Lessons Learned – A Personal Perspective

Admiral J.C. Harvey, Jr. USN

USS ENTERPRISE (CVN-65)

1974 - 1976

USS ENTERPRISE (CVN-65)

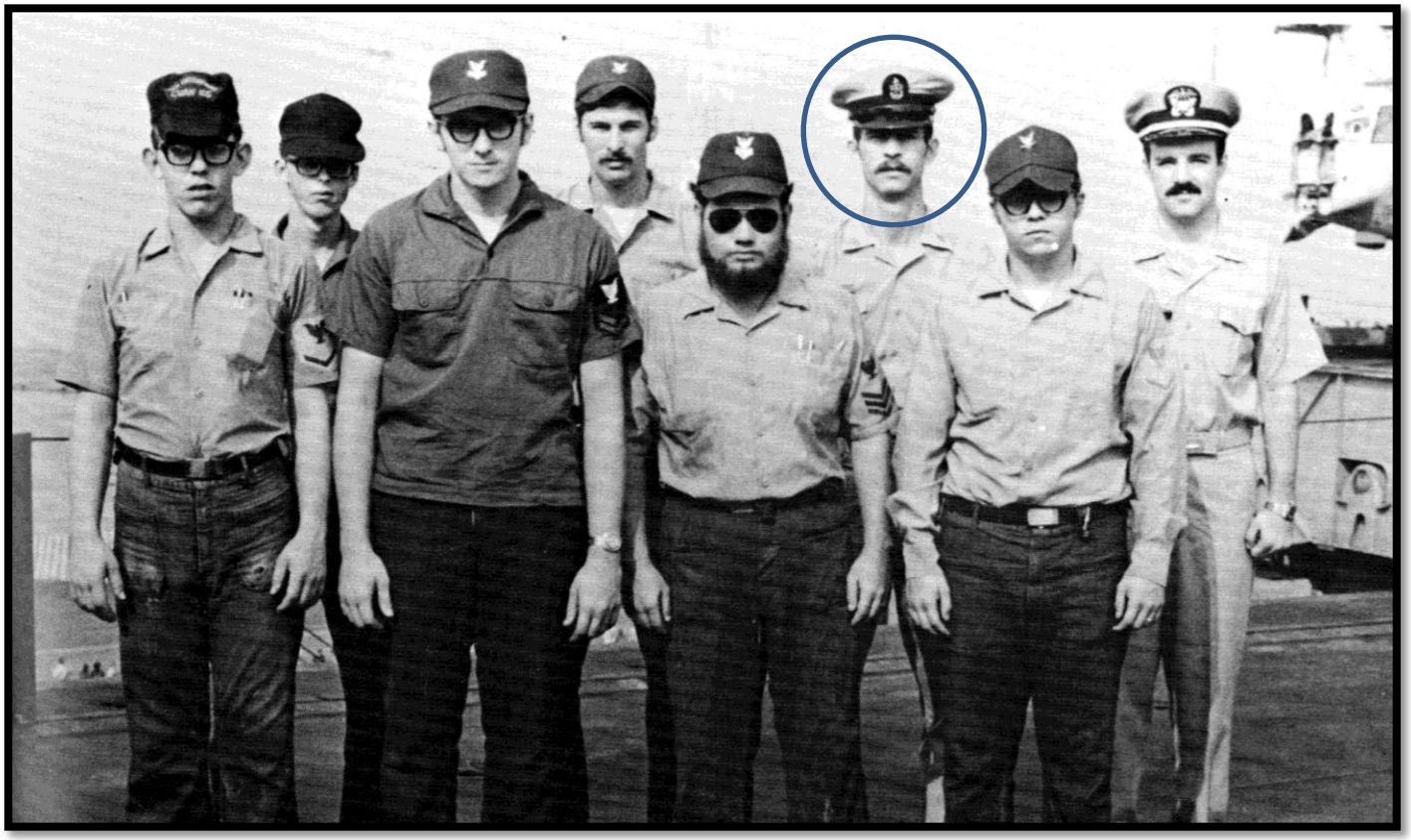
CAPT CAROL C. SMITH, JR. USN
COMMANDING OFFICER
USS ENTERPRISE (CVN-65)

The Kind Of Captain I Always Wanted To Be.

USS ENTERPRISE (CVN-65)

Reactor IV Division

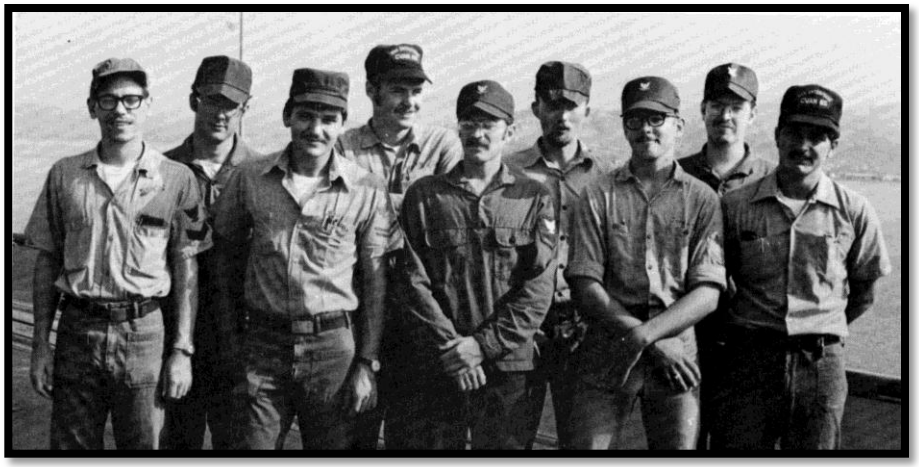
(Owners and Operators of #4 Plant in the Big E)



Senior Chief Machinist's Mate Robert D. Neil of Riverton, Wyoming
The Kind Of LCPO Every Division Officer Should Have.

USS ENTERPRISE (CVN-65)

Reactor IV Division



The Sailors Of 4 Plant – My Tutors In Reality.

A Little Bit Different From What I Learned At The Naval Academy!

USS ENTERPRISE (CVN-65)

Wardroom Shipmates – Friends For Life

Add It All Up: Captain / The Senior Chief / The Sailors / The Shipmates

Why I Wanted To Stay In.

USS BAINBRIDGE (CGN-25)

1976 – 1978

USS BAINBRIDGE (CGN-25)

MEN AND MACHINES

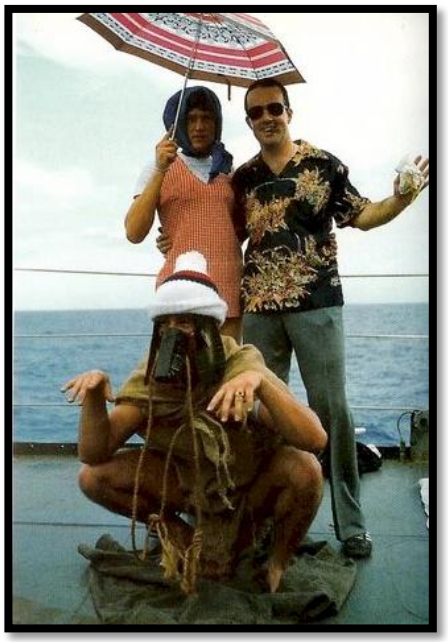
MILLION DOLLAR MACHINES ARE WHAT THE U.S. GOVERNMENT TRUSTS US WITH. THE ABILITY OF ALL HANDS TO DO THEIR JOB AND DO IT PROPERLY IS PERHAPS OUR GREATEST RESPONSIBILITY.

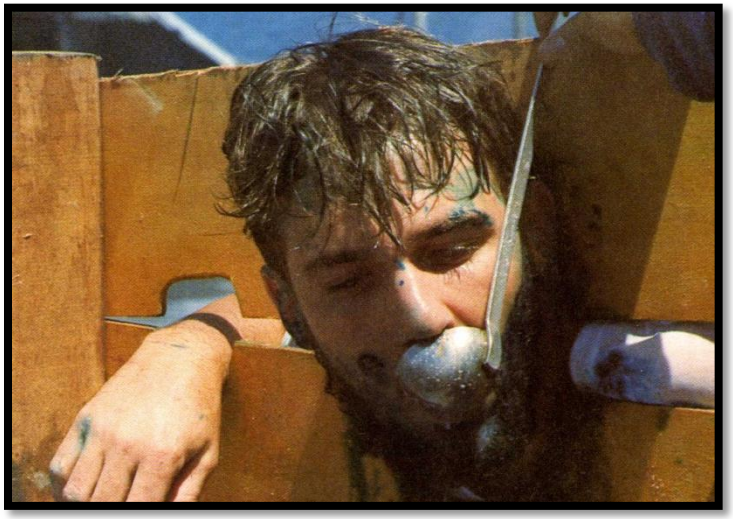
Harsh Reality – Major Lesson Learned: Actions Have Consequences

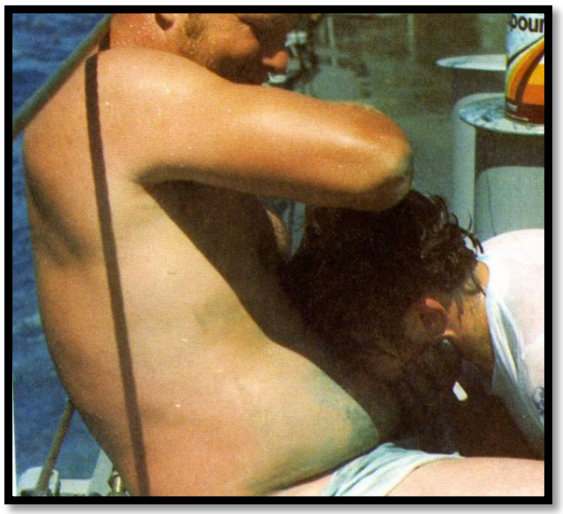
USS BAINBRIDGE (CGN-25)

Crossing The Line Ceremony – 1977

Cruise Book Photos







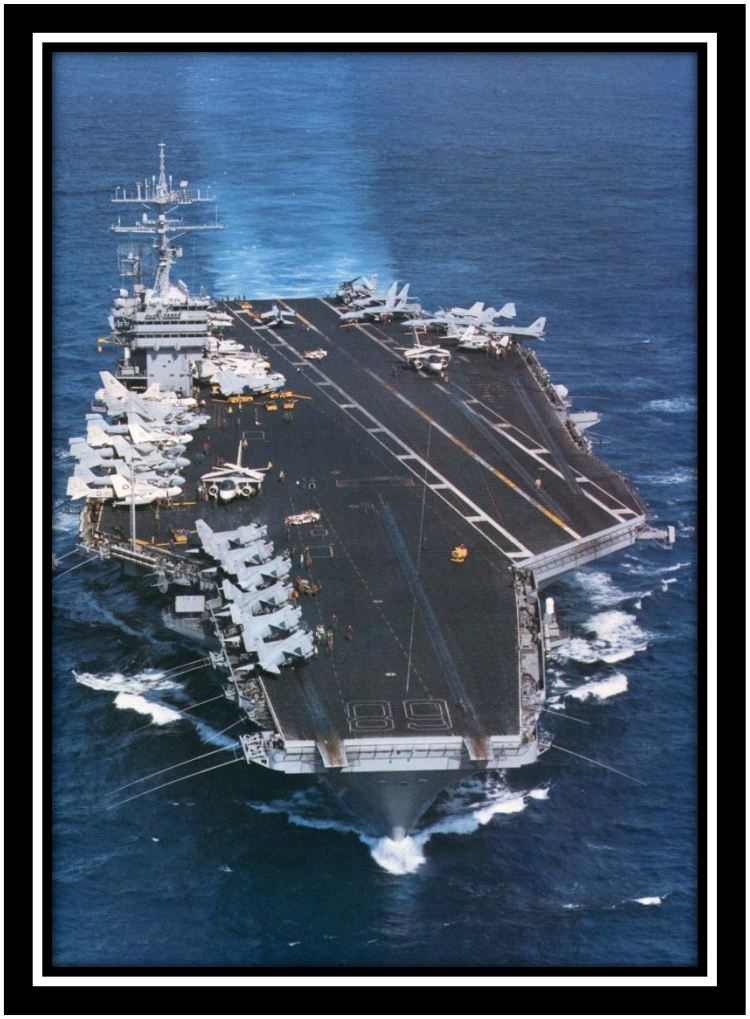
USS MCINERNEY (FFG-8)

1979 – 1981

CAPT JOHN S. BERG, USN (1939 – 2004)
COMMISSIONING COMMANDING OFFICER
USS MCINERNEY (FFG-8)

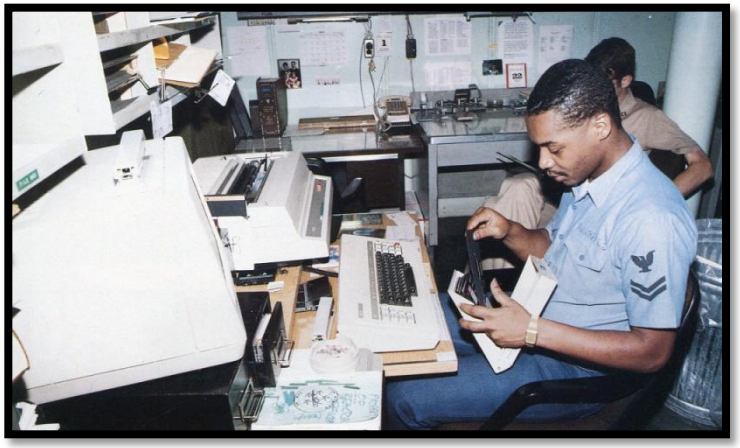
Redemption

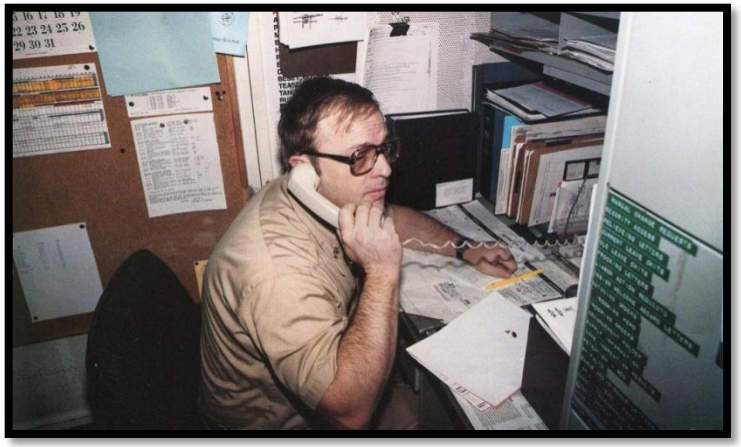
USS NIMITZ (CVN-68)

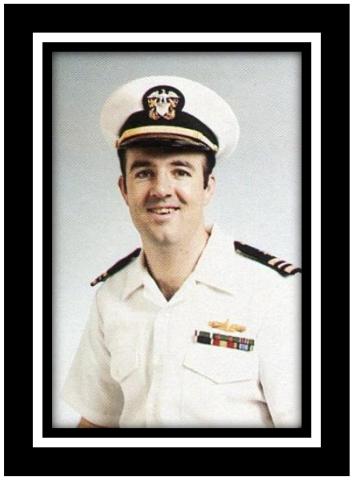


1984 – 1987

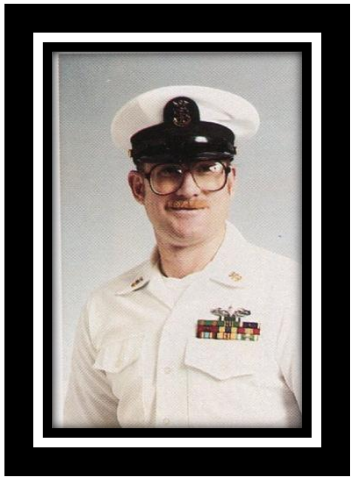
USS NIMITZ (CVN-68)



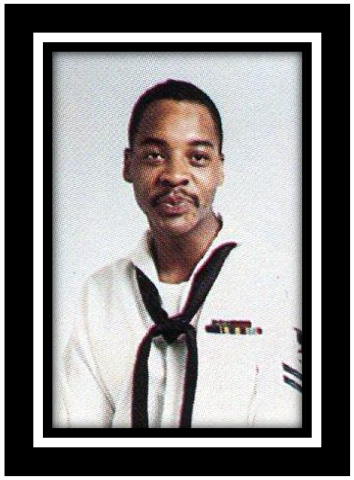




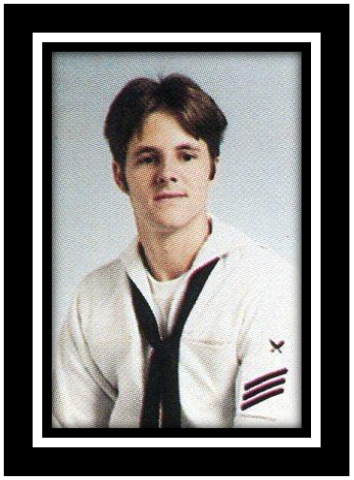
LCDR J. C. Harvey Jr.



MMCM E. Willingham



YN2 T. Daughtrey



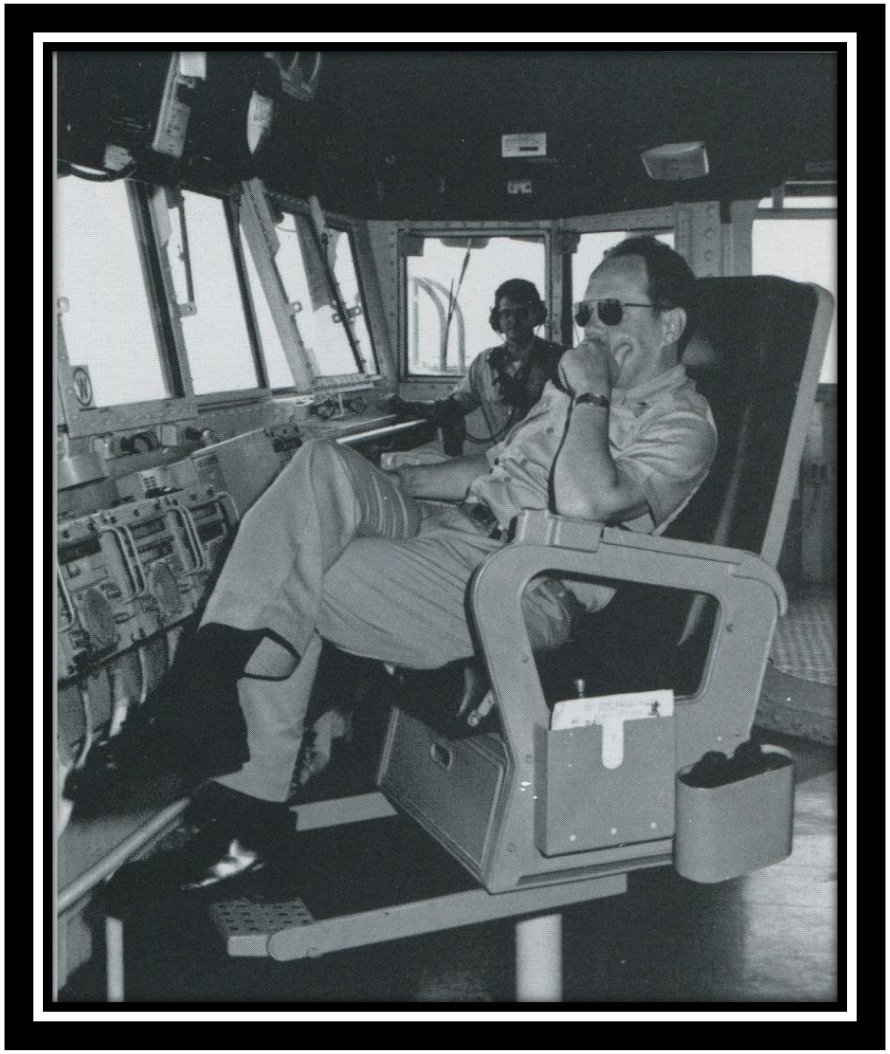
YNSN D. Gallagher

Leadership Lessons The Hard Way And Managing Oneself

USS LONG BEACH

1988-1990

USS LONG BEACH



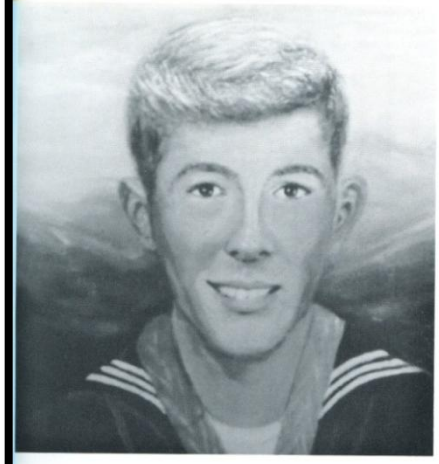
CAPT JOHN C. POLLOCK, II, USN
COMMANDING OFFICER
USS LONG BEACH (CGN-9)

The Mentor – The Role Model

USS DAVID R. RAY (DD-971)

1991-1992

USS DAVID R. RAY (DD-971)



Hospital Corpsman Second Class
David R. Ray

USS DAVID R. RAY (DD-971), ninth of thirty in the Spruance class, is named for the late Hospital Corpsman Second Class David R. Ray. The son of Mr. and Mrs. David F. Ray, he was born on 14 February 1945, in McMinnville, Tennessee. He graduated from City High School in McMinnville in 1963. David R. Ray was a 1963 University of Tennessee alumni scholorship winner and attended the university's Knoxville campus from 1963 to 1966. He enlisted in the U.S. Navy at Nashville, Tennessee on 28 March 1966 and subsequently reported to Recruit Training Command, Naval Training Center, San Diego, after which he was assigned to the Naval Hospital in the USS HAVEN (AH-12). Following his tour in the hospital ship, David R. Ray next served at the Naval Hospital, Long Beach, California.

In May 1968, he requested a tour of duty with the Marines. He reported for instruction at the Field Medical Service School, Marine Corps Base, Camp Pendleton, California, and in July he joined the Second Battalion, Eleventh Marines, First Division (Reinforced), Fleet Marine Force.

David R. Ray was serving as a Corpsman with the battalion when he was mortally wounded on 19 March 1969, while treating wounded Marines. "For conspicuous gallantry at the risk of his own life above and beyond the call of duty . . . near An Hoa, Quang Nam Providence, in the Republic of Vietnam . . . " David R. Ray was posthumously awarded the Medal of Honor. In addition to the Purple Heart Medal which was awarded for wounds received in action, he also had the Combat Action Ribbon, National Defense Medal, Vietnam Service Medal with star and the Republic of Vietnam campaign Medal.

THE SHIP

USS DAVID R. RAY (DD-971) is the ninth Spruance class destroyer and the fifth to join the Pacific Fleet. DAVID R. RAY is homeported in Long Beach, California.

Designed and built by Ingalls Shipbuilding Division of Litton Industries, in Pascagoula, Mississippi, DAVID R. RAY is a member of the first major class of surface ships in the U.S. Navy to be powered by gas turbine engines. Four General electric LM-2500 engines, marine versions of those used on DC-10 and C-5A aircraft, drive the ship in excess of 30 knots. Twin controllable-reversible propellers provide DAVID R. RAY with a degree of maneuverability unique among warships of her size.

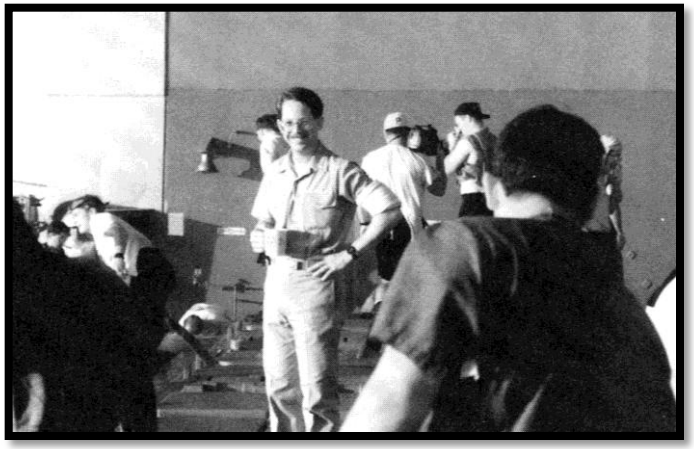
A highly versatile multi-mision destroyer, DAVID R. RAY is capable of operating independently or in company with Amphibious or Carrier task forces. Her overall length is 563 feet and she displaces approximately 9200 tons. DAVID R. RAY'S sonar, the most advanced underwater detection and control system yet developed, is fully intergrated into a digital Naval Tactical Data System, providing the ship with faster and more accurate proccessing of target information. Intergration of the ships digital gunfire control system into the NTDS provides quick reaction in the performance of ship's mission areas of shore bombardment, surface warfare actions, and anti-aircraft warfare.

Ship's weapons include the MK-41 Vertical Launch System (VLS), the SQQ-89(V) sonar suite, two MK-45 lightweight 5 inch guns, two 20 millimeter Close In Weapons System (CIWS) gatling guns, 2 triple barrel MK-42 torpedo tubes, and facilities for embarkation of anti-submarine helicopters. The ship's missile systems consist of the NATO Seasparrow missile system, a short range surface to air defense weapon, the Harpoon Weapon System, which employs a medium range offensive surface to surface anti-ship cruise missile, and the Tomahawk missile System, which can be used in either land attack or anti-shipping mode. Additionally the ship is equipped with rapid blooming offboard chaff, a decoy system used in an electronic warfare enviroment. Space, weight, and electrical power reservations have been allocated in the design of the ship to provide for addition of future weapons systems and enable DAVID R. RAY to keep abreast of future technology.

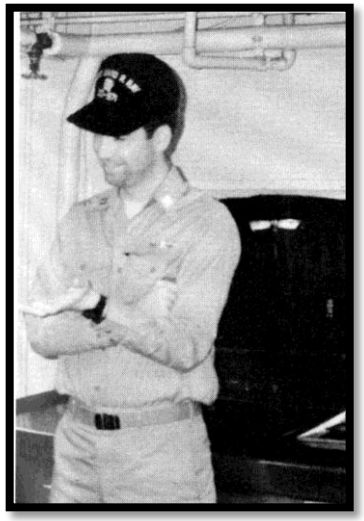
Although built for maximum combat effectiveness, crew comfort and habitability are an intregal part of DAVID R. RAY'S design. Berthing compartments are spacious and crew spaces include a crew's library, lounge, and weight room. Automated weapons and engineering systems permit operation of the ship, the size of a World War II light cruiser, by a reduced crew of 23 officers, 28 chiefs, and 305 enlisted men.

DAVID R. RAY is one of the world's most modern destroyers. Possessing advanced propulsion systems and fully intergrated combat systems, with space and weight reservation available to ensure a formidable seaborne platform well into the future.

USS DAVID R. RAY (DD-971)



LCDR Archer M. Macy

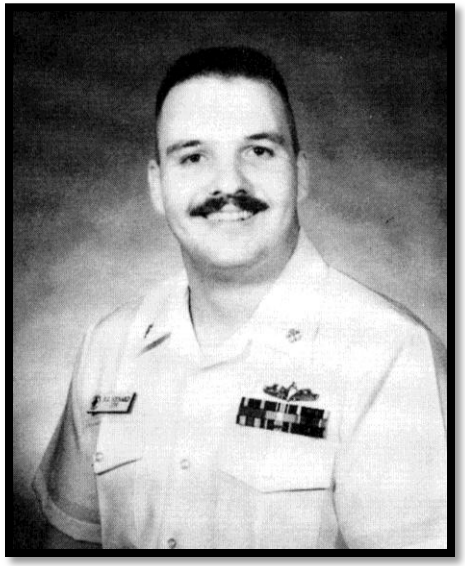


LT Mark T. Sedlacek

LT Jeff A. Harley

FCCS Cal Y. Yokomizo

BMC(SW) Goran Mihailovic



RMC(SW) Richard Menard

My Heroes

USS DAVID R. RAY (DD-971)

Officers

Chief Petty Officers

It's The People, Not The Platforms

USS CAPE ST. GEORGE (CG-71)

1996 - 1998

USS CAPE ST. GEORGE (CG-71)

Captain's ESWS Challenge Answered

ESWS Qualifiers During BALTOPS:

- NC1(SW/AW) Joseph King
- SM1(SW) Timothy Tharp
- EM2(SW) Jason Elliott
- SK2(SW) Dell James
- EN2(SW) Mario Labella
- STG2(SW) Dominic Nasso
- STG2(SW) Jeffrey Peter
- SM2(SW) Ryan Riffert
- HT3(SW) John Lynch
- HM3(SW) Robert Munoz
- EW3(SW) Clinton Rodgers

CAPT Harvey pins EM2(SW) Elliott during one of many BALTOPS pinning ceremonies.

Second Time Around, Fundamental Lessons Reinforced:
Set The Standards High, Work Hard, Invest In Your Sailors

Our Challenge, The Legacy We Leave

- It's a Voyage of Discovery, continue to learn and apply what you've learned.

- Invest yourself in your people
  - Set High Standards – for yourself and your team
  - Work Hard – know your stuff and set the example
  - Invest in your people – their professional development is your path to success

Our Surface Force , our people - It's up to you!