the summer quarter at NPS "all ahead full" by welcoming the largest incoming class of Surface Warfare Officers in years. We have several new members to the chapter and were excited to kick off this quarter with an SNA sponsored social in the Trident Room.

We also had seven of our Monterey Chapter Members participate in the Naval Postgraduate School's Wargaming Week at the start of June. Our Surface Warriors worked with the Operations Research Department testing Distributed Lethality concepts in the Eastern Mediterranean. It was a rewarding experience for all that were able to participate, and the chapter is extremely proud of our members that continue to find ways to stay tactically relevant during their time at NPS.

On July 13 the Monterey chapter hosted a brown bag luncheon

with Vice Admiral (ret) Terry Blake, former Deputy Chief of Naval Operations, Integration of Capabilities and Resources in Washington (OPNAV N8). Admiral Blake gave a talk on resource management in an era of fiscal constraints, and discussed the need for Surface Warfare Officers to continue to professionally prepare and educate on themselves on the budget process inside the beltway. He rounded out an incredibly informative talk by discussing leadership lessons. Thanks to Admiral Blake for the opportunity to hear a firsthand account from someone who has served at the top of OPNAV N-8 and commanded at sea!

On August 2 the Monterey Chapter was fortunate enough to welcome back Commander Rich LeBron, the Commander's Action Group Director (N00Z) for Commander Pacific Fleet, presented a classified briefing on the synopsis of war fighting in the Pacific that are sent out in "Swift Signals" to the Fleet. SNA members, Surface Warriors, and all those students interested on campus were in attendance.



*Pictured from Left to Right: LT Alan Janigian, LT Kelli Guffey, LT Marley Cassels, LT John Tanalega, and LT Matthew Lavender.*

Finally, the Monterey Chapter was fortunate enough to have several of our Chapter and NPS leaders participate in SNA West Coast Symposium. Lieutenant Kelli Guffey (Monterey Chapter President), Captain Chuck Good (NPS Surface Warfare Chair), Rear Admiral (ret) Rick Williams (NPS MIW Chair), Rear Admiral (ret) Steve Loeffler (NPS Regional Security Education Program Director, and Captain (ret) Craig Turley (NPS Distributed Learning) all represented Naval Postgraduate School on August 11 at Naval Base San Diego to hear the Surface Warfare Community's leaders share their vision.



Monterey Chapter Brown Bag with VADM (Ret) Terry Blake.

To our community of Surface Warriors graduating from NPS within the next few months, fair winds and following seas as you head back to the Fleet! We hope you enjoyed your time on California's breathtaking Central Coast.

Be sure to check out our Facebook page at <https://www.facebook.com/montereybaysna/?ref=hl> for information, events, and numerous other items of relevance to the chapter and the local community. For both current and new chapter members looking to get involved and stay involved, please contact LT Kelli Guffey at [kaguffey@nps.edu](mailto:kaguffey@nps.edu).



Lieutenant Kristen Eriksen

### Naval Postgraduate School Surface Navy Association Graduation Award – June 2016

Lieutenant Kristen Eriksen, USN is the recipient of the Surface Navy Association Award for Academic Excellence in Surface Warfare for September 2016.

Lieutenant Eriksen is a Surface Warfare Officer studying Operations Research. She earned a Master of Science in Operations Research. Her thesis is titled "Analyzing Tactics and Techniques within Distributed Lethality Using Agent-Based Simulation." After graduation, Lieutenant Eriksen is reporting to Naval Surface Mine Warfighting and Development Center to become a Warfare Tactics Instructor and subsequently to Surface Warfare Officer's School in Newport, Rhode Island.

Lieutenant Eriksen's thesis abstract reads:

Distributed lethality is a developing concept that aims to regain the priority of offensive naval warfighting in the United States Navy Surface Warfare Community. The concept's objective is to conduct sea control operations by employing surface ship groups in a hostile environment independent of a carrier. The collateral advantages are increased strike options for sea commanders and increased complexity of the adversary's battlespace picture. Agent-based simulation can be used to model and explore surface engagements. The simulation results can provide insight into required capabilities and the optimal tactics to employ over a breadth of surface engagements. The primary focus of this research is to assess whether the agent-based model created in partnership with Naval Surface Warfare Center Dahlgren (NSWCDD), called Orchestrated Simulation through Modeling (OSM), can sufficiently reflect surface engagements to allow for credible analysis that supports the development of distributed lethality tactics. Towards that end, over 800,000 simulated battles were run using OSM on a computing cluster. State-of-the-art design of experiments was used to efficiently explore 39 factors involving formations, dispersion, tactics, and system performance. The experiments measure the effectiveness of the combatants by determining the first side to obtain effective firing solutions—thus, enabling them to attack first. Tactical insights from this study include specific EMCON restrictions, formations, dispersions, and helicopter maneuvers in firing first.

# NATIONAL CUTTERMEN

**President: CAPT Scott Clendenin, USCG**

We are very excited to announce that the Coast Guard Cutterman Association (CGCA) and the Surface Navy Association (SNA) are merging into one organization. This will bring in our CGCA members into SNA, and will provide the full time administrative staff support that we need to track membership, communicate with members, and assist with Chapter affairs. The merger was unanimously approved during CGCA's Annual Meeting in January, and the details were approved by both organizations in June. We will hold the formal merger agreement signing ceremony and reception this month on board USCGC HAMILTON at the International Seapower Symposium in Newport, Rhode Island.

There is an incredible synergy and purpose between our two organizations and our sea services, which makes this merger common sense. For those of you who have not been as deeply involved in the administration of our organization, you may not know that SNA provided significant assistance each year since our inception, and continues to do so. This new partnership will resolve some of the significant administrative challenges that our organization faced since our conception. We are much stronger together.

Through the merger agreement, the CGCA will now be known as the National Cuttermen chapter of the Surface Navy Association, and the Washington chapter of CGCA will now be the Anacostia chapter of SNA. The New London Chapter will remain the New London chapter of SNA. New chapters with a requisite number of current members can be formed under the SNA as well, or Cuttermen can join existing SNA chapters. For our CGCA lifetime members and current annual members you are now SNA members. The tenants of the merger agreement will be shared in email with the CGCA distribution with a summary status of the remaining CGCA financial resources, which are being transferred to the

National Cuttermen Chapter within SNA under the merger agreement. We will continue to reach out to our membership periodically in coming months to provide more information on this merger and answer any concerns.

I am impressed by the efforts of Captain Tom Crabbs, our prior President, and his board to build towards this partnership with Surface Naval Association last year, which we have now finalized. As your new SNA National Cuttermen chapter President, I am excited about the benefits of our merger with the Surface Naval Association for both organizations, and the opportunity that this effort presents to renew and grow our organization.

LT Torrey Jacobsen is our new Vice President. CAPT Eric Jones is our newly elected Treasurer. Brian Perkins (CAPT, USCG ret.) serves in his new capacity as our Secretary, and continues to be a workhorse of our organization. CAPT Tom Crabbs continues to serve on our Board as our Past President. In addition, CDR Tony Russell volunteered to spearhead a membership drive with the chapters to encourage renewal of existing members and seek new members from our Cuttermen communities.

It is with deep sadness that I mention the passing of Captains Red Shannon, Eric Shaw and Bill Ross. Each of these cuttermen passed away recently after serving entire careers in the cutter fleet, and then moving on to private lives each with a permanent connection to the sea, and to those who served with them. Many of you will remember Red as CWO Red Shannon, longtime Sailmaster of USCGC EAGLE. After those years he sailed on a Master of Ocean Unlimited license with Sail Endorsement and as captain of various sailing ships in the Caribbean. CAPT Eric Shaw commanded USCGC EAGLE and served with distinction on many cutters before earning his doctorate and going on to teach. Bill Ross served on many cutters, was passionate about our cutter fleet and going to sea, and is best remembered for his unparalleled shiphandling and service on patrol boats and WMEC 270s.



*LT Steven Baldovsky (CGC MIDGETT OPS) receives the Officer Superior Cutterman Award*



*EMC Anthony Luciani (CGC CONFIDENCE) receives the Enlisted Superior Cutterman Award*



*Superior Cutter Crew (Large) presented to CGC BERTHOLF*

is now underway under our new chapter within SNA.

Our commissioned winner is LT Steven Baldovsky, an exceptionally-skilled Cutterman and licensed professional mariner with over nine years of creditable sea time. As the Operations Officer on CGC MIDGET, he led his department through Tailored Ship Training Availability, earning a "clean sweep" in all five warfare areas and the Battle"E" and Pacific Area Overall Operational Readiness Awards. His expert planning and execution directly contributed to over 14 vessel interdiction and seizure of seven "go-fast" vessels and 7,395 kg of narcotics. He took a lead role in mentoring 11 new permanent and 35 temporary Cutterman, many of whom returned to sea duty after transferring from MIDGET.

EMC Anthony Luciani, Command Chief of USCGC CONFIDENCE, displayed remarkable proficiency and devotion to duty, impacting his shipmates and directly benefitting the cutter's maintenance, readiness, and operational execution. When a neighboring cutter experienced a disabling casualty just prior to a patrol, he provided invaluable technical assistance to identify and correct the problem, enabling them to sail on time. As a member of his cutter's Rescue and Assistance team, he placed himself into harm's way to assist four distressed mariners on a 28-foot sailboat floundering in 15-20 foot seas. When a personnel shortfall hit his division, he tirelessly worked through mid-patrol breaks to ensure his aging cutter could meet all operational commitments.

The crew of CGC RAYMOND EVANS demonstrated tenacity and initiative in the safe and effective execution of numerous dynamic law enforcement cases. In every instance, the crew's performance demonstrated the Coast Guard's bias for action and brought dangerous cases to a positive resolution through superior proficiency and creative tactics.

It is my honor as our first input into Surface SITREP to announce the winners of the Hopley Yeaton awards. These four awards were funded by CGCA and presented for outstanding professionalism to one commissioned cutterman and one enlisted cutterman, and as unit awards to one large and one small cutter. These winners were recognized in a dinner at the Surface Naval Symposium in January. The award process for the selection of next year's awardees

During a non-compliant vessel pursuit, the crew observed serious self-inflicted wounds on two migrants, convinced the vessel to stop, negotiated the removal of the injured individuals, and arranged for them to be hoisted for emergency medical treatment. In addition the crew produced flawless external readiness assessments, a perfect training completion record, an impressive record of C-school course completions, an excellent shipboard qualification program, and superior engineering practices.

The crew of CGC BERTHOLF displayed exceptional operational acumen and stamina, highlighted by the interdiction of 22 smuggling vessels and the first-ever nighttime interdiction of a self-propelled semi-submersible vessel. BERTHOLF maintained an extraordinarily high operational tempo, at one point interdicting seven smuggling vessels over an eight-day period. The crew maintained operational effectiveness while underway for 236 days of the year through a combination of keen preventive engineering practices and ingenious casualty repairs performed in-theater. BERTHOLF also demonstrated sincere commitment to crew and families through a variety of support and outreach efforts, including the United Through Reading program, maintenance of a popular unit Facebook page, and a several initiatives to recognize deserving shipmates.

Congratulations on these very well deserved awards.



*Superior Cutter Crew (Small) presented to CGC RAYMOND EVANS*

For more information on events at all chapters please visit our website at

**WWW.NAVYSNA.ORG**

and Click on the  
**Chapter Information Tab**



**NEWPORT**

**President: CAPT Scott Robertson, USN**

The Surface Navy Association Newport Chapter was once again busy during the third quarter of 2016. In June we hosted a very successful SNA Join-Up in support of the Surface Training Board of Visitors that was attended by many members of the Surface Warfare Leadership of the US Navy and US Marine Corps including VADM Tom Rowden, RADM Pete Fanta, RADM Chris Grady, RADM Sam Perez, RDML Jim Kilby, RDML Jon Kreitz, RDML Dave Steindl, RDML Rich Brown, and MGEN Chris Owens. We once again filled the Newport Officers Club to capacity with Surface Warfare Officers from every career point from Advanced Division Officer Course to students from the Major Command Course and the comradery went on well past our scheduled end to the join-up.



*The incumbent president of the Newport Chapter, CAPT David Welch (L), shakes hands with the incoming president, CAPT Scott Robertson, at an SNA Join-Up at the Newport Officer's Club.*

We were fortunate enough to be able to also hold a Join-Up in conjunction with PERS-41's visit to SWOS in August and allowed the local membership to come out and meet the new head of PERS-41, CAPT Rick Cheeseman. The gathering was more intimate than most of our Join-Ups and was attended by about 35 members of the local chapter. It provided opportunity for some of the DH Students to get some quality one-on-one time with PERS-41 and their detailers.

The Newport Chapter is also working closely with the Naval War College Foundation in supporting and planning a Join-Up in support of USS ZUMWALT's (DDG-1000) maiden sail and port visit in September to Newport. Additionally we are supporting the Naval War College International Sea Power Symposium with a reception onboard USCGC HAMILTON (WMSL 753) in September where we will hold a ceremony commemorating the joining of the Cutterman Association with the Surface Navy Association.

SNA Newport also held our semi-annual SNA "5K by the Bay" in June at Newport Naval Station on our USATF certified course. We had a great turnout and loved seeing a growing number of families coming out to run together including several junior "runners" in jogging-strollers. We are already hard at work planning for our next 5K in October.

Lastly, SNA Newport held a change of command early September when CAPT Scott Robertson relieved CAPT David Welch as president of the Newport Chapter of Surface Navy Association.



*Runners line up at the starting line of the SNA 5K on the Newport Naval Station in June.*

## PEARL HARBOR

**President: CDR Timothy Wilke, USN**



*CDR Wilke, SNA PH Chapter President, speaking to the CPOs prior to the start of the Ford Island Heritage Run.*

Every even year summer the Pearl Harbor waterfront and Middle Pacific operating area serves as the host to the largest Naval Exercise in the world, Rim of the Pacific (RIMPAC). This year, The Pearl Harbor chapter along with the USS AMERICA (LHA 6) and Afloat Training Group Middle Pacific (ATG MIDPAC) sponsored and took part in the first ever Ford Island Heritage Run coordinated during a RIMPAC exercise on July 8<sup>th</sup> 2016. More than 250 Chief Petty Officers, representing 28 CPO messes from RIMPAC participants and the Hawaii Island CPO Mess completed the combined four-mile run and history lesson. CMDCM Kenneth Robertson, CMC USS AMERICA (LHA 6), greeted the participants and commended QMCS Donald Alvarado, SNA Pearl Harbor Chapter Vice President, and the rest of the volunteers, for making the event possible. A highlight of the event was the appearance of FLTCM Susan Whitman and CMDCM Loran Bather, COMTHIRDFLT CMC, who both delivered a few words of wisdom to the participants. CDR Timothy Wilke, Commanding Officer (CO) of ATG MIDPAC and SNA Pearl Harbor Chapter President welcomed all participants, to include the Chief's Mess from three RIMPAC Foreign Navies, and presented to USS AMERICA (LHA 6) CPO Mess a prize for having the most participants. Shortly after colors eight groups of Chiefs began a four-mile run that made several stops where various

volunteers from 5 different commands provided a brief about the memorials and the significance of the historic battleships.

On 15 July, the Pearl Harbor Chapter hosted the MIDSHIPMAN Summer Olympics which saw fourteen Midshipmen plus a good number of Surface Officers from the USS HALSEY, USS JOHN PAUL JONES and USS OKANE in attendance. These fourteen Midshipmen competed in several courses of fire in ATG MIDPAC's Fire Arms Trainer Simulator and then in the ship handling simulator where they competed against each other taking their ship's through an



*CPOs running during the chapter sponsored Ford Island Heritage Run in front of the USS MISSOURI.*

underway replenishment. Midn 1/C Young from the USNA won this year's Olympics which was followed by a Chapter hosted social for the Midshipman and Junior Officers.

July 22 saw Surface Warriors competing against each other on the links at the Chapter Hosted SNA golf tournament. It was a tight game which saw the team from USS HALSEY pull through on the last round beating out the team from USS JOHN PAUL JONES.



*Pictured from Left to Right: MIDN 1/C Curry, Darrea and Young compete in the Fire Arms Training Simulator.*



*RADM Montgomery speaks to the Chapter about Sea Control.*

Our final summer event saw fellow chapter member, RADM Montgomery, PACOM J3, speak to the chapter at our Professional Development Event and social at the Joint Base Pearl Harbor Hickam Officer Club. RADM Montgomery, just back from presenting at the SNA West Coast Symposium, spoke to the over 100 Surface Warriors and Cuttermen in attendance about Sea Control; touching on the USN recent history in the Pacific though today and where we may need to head in the future. This discussion concluded with a question and answer session which was followed by a chapter hosted social.



MIDN 1/C Cunningham and Loy have the deck as they make their approach alongside in ATG MIDPAC's NSST.

SNA Pearl Harbor Golf Tournament



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Please go to the Membership Page and update  
your information  
[WWW.NAVYSNA.ORG](http://WWW.NAVYSNA.ORG)

## SAN DIEGO

**President: CAPT Mark Johnson, USN**

Greetings from San Diego! Summer is over and San Diego Chapter SNA is happy to report we've completed another successful quarter filled with fun and exciting SNA events.

In June, the Basic Division Officer Course (BDOC) held a graduation ceremony for the 22nd class of students. Over 1,800 BDOC graduates have been assigned to surface ships in the Pacific Fleet since the start of the BDOC, almost four years ago. SNA San Diego Chapter support for the BDOC classes includes hosting an Ice Breaker for each class, as well as the graduation refreshments and a pair of binoculars to the honor graduate. It's no surprise that nearly every BDOC graduate chooses to become an SNA member and we are happy to have them!

Our summer Surface Warrior Join-Up in July was held at The Loma Club at Liberty Station in Point Loma. The event was hosted by SD SNA and the Surface Warfare and Mine Warfare Development Center. Surface Warriors from all over the waterfront came to play ping pong, billiards and bocce with the Navy's newest Weapons Tactics Instructors (WTIs).

Midshipmen Summer Training concluded in August and everyone who had the chance to participate enjoyed SNA support for the "Surface Week" social events where the Mids got to meet and greet the leadership, junior officers, and senior enlisted from the waterfront. Like last year, each week the Midshipmen were split up into teams for a friendly SWO Competition where the Mids were challenged to steer through man overboard drills on landing craft, test their ship handling skills using training simulators and run relay races with Chief Petty Officers. At the conclusion of each week the winning team was announced during a picnic held at VADM Rowden's residence and rewarded with "Surface Week" t-shirts with the SNA logo on the front.



VADM and Mrs. Tom Rowden, Kathy Prout, representatives from SNA San Diego and Anchor Scholarship Foundation met for a brief presentation of the RADM James G. Prout Memorial Scholarship to Christopher Haas. From left, Patrice Haas, Kathy Prout, Christopher Haas, Capt. Dave Haas and Vice Adm. Tom Rowden.

Last but not least, SD Chapter SNA hosted the West Coast Symposium and Admiral Prout Golf Tournament. The symposium was well attended and many noteworthy speakers addressed the most critical topics surrounding the future of the Surface Navy. The theme was "Naval Surface Forces. Forward – Visible – Ready: A Return to Sea Control." It was the perfect forum for exhibitors from leading defense companies across the nation to share the results of their research and draw a connection between the philosophy of surface warfare and innovations in naval technology. The Admiral Prout Golf Tournament was held the following day and over 150 players participated, providing generous support for the James G. Prout Memorial Scholarship fund. This year's awardee was Christopher Haas who is attending Carnegie Mellon University this fall.



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

Please take some time to visit our San Diego Surface Navy Association Facebook page at <https://www.facebook.com/SanDiegoSNA>. If you are interested in becoming a committee chair or joining the local of Board of Directors in some capacity, please email the Chapter Vice President, LCDR Patricia Palmer at [patricia.a.palmer1@navy.mil](mailto:patricia.a.palmer1@navy.mil) or the Chapter President, CAPT Mark Johnson at [MarkJohnsonSNA@outlook.com](mailto:MarkJohnsonSNA@outlook.com).

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Duty Station or Employer: \_\_\_\_\_ Position/Billet: \_\_\_\_\_

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Status:  Active Duty     Reserve on Active Duty     Retired     Civilian    Rank: \_\_\_\_\_ Branch: \_\_\_\_\_

How do you want to receive the SNA quarterly newsletter (SNA SITREP)?  Email     USPS Mail     Opt Out of Mailing

Sponsor (if applicable): \_\_\_\_\_

### Active Duty/Reserve on Active Duty

	Annual	Three Year
O-7 & Senior	<input type="checkbox"/> \$30.00	<input type="checkbox"/> \$70.00
O-6	<input type="checkbox"/> \$25.00	<input type="checkbox"/> \$62.50
O-4/O-5	<input type="checkbox"/> \$20.00	<input type="checkbox"/> \$50.00
CWO/O-1, O-2, O-3	<input type="checkbox"/> \$15.00	<input type="checkbox"/> \$20.00
Midshipmen		<input type="checkbox"/> \$15.00
E-7/E-9	<input type="checkbox"/> \$15.00	<input type="checkbox"/> \$20.00
E-6 & Below	<input type="checkbox"/> \$10.00	<input type="checkbox"/> \$20.00
<b>Retired</b>	<input type="checkbox"/> \$30.00	<input type="checkbox"/> \$70.00
<b>Civilians</b>	<input type="checkbox"/> \$30.00	<input type="checkbox"/> \$70.00

### Life Membership Dues (Payment plans are available)

- Active Duty or Reserve on Active Duty to age 50     \$350.00
- Active Duty or Reserve on Active Duty - Age 51+     \$250.00
- Retired or Civilian     Under Age 40 - \$450.00
- Age 41-50 - \$350.00
- Age 51-60 - \$250.00
- Over Age 60 - \$150.00

Promotion Code (If Applicable):

Yes, I would like to make a donation to the SNA VADM Robert Walters Scholarship Fund.    Amount\$: \_\_\_\_\_

Check     MasterCard     Visa     AMEX    TOTAL Payment: \_\_\_\_\_

Credit Card Number : \_\_\_\_\_ Exp Date: \_\_\_\_\_

Name as shown on credit card (please print): \_\_\_\_\_

\*\* Are you affiliated with the Coast Guard or National Cuttermen?  YES     NO

### REGIONAL CHAPTER AFFILIATION:

- |                                       |  |                                       |  |
|---------------------------------------|--|---------------------------------------|--|
| <input type="checkbox"/> Anacostia    | <input type="checkbox"/> Great Lakes               | <input type="checkbox"/> Monterey     | <input type="checkbox"/> Rota Interest Group |
| <input type="checkbox"/> Annapolis    | <input type="checkbox"/> Greater New York          | <input type="checkbox"/> New London   | <input type="checkbox"/> San Diego           |
| <input type="checkbox"/> Arabian Gulf | <input type="checkbox"/> Greater Washington        | <input type="checkbox"/> Newport      | <input type="checkbox"/> Sasebo              |
| <input type="checkbox"/> Bath, Maine  | <input type="checkbox"/> Hampton Roads             | <input type="checkbox"/> Pearl Harbor | <input type="checkbox"/> Tampa Bay           |
| <input type="checkbox"/> Charleston   | <input type="checkbox"/> Korea                     | <input type="checkbox"/> Pensacola    | <input type="checkbox"/> USS CONSTITUTION    |
| <input type="checkbox"/> Dahlgren     | <input type="checkbox"/> Mayport/Jacksonville      | <input type="checkbox"/> Puget Sound  | <input type="checkbox"/> Yokosuka            |
| <input type="checkbox"/> Gaeta/Naples | <input type="checkbox"/> Mid-South (Millington TN) | <input type="checkbox"/> Philadelphia | <input type="checkbox"/> Non-Affiliated      |

**Mail to: Membership Dept, SNA, 6551 Loisdale Court Suite 222, Springfield, VA 22150**

## Surface Navy Association

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## The Surface Navy Association provides...



**What's in it for Me**

- The chance to unwind and enjoy the camaraderie of a lunch, dining out, or a social with friends who share the common bond of Surface Warfare.
- An opportunity to be a part of a professional organization made up of men and women of all ranks and rates in the Surface community.
- An opportunity to meet people concerned about the future of the Surface Navy.
- An opportunity to network with people who are dedicated to helping you develop as a Surface Warrior.
- Opportunities to meet and hear from the active leaders of the Surface Navy in a relaxed, informal setting.
- Mentoring for Surface Warriors both enlisted and officers.
- Opportunity and information covering both military and civilian career paths.
- Informative speakers and professional forums designed to promote professional development and enhance the Surface Navy.
- Invaluable career advice, that may not normally be available in the traditional chain-of-command.
- Scholarship opportunities for dependants
- Informative newsletter and web page.
- An avenue to inform others about the role of the Surface Navy in the Nation's Defense.