WINTER 2014 VOL. 41

SW Surface Warfare

Setting a Course for the Surface Force

Developing Our Sailors

Training Our Crews to Fight and Win

Providing Warships Ready for Combat

Awards & Recognition

SW

Sunlight illuminates the USS ***Arizona*** Memorial at Joint Base Pearl Harbor-Hickam during a scheduled reenlistment ceremony.
(MC2 Daniel Barker)

Brad Gunner's Mate 2nd Class Justin Harrington, right, Chief Gunner's Mate Adan Macias, and Firecontrolman 1st Class Jedediah Lamping, assigned to the littoral combat ship USS Freedom (LCS 1) prepare to shoot a 30mm gun at a pre-staged target during a surface gunnery exercise, Sept. 24.
(MCC Cassandra Thompson)

Culinary Specialist Seaman James Senyonga folds the national ensign with help from Culinary Specialist Seaman Jordan Echiverri on the flight deck of the amphibious dock landing ship USS ***Harpers Ferry*** (LSD 49), Nov. 18.
(MC3 Mark El-Rayes)

Gunner's Mate 2nd Class Justin Harrington, right, Chief Gunner's Mate Adan Macias, and Firecontrolman 1st Class Jedediah Lamping, assigned to the littoral combat ship USS ***Freedom*** (LCS 1) prepare to shoot a 30mm gun at a pre-staged target during a surface gunnery exercise, Sept. 24.

(MCC Cassandra Thompson)

The guided-missile cruiser USS ***Monterey*** (CG 61) arrives in Souda Bay for a port visit, Dec. 8. ***Monterey***, homeported in Norfolk, Va., is deployed in support of maritime security operations and theater security cooperation efforts in the U.S. 6th Fleet area of responsibility.

(MC2 Billy Ho)

Facility Diego Garcia crawl through mud during the "XO's Tough Mudder," a Morale, Welfare and Recreation event that took place Nov. 29.

(MCS Ryan N. McFarlane)

Commander's Corner

(MC1 Rosalie Garcia)

Transitioning from one thing or place can be tricky. It is when you look back to see what's in your wake and looking ahead to see what is on the horizon.

Decembers are like that and December issues of magazines are that and more so.

There were some significant events to consider from 2013. USS Freedom (LCS 1) has completed her first deployment and there were many successes and accomplishments we can point to. She deployed to Singapore, participated in multi-national exercises, and provided humanitarian and disaster relief support in the Philippines following Typhoon Haiyan.

Freedom also provided validation of our CONOPS for LCS. Lessons learned have been applied to follow on hulls and we have gained a tremendous amount of knowledge that will benefit the fleet for the foreseeable future.

Professional development/readiness is continuing to improve. The Naval mine and ASW Command and the Navy Air and Missile Defense Command have begun courses to train Surface Warfare Officers as Weapons Tactics Instructors. When the WTIs graduate from their advanced tactics courses they will return to the fleet to train others. The model has been used in other communities and has shown proven results.

The Surface Navy is also on its way toward establishing a Naval Surface and Expeditionary Warfare Command which will consolidate tactical development and provide capabilities to address advanced warfare training gaps not covered by existing organizations.

Also, the most recent JO survey is complete and I thought you'd be interested in the hearing the results. The good news is we know what you think about SWO life. As has been the case for years, the more junior you are the less you seem to enjoy being a SWO. As your seniority increases, the more courses you complete, and the more experience and responsibility you gain, the better you like what you do.

For example, junior female SWOs were somewhat less inclined to remain in the community than their male counterparts. Married SWOs had more negative responses than their unmarried fellow SWOs. Deployments and regular underways stressed everyone, but married SWOs in particular had issues in terms of impact on planning, stresses on family life and added demands of an increased OPTEMPO.

We know the life of a SWO isn't easy and has never been easy. We are doing our best to fix what we can, given the resources we have.

Looking ahead…planning is challenging given the budget shifts.

The old "rolling donuts" long term budget process used to provide us with the ability to work operations and maintenance plans with known dollars over years with suspense dates and milestones to meet. In today's fiscal environment we have a moving target that makes multiyear planning improbable. Movement of billions of dollars in or out of spreadsheets has consequences.

Every dollar obligation is being weighed to ensure we get the most benefit out of what we spend and where it is spent. That approach includes near term requirements and anticipated needs on the far horizon.

All that to say with warfighting as CNO's primary goal and readiness to support warfighting, my mandate, I can assure you we will find a way to make sure we get the best trained Sailors to man capable ships with tactically proficient leadership in place.

The oceans aren't getting smaller and the world isn't getting safer so the Surface Navy will always be in demand. We are tremendous value for the nation

Your Surface Navy is a great deal for America. There is no place we don't steam, nowhere we can't go, and no one who can match us. We remain the greatest Navy in history—and we need to keep it that way.

You ought to know that while the budget news is grim, your Navy—our Navy—has undertaken the task of managing resources and planning for the future so our maritime nation maintains a worthy maritime force and we will be able to provide prompt, sustained combat power over time.

Thomas H. Copeman

Thomas H. Copeman
Vice Admiral, U.S. Navy
Commander, Naval Surface Forces

FEATURES

2 COMMANDER'S CORNER

5 DEVELOPING OUR SAILORS

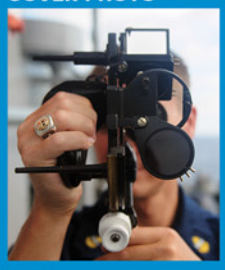
12 TRAINING OUR CREWS TO FIGHT AND WIN

22 PROVIDING WARSHIPS READY FOR COMBAT

34 AWARDS & RECOGNITION

40 BLOG

COVER PHOTO



▲▲ Chief Quartermaster Daniel J. Bobier, from Parkerburg, W. Va., uses a sextant to demonstrate traditional navigation techniques aboard the guided-missile cruiser USS ***Philippine Sea*** (CG 58).
MC2 Brian Read Castillo

◀◀ A U.S. Coast Guard H-60 helicopter lands aboard the guided missile destroyer USS ***Cole*** (DDG 67) during a search and rescue operation off the Virginia coast, Oct. 13. ***Cole*** served as a forward staging base for the Coast Guard to help locate three distressed sailors in a disabled sailboard.
MAC Joshua Datka

Retired Capt. Jack Evans, a survivor of the attack on Pearl Harbor, greets Operations Specialist 2nd Class Ranette Bryant aboard the amphibious dock landing ship USS ***Pearl Harbor*** (LSD 52) during a Dec. 7 commemoration event. Evans, who was a seaman second class, assigned to battleship USS ***Tennessee*** (BB 43) at the time of the attack, was the guest of honor for the event.

(MC2 Christopher Lindahl)

Commander, Naval Surface Forces Vice Adm. Thomas H. Copeman III, USN
Public Affairs Officer Cmdr. Tamsen A. Reese, USN
Editorial Advisor Lt. Richard S. Chernitzer, USN
Managing Editor MCCS (SW/AW) Donnie W. Ryan, USN
Editorial Assistant Patrick Green
Design **SliceWorks Inc.**
Richard Rabil, Art Director
Kara Primm, Designer
Phone: (301) 519-8101
Web: www.slice-works.com
Subscriptions Superintendent of Documents U.S. Government Printing Office
Chief of Subscriptions Washington, DC 20402
Phone: (202) 512-1800
Fax: (202) 512-2250
Mail: P.O. Box 371954 Pittsburgh, PA 15250-7954
Master stock number 708-050-00000-8 (SW)

On our website:
http://www.public.navy.mil/surfor

Like us on Facebook:
https://m.facebook.com/SurfaceWarriors

Surface Warfare (USPS 104-170)(ISSN 0145-1073) is published quarterly by the Department of the Navy, Commander, Naval Surface Forces, 2841 Rendova Road, San Diego, CA 92155. Periodicals postage paid at San Diego, and at additional mailing offices. The Secretary of the Navy has determined this publication necessary in the transaction of business required by law. The use of a name of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Navy. Any opinions herein are those of the authors, and do not necessarily represent the views of Surface Warfare, the Department of the Navy, or the Department of Defense. Postmaster: Send address changes to Public Affairs Office, Commander, Naval Surface Forces, 2841 Rendova Road, San Diego, CA 92155.

SW

FOCUS ON DEVELOPING OUR SAILORS

Waterfront Leadership

COMSURFLANT Addresses Current and Future Surface Warfare Leaders

From Commander, Naval Surface Force, U.S. Atlantic Fleet Public Affairs

Rear Adm. Pete Gumataotao, commander, Naval Surface Force Atlantic (COMSURFLANT), recently discussed his five major points of emphasis with current and future waterfront leaders during two separate events held at Naval Station Norfolk.

His remarks at his first SURFLANT Waterfront Leadership Commander's Call Oct. 3 and at the Basic Division Officer Course (BDOC) graduation Oct. 11, will be a recurring drumbeat that will be heard throughout the East Coast surface forces in months to come.

"Surface warfare officers have an ethos of producing results, often in spite of insurmountable obstacles. It is a trait that makes our community great," he said. "During this unprecedented time of uncertainty, I need your help in checking that trait in favor of a deliberate and questioning attitude that ensures safe operations and training."

Gumataotao's fervent focus is to produce and deliver combat ready ships to safeguard national security and protect the lives and property of our nation's citizens while preserving the Fleet Readiness Training Plan progression.

"Am I enthusiastic about things? Yes! I focus my enthusiasm on the deckplates. I focus my enthusiasm on Sailors. I focus my enthusiasm on the leadership that leads Sailors; that's where my enthusiasm lies," said Gumataotao.

Displaying this enthusiasm during the graduation ceremony, Gumataotao expressed his pride for the graduates and challenged them to maximize their potential for themselves, for their command, and for the Navy.

"Find the discipline to be very good at your profession," he urged. "You're not just an ensign. You're a surface warfare professional."

Elaborating on the teamwork required to achieve success, he discussed the importance of trust, reminding the BDOC graduates that a team cannot succeed without trust, and that there is no trust without competency. His five priorities are based on this principle.

Gumataotao's first four priorities are to improve the tactical and technical

Rear Adm. Pete Gumataotao, commander, Naval Surface Force Atlantic (COMSURFLANT), discusses his five major points of emphasis with current and future waterfront leaders at Naval Station Norfolk.

(MC2 Josue Escobosa)

"Being a good division officer is not just about ship handling. It's not just about engineering. It is also about your character."

competence of Sailors by utilizing as many resources as possible, to produce combat ready ships by taking care of people and systems, to manage wholeness, and to synchronize lines of effort between all surface warfare stakeholders.

"Being a good division officer is not just about ship handling. It's not just about engineering. It is also about your character," he explained. "I need your help, because at the end of the day, after all your training and all your certifications are done, we're going to send you out there to do our country's work. You're going to execute that. Are you going to be ready?"

The admiral's fifth point of emphasis is to promote Navy family wellness. He asked that everyone remember the civilian workforce who, as part of the Navy family, "took hits for the team" during the recent summer furlough and government shutdown. He asked for a 360 degree perspective from the fleet on how best to support them and seamlessly reintegrate them as they return.

Addressing sexual assault in the force, Gumataotao echoed the message being heard throughout the Navy, that assault against one, affects all and will not be tolerated. He tasked the wardroom and chief's messes to tune in on the message and not let it become background static.

"The impact of one case affects the victim, the advocate, the crew, the ship," he said.

The admiral also discussed the fiscally challenging environment SURLFANT faces this year as the Navy forges ahead. His advice to wardrooms and chief's messes is to remind Sailors of the value they bring to this country and of their responsibility to maintain the greatest Navy in the world.

He encouraged leaders to be patient, to communicate with each other, stressing that SURFLANT is here to support the waterfront.

"We're going to be fine; there is a plan. But this is not business as usual — not anymore. Continue to make us proud in all you do by maintaining high standards," said Gumataotao. "Live our Navy core values. Don't just talk about it; always strive to be better. Guard against complacency and mediocrity. Finally, treat each other with mutual respect. Work as a team and take care of each other." SW

"The impact of one case affects the victim, the advocate, the crew, the ship..."

(Graphic by Mass Communication Specialist 1st Class Tim Comerford)

21st Century Leaders

Boxer CPO 365 Program Shines Future Brass

By Mass Communication Specialist 3rd Class Robert R. Sanchez, Boxer Amphibious Ready Group Public Affairs

The Chief Petty Officer (CPO) 365 program, aboard the amphibious assault ship USS Boxer (LHD 4), is helping first class petty officers (FCPO) prepare for the next step in their careers to trade their crows for anchors.

The Navy-wide CPO 365 program is a year-round process that calls on chiefs to provide FCPOs guidance on what it takes to join their ranks.

"It allows current CPOs to pass on their knowledge and experience to help us succeed and eventually become a chief," said Yeoman 1st Class (SW) Juan Palma, from El Paso, Texas. "I have picked up leadership tools to implement in everyday situations."

Throughout the year, various subjects are covered such as career development boards, evaluations and awards writing, uniform and grooming standards, and equal opportunity.

Along with professional development, Boxer's CPO 365 program includes weekly group physical training.

"The program prepares FCPOs for the responsibilities that come with wearing the anchors of a chief petty officer," said Chief Information Systems Technician (SW/AW) Cesar Nunez, from Bronx, N.Y., one of Boxer's CPO 365 coordinators. "The topics are intended to stimulate their critical thinking skills, increase their understanding of fundamental Navy programs, and most importantly, enhance their ability to make a positive impact on war fighting readiness and Sailors."

CPO 365 consists of two phases. The first phase, which FCPOs are currently going through, begins every year on Sept. 17. All FCPO are encouraged to participate regardless if they are eligible for the chief selection board.

"My goal for CPO 365 is to train FCPO to be better deckplate leaders," said Chief Aviation Boatswain's Mate (Handling) (AW/SW) Omar Lee, from Jacksonville, Fla., Boxer's primary CPO 365 coordinator. "In turn, FCPOs can better train their junior Sailors that eventually will be taking their place. We train today's Sailors to become tomorrow's leaders."

The second phase begins as soon as the results for the chief petty officer selection boards are announced and is complete with the CPO pinning ceremony. Only the FCPOs selected for chief participate in the second phase.

"CPO 365 is a great program and all FCPOs should take advantage of the time and effort provided by our CPO leadership," said Palma. "CPO 365 has given me all the tools necessary to succeed and become a better leader. All I need to do now is put them to use." SW

FOCUS ON DEVELOPING OUR SAILORS

Easy Riding for

By Ensign Katherine Jones, USS *Wayne E. Meyer* Public Affairs

A group of motorcycle enthusiasts from the guided-missile destroyer USS *Wayne E. Meyer* (DDG 108) joined together for their first command-sponsored ride in the San Diego area, October 30.

The guided-missile destroyer USS ***Wayne E. Meyer*** (DDG 108) hosted their first command-sponsored motorcycle ride. *(MC2 Derek Stroop)*

A total of 13 personnel, including the ship's commanding officer and command master chief, participated in the event as part of a command-wide motorcycle safety week designed to highlight the dangers of riding a motorcycle and the safety precautions that can be taken to prevent injury.

According to event organizers, the ride demonstrated that Sailors can enjoy their motorcycles without excessive speeds or developing dangerous riding habits. The event also helped to support the Secretary of the Navy's focus on safety as part of the 21st Century Sailor and Marine initiative.

With veteran motorcyclists offering guidance, the ride also afforded less experienced Sailors with more practice in street riding, highway riding and driving routes with curves.

"At first I was hesitant to take a group of Sailors on a motorcycle ride," said Cmdr. Randy J. Van Rossum, *Wayne E. Meyer's* commanding officer. "However, the importance of conveying safety while riding was an opportunity I could not let pass."

Van Rossum said that ship personnel have had a few motorcycle accidents during his time as both executive and commanding officer.

"Instead of framing motorcycle riding as negative and dangerous activity, I chose to embrace it and encourage safe participation in our first command motorcycle ride," said Van Rossum.

Sailors who participated said they enjoyed the opportunity to ride as part of a command-sponsored event.

"This gave the crew the opportunity to ride as a group, boosted morale and allowed us another opportunity to review our safety requirements, PPE [personnel protective equipment] and insurance requirements that Navy regulations dictate," said Chief Gas Turbine Systems Technician (Electrical) Reginald Martin.

The 21st Century Sailor and Marine initiative consolidates a set of objectives and policies, new and existing, to maximize Sailor and Marine readiness, safety, physical fitness, inclusion, and continuum of service which builds resiliency and hones the most combat-effective force in the history of the Department of the Navy.

Wayne E. Meyer was named after the late Rear Adm. Wayne E. Meyer, who is regarded as the "Father of Aegis" for his service as the AEGIS Weapons System Manager and later his development of the AEGIS Shipbuilding Project Office.

The crew of *Wayne E. Meyer* is currently working to complete pre-deployment integrated phase training in preparation for future missions. SW

Safety

"Instead of framing motorcycle riding as negative and dangerous activity, **I chose to embrace it and encourage safe participation** in our first command motorcycle ride."

Cmdr. Randy J. Van Rossum

Machinist Mate 1st Class Preston Garner, assigned to Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility, completes an obstacle course during the 1st Armed Services "Ride for Safety" motorcycle rodeo event at Joint Base Pearl Harbor-Hickam. The USS ***Wayne E. Meyer*** crew went through similar training for safety.
(MC2 Paul Honnick)

SW

FOCUS ON TRAINING OUR CREWS TO FIGHT & WIN

New Location Better Positioned to Support Ships

COMNAVSURFLANT RELOCATES

From Commander, Naval Surface Force, U. S. Atlantic Fleet Public Affairs

A group of motorcycle enthusiasts from the guided-missile destroyer USS Wayne E. Meyer (DDG 108) joined together for their first command-sponsored ride in the San Diego area, October 30.

A total of 13 personnel, including the ship's commanding officer and command master chief, participated in the event as part of a command-wide motorcycle safety week designed to highlight the dangers of riding a motorcycle and the safety precautions that can be taken to prevent injury.

According to event organizers, the ride demonstrated that Sailors can enjoy their motorcycles without excessive speeds or developing dangerous riding habits. The event also helped to support the Secretary of the Navy's focus on safety as part of the 21st Century Sailor and Marine initiative.

With veteran motorcyclists offering guidance, the ride also afforded less experienced Sailors with more practice in street riding, highway riding and driving routes with curves.

"At first I was hesitant to take a group of Sailors on a motorcycle ride," said Cmdr. Randy J. Van Rossum, Wayne E. Meyer's commanding officer. "However, the importance of conveying safety while riding was an opportunity I could not let pass."

Van Rossum said that ship personnel have had a few motorcycle accidents during his time as both executive and commanding officer.

"Instead of framing motorcycle riding as negative and dangerous activity, I chose to embrace it and encourage safe participation in our first command motorcycle ride," said Van Rossum.

Sailors who participated said they enjoyed the opportunity to ride as part of a command-sponsored event.

"This gave the crew the opportunity to ride as a group, boosted morale and allowed us another opportunity to review our safety requirements, PPE [personnel protective equipment] and insurance requirements that Navy regulations dictate," said Chief Gas Turbine Systems Technician (Electrical) Reginald Martin.

The 21st Century Sailor and Marine initiative consolidates a set of objectives and policies, new and existing, to maximize Sailor and Marine readiness, safety, physical fitness, inclusion, and continuum of service which builds resiliency and hones the most combat-effective force in the history of the Department of the

Rear Adm. Pete Gumataotao joins others in cutting the ribbon on the new location of the SURFLANT headquarters at Naval Station Norfolk Nov. 1.

(MC2 Class Josue L. Escobosa)

FOCUS ON TRAINING OUR CREWS TO FIGHT & WIN

RealWorldScenario

USS *Lake Champlain* Demonstrates Capability to Operate Independently as well as with Strike Group

IDCERTEX

By Lt. j.g. Maura Hanley, USS *Lake Champlain* Public Affairs

The officers and crew of the Ticonderoga-class guided-missile cruiser USS Lake Champlain (CG 57) returned to their homeport of San Diego following participation in an independent deployer certification exercise (IDCERTEX) off the coast of Southern California, Nov. 6-14.

During the exercise, Lake Champlain conducted exercises with the Nimitz-class aircraft carrier USS Ronald Reagan (CVN 76) and Arleigh Burke-class guided-missile destroyers USS Howard (DDG 83), USS Pinckney (DDG 91), USS Kidd (DDG 100) and USS Wayne E. Meyer (DDG 108).

The IDCERTEX provided an opportunity for the ships to train in real-world scenarios that they can expect to encounter during future operations.

"IDCERTEX showed Lake Champlain Sailors that the training they received pierside has prepared them to operate with other U.S. assets," said Lt. Donald S. Northrup, Lake Champlain's navigator.

Lake Champlain assisted Ronald Reagan with flight operations by taking up position behind the carrier during night operations so that the pilots could use the ship as a guide towards the flight deck, an event that took precise maneuvering by Lake Champlain's bridge team.

"It was a great opportunity to practice tactical maneuvers within close proximity of an aircraft carrier," said Chief Quartermaster James J. Ortiz. "The coordination between the two units became flawless by the conclusion of the exercise."

Lake Champlain also assumed the role of air defense commander during the IDCERTEX and was responsible for defending the aircraft carrier against simulated enemy forces.

"The exercise allowed us to put all the synthetic training we received to this point into action," said Ensign Joseph E. Hanacek, Lake Champlain's combat information center officer. "The combat team was able to work with live assets which provided unparalleled training."

Commissioned in 1988, USS Lake Champlain (CG 57) is named in honor of the Battle of Lake Champlain that took place during the War of 1812 and is the third U.S. Navy vessel to bear the name. SW

Sailors aboard the guided-missile cruiser USS ***Lake Champlain*** (CG 57) man the rails as the ship passes Point Loma transiting San Diego harbor.

(MC2 Daniel Barker)

The guided-missile cruiser USS ***Lake Champlain*** (CG 57), left, and the ***Arleigh Burke***-class guided-missile destroyer USS ***Spruance*** (DDG 111), right, perform a replenishment-at-sea with the Military Sealift Command dry cargo and ammunition ship USNS ***Carl Brashear*** (T-AKE 7) in May 2013.

(MCSN William Blees)

"IDCERTEX showed Lake Champlain Sailors that the training they received pierside has prepared them to operate with other U.S. assets."

— Lt. Donald S. Northrup, *Lake Champlain's* navigator.

Boatswain's Mate 3rd Class Erik Hansen, aboard guided-missile cruiser ***USS Lake Champlain*** (CG 57), observes amphibious transport and fleet replenishments.

(MC2 Daniel Barker)

U.S. Pacific Fleet Master Chief Marco Ramirez meets with Sailors aboard the USS ***Lake Champlain*** (CG 57) in May 2013 during an all-hands call. Ramirez visited ships and commands in the San Diego area to discuss the importance of war fighting readiness, purposeful forward presence and advancement of regional partnerships and alliances. IDCERTEX demonstrated the ship's ability to meet that criteria.

(MCSN James Vazquez)

FOCUS ON TRAINING OUR CREWS TO FIGHT & WIN

Building Pa

USS Lake Erie, Chinese Ships Conduct Search and Rescue Training

Sailors from the guided-missile cruiser USS *Lake Erie* (CG 70) and the People's Liberation Army-Navy board a distressed vessel from a rigid-hull inflatable boat as part of a drill during a search and rescue exercise off the coast of Hawaii.

(MC3 Brennan Knaresboro)

rtnerships

By Mass Communication Specialist 1st Class Kenneth Hendrix, *U.S. Pacific Command Public Affairs*

The three participating PLA(N) ships, a Fuqing-class fleet oiler Hongzehu (AOR 881), a Lulu-class destroyer Qingdao (DDG 113) and a Jiangkai-class frigate Linyi (FFG 547), had just completed a port visit at Joint Base Harbor Pearl Harbor-Hickam, Sept. 6-9. This was the first visit by PLA(N) ships to Pearl Harbor since 2006. The at-sea training included search and rescue, military medicine, communications, pipe patching and firefighting. →

Capt. John Banigan, commanding officer of Lake Erie, said the training helps establish clear paths of communication, builds trust, and encourages multilateral cooperation to address common regional security challenges.

"With this opportunity, we demonstrated our ability to operate and communicate at sea with the PLA(N)," Banigan said. "Having all Pacific nation navies working together on common maritime problems advances our goal of ensuring security, stability, peace and prosperity in the region."

During the search and rescue exercise, which Banigan highlighted as contributing to a core capability that the U.S. Navy practices regularly with navies throughout Pacific, one rigid-hulled inflatable boat from the Lake Erie and one rescue boat from the Qingdao responded to a distressed vessel that had a fire, wounded sailor and was taking on water. Sailors from both of the nations worked together throughout the scenario to put out the fire, pipe and shore the leak and assist the wounded.

Damage Controlman Fireman Jacob Christopher Barr, a search and rescue swimmer aboard Lake Erie, said this is the first time he had worked with PLA(N).

"The exercise went smoothly thanks to the quick reactions to situations by both the U.S. Navy and PLA(N)," Barr said.

Information Technician 2nd Class Wenbin Wu, who was born in China but moved to New York City as a teenager in 1998, stood in as a translator aboard Lake Erie.

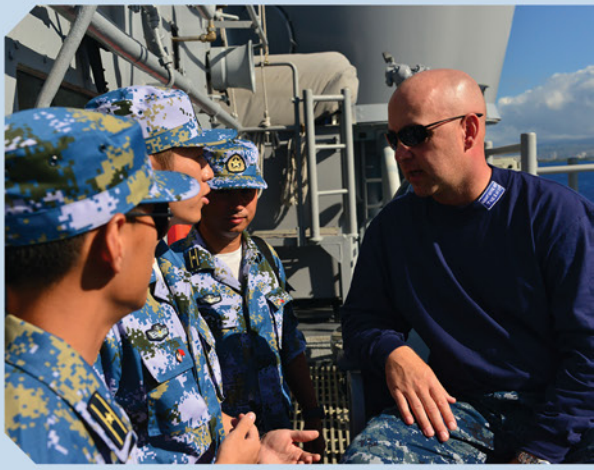
"This is a great opportunity for our Navy and China's Navy to build a relationship based on the training exercises today," Wu said.

A productive relationship with the PLA(N) is an essential part of the U.S. Navy's ongoing rebalance strategy, providing an opportunity to deal with common challenges that all Pacific nations face: the proliferation of weapons of mass destruction, search and rescue, humanitarian assistance and disaster relief, narco-trafficking, piracy, and protecting the free use of the seas and the global commons like space and cyberspace.

Adm. Cecil Haney, commander of U.S. Pacific Fleet, said activities this past week in Hawaii and San Diego demonstrate the U.S. Navy's commitment to building a positive and constructive relationship with the Chinese Navy, where they contribute to regional stability as a member of the community of nations.

"Our commitment to exploring closer cooperation with China must occur on the foundation of existing U.S. alliances and other partnerships in the region," said Haney. "We want to work with China, our allies and partners to create a shared future that deals with security challenges faced by all Pacific nations. Port visits, senior leader dialogues, bilateral engagements and multilateral exercises will help the U.S. and China work toward common goals while also candidly addressing our differences." SW

U.S. Navy and People's Liberation Army-Navy sailors in ridged-hull inflatable boats work together during a search and rescue exercise off the coast of Oahu, Hawaii.
(MCSN Johans Chavarro)



Capt. John S. Banigan, commanding officer of the guided-missile cruiser USS ***Lake Erie*** (CG 70), speaks to sailors from the People's Liberation Army-Navy during a search and rescue exercise off the coast of Hawaii.
(MC3 Brennan Knaresboro)

Machinery Repairman 1st Class Jereme Scherer, assigned to the USS ***Lake Erie*** (CG 70), conducts fire fighting training with sailors from the People's Liberation Army-Navy.
(MC3 Brennan Knaresboro)

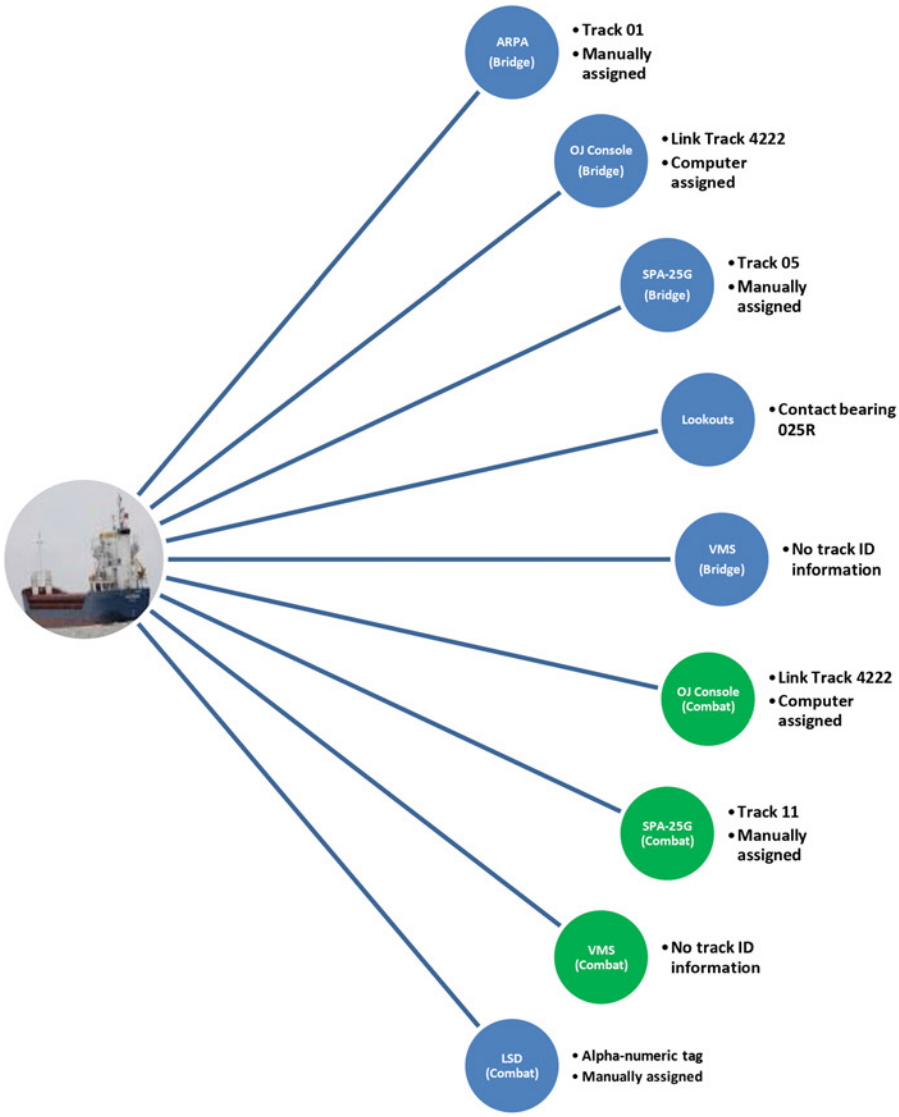
Back to Basics

Surface Contact Training on Board USS Mahan

By Ensign Gregory King, *USS Mahan OI Division Officer*

On my first ship, USS *Emory S. Land* (AS 39), the Combat Information Center (CIC) only had a SPA-25G and a status board. A Sailor would rapidly record on the status board all of the information for any Surface Contact Unknown (SKUNK), and it was our job as junior operation specialists to manage a simple, yet cluttered surface picture. The radar operator would call out mark times every three minutes and cycle through numerous surface contacts on the SPA-25G, calling out bearing, range, and updated Closest Point of Approach (CPA) information to the status board operators (one in CIC and one on the bridge). The log keeper was on sound-powered phones with the lookouts and would write all of the information for our surface contact log, plus update CIC on any additional information the lookouts reported about the contact. This was a very straight forward way of handling contact information, but required constant attention to ensure the contact picture was up to date. At the time, we didn't have all of the sensors and displays found on ships today.

In today's Navy, there are a plethora of inputs we receive for the surface picture from AIS, ARPA, Furuno, Link, and our SPS-67 and SPS-73 surface search radars as shown in Figure 1. We found our bridge and combat teams have a wealth of information, but no good way to fuse this data into a usable, cohesive picture. The various systems that can track or report a surface contact are not integrated together. A contact that is displayed on the AEGIS display system in CIC is being tracked by the SPS-67 while a contact displayed on ARPA in the pilot house is being tracked by the SPS-73. Both systems are reporting the contact with a different ID making correlation and reporting of the contact between the different watch stations difficult. Depending on the skill level of the watch team the level of situational awareness would vary between the bridge and CIC.



Back to Basics

We also found that modern Sailors did not have a good sense of timing in relation to team goals and the situational awareness involved in fusing a surface plot. They can text their cousin in California about their family reunion while having a conversation at dinner with three friends about a basketball game. They are used to receiving multiple inputs from all kinds of providers in the civilian world with no apparent order, rhythm, or cadence. This rhythm, knowing when to insert a piece of information, was missing. As with texting, watchstanders would pass off a piece of information as soon as they received it, not understanding when a senior watchstander was able to process it. Timing, forceful acknowledgements, standard reporting, and call ups were key training points.

So the question became "how do we manage such a variety of inputs and paint a clear surface picture for every watchstander ranging from the lookout to the Officer of the Deck (OOD) to the Tactical Action Officer (TAO)/ CIC Watch Officer (CICWO) in order to keep the ship safe?"

Our solution on board USS Mahan (DDG 72) was to go back to the basics of how we used to operate and add a "modern twist" to our process. Contacts that satisfy the minimum CPA reporting criteria are assigned a number by the bridge or combat teams. This common number will be correlated between the bridge (ARPA and SPA-25G), Bright Bridge, Surface Detector Tracker, and TAO/CICWO. In the past we would call this contact "SKUNK 01", but today we call it "Track 01" which marks the contact as an in house track. This allows all watchstanders to refer to the track using the same nomenclature and prevents confusion caused by excessive chatter over the net. Once a contact is labeled, our teams go to work correlating all of the data inputs for the contact and communicating that information between CIC and the bridge. Maneuvering boards (MOBOARDS) are prepared by both watch teams, and the solutions are used by the Officer of the Deck (OOD) to determine if maneuvering is required to maintain safety of navigation.

Once a contact comes within visual range, our lookouts come to action. In addition to the OOD, the Junior Officer of the Deck (JOOD), and the conning officer, there is a port lookout, a starboard lookout and an aft lookout assigned during normal steaming operations. Each lookout maintains a card with a fill-in-the-blank contact report, similar to the report the OOD makes to the commanding officer. The report includes the bearing and range of the contact, the type of platform, what lights or day shapes are visible, and the bearing drift of the contact. As the contact moves from one lookout's sector of responsibility (SOR) to another lookout's SOR, the contact is verbally handed off to the appropriate lookout. This process ensures continuous visual reporting of every contact while tracked within visual range and prevents reporting ambiguity. The OOD gains a clear picture of where the contact is in relation to the ship and what the contact is doing so that he or she can correlate this information to the ARPA, AIS, and the SPA-25G on the bridge. The lookout report also gives our CIC the information they need in order to correlate what they are seeing with AIS, OSS, and the SPS-67 radar picture. All of this information is fused with the maneuvering board solutions worked by combat and the bridge.

ARPA and the other electronic tools have greatly improved situational awareness on the bridge. However, there are significant limitations in how these systems work together. Sometimes an over reliance on technical solutions can lead to an information void if the limitations of the hardware are not fully understood. Mahan has embraced the technology that is available to our watch teams and the command leadership has instituted human processes to maximize the efficiency of these systems by ensuring all surface tracks are identified, correlated and their intentions are fully understood by all watchstanders.

The end result of this refined process is greatly improved situational awareness from the most junior lookout to the commanding officer. When woken up at 3 a.m. with a contact report, the commanding officer must be able to make decisions based on the information provided by the OOD. The members of the watch team no longer submit only their own individual reports. They now provide succinct packets of data that are correlated into a CIC-bridge fusion plot. Data is important, but only if it is used properly. Team Mahan has bridged the technology gap and harnesses the power of each sensor available in CIC and the pilot house. SW

SURFLANT Force Master Chief Turns Over

Change of Charge

From *Commander, Naval Surface Force, U. S. Atlantic Fleet Public Affairs*

Commander, Naval Surface Force Atlantic (SURFLANT) held a Force Master Chief Change of Charge ceremony at their new Naval Station Norfolk location, Oct. 31.

Just one day before officially opening the new SURFLANT headquarters, Force Master Chief (SW/AW) Susan "Suz" Whitman relieved Force Master Chief (SW/AW) James Williams.

Williams is set to retire in January after serving the Navy for 30 years.

"It went by fast," said Williams. "It went by very fast and that's an indicator of being somewhere you liked to be."

Force Master Chief (SW/AW) Susan "Suz" Whitman relieved Force Master Chief (SW/AW) James Williams during a ceremony at SURFLANT headquarters, Oct. 31.
(MC2 Josue Escobosa)

Looking back, Williams was very proud of the progress made within the Chiefs mess and the direction the Navy is headed with the Sailors the Navy is bringing in.

"I love seeing the younger Sailors coming into the Navy today and how awesome they are, how much smarter they are and how bright of a future, not just that they have, but that the Navy has as well. The Navy is going to be 110 percent better as this new generation takes over. It's just been awesome seeing the transition."

Williams' memorable 30-year Navy career began at Great Lakes, Ill., in 1984. His commands include: USS Blue Ridge (LCC 19) in Yokosuka, Japan; USS Oldendorf (DD 972) also in Yokosuka; USS Peterson (DD 969) in Norfolk and from there, he cross-decked to USS Austin (LPD 4). He then transferred to shore duty at Navy Recruiting District, Memphis, Tenn., and in September 1994, he was initiated into the chief petty officer ranks.

Upon completing his recruiting tour, he reported to USS Estocin (FFG 15) and then the staff of the Supreme Allied Commander Atlantic/United States Joint Forces Command in Norfolk, where he served as Senior Enlisted Advisor for the J3 directorate. In May 2002, he reported aboard USS Nassau (LHA 4). He next reported to USS Mahan (DDG 72) and assumed the duties as

Command Master Chief (CMC). His follow-on CMC billet was aboard USS Wasp (LHD 1), before wrapping up his career at SURFLANT.

At the top of his list of accomplishments, he cited the Chief Petty Officer Waterfront Training as one of the programs of which he was most proud.

"Someone could make Chief and receive their initial training at CPO 365 Phase II, but could potentially go years without any additional training, until they go to the senior enlisted academy", explained Williams. "There was a gap in leadership training and we wanted to bridge that gap. That's why we started it.

I had an opportunity to get out from behind my desk and see Sailors on ships," he said, summarizing his career. "It's the best job in the Navy."

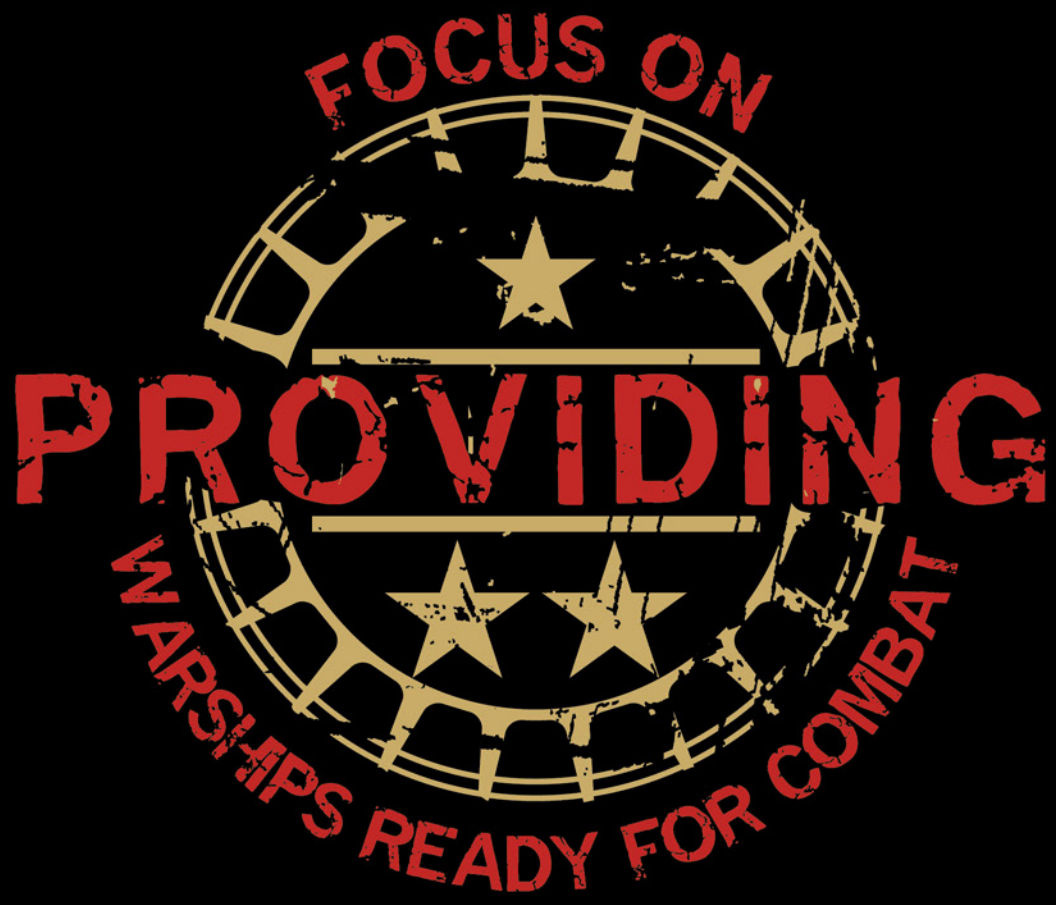
Prior to reporting to SURFLANT, Whitman served as the CMC of the Naval Safety Center here. As the new Senior Enlisted Advisor at SURFLANT, Whitman now oversees more than 23,000 Sailors assigned to more than 70 ships and nearly 30 special mission and fleet support units.

"I love Sailors," said Whitman. "It's all about the Sailors. If Sailors are hurting, then something is wrong. I want them to understand they're a part of the team, that without Sailors, those ships wouldn't go anywhere."

Whitman aims to be proactive with a strong emphasis on teamwork.

"My goal here is to let every Sailor know their job is important," said Whitman. "I want them to know, the job they do is a cog in the wheel for SURFLANT's success, that they are part of our success no matter what job it is. SW

SW



Cutting Edge

Hagel visits first Zumwalt-class destroyer that is joining the fleet next year.

By Karen Parrish, *American Forces Press Service*

Over Defense Secretary Chuck Hagel said the not-yet-launched Zumwalt-class destroyer he toured Nov. 21 in Bath, Maine, "represents the cutting edge of our naval capabilities."

The ship, now known as the Pre-Commissioning Unit, or PCU *Zumwalt*, will become the USS *Zumwalt* (DDG 1000), named for former Navy Adm. Elmo R. "Bud" Zumwalt Jr. Officials said the ship is about a year away from joining the fleet.

Now littered with large protective crates storing systems not yet installed, the ship is being fitted with new automated systems. The Zumwalt, Navy officials explained, has highly accurate long-range weapons, an impressive power generation capability and a design emphasizing "stealthy" radar-defeating materials and shapes.

The Zumwalt-class guided-missile destroyer DDG 1000 is floated out of dry dock at the General Dynamics Bath Iron Works shipyard. The ship, the first of three Zumwalt-class destroyers, will provide independent forward presence and deterrence, support special operations forces and operate as part of joint and combined expeditionary forces. The lead ship and class are named in honor of former Chief of Naval Operations Adm. Elmo R. "Bud" Zumwalt Jr., who served as chief of naval operations from 1970-1974.

(Photo courtesy of General Dynamics)

The ship will be home ported in San Diego, Hagel noted, and it "represents an important shift... in America's interests to the Asia-Pacific," he told a mixed crowd of sailors, government civilians and General Dynamics employees assembled near where the ship is docked.

Hagel thanked General Dynamics and its workforce at Bath Iron Works, which will produce all three of the Zumwalt-class ships planned for production. The secretary called the facility "a magnificent institution that's been part of the security of this country for 130 years."

The secretary also spoke to a number of Sailors and defense civilians present, who are working to get the ship ready for active duty. Hagel thanked them and their families for their service.

Sharon E. Burke, assistant secretary of defense for operational energy plans and programs, accompanied Hagel's delegation on the ship tour. Later, she spoke to reporters while en route to Halifax, Nova Scotia, where Hagel landed later in the day for an international security forum that starts tomorrow.

Burke said that the ship's power generation capacity - 78 megawatts, impressed her. One megawatt of power can power about 1,000 American homes.

The massive amount of available power makes the ship expandable for future weapon systems such as rail guns, which "take a lot of pulse power," Burke noted.

"Also, you're running a lot of very sophisticated systems on that ship," she said. "It gives them a lot of room to be able to run all those systems."

The ship can generate 78 megawatts of power, and can channel it to propulsion, shipboard use and weapons systems. Officials said the guided missile destroyer is the first Navy ship to be fully electrical, and it was designed to use automated systems as much as possible to decrease the number of sailors needed as crew.

For example, officials said, automatic systems route, store and load the 300 rounds of 24-pound ammunition each of the ship's two 155mm guns can fire. The guns have, in testing, successfully fired at a rate of 10 rounds a minute and with 20- to 40-inch accuracy at a range of more than 60 nautical miles, officials noted. SW

FOCUS ON PROVIDING WARSHIPS READY FOR COMBAT

Fair winds and

USS Thach Decommissioned After 29 Years of Service

By Senior Chief Mass Communication Specialist (SW/AW) Donnie W. Ryan,
Naval Surface Force, U.S. Pacific Fleet Public Affairs

following seas.

▲▲ Members of the Thach family pose in front of the Oliver Hazard Perry-class guided-missile frigate USS ***Thach*** (FFG 43) during its decommissioning ceremony. ***Thach*** is named after Adm. John Smith Thach, a naval pilot tactician during World War II.
(MCSN James Vazquez)

◀◀ Sailors assigned to the USS ***Thach*** (FFG 43), stand at parade rest during the ship's decommissioning ceremony.
(MCSN James Vazquez)

The Oliver Hazard Perry-class guided-missile frigate USS *Thach* (FFG 43) was decommissioned after more than 29 years of naval service during a ceremony on board Naval Base San Diego, Nov. 1.

The ship was named for Naval aviator Adm. John S. Thatch, the developer of the "Thach Weave" dogfighting tactic in World War II and former Commander, U.S. Naval Forces Europe from 1965-1967. He died in 1981 and the ship was commissioned into service March 17, 1984.

Several of the ship's plankowners and dozens of former crew members, as well as many members of the Thach family, attended the ceremony alongside current crew members.

"Congratulations to all the of current crew and the wardroom for the fine work and *Thach's* success; I understand you just got back from deployment," said retired Navy Capt. Dale H. Moses, *Thach's* first commanding officer who served as guest speaker for the ceremony. "I must say, looking to my memory and the pictures I have from 30 years ago, the ship today looks as sparkly and new as it did then."

Moses honored the plankowners that took part in the commissioning ceremony more than 29 years ago by having them stand and be recognized during the decommissioning ceremony. He also spoke about the technology aboard Thach nearly 30 years ago, including the limited number and use of computers at the time.

"To all of you," said Moses. "To *Thach*, wherever you may be, may you also have fair winds and following seas."

During Thach's final deployment earlier this year, the crew of 220 Sailors and Coast Guardsmen performed counter-illicit trafficking operations off the coasts of South and Central America. The ship disrupted shipments of more than 379 kilograms of cocaine and more than 1,100 pounds of marijuana totaling in excess of $10 million.

"From conducting counter-narcotics operations to maintaining freedom on the high seas, the ship has been through a lot in its 29 years of extraordinary service to our country's Navy," said Cmdr. Hans E. Lynch, *Thach's* commanding officer.

Lynch said his tour as commanding officer has been very rewarding, especially during the ship's final deployment conducting counter-narcotics operations in the U.S. 4th Fleet Area of Responsibility.

"I am grateful for the crew's dedication to the mission," said Lynch. "It is an honor to be the decommissioning commanding officer of a wonderful ship."

Thach participated in a number of maritime security exercises and operations both independently and as part of carrier strike groups in U.S. 3rd, 4th, 5th and 7th Fleet areas of responsibility during nearly three decades of service.

Thach is the seventh U.S. Navy frigate to be decommissioned in CY-2013 following USS *Underwood* (FFG 36), USS *Curts* (FFG 38), USS *Carr* (FFG 52), USS *Klakring* (FFG 42), USS *Reuben James* (FFG 57) and USS *Ford* (FFG 54). SW

▲▲ Retired Capt. Dale H. Moses, first commanding officer of the Oliver Hazard Perry-class guided-missile frigate USS ***Thach*** (FFG 43), shows photos of the ship when it first launched in 1984 to members of the Thach family.
(MCSN James Vazquez)

What would Patrick Ford say?

USS Ford Decommissioned After 28 Years of Service

By Mass Communication Specialist 3rd Class Chris Brown,
Navy Public Affairs Support Element West Det. Northwest

"The one thing I will miss most about my time on the Ford were the memories I built with my shipmates."

– Personnel Specialist 2nd Class (SW) Jordan Esquivel.

The Navy bade farewell to the Oliver Hazard Perry-class guided missile frigate USS *Ford* (FFG 54) after more than 28 years of service during a decommissioning ceremony at Naval Station Everett, Wash., Oct. 31.

The ceremony featured former USS Ford commanding officers, plank owners and family of the ship's namesake.

As USS *Ford* commanding officer Cmdr. Joseph T. Shuler began writing his speech, he asked himself, 'What would Patrick Ford say?', referring to the ship's namesake.

"Ship, shipmate and self," said Shuler. "These three words are our continuum of priorities in battle in the absence of any other direction from higher authority. Words that [Partick Ford] and thousands like him have lived by every day in the Navy.

"Ship — [Patrick Ford] would likely try to convince me to talk about the mighty *Ford* herself, as a weapon of war and the millions of miles that it traveled as a symbol of the significance of the role the United States plays in spreading freedom all around the world."

With the word, 'shipmate', Pat would say that teamwork, camaraderie and esprit de corps were all things that drive successful commands in the Navy, and those things are ingredients driven by people, said Shuler.

"The one thing I will miss most about my time on the *Ford* were the memories I built with my shipmates," said Personnel Specialist 2nd Class (SW) Jordan Esquivel. "We are one big family, which is why we worked so well together."

Shuler continued his remarks by listing *Ford's* last priority in battle: Self. He remarked that if Pat were here today, he would not personally have too

Sailors bow their heads during the benediction of the decommissioning ceremony for Oliver Hazard Perry-class guided-missile frigate USS ***Ford*** (FFG 54) at Naval Station Everett. ***Ford*** was commissioned June 29, 1985, in Long Beach, Calif., and served the Navy and the nation for more than 28 years.
(MC1 Nathan Lockwood)

Sailors lower the national ensign on the fantail of the Oliver Hazard Perry-class guided-missile frigate USS ***Ford*** (FFG 54) for the last time after the ship's decommissioning ceremony at Naval Station Everett.

(MC 1 Nathan Lockwood)

Sailors cross the brow of the Oliver Hazard Perry-class guided missile frigate USS ***Ford*** (FFG 54) for the last time after the ship's decommissioning ceremony.
(MC1 Nathan Lockwood)

"It's emotional being here today. Our uncle was a hero, and he would be proud of what the crew and his ship has provided to the Navy."

– Patricia Ivey, niece of Patrick Ford.

much to say about 'self'. Instead, he would likely say that the cause of freedom and democracy and the positive effect it has had all around the world was worth talking about. Shuler said that *Ford* was a Vietnam Veteran Gunner's Mate who gave his life defending the Nation.

"It's emotional being here today," said Patricia Ivey, niece of Patrick Ford. "Our uncle was a hero, and he would be proud of what the crew and his ship has provided to the Navy."

The ceremony also featured retired Capt. David Matawitz, former USS *Ford* commanding officer, as a guest speaker.

"Long after the last Sailor leaves her brow and her ensign is hauled down, *Ford* will continue to live," said Matawitz. "A part of her is always alive in our hearts, and I'd like to think a part of the U.S. is always alive in her hull."

Ford was commissioned June 29, 1985, in Long Beach, Calif., and served the Navy and the nation for more than 28 years.

Throughout USS *Ford's* history, the frigate played important roles during Operation Enduring Freedom and the Global War on Terror. She also conducted anti-piracy, anti-terrorism and counter narcotics operations. SW

CAPTURING HISTORY

What Happens When U.S. Navy Ships Decommission?

Sailors man the rails of the Oliver Hazard Perry-class guided missile frigate USS ***Ford*** (FFG 54) for the last time after the ship's decommissioning ceremony at Naval Station Everett. *(MC1 Nathan Lockwood)*

By Mass Communication Specialist 1st Class (SW/AW) Gina Danals, *Naval History and Heritage Command Communication Outreach Division*

Each year, U.S. Navy vessels are decommissioned from active service. Though decommissioning of naval ships is a common occurrence for the Navy, it leaves a lingering question for many former crew members, naval history buffs and people who are interested in the ships, "What happens now?"

Since the U.S. Navy's inception in 1775, more than 15,000 ships have served and with those ships come even more Sailors. With each decommissioning, it is Naval History and Heritage Command's (NHHC) mission to collect and protect the artifacts and records that detail the history of the vessel.

Unfortunately, that means plank owners and former crew members may not receive their own piece of history. Mark Evans, NHHC historian and former

> **"The biggest challenge is ensuring that the history of a particular ship is captured and finding something unique pertaining to her history,"**
>
> **– HHC Museum Specialist Bill Hill**

Sailor, sympathizes with Sailors who contact NHHC in the hopes of obtaining a memento from a decommissioned ship on which they served.

"A lot of Sailors feel justifiably eligible after serving all of that time haze grey and underway," he said "Plank owners especially. Some of the most commonly asked for artifacts from decommissioned vessels are things such as ship's quarterdeck bells, plaques, national or jack flags and photographs."

Though it is understandable that many past Sailors wish to have something in their personal collection to help them remember their time onboard their ships, rights to obtaining such artifacts are a common misconception. So, when ships decommission, such as the USS *Ford* (FFG 54) or USS *Thach* (FFG 43) which decommissioned Nov. 1, their plank owners, those Sailors who were part of the first crew and commission the ships, may not get their "plank."

Guidelines vary by the type of deck on the ship. In the case of ships with wooden decks, if the veteran has a plank owner certificate or statement of service showing that he was on the ship when it was commissioned, the veteran can write to the NHHC Curator Branch, and request a piece of deck planking. If the veteran meets the above criteria and the Curator Branch has possession of deck planking, the plank owner or his widow can receive a small section of the deck. For more recent ships with metallic decks, the Navy is unable to issue deck sections.

Many staff members of NHHC are well aware of the historic importance of a ship's objects and have a vested interest in assuring they are cared for properly. Two branches of NHHC are responsible for collecting and maintaining historic materials — the Operational Archives Branch, and the Curator Branch.

The Archives Branch collects, organizes, preserves, studies and shares the Navy's historically significant records. The Curator Branch collects, cares for, studies and shares the Navy's material culture — the artifacts that exemplify the Navy's history.

So what happens when a naval ship is decommissioned? What happens to the records and the artifacts? What happens to the history?

"From a historical perspective, we want to preserve the legacy of our ships and submarines," said Evans. He says that though each staff member in those departments are trained in the handling and care of historic artifacts, preserving the Navy's history starts with crew members assigned to each vessel.

"The history of the Navy is the history of the United States. The variety of artifacts in the collection help illustrate to the everyday person the depth of sacrifice, the feeling of victory or loss in battle, the immensity and power of the machines and weapons."

— HHC Museum Specialist Bill Hill

▲▲ The Civil War era warship ***Constellation*** moored at the sailing marina at the U.S. Naval Academy. The ship was launched at Gosport, Va., nealry 160 years ago. The ship is normally docked at its homeport in Baltimore, Md. She was turned over to the City of Baltimore in 1955 as a historic shrine and undergoes continual restoration.
(U.S. Navy photo by Don S. Montgomery)

The decommissioning of ships poses many concerns to NHHC. One of the main concerns is the loss of historical records of the unit through neglect. Another concern is Sailors not knowing what to do with historically significant materials that have been accumulated by the command over the years.

"It's very important that while the Sailors are still on board, they save what they can," Evans continued.

Also, by law, the ship's christening sponsor is permitted to receive a small memento from the ship. A small plaque bearing the ship's name or any similar item readily identified with the ship would be suitable. On commissioning,

▲▲ The bell on the USS ***Constitution*** is an example of an artifact that has significant historical meaning. Such artifacts are key to preserving the legacy of Navy ships.
(NHHC photo)

▲▲ Fireworks light up the night on the the USS ***North Carolina*** (BB 55). The Battleship Memorial is a historical tourist attraction located in Wilmington, N.C. During World War II, ***North Carolina*** participated in every major naval offensive in the Pacific area of operations and earned 15 battle stars. In the Battle of the Eastern Solomon's in August of 1942, the Battleship's anti-aircraft barrage helped save the carrier USS ***Enterprise*** (CV-6). Decommissioned in 1947, the memorial is dedicated to the thousands of North Carolinians who died in WWII.
(MC2 Roadell Hickman)

the sponsor usually presents a gift to the ship. Because of its dual association with the sponsor and the ship, such a gift becomes an important part of the ship's history.

"The biggest challenge is ensuring that the history of a particular ship is captured and finding something unique pertaining to her history," said NHHC Museum Specialist Bill Hill. "It is important that ships send not only the required items, but, if possible, specific historical objects or other materials that relate to battles, missions, or operations in which they participated."

One of the reasons it is so important for official records and historic artifacts of Navy commands to be maintained is to assure they are preserved for study and research by future Navy personnel, researchers, veterans, and the general public.

The number of ships decommissioned each year varies and depends upon the needs of the U.S. Navy, but the procedure for retaining the historic records and artifacts remain the same.

"Communication with the decommissioning ship begins many months in advance and both parties coordinate the objects to be sent," Hill explained. "It is then the responsibility of the ship to send the artifacts to NHHC. NHHC has more than 250,000 catalogued artifacts, which are maintained in an electronic database designed to capture all the pertinent information as it relates to each individual object."

That information is incredibly important to historians, curators and museum visitors as they relate to how the Navy has helped shape the country.

"The history of the Navy is the history of the United States," Hill said. "The variety of artifacts in the collection help illustrate to the everyday person the depth of sacrifice, the feeling of victory or loss in battle, the immensity and power of the machines and weapons. They tell of the trials and tribulations people just like them endured to reach the North Pole or to explore uncharted waters, to visit new countries and conclude agreements, to fight in the freezing winters in Korea or the steamy South Pacific, or in an ironclad gunboat on the Mississippi or in a wooden hulled warship in battle 100 yards from the enemy."

He sees the artifacts as a touchstone between the present day and the past.

"Artifacts allow people to touch and see a part of history and to imagine themselves in the same situations," Hill said. "How many of us pictured ourselves landing on the moon with Neil Armstrong, who incidentally was a naval aviator? The artifacts can help illustrate all these situations and bring with them the realization that all these sailors were or are no different than them." SW

Amphibious Warfare

USS Pearl Harbor Embodies the 'Gator' Navy

By Mass Communication Specialist 2nd Class (SW) Christopher Lindahl, *Expeditionary Strike Group Three Public Affairs*

December 7, 1941: a date that resides infamously in every U.S. history textbook and changed the world forever: a day still mourned by millions of American families: a day that is now synonymous with the name "Pearl Harbor."

Dec. 7, 1941 is the date that the Hawaiian port city of Pearl Harbor was attacked by the Imperial Japanese navy, resulting in the death of more than 2,400 Americans, more than 1150 wounded and massive casualties to Navy vessels and aircraft.

Dec. 8, the Unites States declared war on Japan, marking the entry of U.S. forces into World War II.

Amphibious dock landing ship USS *Pearl Harbor* (LSD 52) now bears the name of the legendary city, creating a legacy of her own as she proudly sails for Expeditionary Strike Group (ESG) Three in the Pacific Fleet.

The downside for *Pearl Harbor* , like many other ships of her kind, is that she suffers from a bit of an identity crisis. That is, very few people seem to know what an amphibious ship is.

On the morning of the attack on Pearl Harbor, the U.S. Navy was without a single ship capable of disembarking tanks or heavy equipment onto a beach on its own, without having to rely on the aid of cranes or piers.

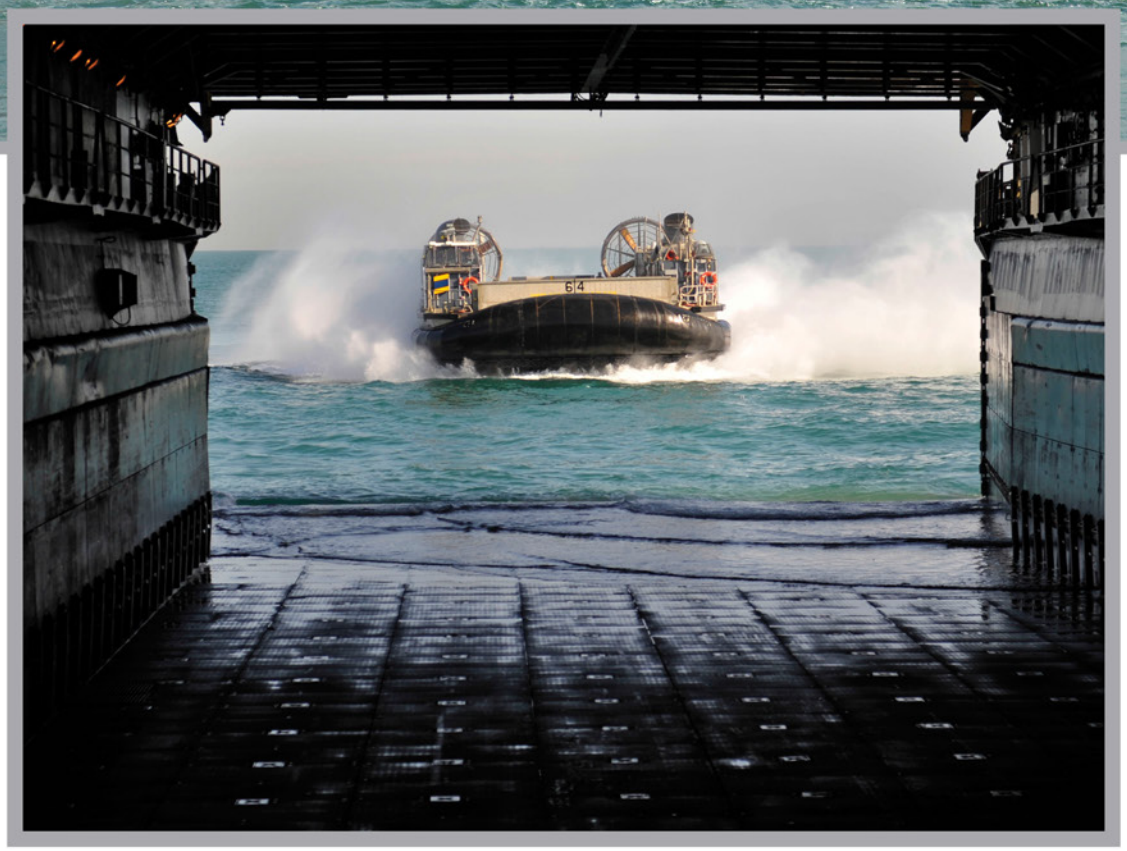
Today, 62 years later, the Navy has 35 such ships of different shapes and sizes, all designed to conduct rapid ship-to-shore movements from a short distance offshore. These comprise the fleet's amphibious ships, or the "Gator Navy."

The amphibious dock landing ship USS ***Pearl Harbor*** (LSD 52) pulls into port at Pearl Harbor, Hawaii following completion of Pacific Partnership 2013.
(MCC Chris Fowler)

"You're looking at a ship that can get close to shore; our draft will support immediate presence," said Lt. Cmdr. Ernest K. Jessop, *Pearl Harbor's* 1st lieutenant. "You have an event like hurricane Katrina; the majority of ships that provided support were amphibious."

USS *Pearl Harbor* fills a critical gap with her own 30-ton crane and capacity to carry two beach storming landing craft air cushions (LCACs), each with their own ability to transport up to 75 tons of personnel, vehicles or cargo.

If the mission doesn't require LCACs, she can also embark either one landing craft utility (LCU) or 15 amphibious assault vehicles (AAVs), all while maintaining a flight deck with two launching pads for helicopter flight operations and a boat deck with two smaller rigid hull inflatable boats (RHIBs). SW



USS ***Pearl Harbor*** (LSD 52) transits past the USS ***Arizona*** memorial as the ship departs Pearl Harbor to commence the Pacific Partnership 2013 mission.
(MC3 Laurie Dexter)

LCU 1681 enters the well deck of the amphibious dock landing ship USS ***Pearl Harbor*** (LSD 52) during the 2011-2012 deployment.
(MC2 Jason Behnke)

AWARDS & RECOGNITION

HOMEWARD

Historic Battle Ensign Finds Home at University of Washington ROTC Unit

By Mass Communication Specialist Seaman William Blees, *Navy Public Affairs Support Element West, Det. Northwest*

"We are about to go into a fight against overwhelming odds from which survival cannot be expected," announced Lt. Cmdr. Robert W. Copeland, commanding officer of the John C. Butler-class destroyer escort USS *Samuel B. Roberts* (DE 413), over the 1MC on Oct. 25, 1944.

The torn battle ensign from the John C. Butler-class destroyer escort USS ***Samuel B. Roberts*** (DE 413) hangs on the wall in the University of Washington's (UW) Clark Hall. The flag was gifted to UW's NROTC unit from James W. Massick, a former graduate of the NROTC class of 1954. ***Samuel B. Roberts*** commanding officer, Lt. Cmdr. Robert W. Copeland, was also a graduate of UW's NROTC program. *(MCSN William Blees)*

Lt. Cmdr. Copeland receives the Navy Cross from Rear Adm. David M. LeBreton, at Norfolk, Va., July 16, 1945. Copeland received the Navy Cross for heroism while in command of ***Samuel B. Roberts*** during the Battle off Samar. *(Photo courtesy of the Naval History and Heritage Command)*

BOUND

A photo of Rear Adm. Robert W. Copeland hangs on the University of Washington's Naval Reserve Officers Training Corps 'Husky Bn Wall of Fame' in Clark Hall. Copeland was inducted into the wall of fame because he exemplified the core values of honor, courage and commitment during his military career and in his civilian life.
(MCSN William Blees)

The first USS ***Samuel B. Roberts*** (DE-413) is underway in this undated file photo. The ship sank during the Battle off Samar on Oct. 25, 1944. Lt. Cmdr. R. W. Copeland, USNR, was in command and was awarded the Navy Cross for heroism for his actions during the battle.
(Photo courtesy of the Naval History and Heritage Command)

On that fateful day, USS *Samuel B. Roberts* and Allied ships came under attack from the Imperial Japanese Navy in the Leyte Gulf. Largely outmatched in number, armament and armor by Japanese ships, one of the largest battles in naval history occurred, the Battle off Samar.

Copeland proceeded to do the unthinkable, and charged head-on into the attacking battleships, cruisers and destroyers. *Samuel B. Roberts* was able to inflict damage to enemy ships with her torpedoes and 5-inch guns, but was outmatched by the larger ships.

"By zigzagging we were able to keep from being hit by enemy torpedoes," stated from Archie Killough's personal journal, a Sailor aboard *Samuel B. Roberts*. "Finally their shells found their mark. First, gun 2 aft was hit killing all but three of a crew of twenty-seven."

After a courageous bout, *Samuel B. Roberts* was dead in the water, but not all was lost, the crew abandoned ship.

Chief Torpedoman Rudy Skau managed to retrieve the ship's battle ensign and hold onto it for nearly three days as the crew floated awaiting rescue. During this time many of the survivors passed away due to their wounds and shark attacks.

"After spending fifty-two hours in the water we were rescued by PC623," wrote Killough. "We were about dead when they picked us up."

Copeland, who went on to make Rear Admiral, received the second highest military decoration for valor, the Navy Cross, for his actions in the Battle off Samar. The seventh Oliver Hazard Perry Class frigate was eventually named for Copeland.

Copeland was born in Tacoma, Wash., and was a graduate of the University of Washington's (UW) Naval Reserve Officer Training Corps (NROTC) in 1935.

Years later the battle ensign that Skau recovered in the water made its way into the hands of James Massick. Massick was a graduate of the UW NROTC program in 1954.

Earlier this year after reading a past issue of the Husky Navy News, Massick saw a request for memorabilia related to former members of the unit to be used in the rededication of the NRTOC's Clark Hall at UW.

Massick donated the flag, folded neatly in a box, along with a letter describing the story behind it to the Naval History and Heritage Command (NHHC) through the UW NROTC unit.

"The reaction when I got the flag from the *Samuel B. Roberts* in March of this year... it sent chills down my spine when I saw the flag and read Mr. Massick's letter," said Capt. David Melin, UW NROTC unit commanding officer. "It exudes naval history, and we love to teach our midshipmen about naval history so they have some role models for what they want to become."

NHHC framed the flag using materials that would allow it to maintain its integrity over time and sent it back to UW NROTC.

"They beautifully framed it in such a way that it will maintain its condition," said Melin.

The flag is now on official loan to the UW NROTC unit and hangs in Clark Hall next to the new NROTC Alumni Wall of Fame. Copeland was among the first five inductees to be listed on the wall of fame.

"It's important for us to learn from our past, and there are some good lessons in leadership, particularly on the Samuel B. Roberts, as commanded by Copeland at the time, that are immediately applicable to our midshipman today," said Melin.

"It's a tangible reminder of what our alumni, in this particular case Copeland did in his service to the country, and I think it serves as an inspiration to the current crop of midshipmen and battalion midshipmen on what they're capable of becoming as leaders." SW

AWARDS & RECOGNITION

Quick Thinking

Vandegrift Sailor Recognized for Actions Following Traffic Accident

By Senior Chief Mass Communication Specialist (SW/AW) Donnie W. Ryan,
Naval Surface Force, U.S. Pacific Fleet Public Affairs

A Sailor assigned to the guided missile frigate USS *Vandegrift* (FFG 48) was recognized Nov.7 during an awards ceremony aboard the ship at Naval Base San Diego for his role in helping victims of an automobile accident that occurred last month in neighboring Chula Vista, Calif.

Master-at-Arms 1st Class (SW/AW) Michael Sanders, a *Vandegrift* crew member and native of Pensacola, Fla., received the Navy and Marine Corps Achievement Medal for his role in helping to extricate three children and their mother from an overturned minivan following a collision with a San Diego Metropolitan Transit System (MTS) special needs vehicle that occurred Oct. 14.

Master-at-Arms 1st Class Michael Sanders, from Pensacola, Fla., and a crew member aboard the guided missile frigate USS ***Vandegrift*** (FFG 43), receives a Navy and Marine Corps Achievement Medal from Vice Adm. Thomas H. Copeman III, Commander of Naval Surface Force, U.S. Pacific Fleet. Sanders received the award for his role in extricating three children and their mother from an overturned minivan following a collision in Chula Vista, Calif.
(MCCS Donnie W. Ryan)

Both Sanders and his wife, who also attended the ceremony, said they have vivid memories of that day and it's not something that we will ever forget. Last Columbus Day, Sanders and his wife were jogging when they discovered the accident shortly after 9 a.m.

"There was a vehicle overturned on its side," said Sanders. "It was a van and I was unsure of how many people were inside it, so I rushed across the street to assess the situation."

Upon inspecting the van, Sanders said he saw the three injured children and their mother inside and started working to get them out of the damaged vehicle.

"I told the older brother that he had to help me get his sister out of the seat," said Sanders. "So he handed her up to me so we could get her out of the vehicle."

Sanders said he also directed another bystander to remove his shirt and apply direct pressure to stop the bleeding from a head wound on one of the children.

"The mother was complaining that her side was hurting," said Sanders. "So we waited until the paramedics got on scene to help get her out of the vehicle."

Sanders and his wife then helped to calm the children until emergency medical service personnel arrived on the scene. The mother and all three children, along with one passenger from the MTS vehicle, were transported to a local hospital following the accident.

A 10-year Navy veteran, Sanders said he credits his Navy training with knowing what to do in an emergency situation like the one both he and his wife experienced that morning and that he had undergone initial first responder training during a tour in Souda Bay, Greece.

"I was also a part of the special response team in Guam where we worked hand-in-hand with the fire department, corpsmen, EOD [explosive ordnance disposal] and Homeland Security," he said.

Vice Adm. Thomas H. Copeman III, Commander, Naval Surface Force, U.S. Pacific Fleet, made the presentation during an awards ceremony held on ship's flight deck.

"Petty Officer Sanders had the good fortune ... to be at the right place at the right time to help a family out," said Copeman. "I think it's emblematic of all of our Sailors in the Navy, and in the armed forces in general, to exemplify the value we call courage, which is one of our Navy core values."

Copeman said it was an honor to take part in ceremonies recognizing local Sailors for their quick actions during emergency situations. In June, he attended a ceremony to recognize two Sailors from the guided missile cruiser USS *Cowpens* (CG 63) for their lifesaving efforts following a devastating EF-5 tornado that struck the city of Moore, Okla.

Vandegrift is homeported at Naval Base San Diego. The ship and crew are participating the basic phase of the fleet's training cycle in preparation for future operations. SW

All Walks of Life

USS Cape St. George Commemorates its Heritage

By Mass Communication Specialist Seaman James Vazquez, *Navy Public Affairs Support Element West*

The Ticonderoga-class guided-missile cruiser USS *Cape St. George* (CG 71) commemorated the 70th anniversary of the battle for which it was named at Naval Base San Diego, Nov. 25.

The ship is named after the Battle of Cape St. George, which took place on Nov. 25, 1943, in the South Pacific off the island of New Ireland, during World War II.

During the battle, five American ships led by then-Capt. Arleigh Burke, sank three of the five Japanese destroyers, and severely damaged a fourth while not sustaining any damage.

During the ceremony, Capt. Michael Doran, the commanding officer of *Cape St. George*, took a moment to thank the veterans of the battle who were present at the ceremony, including the guest speaker, Retired Capt. Charlie Steven Nelson, Sr.

"Among many of the reasons we won the Battle of Cape St. George, lies within the people who manned the ships," Nelson said.

"Men, including boys who lied about their age at the time, from all over the United States, fought on those ships," Nelson said. "They came from mansions, farms, factories and all walks of life."

The crew of *Cape St. George* extended their gratitude to Nelson, presenting him with various gifts, including a personalized jacket embroidered with the ship's name.

"His sacrifice is the reason we are all here today," said Lt. Jonathan D. Rozendaal, who delivered the ceremony's invocation.

After singing "DESRON Twenty-Three," a song written in honor of the ships that fought during the battle, Nelson shared some advice with the crew in his closing statement. "Live long, live well, love a lot and may that love be returned." SW

▲▲ Rear Adm. Patrick D. Hall, Commander, Carrier Strike Group 9, speaks with Sailors aboard the Ticonderoga-class guided-missile cruiser USS ***Cape St. George*** (CG 71) during the 70th Anniversary of its namesake battle at a commemoration ceremony at Naval Base San Diego, Nov. 25. ***Cape St. George*** is named after the battle that took place on Nov. 25, 1943, in the South Pacific off the island of New Ireland, during World War II.

(MC3 Jasmine Sheard)

◀◀ Sailors assigned to Navy Band Southwest perform aboard the Ticonderoga-class guided-missile cruiser USS ***Cape St. George*** (CG 71) during the 70th Anniversary commemoration ceremony.

(MC3 Jasmine Sheard)

AWARDS & RECOGNITION

Trophy Ship

Mobile Bay Awarded Coveted Spokane Trophy

By Senior Chief Mass Communication Specialist (SW/AW) Donnie W. Ryan, *Naval Surface Force, U.S. Pacific Fleet Public Affairs*

The crew of the guided-missile cruiser USS *Mobile Bay* (CG 53) was awarded the prestigious 2012 Spokane Trophy during a ceremony at Naval Base San Diego on the ship's flightdeck, Sept. 27.

The Spokane Trophy is an annual award sponsored by the Spokane, Wash., Council of the Navy League of the United States and is presented to the Pacific Fleet's surface ship with the highest level of operational readiness in areas ranging from coordinated air warfare, surface warfare and undersea warfare operations.

"It's my honor to present this plaque to the crew," said retired Navy Capt. Ted McGregor, president of the Spokane Navy League. "Since we can't bring the actual trophy, the Spokane Council developed a plaque and we are honored to recognize the crew of USS *Mobile Bay* this morning."

During the ceremony, McGregor spoke about colorful history of the Spokane Trophy, its beginnings as an award for excellence in naval gunnery marksmanship, and its unique ties to Theodore Roosevelt and the silver industry in the Spokane area.

The award was established in 1908 by President Theodore Roosevelt to recognize naval warfighting proficiency. The actual trophy, created from 400 ounces of silver and valued in excess of $4 million, was donated by the Navy League and is kept on permanent display at the Naval Surface Force headquarters building in San Diego.

Mobile Bay received the award for attaining excellence in air, surface and undersea warfare areas. The ship set a new performance standard while serving as the air defense commander for back-to-back deployments in the U.S. 5th and 7th Fleet areas of operation with the John C. Stennis Carrier Strike Group.

The Spokane Trophy, sponsored by the Spokane, Washington Council of the Navy League of the United States, is given annually to the top surface ship in the U.S. Pacific Fleet.
(U.S. Navy File photo)

Rear Adm. Douglas J. Asbjornsen, commander, Naval Air Force Reserve; Deputy Commander, Naval Air Forces; and Deputy Commander Naval Air Forces U.S. Pacific Fleet, joined officials from the Spokane Navy League to present the commemorative plaque to members of the crew.

"As I was walking down the pier this morning, the first thing that impressed me was how good the ship looks, especially getting ready to go into a maintenance availability," said Asbjornsen, a Navy Reservist who resides in Spokane and helped represent the city during the ceremony. "Then I looked at your history and how many deployments you have done, tip of the spear deployments, and you continue to do the great things you are doing."

Capt. Timothy J. Kott, *Mobile Bay's* commanding officer, credited his predecessor, Capt. Tom Halvorson, and the entire Mobile Bay crew for the ship's success.

"This is a big day in recognition of everything that Mobile Bay did in 2012," said Kott. "This culminates how far Mobile Bay has come since the INSURV [Board of Inspection and Survey] inspection in 2011. There is no better recognition than this award."

Commissioned in 1987, *Mobile Bay* is a Ticonderoga-class guided-missile cruiser named after the Battle of Mobile Bay that took place during the American Civil War in 1864. In addition to the Spokane Trophy, the ship was also awarded the 2012 Battle Efficiency (Battle E) Award earlier this year. SW

Commanding Officer, Capt. Timothy J. Knott, Fire Controlman 2nd Class (SW) Eric Newsome, and Boatswain's Mate 2nd Class (SW) Corey Bloodworth, accept the 2012 Spokane Trophy plaque from retired Navy Capt. Ted McGregor, president of the Spokane Navy League, during a ceremony aboard the guided missile cruiser USS ***Mobile Bay*** (CG 53), Sept. 27.
(MC1 Rosalie Garcia)

The Ticonderoga-class guided-missile cruiser USS ***Mobile Bay*** (CG 53) pulls into Naval Base San Diego for a homecoming ceremony in April, 2013. Mobile Bay returned from an eight-month deployment to the U.S. 5th and 7th Fleet areas of responsibility conducting maritime security operations and theater security cooperation efforts.
(MC3 Bradley Gee)

BLOG

Dying Wish

World War II Veteran Returns to his Navy Roots

Story and photos by Jennie Haskamp, *Special Contributor*

After signing my pop, Electrican's Mate 2nd Class Bud Cloud (circa Pearl Harbor) up for hospice care, the consolation prize I'd given him (for agreeing it was OK to die) was a trip to "visit the Navy in San Diego."

I emailed my friend and former Marine sergeant, Mrs. Mandy McCammon, who's currently serving as a Navy Public Affairs Officer, at midnight on May 28. I asked Mandy if she had enough pull on any of the bases in San Diego to get me access for the day so I could give Bud, who served on USS *Dewey* (DD 349), a windshield tour.

The next day she sent me an email from the current USS *Dewey* (DDG 105)'s executive officer, Cmdr. Mikael Rockstad, inviting us down to the ship two days later.

We linked up with Mandy outside Naval Base San Diego and carpooled to the pier where we were greeted by Command Master Chief Joe Grgetich and a squad-sized group of Sailors. Bud started to cry before the doors of the van opened. He'd been "oohing" and pointing at the cyclic rate as we approached the pier, but when we slowed down and Mandy said, "They're all here for you, Bud," he was overwhelmed.

After we were all out of the van directly in front of the *Dewey*, shaking hands and exchanging pleasantries, Damage Controlman 1st Class Chad Simon introduced himself and said as the ship's Sailor of the Year he had the honor of pushing Bud's wheelchair for the day. Unbeknownst to us, they'd decided to host Bud aboard the *Dewey*, not at the *Dewey*. And so they carried him aboard. None of us expected him to go aboard the ship. I'd told him we were going down to the base and would have the chance to meet and greet a few of the Sailors from the new *Dewey*. He was ecstatic. The day before, he asked every few hours if we were "still going down to visit the boys from the *Dewey*," and "do they know I was on the *Dewey*, too?"

Once aboard, we were greeted by the commanding officer, Cmdr. Jake Douglas, the executive officer and a reinforced platoon-sized group of Sailors. To say it was overwhelming is an understatement. These men and women waited in line to

Bud Cloud poses for a group photo with Sailors from USS ***Dewey*** (DDG 105) during his visit to the ship.

Former Electrician's Mate 2nd Class William Bud Cloud, a Word War II and Pearl Harbor survivor, said his last wish was to visit the Navy in San Diego.

introduce themselves to Bud. They shook his hand, asked for photos with him, and swapped stories. It was simply amazing.

They didn't just talk to him, they listened.

Bud's voice was little more than a weak whisper at this point and he'd tell a story and then Chief Gunner's Mate Dion Eisman or Senior Chief Gas Turbine System Mechanic Robert Whynot would repeat it so all of the Sailors on deck could hear. In the midst of the conversations, Engineman 1st Class Eloy Flores broke contact with the group. Bud was telling a story and Command Master Chief Grgetich was repeating the details when Petty Officer Flores walked back into view holding a huge photo of the original USS *Dewey*. That moment was priceless. Bud stopped mid-sentence and yelled, "There she is!" They patiently stood there holding the photo while he told them about her armament, described the way it listed after it was hit, and shared other details about the attacks on Pearl Harbor.

Bud finally admitted how tired he was after more than an hour on deck. While they were finishing up goodbyes and taking last minute photographs, Chief Eisman asked if it'd be OK to bring Sailors up to visit Bud in a few months after a Chief's board. I hadn't said it yet because I didn't want it to dampen the spirit of the day, but I quietly explained to Chief

"This is the best day of my life, daughter. I never in my whole life dreamed I'd step foot on the Dewey again or shake the hand of a real life Sailor."

– Bud Cloud

▲▲ Bud Cloud is piped ashore following his visit to the USS ***Dewey*** (DDG 105). Hearing "Electrician's Mate 2nd Class William Bud Cloud, Pearl Harbor Survivor, departing" announced over the 1MC was surreal according to Bud.

◀◀ Cmdr. Jake Douglas, commanding officer of USS ***Dewey*** (DDG 105), talks with Bud Cloud who was assigned to USS ***Dewey*** (DD 349). Bud died 13 days later after the visit. For 12 of those 13 days he talked about the ***Dewey***, her Sailors and his visit to San Diego.

Eisman the reason we'd asked for the visit was simple: Bud was dying.

I told him they were welcome to come up any time they wanted, but I suspected Bud had about a month left to live. Almost without hesitation, he asked if the crew could provide the burial honors when the time came. I assured him that'd be an honor we'd welcome.

Leaving the ship was possibly more emotional than boarding.

They piped him ashore. Command Master Chief Grgetich leaned in and quietly told me how significant that honor was and who it's usually reserved for as we headed towards the gangplank. Hearing "Electrician's Mate 2nd Class William Bud Cloud, Pearl Harbor Survivor, departing" announced over the 1MC was surreal.

Later that night Bud sat in his recliner, hands full of ship's coins and declared, "I don't care what you do with my power tools; you better promise you'll bury me with these."

He died 13 days later. For 12 of those 13 days he talked about the *Dewey*, her Sailors and his visit to San Diego. Everyone who came to the house had to hear the story, see the photos, hold the coins, read the plaques.

True to his word, Chief Eisman arranged the details for a full honors burial. The ceremony was simple yet magnificent. And a perfect sendoff for an ornery old guy who never, ever stopped being proud to be a Sailor. After the funeral, the Sailors came back to the house for the reception and spent an hour with the family. This may seem like a small detail, but it's another example of them going above and beyond the call of duty, and it meant more to the family than I can explain.

There are more photos, and I'm sure I missed a detail, or a name. What I didn't miss and will never forget, is how unbelievable the men and women of the USS *Dewey* were. They opened their ship and their hearts and quite literally made a dream come true for a dying Sailor.

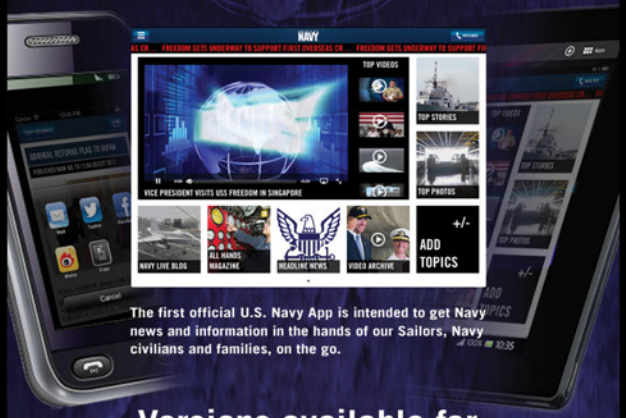
They provided the backdrop for "This is the best day of my life, daughter. I never in my whole life dreamed I'd step foot on the *Dewey* again or shake the hand of a real life Sailor."

Without question, it's the best example of Semper Fidelis I've ever seen. SW

Jennie Haskamp is a Marine Corps veteran who was fortunate to be adopted by a Pearl Harbor survivor after her first tour in the Corps. She's an accidental tourist of sorts, keeping her friends entertained with anecdotes and photos, while she continues college and decides what she wants to be when she grows up.

OFFICIAL NAVY APP

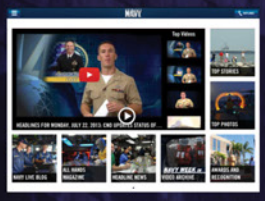
The official U.S. Navy App refers to the suite of mobile applications that are available to the public for free download on their smartphone or tablet devices.

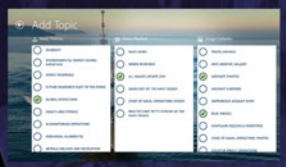


The first official U.S. Navy App is intended to get Navy news and information in the hands of our Sailors, Navy civilians and families, on the go.

Versions available for

Customize the app with content important to you!





Top Navy news and information updated several times a day

Interactive world map

An interactive world map complete with all U.S. Navy bases, historical sites, fleet concentration areas, significant events, Status of the Navy and the Navy's key forward presence.

Navy Calendar for important career deadlines and significant events

Download and start personalizing your official U.S. Navy App today!

YOU ARE NOT ALONE

YOUR COMMAND SEXUAL ASSAULT VICTIM ADVOCATES ARE THERE TO HELP

NAVY SAPR

SEXUAL ASSAULT PREVENTION AND RESPONSE