



WINTER 2015 • Issue 45

SURFACE WARFARE MAGAZINE



PERSONAL READINESS



COMBAT READINESS



MATERIAL READINESS



Photo by: MC2 Antonio P. Turretto Ramos

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

COMMANDER'S CORNER



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Article excerpts taken from the January 2015 edition of Proceedings Magazine courtesy of the U.S. Naval Institute.

Of the CNO's Tenets, "Warfighting First" comes first, and that is no accident. Admiral Greenert assumed office and immediately set about honing the warfighting edge of the entire Navy. Surface Warfare has seized on this mandate, so much so that we really have only one priority—warfighting—and everything we do in organizing, training, programming, maintaining, equipping, and operating the Surface Force ultimately derives from this singular priority.

A shift is now underway within the Surface Force. It is not subtle, and it is not accidental. The Surface Force is taking the offensive to give operational commanders options to employ naval combat power in any Anti-Access/Area-Denial (A2AD) environment. The Surface Fleet will always defend the high-value and mission-essential units; that is in our core doctrine. However, the emergence of sophisticated sea-denial strategies has driven a need to shift to an offensive imperative to control the seas. Increasing Surface Force Lethality—particularly in our offensive weapons and the concept of operations for Surface Action Groups (SAGs)—will provide more strike options to Joint Force commanders, add another method to seize the initiative, and add battle space complexity to an adversary's calculus.

The objective is to cause the adversary to shift his own defenses to counter our thrusts. He will be forced to allocate critical and limited resources across a larger set of defended targets, thereby improving our operational

advantage to exploit adversary teams. This shift is required for several reasons. First, when the Cold War ended, our Navy emerged unchallenged and dominant. No power could match us at sea, and that dominance enabled the Navy to focus on projecting power ashore. The balance between sea control and power projection tipped strongly in the favor of the latter, and the Surface Force evolved accordingly. Our proficiency in land attack and maritime security operations reached new heights, while foundational skills in anti-submarine warfare (ASW) and anti-surface warfare (ASuW) slowly began to erode. During this period, the mindset of our surface warriors slowly transformed from offensive to defensive. If U.S. naval power is to reclaim maritime battle space dominance in contemporary and future anti-access, area-denial (A2AD) environments, the Surface Navy must counter rapidly-evolving missile, air, submarine, and surface threats that will challenge our ability to sail where we want, when we want.

Second, the shift to the offensive responds to the development of increasingly capable A2AD weapons and sensors designed specifically to deny U.S. naval forces the freedom of maneuver necessary to project power. Adversaries who counter this advantage diminish the deterrent value of forward-deployed forces and negatively impact the assurances we provide to friends and allies. A shift to the offensive is necessary to "spread the playing field," providing a more complex targeting problem while creating more favorable conditions to project power where required.

Third, the shift to offense is pivotal for the Surface Navy to reinforce closer integration with the Marine Corps. A more fully integrated Marine Corps—Surface Force combat team will provide persistent presence that can influence and control events at sea and in the littoral, applying the right capability to the right target for the Joint Force Commander. Supported by other elements of the Joint Force, this integrated Navy/Marine Corps striking force will be increasingly called upon to tend to the nation's security needs around the world.

Finally, the shift to offense makes the most efficient and effective use of significant investments made in Surface Force lethality over the past two decades. These investments in enhanced surface ship lethality create the conditions for a renaissance in Surface Force employment and a return to the core competencies of sea control when applied in bold, new, offensive ways.

Distributed lethality combines more powerful ships with innovative methods of employing them. It capitalizes upon the inherent advantages of surface

forces (mobility and persistence) to provide meaningful deterrents to adversary aggression and immediately available war-fighting options should deterrence fail. The more distributed our combat power becomes, the more targets we hold at risk and the higher the costs of defense to the adversary.

This is a relatively simple, yet powerful idea. By applying the principles of distributed lethality, the Surface Force can help sustain and extend America's competitive advantage in power projection against a growing set of sea-denial capabilities. There are no leaps of technology required, no massive funding increases necessary, and no increase in the number of ships needed to implement it. We simply need to make better use of the ships we have today, and think differently about how we equip and employ them.

What is needed, is will; the fortitude to recognize that we have to change the way we currently do business. We must display the courage necessary to move forward, to question established concepts and methods, to take risks and to learn from our mistakes. A more widely postured and more uniformly lethal Surface Force will play a significant role in maintaining the United States' position as the dominant naval power, something from which the world has benefitted handsomely for over seven decades.

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Charter

Surface Warfare Magazine is the professional magazine of the surface warfare community. Its purpose is to educate its readers on surface warfare missions and programs, with a particular focus on U.S. surface ships and commands. This journal will also draw upon the Surface Force's rich historical legacy to instill a sense of pride and professionalism among community members and to enhance reader awareness of the increasing relevance of surface warfare for our nation's defense.

The opinions and assertions herein are the personal views of the authors and do not necessarily reflect the official views of the U.S. Government, the Department of Defense or the Department of the Navy.

Contributions and Feedback Welcome

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THE SURFACE FORCE VISION

Providing Combatant Commanders with lethal, ready, well-trained, and logistically-supported Surface Forces to assure, deter and win.

Surface Force Priority: Warfighting

*As Commander of Naval Surface Forces, I have **one and only one priority**, and that is to **ensure that everything we do makes us better warfighters**. Warfighting comes first and is enabled by three enduring pillars:*

Combat Readiness

We rededicate ourselves to the Profession of Surface Warfare, and we recognize the challenge posed by those who wish to deny the freedom of the world's oceans. Projecting power from the sea thousands of miles from our own shores is this Navy's primary competitive advantage over all other navies. In order to do so, we must control the sea and the air above it, where it matters, when it matters. We will:

- Integrate more effectively with the U.S. Marine Corps; cooperation is insufficient. The Marines and the Surface Force together are a mobile, lethal, flexible instrument of national power, unequalled in reach and scope.
- Focus on the fundamentals of Surface Warfare by standing up the Naval Surface Warfighting Development Center (NSWDC) and proliferating Surface Weapons Tactics Instructors (WTI) in key billets throughout the Force, throughout all of our core competencies.
- Distribute lethality throughout the Fleet, increasing combat power on each ship while ensuring those ships are more capable of operating in dispersed and network-denied environments.
- Identify those requirements on our ships that are not directly related to warfighting proficiency and evaluate their usefulness. Where possible, they will be modified, reduced, or eliminated.
- Expand the role of small surface combatants and reconfigurable support ships in order to provide the correct mix of capabilities that can be employed across the full spectrum of conflict.
- Embrace experimentation and innovation by accepting additional risk in order to push technology to the Fleet faster.

Material Readiness

We will continue to send ready ships forward, and we will work to ensure our ships receive the maintenance they need to reach their estimated service lives. In order to stay ahead of the deepening threats, we will modernize our ships and advocate for changes in ship design that enable more efficient and less intrusive modernization. We will:

- Encourage and reward consistent and realistic readiness reporting within the Surface Force.
- Continue to more completely understand the scope of lifecycle maintenance requirements on our ships and fund that maintenance accordingly.
- Collaborate with the Systems Commands and with industry to encourage flexibility and modularity into future ship designs, in order to reduce long and intrusive overhauls while encouraging timely, regular modernization.

Personal Readiness

We value the time and skill of our Sailors, we provide the resources, tools and training necessary for mission accomplishment, and we recognize the sacrifices made by our people and their families. We recognize the foundational importance of COMMAND, and we expect our Commanding Officers to do just that. We expect of, and receive from each other, the highest levels of professionalism and courtesy. Our pride in our ships and ourselves is justified by our performance and our professionalism. We will:

- Strive to ensure the centrality of Command at Sea to the health and vibrance of the Force.
- Man our ships to the degree necessary to accomplish the mission.
- Ensure our Sailors receive the training they need to perform their mission.
- Solicit Surface Force input for common-sense revisions to evaluation and promotion systems, and then advocate for those revisions.
- Respect the laws and customs of our society, and the dignity of every individual.
- Tolerate no discrimination, hazing, or harassment.

- Reward innovators and calculated risk takers, and eliminate any vestige of a “zero-defect” in our profession.
- Communicate early and often; always tell the truth no matter how difficult it might be to deliver or hear.
- Eliminate distractions and burdens that detract from the pursuit of warfighting excellence.

The Surface Force is the Navy’s face to the world, a helping hand to those in need, and a powerful, ever-present reminder of our Nation’s resolve and might. Our responsibilities are great, but so are our capabilities and talents. We recognize that while we are members of the world’s finest Navy, we can always do better.

SURFACE FORCE FIRST PRINCIPLES

What do we truly value as Surface Warriors?

The Surface Force is a sea-centric, warfighting culture of ethical leadership and professional expertise. We must be guided by the following principles:

1. Warfighting Readiness of Our Forces – As a seafaring community, Service at Sea is at the core of the Surface Warfare profession, for Officers and Enlisted alike. We have a “train like you fight” mentality and training at sea is the best way to hone our warfighting capability. Qualifying and serving on the watch bill in a warfare position at sea should be the goal of every Surface Warrior. We value:

- Continued and improved Integration with the Marine Corps.
- Development of our Officers into bold, confident, competent and accountable leaders prepared for Command at Sea.
- Continuous improvement in the Technical and Tactical Expertise of our force.
- Lethality in our Ships’ weapons system to engage and defeat the enemy.
- Investment in the Material Readiness and Modernization of our Ships.

2. Our People –Trained, Growing, Innovative – Our ships require well trained and ready Sailors to command and fight them. We value individual growth and providing the ability for every Sailor to achieve their full potential. We value:

- Rigorous Training and Education, both in port and at sea.
- Continued emphasis on reducing distractions and removing the burdens that prevent Sailors from sharpening their warfighting skills.
- Professional career progression blended with desired personal growth that results in a better trained force.
- Maximizing the Diversity of Ideas found in our people for the benefit of the Force.
- Innovative ideas from an actively and intellectually engaged junior officer corps and enlisted community.

3. Integrity – Our focus on Warfighting will be fully realized if our leaders are trusted by those who are putting lives on the line to accomplish the mission. Uncompromising standards are the foundation of integrity. We value:

- Leaders who abide by strict standards of honesty and accuracy.
- Accuracy in reporting and honesty in assessment to gain a full understanding of the root causes of our problems in order to apply lessons and grow as a Force.
- Procedural compliance to safely and effectively operate our increasingly complex warships.
- Constructive feedback up and down the chain of command. Speak truth to power.

Our Mission is warfighting and winning at sea. Surface Warfare is the integrator in today’s warfighting disciplines from the tactical to the theater level. The focus of visible U.S. military power and presence is the combat-ready warship operating forward. Therefore, the success of U.S. military power hinges on our surface combatants. They must be crewed by Warfighters and Commanded by the most skilled and trusted leaders we have.

COMMAND CHANGES



USS Boxer (LHD 4)
Capt. Martin Pompeo
October 2014



USS Chosin (CG 65)
Capt. Kevin Brand
November 2014



USS Germantown (LSD 42)
Cmdr. Gary Harrington II
October 2014



USS Chafee (DDG 90)
Cmdr. Shea Thompson
November 2014



USS Port Royal (CG 73)
Capt. Adolfo Ibarra
October 2014



USS Hopper (DDG 70)
Cmdr. Jaja Marshall
November 2014



USS Stethem (DDG 63)
Capt. Christopher Sweeney
October 2014



USS O'Kane (DDG 77)
Cmdr. Gina McCaine
November 2014



USS Stockdale (DDG 106)
Cmdr. Sean Grunwell
October 2014



USS Pioneer (MCM 9)
Lt. Cmdr. Bobby Rowden
November 2014



Assault Craft Unit One
Cmdr. Julie Grunwell
November 2014



USS Vandegrift (FFG 48)
Cmdr. Kevin Ralston
November 2014



Beachmaster Unit 2
Cmdr. Coy Adams
October 2014



Littoral Combat Ship Squadron (LCSRON) 2
Capt. Paul Young
November 2014



USS James E. Williams (DDG 95)
Cmdr. Heidi Haskins
October 2014



USS Mahan (DDG 72)
Cmdr. Joseph Matison
November 2014



Tactical Air Control Squadron Two Two
Cmdr. James Zoulias
October 2014



USS Mesa Verde (LPD 19)
Capt. Nicholas Dienna
November 2014



USS The Sullivans (DDG 68)
Cmdr. Jennifer Blakeslee
October 2014



USS Zephyr (PC 8)
Lt. Cmdr. Colin Roberts
November 2014



USS Bainbridge (DDG 96)
Cmdr. Sean Rongers
November 2014



USS Bataan (LHD 5)
Capt. John Carter
November 2014



LCS IN A



USS FREEDOM (LCS 1)

After returning to San Diego Dec. 23, 2013 following its historic maiden deployment to the U.S. 7th Fleet area of operations, USS Freedom (LCS 1) started off the year with post-deployment maintenance and upkeep. On Jan. 15, a group of three ensigns assigned to Crew 102 became the first ensigns in the Navy to earn their surface warfare officer (SWO) qualification on board an LCS platform. Sailors aboard Freedom demonstrated

the future concept of operations (CONOPS) for manned and unmanned helicopters aboard littoral combat ships during an underway off the coast of San Diego April 25-May 16, in preparation for an initial deployment of the aircraft later this year. Commander, U.S. 3rd Fleet and Commander, Carrier Strike Group 15, formerly known as Commander, Strike Force Training Pacific, coordinated the demonstration aboard Freedom with both the manned, multi-mission MH-60R Seahawk and the MQ-8B Fire Scout, a vertical take-off unmanned aerial vehicle, operating together. The demonstration included one MH-60R and one MQ-8B both flown by Helicopter Maritime Strike Squadron (HSM) 35, Detachment 1, aboard Freedom with a surface warfare (SUW) mission package installed. SUW provides fleet protection from small boats and other asymmetrical threats. The event informed the fleet on the status of the “system of systems” integration for the USS Fort Worth (LCS 3) that began Nov. 17.

Naval Sea Systems Command and Southwest Regional Maintenance Center (SWRMC) divers completed the first full underwater waterjet seal and evaluation on a littoral combat ship (LCS), USS Fort Worth (LCS 3), Jan. 2. With the procedure complete for Freedom-variant littoral combat ships, NAVSEA’s Supervisor of Salvage and Diving will begin testing a similar process for Independence-variant ships. Sailors from Fort Worth also completed final certifications for the ship’s inaugural deployment while underway participating in Task Group Exercise (TGEX), Oct. 23-31. Fort Worth Crews 103 and 104, along with guided-missile destroyers USS Paul Hamilton (DDG 60) and USS Milius (DDG 69), used TGEX as their final opportunity to certify prior to deployment. On Nov. 17, the ship and crew departed Naval Base San Diego for a scheduled 16-month rotational deployment to Singapore in support of the Navy’s strategic rebalance to the Pacific. Fort Worth is the first LCS to deploy under the 3-2-1 manning concept, swapping fully trained crews roughly every

four months. This concept will allow Fort Worth to deploy six months longer than Freedom, which swapped crews once in 10 months, extending LCS forward presence and reducing crew fatigue for the 16-month deployment. It is named “3-2-1” because three rotational crews will support two LCS ships and maintain one deployed ship. For the first time, Fort Worth also deployed with an aviation detachment from the “Magicians” of Helicopter Maritime Strike Squadron (HSM) 35, the Navy’s first composite expeditionary helicopter squadron. The aviation detachment will consist of one MH-60R Seahawk helicopter and one MQ-8B Fire Scout unmanned autonomous helicopter. The Fire Scout will complement the MH-60R by extending the range and endurance thereby enhancing maritime domain awareness.



USS FORT WORTH (LCS 3)

ACTION

2

Nearly 2,000 San Diego residents and tourists stood in line in order to make their way on board the littoral combat ship USS Independence (LCS 2) while the vessel was moored at the B Street Pier in downtown San Diego, Feb. 12-13. The community outreach event, sponsored by Commander, Naval Surface Force U.S. Pacific



USS INDEPENDENCE (LCS 2)

0

Fleet, focused on public tours designed to let visitors see firsthand the unique capabilities of the Navy's littoral combat ship program. On May 20, Independence successfully completed a test event with the ship's Mk 110 57 millimeter gun. Held at Naval Air Warfare Center Weapons Division, Point Mugu Range, the test demonstrated Independence's surface warfare capabilities by engaging a stationary target using the ship's core combat system. As part of the test plan, Independence crew members tracked a surface balloon, also known as a Killer Tomato, with SAFIRE, the ship's electro-optical/infrared camera, and the Sea Giraffe radar prior to engaging the target with the 57 mm gun. During the summer, Independence operated off the coast of Hawaii as part of Rim of the Pacific (RIMPAC), the world's largest international maritime warfare exercise, from June 26 to Aug. 1. During RIMPAC 2014, the Independence crew conducted gunfire exercises, tactical maneuvering, search and seizure boarding, and multi-ship air defense, anti-submarine and surface warfare exercises. Prior to RIMPAC, Independence was conducting testing and evaluation of the ship's Mine Countermeasures (MCM) mission module of the coast of San Diego. For their participation in RIMPAC, the ship shifted to its Surface Warfare (SUW) mission module, a change that exhibited one of the primary strengths of LCS.

1

More than 4,000 guests watched as the littoral combat ship USS Coronado (LCS 4) joined the Navy's surface fleet during a commissioning ceremony at Naval Air Station North Island in Coronado, California, April 5. Later in the year, the crew of Coronado successfully performed a live-fire demonstration of a Kongsberg Naval Strike Missile (NSM) during missile testing operations off the coast of Southern California, Sept. 23. During the test, the Norwegian-made Kongsberg NSM was launched from the deck of Coronado and scored a direct hit on its intended target; a mobile ship target (MST). Sailors from Coronado also conducted dynamic interface testing with the MQ-8B Fire Scout Vertical Take-Off and Landing Tactical Unmanned Aerial Vehicle (VTUAV), Oct. 16. The tests familiarized the crew with operating unmanned aircraft, verified and expanded the launch and recovery envelopes, and identified opportunities for envelope expansion, thereby demonstrating the future concept of operations for unmanned helicopters aboard LCS. LCS is expected to routinely deploy with Fire Scout in addition to a manned MH-60 helicopter as part of its surface warfare (SUW), mine countermeasures (MCM), and anti-submarine warfare (ASW) mission packages. The Fire Scout will complement the MH-60 by extending the range and endurance of ship-based intelligence gathering operations.



USS CORONADO (LCS 4)

4



Photo By: MC1 John Parker

ESTABLISHED 2014

Littoral Combat Ship Squadron Two Establishes



STORY BY:

Naval Surface Force, Atlantic

Naval Surface Force, Atlantic Public Affairs Office

Capt. Paul Young assumed command of the newly formed Commander, Littoral Combat Ship Squadron (LCSRON) 2 during a ceremony held at Naval Station Mayport Nov. 7.

Waterfront and community leaders joined Commander, Naval Surface Force Atlantic, Rear Adm. Pete Gumataotao, in welcoming the Sailors and staff that will support the arrival of littoral combat ships (LCS) in Mayport starting in 2016.

The ceremony was held at the construction site of the LCSRON 2 headquarters where the support squadron staff and ship crew members is expected to grow to 900 Sailors.

"This is a major command set to do some heavy-lifting for us in the very near future," Gumataotao said. "LCS is set to do very specific missions, but brings capabilities to the warfighter that can adapt and flex quickly to a very dynamic operational environment of the 21st century."

With the establishment of LCSRON 2, six LCS of the Freedom variant are expected to be stationed in Mayport within the next few years. These ships include USS Little Rock (LCS 9), USS Sioux City (LCS 11), USS Wichita (LCS 13), USS Billings (LCS 15), USS Indianapolis (LCS 17), and LCS 19.

The Mayport LCS community will include three new buildings where Sailors assigned to the ships will train, while the support squadron staff addresses administrative, scheduling, maintenance, logistics and equipment issues for the ships and crews.

During the ceremony, LCSRON 2 Commodore, Capt. Paul Young, said that this was his third and the most exciting time assuming command.

"We are going to ask a lot of these Sailors," Young said. "They are going to have to be as innovative as they ever have before.

We are going to ask them to challenge and question things they spent years learning. And then, we're going to ask them to take those innovations and fold them neatly and smoothly into the greatest surface force in history. Any of you who have worked with Sailors know they'll do it. They'll get it done and that excites me. It will be an honor and a privilege to watch."

Fast, agile and mission-focused, littoral combat ships are designed to operate in near-shore environments and employ modular mission packages that can be configured for surface warfare, mine countermeasures or anti-submarine warfare. The LCS Class consists of two variants, the monohull design Freedom variant and the trimaran design Independence variant. The ships are designed and built by two industry teams, led by Lockheed Martin and Austal USA, respectively. They operate with a core crew of 50, a composite aviation detachment of 23, and a mission module crew of 15 to 20 depending on the assignment.

"Littoral Combat Ships will play an important role in today's Fleet meeting our CNO's key tenets of Warfighting First, Operate Forward, Be Ready," Gumataotao said. "It's very motivating to see the diverse mix of surface ships down here in Mayport... Amphibs, CRUDES, PCs and soon the LCS Hull 1 variant. The sense of team and partnership is not just evident on the waterfront but also with the community here in Mayport. If you're a junior officer, this is a good place to put on your dream-sheet! "

Construction is currently underway for a two-story logistics support facility that will house classrooms, an operations work space, a reference library, office spaces for the ship crews when they are not shipboard, video teleconference rooms, and a crew lounge. ⚓

ONE TEAM, ONE FIGHT

Navy, Marine Corps Engage in Exercise Pacific Horizon 2015



Photo By: MCSN Eric Chan



Photo By: MCSN Eric Chan



STORY BY:
MCSN Jonathan Nelson

Naval Beach Group One

Expeditionary Strike Group (ESG) 3 and the 1st Marine Expeditionary Brigade (MEB) participated in Navy-Marine Corps joint exercise Pacific Horizon 2015 from Oct. 20-28.

PH15 is a scenario driven, simulation supported crisis response exercise designed to improve 1st MEB's and ESG-3's interoperability and strengthen Navy-Marine Corps relations by conducting an in-stream Maritime Pre positioning Force offload of equipment by providing host country civil-military security assistance, and by conducting infrastructure restoration support.

The operation consisted of Naval and Marine Corps personnel using ship-to-shore techniques to ferry tactical vehicles and supplies from Military Sealift Command ships to the shore.

PH15 employed the latest technologies and operation techniques to accomplish goals. Included in the exercise was a new MSC ship currently undergoing testing.

The mobile landing platform USNS Montford Point (MLP-1) and the USNS Dahl (T-AKR 312) staged in several nautical miles off the shore, acted as a mobile supply and vehicle depot to ferry materials by Landing Craft, Air Cushions to the beach.

Five LCACs traveled back and forth from the ships to the beach carrying

vehicles and supplies supporting humanitarian assistance and disaster relief operations.

LCACs are vitally important in order to access places where normal vehicles cannot in a quick manner under challenging conditions.

"These ships are put out in strategic places for countries that don't have the response time that countries [like ours] do, [places] that are usually getting hit by hurricanes," said 1st Lt. Nick Boling, the landing force support party operations officer for Landing Support Company, 1st Transportation Support Battalion.

On shore, Marines also established a Tactical Water Purification System to provide up to 1500 gallons of clean water every hour, which would be used in a real world emergency.

The system plays an important role in the operation, as a single person uses approximately 20 gallons of water per day for hydration, hygiene and sanitation.

"We're providing water for humanitarian assistance and disaster relief operations during [the exercise]," said Chief Warrant Officer 2 Aaron Alcorn, the utilities officer for Marine Wing Support Squadron 373.

"It can purify just about any type of water, fresh water, brackish water, even sea water like we're doing here. It takes

out all of the impurities and solutes to make potable water."

Throughout the exercise, Marines also erected two multi-purpose buildings (SWA Huts) in order to shelter and support the fictional local population, whose home were destroyed when two hurricanes hit the region, as part of the PH15 scenario.

"In a humanitarian aid case, we as combat engineers would provide billeting, shelter or medical facilities if necessary in case a hurricane hit or any other disaster occurred," said 2nd Lt. Morgan Celaya, the platoon commander for Combat Engineer Platoon, MWSS-373.

During the culminating days of PH15, a group of distinguished visitors and members of the local media visited the training theatre to get a better understanding of the Navy-Marine Corps team amphibious capabilities.

The emphasis of the operation was to demonstrate to the public that while the Navy and Marine Corps excel in staging large-scale assaults on areas where the sea meets the land, they can also be used in smaller, brigade-level operations to provide extremely effective HA/DR.

Exercises like PH15 provide realistic, relevant and efficient training for the Navy and Marine Corps in order to respond effectively to a real-world crisis. ⚓

A STEP UP IN CAPABILITIES

Navy Integrates Weapon Systems with Unmanned Vehicles for New Surface Warfare Capability



U.S. Navy Photo



STORY BY:
John Joyce

Naval Surface Warfare Center Dahlgren Division Public Affairs

Navy engineers used technologies supporting the science of integration to guide live gun fire onto distant targets, demonstrating a new integrated surface warfare capability in a maritime environment, Sept. 29.

Military and civilian leaders observed as unmanned surface and air vehicles – integrated with naval guns and the Aegis combat system – relayed targeting data to operators engaging simulated threats on the Potomac River Test Range.

“This is a major first step in demonstrating an integrated surface warfare capability utilizing unmanned vehicles in support of the key engagement functions of plan, detect, control, engage and assess,” said Neil Baron, Naval Surface Warfare Center Dahlgren Division (NSWCDD) distinguished scientist for combat control. “We are working hard at focusing on the integration sciences to deal with mission engineering challenges for surface warfare.”

Specifically, Baron and his team of Navy scientists and engineers used the science of integration to make surface warfare systems interoperable with unmanned air and unmanned

surface vehicles, enabling streaming identification and shot correction data to naval gunnery throughout the test.

“It’s a spectacular example of how scientists and engineers are enabling new technologies for the warfighter,” said Baron.

Surface warfare officers evaluating the technology joined civilian technologists at the event to prove the Navy can bridge interoperability gaps – known as the interstitial space – between complex system-of-systems.

“The ability to send a small, persistent unmanned system down range in hostile territory for real-time gun or missile engagement spotting and targeting is needed by warships,” said NSWCDD Engagement Systems Department Military Deputy Cmdr. Marc Williams. “The technology has the potential to be important for surface ships, especially relating to Aegis weapon system, Naval Surface Fire Support, and surface warfare.”

Williams – the surface warfare tactical action officer for the experiment – ordered a gun engagement on a fictitious threat based on identification and targeting data he saw streaming from an unmanned surface vehicle.

At that point, the commander used a deployed Scan Eagle unmanned aerial vehicle’s streaming video data to spot, precisely target, engage and

continually support reengagement through gun targeting corrections to the MK160 gun weapon system operator.

“Scan Eagle has been deployed on guided missile destroyers for years to provide persistent electro-optical and infrared surveillance,” said Williams, adding that, “it has been used for Naval Surface Fire Support spotting to walk gun rounds onto an enemy target, but not in an automated fashion like in this experiment.”

Moreover, Williams used a Navy technology called Visual Automated Scoring System (VASS) to instantly correct the gun targeting.

The NSWCCD-patented system is an automated, computerized method for determining gunfire miss distances using video data. With a non-line of sight weapon system, VASS allows the gunner to adapt gun pointing angle and converge gunfire onto a target without having to risk the lives of forward observers.

“This was as much a demonstration about integration as it was about the three research initiatives being exercised,” said Baron.

The NSWCCD-funded initiatives featured a virtual ship called the USS Dahlgren, VASS adaptive fire control, and new mission engineering efforts to link surface combatant warfare systems with unmanned vehicles.

Throughout the test, the cybernetic USS Dahlgren responded to reports of hostile threats by searching intelligence and data



across multiple air and ship control operational systems, maximizing response accuracy and timeliness.

“The virtual USS Dahlgren is hosting new technological advancements and platforms for integrated test and evaluation full speed ahead,” said NSWCCD Technical Director Dennis McLaughlin who watched the demonstration. “We are providing linkage that ensures our test and evaluation capabilities can be rapidly adapted to changing warfighter needs.”

Bridging the interstitial space between Navy surface combatants, integrated systems, and adaptive fire control is vital to accomplish key fiscal year 2015 Navy objectives – proliferating unmanned systems, integrating unmanned systems into the Navy culture, and developing, fielding, and deploying unmanned systems in the air, on and under the sea, and on the ground.

“The science of integration – a relatively new area of investigation for NSWC Dahlgren Division – hides in the interstitial space,” said Baron. “We are working hard at focusing on the integration sciences to deal with mission engineering challenges for surface warfare. These demonstrations are casting a strong light into the interstitial space to address naval interoperability and integration challenges and continue to advance warfighting capabilities into our surface fleet.” ⚓



SURFACE WARRIORS

Foreign Officers Advance Surface Warrior Partnerships



STORY BY:
MC1 Eric Brown

Naval Surface Force, Atlantic Public Affairs

For more than 230 years, the U.S. Navy has achieved and maintained much of its maritime superiority from long-term alliances with foreign partners.

The importance of building, maintaining and enhancing these partnerships is reflected in Secretary of the Navy Ray Mabus' four priorities to ensure the Navy will "continue to be the finest fighting force the world has ever known."

"When our ships and Marines exercise with our European and international partners, it is the connection between the people that is most important to our future ability to operate together," said Mabus recently, at a security conference in The Hague. "It is one of the reasons we send so many of our officers to war colleges here in Europe, and conduct exchange programs."

Commander, Naval Surface Force Atlantic (SURFLANT) has an inventory of more than 70 warships and is responsible for manning, training, and equipping them. At any given time, nearly half of these ships are either forward deployed to Spain and Bahrain, or deployed around the world in other locations. Some of these ships, both stateside and abroad, have billets permanently manned by officers from foreign forces.

"Foreign officers serving aboard our ships bring a wealth of knowledge and experience to our team," said Rear Adm. Pete Gumataotao, SURFLANT commander. "They can offer a different perspective while helping us build on our strengths. These partnerships, forged at the deck-plate level and honed on the high seas, have led to friendships and collaborations, enduring ties to allied navies and nations."

Kapitänleutnant Anika Herrmann of the German Navy, Maj. Bastien Leclerc of the Canadian Army and Lt. Matt Millyard of the British Royal Navy, are three such officers bringing this new perspective to SURFLANT ships.

Millyard received his commission in October 2007

and reported to his current assignment in November 2012 as navigator aboard the guided-missile destroyer USS Winston S. Churchill (DDG 81).

"This job has been a fantastic opportunity for me," he said. "I have learned a lot during my two years here and I know that I have grown as a manager and a leader; without a doubt, the Royal Navy is getting a better officer back."

As a catholic priest for the Canadian Army, Leclerc now tends to the religious needs of more than 250 Sailors deployed aboard the guided-missile destroyer USS Arleigh Burke (DDG 51). Leclerc joined the crew in February, a day before the ship deployed on an eight-month deployment in support of maritime security operations and theater security cooperation efforts in the U.S. 5th Fleet area of responsibility.

"We are truly blessed to have him aboard," said Cmdr. Camille Flaherty, Arleigh Burke commanding officer. "We are the only ship with a French Canadian Chaplain, and one of the few afloat units with a Roman Catholic priest. I am 100 percent confident that without him we wouldn't be nearly as successful as we have been on this deployment."

Setting sail aboard a U.S. Navy warship was an unexpected turn of events for the Canadian Soldier. "This is my first ship ever," Leclerc said. "I've never even been on a Canadian ship."

Leclerc's lack of naval experience does not limit his ability to support the ship as he also organizes community relations (COMREL) projects when the ship pulls into foreign ports.

"Our first COMREL project was in Marseille, France," he said. "We spent two days there, with about 20 Sailors each day, playing with underprivileged children at the 'Domaine de Fontainieu.' It was a fantastic experience for the children and Sailors."

Flaherty attributes much of the success of Arleigh Burke's COMREL projects and their numerous official visits and events, to Leclerc's translating abilities. "It shows that the partnership isn't just aboard the ship, but abroad as we are interested in learning about our French partners and other nations we visit. He really helps link that bridge and tie that

knot,” she explained.

Aboard the guided-missile cruiser USS Hue City (CG 66) Herrmann serves as the ship’s navigator. She joined the German Navy in July of 2005, and has been assigned to Hue City since last October.

“I believe intercultural skills make better people out of us,” she said. “Living, learning and working in a different country and in a different navy is a life-changing, mind-opening experience. It provides first-hand experience on what is different in the way our navies operate, and thus contributes to a better understanding of the way our militaries cooperate.”

Herrmann’s performance aboard the ship has made a positive impression on the Hue City crew.

“Due to its very nature, this experience will be carried with Herrmann for the rest of her life,” said Cmdr. Shan Bogart, Hue City executive officer. “It provides our Sailors the opportunity to work directly with a military service member of an allied country. Her service onboard speaks volumes about how far our countries have come in building strong partnerships. Given the rich history we have had with our allied countries since the birth of our nation, this experience is integral to the professionalism and development of all our Sailors.”

Herrmann, Millyard, and Leclerc are only three in a long line of volunteers to serve a foreign country.

“The American Revolution might have been lost but for foreigners who came to make common cause with the Colonials by joining George Washington’s rag-tag Continental Army and Navy, and the struggling republic was all the better for having them in its ranks,” reported Cmdr. (ret.) Eric Dietrich-Berryman, of the Hampton Roads Naval Historical Foundation.

Even Capt. John Paul Jones, the “Father of

the U.S. Navy” served abroad, according to Dietrich-Berryman. Following the War for Independence, Jones joined the navy of Russia’s Catherine the Great, winning decisive battles over the Ottoman Turks in the Black Sea. Nearby, this tradition continues today, aboard SURFLANT ships.

“Working together, we become more interoperable,” summarized Mabus.” We can provide key training and develop the operational capabilities of like-minded countries and navies. This in itself increases stability for the global system, distributes the burdens and costs of maritime security, and makes us all safer. The burden of security has to be shared, meaning, our partnerships matter.” ⚓



Photo courtesy of: The Royal Netherlands Navy by SMJR Gerben van Es

UNDER THE SEA

CSG 12 Commander Visits USS Forrest Sherman as Divers Use New Cofferdam for Underwater Hub Change Out



STORY BY:
Shelby F.W. West

Mid-Atlantic Regional Maintenance Center Public Affairs

Carrier Strike Group 12's commander visited Arleigh Burke-class Aegis destroyer USS Forrest Sherman (DDG 98) during an underwater hub change out at Mid-Atlantic Regional Maintenance Center (MARMC), Naval Station Norfolk, Virginia, Nov. 5.



Rear Adm. Andrew L. Lewis observed divers who were using a new cofferdam to perform the change out.

MARMC Dive Teams Delta and Bravo began working around the clock mid-October to replace Forrest Sherman's existing propeller blades and hub, in order to keep Forrest Sherman mission ready for 2015.

"Having this ship fixed without any hindrance or restrictions, as soon as possible, within the repair plan and having the ship underway, being able to fight is what it's all about," said Lewis.

"Normally, this job would be done in dry-dock, but with the invention of this new type of cofferdam, it allows us to do this job underwater," said MARMC Diving Officer Chief Warrant Officer 3 Tim Andros.

The cofferdam provides a dry environment in which divers can work, and protects all equipment so there is no water intrusion when divers remove the hub of the ship.

"This is only the second time this job has been done underwater in the Navy, and is the first time this job has been done underwater on an Arleigh Burke-class guided missile destroyer," said Andros.

MARMC divers completed the first underwater hub replacement to Oliver Hazard Perry-class guided-missile frigate USS Taylor (FFG 50) in Souda Bay, Greece, earlier this year, giving them experience for this job on Forrest Sherman. Although the two jobs are similar, the configuration on the bottom of each ship is slightly different; a frigate has one screw where a destroyer has two, affecting how the cofferdam fits underneath the ships.

"This same group of individuals handled the Taylor hub replacement, which has given us a lot of experience towards a ship that isn't damaged this time," said Navy Diver 2nd Class Petty Officer Nicholas Barna. "The smaller aspects of such a large job are some of the things that are overlooked sometimes, and having the integral knowledge and the familiarization of the mechanics of the underwater proceedings helps a lot when it comes down to doing a job in less visibility than we had last time. This job is running a lot smoother than the Taylor because we have done it before."

There are three dive lockers that fall under the leadership of Commander, Navy Regional Maintenance Center; MARMC, Southwest Regional Maintenance

Center (SWRMC) and Southeast Regional Maintenance Center (SERMC). In order to gain experience to perform this job on destroyers home ported in Mayport, Florida, SERMC has sent a few of their divers to Norfolk to help with the Forrest Sherman job.

"It is really fun to work with people from other commands and spread our knowledge," said Barna. "Although we have done this before, it's really nice to give that same hands-on attitude and atmosphere to other people within our community. We want as many people within the dive community as possible to fully understand the circumference of this whole procedure. It's great to have guys here from SERMC and SWRMC. It helps to lighten our work load while giving them a lot of beneficial knowledge."

MARMC's dive teams are made up of military and civilians. Each team is currently working a 12-hour shift, 24 hours a day. If one team primarily consists of civilians, a few military divers will be added to the team for that shift in order to get the experience and learn from the civilians.

Changing out the hub on Forrest Sherman is a joint effort by MARMC divers, Waterfront Operations, welders, machinists, Naval Sea Systems Command (NAVSEA00C), and Naval Station Norfolk Port Operations.

"The divers are the underwater work force working with the NAVSEA technical experts who are overseeing all components of the work package, and they are working with Ship's Force who is working internal equipment to help facilitate the positioning of the new hub and blades," said Forrest Sherman Chief Engineer Lt. PJ Remillard. "All three entities are working together during this entire evolution to keep everything on track and safe. We've had nothing but great results from the MARMC divers and experts. Everyone has been phenomenal, communicating and making sure everything stays on schedule."

The hub replacement is expected to be complete later this month.

"It's exciting for the whole maintenance community to do this because they are building a skill set that we haven't had in the past, and we have all the right people doing hard work to get it done," said Lewis. ⚓



Photo By: MC2 Corbin J. Shea



Photo By: MC2 Corbin J. Shea

BOLD ALLIGATOR

Kearsarge Completes Bold Alligator 2014



STORY BY:
MC2 Aren Everett

USS Kearsarge (LHD 3) Public Affairs Office

The flagship of Exercise Bold Alligator 2014 (BA14), amphibious assault ship USS Kearsarge (LHD 3), was one of the final underway units to return to Naval Station Norfolk, Nov. 10.

BA14 was a two-week, multinational exercise hosted by the U.S. Navy and U.S. Marine Corps to strengthen core competencies in the areas of amphibious operations and bilateral command and control.

"Everyone worked tremendously hard," said Capt. David Bossert, commanding officer of Kearsarge. "All of the task forces planned and executed multiple missions, each of which were successful. It's been the measure of effectiveness and everyone made it home safely."

This year's iteration of Bold Alligator focused on

crisis response missions to include non-combatant evacuations, theatre security and humanitarian assistance.

Although most amphibious exercises are known for ship to shore transport by sea, aviation also played a key role in the exercise. For the first time, Bold Alligator implemented joint service flight operations outside of regular flight deck certifications.

"This was the first time we had blue-green integration on the flight deck during an actual exercise," said Cmdr. Donald Jamiola, air boss on Kearsarge. "Everything went extremely well and flowed smoothly."

There was some concern about weather during the course of operations, but every obstacle nature put in place was overcome.

"It was challenging to complete flight operations due to the weather, but we successfully completed 340 launches and recoveries," said Jamiola.



Photo By: MC2 Tamara Vaughn



Photo By: MC2 Tamara Vaughn

“Everything went extremely well and flowed smoothly.”

Participants of BA14 included representatives from STRIKFORNATO, Australia, Belgium, Brazil, Canada, Chile, Denmark, France, Germany, Italy, Japan, Mexico, Netherlands, Norway, Peru, Spain, Sweden, Turkey, United Kingdom and United States.

Participating ships included USS Kearsarge (LHD 3), USS Iwo Jima (LHD 7), USS Arlington (LPD 24), USS Fort McHenry (LSD 43), USS Oak Hill (LSD 51), USS Hue City (CG 66), USS Laboon (DDG 58), USS Whidbey Island (LSD 41), USS Winston S. Churchill (DDG 81), USS Farragut (DDG 99), USNS Choctaw County (JHSV 2), USNS John Lenthall (TAO 189), USNS Medgar Evers (T AKE 13), USNS Apache (T-ATF 172), HNLMS Johan de Witt (L801, Netherlands), HDMS Niels Juel (F363, Denmark), ARM Baja California (PO 162, Mexico) and BAP Islay (SS 35, Peru).

Each surface combatant was assigned to one of three amphibious task groups.

“All three amphibious task groups planned and executed contingency missions, which is much more complicated than a large-scale assault,” said Bossert.

“If the weather didn’t permit, an alternate course

of action was developed and executed.”

Bossert was very proud of the work done, specifically by Kearsarge Sailors and Marines, to prepare for a mission of the magnitude and importance of BA14. The ship supported not only the assigned crew, but also embarked troops and staff totaling more than 3,280 people.

“Coming into this event, there was a substantial amount of repair, cleaning and preservation work done to get the ship ready,” said Bossert. “There was an untold amount of work done by Sailors and Marines assigned to USS Kearsarge, and they have done a phenomenal job.”

Bossert went on to praise the Kearsarge crew for the time and dedication they put into making BA14 a success.

“My Kearsarge crew is made up of great Americans and patriots,” said Bossert. “They worked really long hours knowing that this exercise was very important to our country. I can’t say enough about the effort, the care factor, which went into making sure that this ship was ready. It could not have been done without the crew.”

Bold Alligator took place Oct. 29 - Nov. 10, afloat and ashore along the Eastern Seaboard. ⚓

MINE COUNTERMEASURES POWER

Successful International Mine Countermeasures Exercise Concludes



STORY BY:
U.S. Naval Forces Central Command

U.S. Naval Forces Central Command Public Affairs Office

This year's International Mine Countermeasures Exercise (IMCMEX) concluded in Bahrain Nov. 13, after nearly three weeks of seminars and training maneuvers.

The exercise provided a wide array of maritime operations designed to promote international interoperability, protect global commerce and ensure secure sea lanes.

More than 6,500 military service members from more than 40 nations, along with 700 civilian mariners, operated 38 naval ships, 32 civilian merchant vessels and three exercise task forces throughout the Arabian Gulf, the Arabian Sea and the Red Sea.

"This year's exercise has been a great success," said Vice Adm. John W. Miller, commander, U.S. Naval Forces Central Command (NAVCENT)/5th Fleet (C5F)/Combined Maritime Forces (CMF). "Not only did we have more nations participate and greater involvement from the commercial shipping industry, but we also greatly improved on the

complexity of our scenarios, command and control of our vessels, interoperability, the quality of our presentations and discussions, and our multilateral interactions in general."

Mine countermeasures (MCM) operations included ships, crews and observers underway to conduct training in at-sea maneuvers, mine hunting operations, aerial MCM operations, explosive ordnance disposal (EOD) operations and unmanned underwater vehicles. The exercise continued to confirm the effectiveness of the afloat staging base concept, employing the British amphibious assault vessels HMS Bulwark (L15) and RFA Cardigan Bay (L3009) and the Afloat Forward Staging Base (Interim) USS Ponce (AFSB(I) 15), as a platform for mine countermeasures.

"While the mine countermeasure part of this exercise was key, [the exercise] delivered far more," said Commodore Keith Blount, Royal Navy, deputy commander Combined Maritime Forces and Commander of this year's International Maritime Exercise Force. "Broader maritime security operations (MSO) and maritime infrastructure protection (MIP) were equally as important components and enhanced our proficiency in



proving our ability to deliver port-of-departure to port-of-arrival security. It has been a large success.”

MSO focused on an outward facing force protection concept that provides a safe environment for ships to conduct MCM and MIP. These operations allow naval vessels to provide convoy escorts to commercial merchant shipping to ensure safe navigation through chokepoints and demined sea lanes for the free flow of international goods. During the exercise, naval forces and civilian mariners planned and executed more than 500 nautical miles of multinational convoys through the Strait of Hormuz, one of which included a very large crude oil carrier. These types of ships are the world’s largest moving objects. MSO also included search and rescue, mass casualty treatment, and visit, boarding, search and seizure drills.

A three-day MIP symposium, prior to the beginning of the at-sea phase of the exercise, provided an exchange of ideas as industry representatives discussed means to ensure the safety of maritime commerce through vital sea lanes and at strategic sea ports with senior leaders from participating countries. MIP included close

engagement with industry partners, conducting a table-top oil-spill exercise, and standing up a cell to coordinate military and civilian shipping.

“The MIP symposium provided us with a great opportunity to bring together governments, militaries and industry to discuss how we can best provide the necessary foundation of security that supports unrestricted access to the vital maritime infrastructure that is critical to regional and global economies,” said Miller.

In addition to the symposium, expanded mass casualty drills that simulated maritime accidents extended the infrastructure protection concept to include medical triage and evacuation of injured personnel.

This year’s IMCMEX took place in the U.S. Central Command area of responsibility, which encompasses about 2.5 million square miles of water and includes the Arabian Gulf, Arabian Sea, Gulf of Oman, Red Sea, and parts of the Indian Ocean. Twenty countries comprise this expanse, which includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab al Mandeb at the southern tip of Yemen. ⚓



Photo By: MC2 Daniel M. Young

LARGEST NAVAL EXERCISE

International Team of EOD Technicians Train at World's Largest Exercise



Photo By: MC3 Daniel Rolston



STORY BY:
MC2 Michael Scichilone

U.S. Naval Forces Central Command/5th Fleet Public Affairs

Explosive ordnance disposal (EOD) technicians with Commander, Task Group (CTG) 56.1 worked alongside French and Danish EOD divers as well as Bahraini forces in Manama, Bahrain this week as part of this year's International Mine Countermeasures Exercise (IMCMEX), Oct. 27-Nov. 13.

IMCMEX is the largest international naval exercise, with more than a quarter of the world's navies participating, including 38 naval ships and 6,500 sailors from every region as well as over 30 commercial merchant ships of various nationalities.

The purpose of the exercise is to promote maritime security and the free flow of trade through mine countermeasure operations, maritime security operations, and maritime infrastructure protection in the U.S. 5th Fleet area of responsibility and throughout the world.

"It is very important to work with our coalition partners to learn each other's capabilities, strengthen ties and increase interoperability," said Lt. j.g. Ryan Bresson, officer-in-charge for Commander, Task Unit (CTU) 56.1.1.

"Our focus as a platoon in the week leading

up to this exercise was on successfully planning and executing great training with the coalition forces for the benefit of everyone involved in the exercise," said Senior Chief Explosive Ordnance Disposal Technician Jonah Brixey, with CTG 56.1.

Brixey said they've maintained that exceptional focus throughout the exercise, with the CTG 56.1 EOD technicians executing official drills for the maneuver, as well as helping facilitate training and drills with foreign forces as a way to improve everyone's tactics, techniques, and procedures.

"Our piece of this entire exercise has involved hundreds of man hours and dozens of dives and drills," said Brixey.

As part of the exercise, CTG 56.1 EOD technicians in Manama have participated alongside French, Danish and Bahraini forces to respond to numerous simulated land and shore-side threats, including improvised explosive devices (IEDs), vehicle-borne IEDs, limpet-mine attacks and suicide-vest attacks. They also participated in simulated active shooter drills, conducted diver-casualty drills and practiced underwater search techniques, bomb disposal robot operation and remote rigging.

"Our goal as a platoon is to conduct as much tough, realistic training with the partner forces as possible during this exercise," Brixey said. "I know we'll be able to learn quite a bit from them, and I hope they'll be able to learn some things from us." ⚓

MOVING FORWARD

USS Milius Wraps up Task Group Exercise, Heads West on Deployment



STORY BY:
Ens. Grace Olechowski

USS Milius (DDG 69) Public Affairs Office

Following participation in a 10-day Task Group Exercise (TGEX) off the coast of Southern California, the guided missile destroyer USS Milius (DDG 69) headed west Oct. 31 to begin an independent deployment to the Western Pacific and Indian Oceans.

Officers and crew members of Milius had said their goodbyes to friends and family Oct. 20 as the ship left its homeport of Naval Base San Diego prior to beginning the exercise.

In addition to Milius, the TGEX, led by U.S. 3rd Fleet, included the aircraft carrier USS Nimitz (CVN 68), guided-missile cruisers USS Lake Champlain (CG 57) and USS Chosin (CG 65), guided-missile destroyers USS Paul Hamilton (DDG 60), USS Kidd (DDG 100), USS Pinckney (DDG 91) and USS William P. Lawrence (DDG 110), and the littoral combat ships USS Independence (LCS 2) and USS Fort Worth (LCS 3).

Also participating in the exercise were the Royal Canadian Navy Halifax-class frigates HMCS Calgary (FFH 335) and HMCS Winnipeg (FFH 338), Kingston-class coastal defense vessels HMCS Brandon (MM 710) and HMCS Yellowknife (MM 706), and Japan Maritime Self-Defense Force (JS) Teruzuki (DD 116).

The exercise served to train the vessels in air defense, surface warfare, and anti-submarine operations, as well as facilitate cooperation within a multi-national strike group.

As a multi-mission Aegis destroyer, Milius has the capacity to execute a broad spectrum of missions including anti-air, anti-submarine, and anti-surface warfare while also maintaining the flexibility to operate independently or with a



Photo By: SN Bryce Powell

strike group.

“The crew has worked very hard over the past few months in preparation for this deployment,” said Cmdr. Michael J. Rak, Milius’ commanding officer. “Our training level has reached a high level of proficiency and I am confident that the Milius team possesses the skills and expertise needed to operate efficiently and effectively. They are true Destroyermen and we are ready to go where the nation needs us.”

USS Milius’ namesake is from Navy pilot Capt. Paul L. Milius. On Feb. 27, 1968, Milius was conducting a reconnaissance mission over Laos when his OP-2E aircraft was struck by anti-air artillery fire. Although the aircraft was severely damaged, Milius opted to stay inside the aircraft and stabilize the flight, allowing his seven crew members to bail out.

As a result of Milius’ courage, all seven were rescued. It is believed that Milius exited the aircraft before it crashed, but he was declared “Missing in Action” after rescuers failed to locate him. Milius’ status changed to “Presumed Killed in Action” in 1978. Capt. Paul L. Milius was awarded the Navy Cross posthumously. ⚓



Photo By: MC2 Tim D. Godbee

FINAL PREPARATIONS

USS Fort Worth Crew Participates in TGEX, Prepares for Deployment



STORY BY:
MC2 Tim D. Godbee

Navy Public Affairs Support Element West

Sailors from littoral combat ship USS Fort Worth (LCS 3) completed final certifications for the ship's inaugural deployment while underway participating in Task Group Exercise (TGEX) Oct. 23-31.

Fort Worth Crews 103 and 104, along with guided-missile destroyers USS Paul Hamilton (DDG 60) and USS Milius (DDG 69), used TGEX as their final opportunity to certify prior to deployment.

"This means that our long preparations have finally come to a completion," said Cmdr. Kendall Bridgewater, LCS Crew 104's commanding officer. "Through our LCS training facility work ups, coming on-hull and finally putting it all together integrating LCS into a strike group environment, we've shown a lot of the unique capabilities that an LCS can bring to the table."

The crew began with unit-level preparation by doing simulator-based training to prepare for different warfare areas. Once the crew boarded Fort Worth they continued with more advanced

training and attaining basic crew qualifications.

All of this training culminated with final certification during TGEX when the crew was put to the test with scenarios based off of situations the crew could face while deployed.

According to Lt. Michael Chestnut, LCS Crew 104 operations officer, it was no small feat getting to this point.

"We have all the same requirements that a traditional ship in the Navy has, we just happen to have a fraction of the people," said Chestnut. "People are asked to multitask and responsibilities usually reserved for senior ranks are pushed down to the lower levels. Add in the fact that we did all of this in a compressed amount of time, and what we did is quite impressive."

Bridgewater agreed, complimenting the crew's performance.

"The crew's been phenomenal the whole time," said Bridgewater. "The luxury of LCSs is that the crew is made up of very senior people who are very skilled at their jobs and don't require a lot of instruction in order to get tasks done."

Bridgewater went on to speak about what

the upcoming deployment means for the LCS program as a whole.

“This deployment, it’s important we show that an LCS can be an added asset in theater,” said Bridgewater. “We have to be able to perform a majority of missions of a destroyer and frigate and more. I think that we’ll show a lot of people how valuable we can be.”

Building on the achievements of USS Freedom’s (LCS 1) inaugural 10-month deployment to Southeast Asia from March to December 2013, Fort Worth is scheduled to deploy in November. It will visit more ports, engage more regional navies during exercises like Cooperation Afloat Readiness and Training (CARAT) and expand LCS capabilities including the

MQ-8B Fire Scout Vertical Takeoff and Landing Unmanned Aerial Vehicle.

Fast, agile and mission-focused, littoral combat ships are shallow-draft ships designed to operate in near-shore environments and employ modular mission packages that can be configured for surface warfare, mine countermeasures, or anti-submarine warfare.

LCS ships are manned with rotational crews, similar to those found on Trident submarines, and is augmented by mission package crews for specific mission focused operations.

Fort Worth is the second ship of the Freedom variant for LCS, and is a semi-planing steel monohull with an aluminum superstructure. The ship can reach speeds in excess of 40 knots. ⚓



Photo By: MC2 Tim D. Godbee



Photo By: MC2 Tim D. Godbee



Photo By: MC2 Tim D. Godbee



Photo By: MC2 Tim D. Godbee

CHRISTENING COMPLETE

Navy Christens Littoral Combat Ship Montgomery



STORY BY:
COMLCSRON ONE

COMLCSRON ONE Public Affairs Office

The Navy christened littoral combat ship (LCS) Montgomery, Nov. 8, during a ceremony at the Austal USA shipyard in Mobile, Ala.

Adm. Michelle Howard, vice chief of naval operations, delivered the principal address at the ceremony. Mary Sessions, wife of U.S. Sen. Jeff Sessions, R-Ala), served as the ship's sponsor. The ceremony was highlighted by Mary Sessions breaking a bottle of sparkling wine across the bow to formally christen the ship, which is a time-honored Navy tradition.

The selection of Montgomery honors the capital city of Alabama, and will be the second ship to bear the city's name.

"As we christen the future USS Montgomery, we not only celebrate a great Southern capital, but also the highly skilled and dedicated shipbuilders who have worked so hard to bring this day to fruition," Navy Secretary Ray Mabus said. "Their efforts have ensured that this great ship, an irreplaceable platform in our future Navy and our eighth littoral combat ship, will represent the city of Montgomery, Alabama, and our nation, around the world for years to come."

Designated LCS 8, Montgomery is designed to operate in shallow water environments to counter challenging threats in coastal regions, specifically mines, submarines and fast surface craft. The ship is capable of speeds in excess of 40 knots and can operate in water less than 20 feet deep. Montgomery will address critical capability gaps in the littorals. Carrying out the Navy's mission, it will serve to enhance maritime security by deterring hostility in troubled waters, maintaining a forward presence, and by its ability to maintain sea control.

A fast, agile and high-technology surface combatant, Montgomery will be a platform for the launch and recovery of manned and unmanned vehicles. To meet increased demand for mission-tailored packages, its modular design will support interchangeable mission packages, allowing the ship to be reconfigured for antisubmarine warfare, mine countermeasures, or surface warfare missions on an as-needed basis. The LCS will be able to swap out mission packages pier side in a matter of days, adapting as



U.S. Navy Photo

the tactical situation demands. The modular approach also allows it to incorporate new or improved systems into the fleet as advanced technologies mature, providing flexibility and evolving capability. These ships will also feature an advanced networking capability to share tactical information with other Navy aircraft, ships, submarines and joint units.

Montgomery will be manned by a core crew from LCS Squadron One under the 3:2:1 crew rotation concept: three crews

rotate between two ships, one of which is forward deployed for an extended period, while the other ship is stateside for workups and training. These core crews will be augmented by one of the three types of mission package crews as well as an aviation detachment. The prospective commanding officer of Montgomery's initial crew is Cmdr. Troy Fendrick, from Tempe, Ariz. Upon commissioning in the future, Montgomery will be home ported in San Diego. ⚓

MAINTENANCE MODERNIZATION AND ASSESSMENTS



STORY BY:
Susan Lawson

Navy Regional Maintenance Center Public Affairs Office

Forward Deployed Regional Maintenance Center (FDRMC) Detachment Rota completed its first selected restricted availability (SRA) on Arleigh Burke-class guided-missile destroyer USS Donald Cook (DDG 75) in Rota, Spain, Nov. 12.

The ship completed combined contractor and type commander sea trials Nov. 12, showcasing the product of excellent teamwork between the type commander, ship, regional maintenance center, and both the Spanish navy and local industry.

“Though only recently established, FDRMC Det. Rota has demonstrated exceptional collaboration during the USS Donald Cook availability, and has the distinction of being completed both on time and within budget,” said FDRMC Detachment Rota Officer in Charge (OIC) Cmdr. Joseph Saegert.

“Success can be attributed to the dedication and hard work of the entire maintenance team,” said Saegert.

The Donald Cook team managed to complete all milestones and key events on time enabling Ship’s Force to complete a successful light off assessment. Command, control, communications, computers and intelligence (C4I) modernization completed ahead of schedule and the installation teams provided additional training for Ship’s Force and support for the external communications (EXCOM) assessment team.

The Donald Cook is a key component in the U.S. Navy’s efforts to protect European allies from ballistic

missile threats, and was the first of the four Ballistic Missile Defense (BMD)-capable ships to relocate to, Rota.

Her short 100-day selected restricted availability (SRA) was scheduled from Sept. 24 until Nov. 12, and was filled with maintenance, modernization, and assessments, such as the BMD readiness assessment, which are usually done after the completion of an availability.

“In addition to the compressed availability schedule, there were many other challenges to overcome in the overseas environment, including timely movement of 1,700 line items of government furnished material, development and execution of first article ship repair procedures with the Spanish contractor, Navantia,” said FDRMC Commanding Officer, Capt. Jerry Zinni. “Despite these challenges, all requirements were successfully accomplished, all while establishing organizational boots on the ground.”

An availability completion message will be distributed to Naval Surface Force Atlantic, and other Navy stakeholders, once authorized and signed by Zinni, will signal the availability completion certification and allow Det. Rota to complete the ship’s departure conference. ⚓

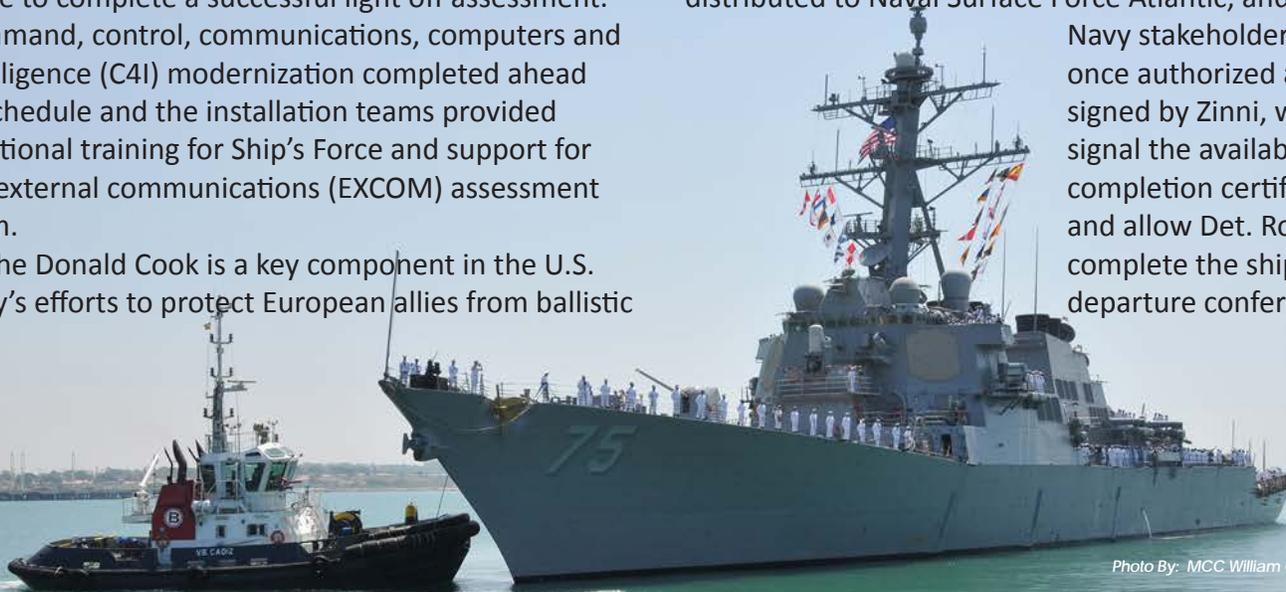


Photo By: MCC William Clark

THE BIG MOVE

Porter Prepares for Change of Homeport



STORY BY:
MCSN Ellen E. Hilkowski

Naval Surface Force, Atlantic Public Affairs Office

In support of Navy ballistic missile defense (BMD) efforts abroad, Sailors and families from USS Porter (DDG 78) attended a series of briefings Oct. 21 at Naval Station Norfolk, prior to their impending move to Rota, Spain.

The event, which was the third such summit, hosted by Commander, Naval Surface Force Atlantic (SURFLANT) and Naval Station Rota (NAVSTA ROTA), included informational presentations along with question and answer sessions held by subject matter experts. Additional resources augmented the presentations to assist Sailors and their family members move to Spain.

Commander, Destroyer Squadron 60, Capt. Jim Aiken and the commanding officer of NAVSTA ROTA, Capt. Gregory Pekari, kicked off the briefs with an introduction on life in Rota.

"I think this is going to be a tremendous experience for you," said Aiken. "There are actual people here to answer your questions. This is an excellent opportunity to start planning."

"This is a great opportunity for you to get everything off your chest as you get ready to transition to another country," added Pekari.

Fourteen subject matter experts (SME) made the trip to Norfolk to assist the Sailors and Family Readiness Group members, and provide information about Rota, travel procedures and everything they need to

accomplish prior to moving.

"The best thing you can do prior to coming over to Rota is be prepared," said Lt. Andrew Weiss, special assistant to the commanding officer at Naval Hospital Rota. "It's an exciting place to live but there are a lot of variables in moving several thousand miles.

By getting information in advance it'll allow for the smoothest transition possible."

"This [briefing] gives you a chance to specifically engage with the people who can help remove obstacles from your move," said Weiss. "Then when you get to Rota, you can chat with people that will be your neighbors or co-workers and you can start to develop relationships with the community before you're even there."

SURFLANT has gathered online sources and created a comprehensive website for Sailors and their families to use. They also handed out Welcome Aboard brochures and discussed the Rota YouTube channel, which features videos about life in Rota and video of the briefings for those who may have missed them.

"I had some questions about school transportation for my kids, but the SMEs gave me clarification," said Sheila Richardson, whose husband serves on Porter. "I'm more confident about our move after the presentations and I think it's going to be a great experience." ↓

DEDICATED SERVICE

USS Ingraham Decommissions After 25 Years of Service



Photo By: MCC Eric J. Hamson



STORY BY:
MC2 Jeffry Willadsen

Navy Public Affairs Support Element Detachment Northwest

Sailors and guests bade farewell to Oliver Hazard Perry-class frigate USS Ingraham (FFG 61) as the ship concluded 25 years of naval service during a decommissioning ceremony on Naval Station Everett (NSE), Washington, Nov. 12.

Former Secretary of Defense Robert M. Gates joined the crew in honoring Ingraham and her many years of service by acting as the guest speaker at the ceremony.

Several former crew members, plankowners,

friends and family also attended.

Ingraham's last commanding officer, Cmdr. Daniel Straub kicked off the ceremony and put into context the ship's place in the history of the Navy during her time in service.

"During 25 years of service to the nation, Ingraham has answered America's call; Ingraham has always been ready, willing and able to fulfill mission requirements," said Straub.

The decommissioning ceremony, a time-

honored naval tradition, retires a ship from service through a variety of ceremonial observances, including the department heads' final reports, lowering of the ship's commissioning pennant and Sailors walking off the ship while a bugler plays "Taps." The ceremony is meant to pay respect to the ship and the Sailors who have served in her over decades of honorable service.

According to Gates, the ship has seen a long and storied career, and deserves to be honored for the part she played in history. However, Ingraham's Sailors, along with all service members, also deserve to be honored for their great courage and sacrifice, he said.

"I think it's important that people understand the sacrifices involved, not just by the men and women in uniform, but by their families," said Gates. "We owe a huge debt of gratitude, all of us."

Ingraham was assigned to Destroyer Squadron (DESRON) 9. In October, the ship returned from her last deployment to the 4th Fleet in support of Operation Martillo. During this deployment, Ingraham disrupted or intercepted 11,937 kilograms of cocaine valued at more than \$560 million.

"Ingraham, as a crew, has proven time and again that they care about their ship and each other," said Straub. "They are the ones who forged all of



Photo By: MC2 Justin A. Johndro

Ingraham's successes.

"All the incredible men and women who have served their country on this great warship have earned my deepest gratitude, and the gratitude of this nation," he said.

For Gates, the ceremony was a new experience, as it was the first decommissioning he has ever attended. He said he has seen many commissioning ceremonies in his day, and a decommissioning brings forth a whole different set of emotions.

"It's kind of sad, actually," said Gates. "The last time I was at a commissioning, seeing the the Sailors run on board and man the ship, it's sort of the start of the whole long service for a ship. To see everybody come off is kind of sad."

USS Ingraham was commissioned Aug. 5, 1989, at Naval Station Long Beach, California, as the last Oliver Hazard Perry-class frigate. She was the fourth ship named for Captain Duncan Nathaniel Ingraham.

"[Ingraham] has been in service for so long, and seen so many things; it's got so much history, it's huge," said Information Systems Technician 2nd Class (SW/IDW) Steven Harte, an Ingraham crew member. "It's done a great job, it deserves a retirement."

Ingraham is scheduled to be transferred for dismantlement Jan. 30. ⚓



Photo By: MC2 Justin A. Johndro

MINEMAN OF THE YEAR



STORY BY:
MCCS(SW/AW) Donnie W. Ryan

Naval Surface Force U.S. Pacific Fleet Public Affairs

A Sailor assigned to Littoral Combat Ship Squadron (LCSRON) 1 in San Diego was recently named as the Association of Minemen's 2014-2015 Mineman of the Year (Sea).

Mineman 1st Class (SW) Steven G. Hassler, who works with the Mine Countermeasures (MCM)

mission package program for littoral combat ships, was named the recipient of the award during the association's annual reunion which was held Oct. 6-8 in Charleston, South Carolina.

Hassler said he was not expecting to receive such recognition for doing his job.

"I was surprised at first," said Hassler. "But then I felt honored and humbled that my chain of command and fellow minemen both past and present felt I had what they were looking for as Mineman of the Year."

Hassler, a native of Wheatland, Wyoming, said wanting to be a part of the latest mine warfare technology is what brought him into the LCS program.

"I really like the concept of being a detachment that could be deployable to anywhere in the world and embark the two newest class of ships and use all the new mine warfare equipment," said Hassler. "I also liked the idea that I would be able to be on the ground floor of introducing new technology that was going to be the future of mine warfare and the future for my rate."

According to Hassler, the biggest difference in mine warfare aboard an LCS ship is the fact that the ship is completely out of the minefield.

"We are also able to search larger areas in a shorter period of time than an Avenger-class minesweeper," said Hassler. Right now Avenger-class MCM's have more options to neutralize mines, but the big tradeoff is that the system we use on LCS doesn't require our ship to be in the minefield to neutralize mines."

Hassler said he is extremely proud to be a mineman and the mine warfare community is unlike any other community in the navy.

"We are a rate this is very proud of our heritage and pride ourselves in the fact that by the nature of our rate we become a jack-of-all-trades," said Hassler. "At times our job can be very stressful but because of how small our rate is you learn to trust and rely on your shipmates."

With almost 12 years of active duty service under his belt, Hassler said his next goal is making chief petty officer.

"My secondary goal is to continue to use all the

resource the Navy has given me to finish college and get a degree," said Hassler. "But I guess ultimately I would say I had a successful career if I can continue to be a positive role model and mentor to my junior Sailors and help them reach their goals."

Hassler's peers and supervisors praise his many accomplishments at the command.

"A master of his trade, Petty Officer Hassler is a role model for his peers, superiors and subordinates, as well as the community of San Diego," said Capt. Randy Garner, the commander of LCSRON 1. "I depend on his knowledge and expertise on all mine warfare systems for successful daily operations and continued advancement of the MCM mission package, paramount to the future of the LCS program and our Navy as a whole."

Garner described Hassler as an irreplaceable asset to the LCS MCM program and an integral leader on the leading edge of mine warfare.

"He is truly an exceptional Sailor, brilliant technician and tactician who is most worthy of the special recognition commensurate with selection as the 2014-2015 Mineman of the Year," said Garner.

However, Hassler wants everyone to know that he didn't win the award on his own.

"The hard work and dedication of everyone in my detachment is what won this award," said Hassler. "I look at this as more of a group award and I just have the honor of picking it up for them."

Established in 1977, the Association of Minemen was founded as a non-profit organization dedicated to preserving the records and memories of the U.S. Navy mine warfare forces. Since their creation, the organization's members have dedicated themselves to recognizing the contributions of Navy personnel in the field of mine warfare, holding commemorations and establishing memorials dedicated to the accomplishments of its members. ⚓

A SPECIAL TRIBUTE

USS Mobile Bay Honors Fallen Shipmate on Veterans Day



STORY BY:
USS Mobile Bay (CG 53)

USS Mobile Bay (CG 53) Public Affairs Office

The crew of the guided missile cruiser USS Mobile Bay (CG 53) paid tribute to one of their own on Veterans Day this year, conducting a burial at sea for Master Chief Fire Controlman Mark Dinyar, Nov 11.

Dinyar served on board Mobile Bay from September 2007 until his unexpected passing on April 19, 2014; just six months shy of his scheduled retirement following 30 years of service.

“Burials-at-sea are important because it allows us to respect both the life and the service of our fellow veterans,” said Lt. Steve Brown, Mobile Bay’s command chaplain. “This burial at sea was an honor to be a part of but also very difficult because this one was for someone we once called our shipmate, mentor, brother and friend; there was no more appropriate day to honor him than Veterans Day.”

Many burials at sea are performed for retired veterans who likely did not know the current crew of the ship. Burials at sea are a long standing tradition dating to when the Navy did not have the means for a proper burial so bodies and remains were

buried at sea.

Nowadays, the ceremony is a sacred honor requested by the military member, their family, or dependents. This tradition demonstrates honor and commitment to service and their country beyond a military member’s life.

Dinyar spent the majority of his career at sea, serving on five different ships, enduring countless underways and deployments, earning the Meritorious Service Medal, five Navy and Marine Corps Commendation Medals, two Navy and Marine Corps Achievement Medals, nine Good Conduct Medals, and various campaign and unit awards.

It was his request that his remains be scattered upon the very sea that he spent over half his life honorably and courageously protecting.

“Master Chief Dinyar was a mentor to everyone on board Mobile Bay, including me,” said Capt. Timothy Kott, Mobile Bay’s commanding officer. “We all miss him very much. It was an honor for our ship to pay respects to him and his family by having his burial at sea on Veteran’s Day.” ⚓

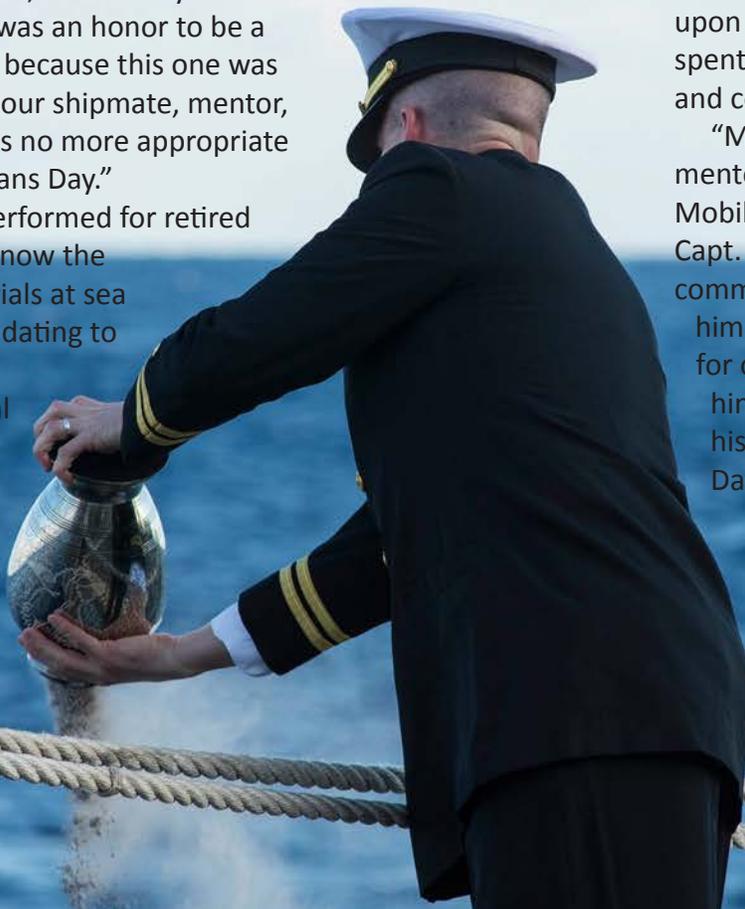


Photo By: MC3 Jackie Hart

PAST, PRESENT AND FUTURE

Gonzalez' Wardroom Honors Namesake During D.C. Visit



Photo By: Paul Farley



STORY BY:
Ens. Richard Fauci

USS Gonzalez (DDG 66) Public Affairs Office

Members of the USS Gonzalez (DDG 66) wardroom visited the Vietnam Veterans Memorial and the Pentagon July 30, to honor the ship's namesake and learn what the future holds in store for the surface Navy.

While at the Memorial, the officers learned about the history of its creation and read the Medal of Honor citation for the ship's namesake, Marine Corps Sgt. Alfredo Cantu Gonzalez. A charcoal impression of Gonzalez' name on the wall was also completed for future display on the ship.

"We took the wardroom to visit the Vietnam Memorial to remind us of the sacrifice members of the Naval Service have made in defense of freedom," said Cdr. Kyle Gantt, Gonzalez commanding officer. "I am honored to lead a team named after a hero like Freddy Gonzalez."

A summary of the citation for Sgt. Alfredo Cantu Gonzalez, U.S. Marine Corps, says he served as platoon commander for 3rd Platoon, Company A. On Jan. 31, 1968, Gonzalez' unit was formed as a reaction force and deployed to Hue City, Vietnam.

While moving by truck convoy, the Marines were twice hit by heavy enemy fire. After dispatching the snipers, Gonzalez exposed himself to immense danger and moved his platoon to safety. Despite his own injuries, he managed to bring a wounded Marine to safety. Although being seriously wounded again on Feb. 3, he refused medical treatment in order to supervise his men

and lead the next attack. The next day, the enemy inflicted heavy casualties on the platoon with automatic weapons and rocket fire. Gonzalez successfully knocked out a rocket position and suppressed much of the enemy fire using light antitank assault weapons before falling mortally wounded.

"It was a real honor to see his name on the wall and to hear the citation read," said Lt. j.g. Aaron Vandenberg, assistant chief engineer aboard Gonzalez. "Seeing all those people give their respects at the Vietnam Veterans Memorial made me remember how proud I am to serve."

Following the visit, the Gonzalez officers paid a visit to the office of the Chief of Naval Operations, Surface Navy Directorate (OPNAV N96), where they received a brief on future developments for the Surface Navy from Capt. David McFarland.

In addition to the Zumwalt-class DDG 1000, the Navy's newest destroyer class designed for littoral operations and land attack, McFarland also discussed the Littoral Combat Ship, a fast, agile, focused-mission platform designed for operation in near-shore environments but also capable of open-ocean operation. In addition to highlighting the Electromagnetic Railgun, a low-cost, safe, long-range weapon that launches projectiles using electricity instead of chemical propellants, he also briefed the officers on the Laser Weapon System (LaWS), a high-energy prototype that will be the first of its kind while offering an affordable and safe way to target threats at the speed of light with extreme precision and an unlimited magazine.

"I was very excited to learn about the upcoming capabilities of the surface Navy and how N96 is directly involved with exploration of these projects," said Ensign Sasha Otero, Gonzalez' automated data processing officer. "I am interested in the Laser Weapons System and what it has to offer to the fleet."

Gonzalez recently completed a maintenance period where its combat systems and overall capabilities were upgraded to meet the demands of the surface Navy. ⚓

CS1 Cooks for the Rachael Ray Show



Photo By: The Rachael Ray Show, David M. Russell



STORY BY:
Terrina Weatherspoon

Defense Media Activity

When Culinary Specialist 1st Class Stephanie R. Cooper, USS Forrest Sherman, got the call the day before Halloween, she wasn't sure if it was a trick or a treat. Did Rachael Ray really want her to appear as a guest cook on her show?

When her former senior chief called to notify her, she was sure he was putting her on. Only he wasn't. He had indeed dropped her name and she had subsequently been nominated and then confirmed to cook on the show, and she was ecstatic.

Rachael Ray did indeed want her on the show.

The show was saluting veterans with

their first-ever "Armed Forces Cook-Off!" Service men and women from all five military branches cooked their best 30-minute meal for the show.

"We think of it as an opportunity, any day of the week that we can work for our service members here at our show," said Rachael Ray. "So, for us, Veteran's day comes several times a year."

As hard as it was for Cooper to believe, it was even harder for her mother. It wasn't until Cooper sent her a selfie from New York that her mother had called her screaming in disbelief.

"She was excited and crying," said Cooper.

“She was so worked up that she accidentally hung up in my face!”

Cooper is used to feeding a large crew, but she has never done it for such a large audience.

“It was exciting,” said Cooper. “It was something that I’ve never experienced before. It’s surreal. I’m grateful for the opportunity. I really am.”

Cooper, who has been in the Navy for 11 years, was nervous about the being a part of the show, but mostly just excited. To prepare, she sent in the recipe she planned to prepare and then practiced making the meal.

“Baked Red Snapper over Bok Choy, pan seared with peppers and onions and drizzled with Lemon Dijon Vinaigrette,” said Cooper. “It sounds complicated, but it really isn’t!”

She prepared her meal perfectly and it was identified as the “Most likely to be Served in a New York City restaurant.”

Cooking is Cooper’s passion, but being a CS in the Navy does not come without its fair share of ups and downs.

“It’s very challenging to cook for so many daily and to get done with all the other tasks around that,” said Cooper. “Plus you are performing your duties on a ship. But you just have to knock it out. People are counting on you to provide a service and do your best. So that’s what you do.”

Ray said that although she can cook for a crowd, she’s not sure she is cut out for military life.

“I saw GI Jane, I don’t think I could have made it through the Navy’s training,” said Ray. “I can run five miles, but then I sort of conk out and I need wine thereafter. So, I don’t know if I would have made it through basic.”

The weight and odds of this opportunity are not lost on Cooper.

“Being in the Navy, you want to try everything,” said Cooper. “But I would have never even thought this was an option. This is a great opportunity. It’s nice to get selected for something you weren’t even expecting, it makes some of the down times worth it.” ⚓



Photo By: Lt. Matthew Stroup



Photo By: Lt. Matthew Stroup



Photo By: Lt. Matthew Stroup

A DAY IN THE LIFE American Hero

USS Gettysburg honors American Hero on
Anniversary of Lincoln's Famous Address



STORY BY:
Capt. Charles B. Cooper

Commanding Officer, USS Gettysburg (CG 64)

Seven score and eleven years ago today, President Abraham Lincoln delivered his historic Gettysburg Address at the site of one of the bloodiest battles in American history – and the acknowledged turning point in the American Civil War. The battle, itself, occurred four months prior to Lincoln's now famous remarks, pitting Union Major General George Meade's Army of the Potomac against Confederate General Robert E. Lee's Army of Northern Virginia in a three day slugfest that witnesses almost 8,000 dead and another nearly 27,000 wounded.

Since the battle, many Soldiers have been recognized for their bravery and self-sacrifice on the field at Gettysburg. For some, unfortunately, this recognition was long delayed. 1st Lieutenant Alonzo Cushing of



Battery A, 4th U.S. Artillery, waited 151 long years for his well-deserved recognition. Believing it never too late to honor a hero, President Barack Obama awarded the Medal of Honor to Cushing in a White House ceremony earlier this month.

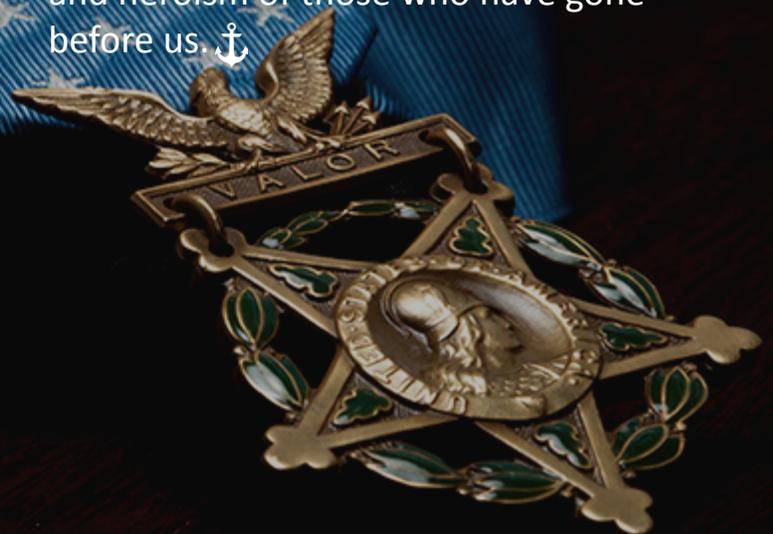
And so today, on the 151st anniversary of the Gettysburg Address, the officers and crew of USS Gettysburg (CG 64) are honoring Cushing in our own way. In a special ceremony presided over by Rear Admiral Bruce Lindsey, Commander, Carrier Strike Group 10, our wardroom is being dedicated as the “Cushing Wardroom” in his memory.

Cushing is the 64th Medal of Honor recipient from the Battle of Gettysburg. To borrow President Lincoln’s words from his address... “It is altogether fitting and proper that we should do this” ... as it is only appropriate to honor the 64th Medal of Honor recipient ... right here CG 64!

As history tells us, Cushing’s story is remarkable. He and his artillery battery held a position atop Cemetery Ridge during Pickett’s Charge — the Confederacy’s “High Water Mark.” Cushing, facing down over 10,000 charging Confederate Soldiers, held his position, and continuing to direct his battery’s cannon fire despite

being wounded twice and urged to go to the rear by his 1st Sergeant, Frederick Fuger. Eventually wounded a third and final time, Cushing fell that day, but his extraordinary heroism and leadership undoubtedly played a significant role in turning back the Confederate onslaught on Cemetery Ridge, ultimately leading to a victory by the Union Army.

Here in USS Gettysburg, we have many historical reminders of the courage, dedication, and sense of purpose displayed by those who fought at our namesake battle. Our ship’s motto, “Deeds, not words” is emblematic of the heroic deeds performed by 1st Lieutenant Cushing and those like him. The dedication of our wardroom to this extraordinary American hero is another reminder to our officers and crew — and our Navy — of the lasting legacy and tradition that connects us to the excellence and heroism of those who have gone before us. ⚓



U.S. NAVAL SURFACE FORCES

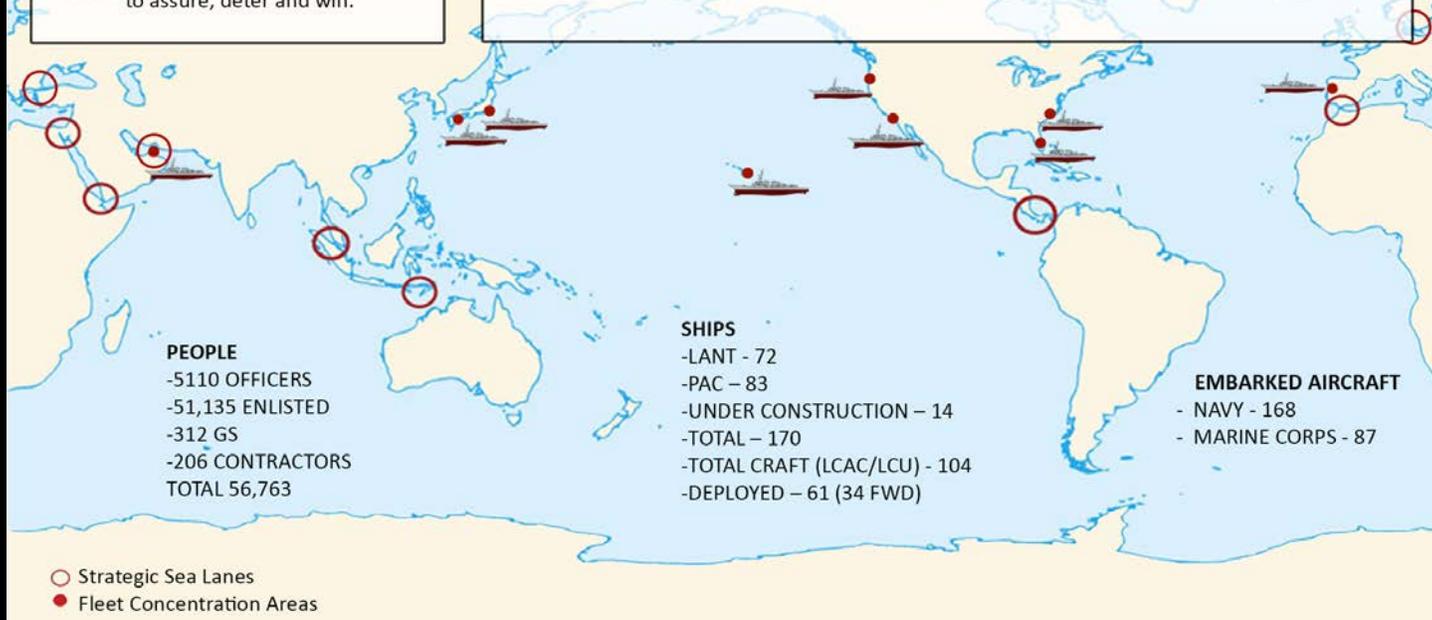
JANUARY 2015

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As Commander of Naval Surface Forces, I have **one and only one priority**, and that is to ensure that **everything we do makes us better warfighters**. Warfighting comes first and is enabled by three enduring pillars: Combat Readiness, Material Readiness and Personal Readiness.



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