

FALL 2002

ED NEWSLETTER



www.persnet.navy.mil/edo/

IN THIS ISSUE

- Shipyard Lifeblood...page 2
- SUPSHIP San Diego Change of Command... page 3
- Pearl Harbor Naval Shipyard Offers Well Rounded Background for Junior EDs...page 4
- CAPT Needham Contributions...page 5
- The ED Community and Navy Space...page 6
- SUPSHIP San Diego and NASSCO Deliver Final Roll-On/Roll-Off Ships Ahead of Schedule and Under Budget...page 7
- The Phoenix Rises...page 8
- From the Detailer's Desk...page 9
- Greetings from SEA 00PZ...page 10
- ED Option Selectees USNA 2002...page 11

MESSAGE FROM THE SENIOR ED

This is my first opportunity as the senior Engineering Duty Officer to share my thoughts with all of you. Luck and timing are largely responsible for my being in this position, but I must admit to you that I feel quite privileged and humbled by this position. I am privileged, because I share the leadership of the community with VADM Phil Balisle, who, as COMNAVSEA, is the ED community sponsor. VADM Balisle is a long time friend and colleague whom I respect tremendously, and whom is widely respected across all levels of the Navy. Privileged, because this leadership role is also shared by a tremendous group of ED Flags who though of diverse backgrounds, are committed to working together to lead the community, and are doing so eagerly, on a daily basis; and because we are all supported by an awesomely talented, dedicated group of ED Captains who are actively engaged in managing the community and mapping its future. And I am humbled because I get the opportunity to represent all of you in senior Navy forums, and to "talk" with you through such



RADM Kathleen Paige

mechanisms as this Newsletter.

What I'd like to discuss with you in this first letter: the state of the community in this era of "transformation"; my vision for the community; and what we expect of you.

First, the state of the community in this era of transformation: You are well aware that DoD in general, and the Navy in particular, are in the midst of a seachange. CNO has a vision to set the Navy on the right course for the 21st century, which he has kicked into high gear with "Seapower 21" and his support of the SecNav Ship Maintenance Panel. The SHIPMAIN surface ship maintenance planning process re-engineering effort has been sanctioned and kicked-off, with ED and SWO lead-

(Continued on page 12, Paige)

Shipyard Lifeblood

By LT Neil Sexton and LCDR (sel) Rich McConnell

A safe, operational crane program is the lifeblood of any shipyard. Cranes are expected to work at all times and are generally the last factor any production



LC30, 350 Ton Hammerhead, Cowans Sheldon, 1911

worker needs to worry about to carry out his job. Ship Repair Facility Yokosuka (SRF) has been recapitalizing its facilities, and in doing so, has realized the need to modernize its crane inventory, including all of our land cranes, as well as shop bridge cranes and hoists.

All of the large portal and hammerhead cranes found at our three largest drydocks were in service before 1941, the earliest being placed into service in 1911 under the direction of the Japanese Imperial Navy. The “youngest” portal cranes were part of the Drydock No. 6 construction project, built for the sole purpose of constructing IJS SHINANO, a 65,000

ton aircraft carrier during World War II. SHINANO was promptly sunk by USS ARCHERFISH while transiting to Shikoku, Japan for fitting out. The Imperial Navy Yard weathered allied air attacks, the evidence of which can still be seen by the bullet holes in several structural members on our recently demolished Drydock No. 5 and Berth 12 cranes.

Lasting well past their normal service life, SRF suffered through increasing structural, electrical, and mechanical discrepancies on all cranes, particularly after the recent implementation of the more comprehensive P-307 inspection standards issued by the Navy Crane Center (NCC). As a result, all land cranes were decertified for operation in April 1999 and a total reliance on mobile cranes in depot maintenance execution has existed since that time. Recognizing that it was no longer economical to repair and maintain these old cranes, facing an estimated \$1.5-2.5M repairs each, SRF solicited the assistance of CPF N43 to obtain funds to replace the fourteen land cranes for an estimated \$6-8M per crane. Partnering with the Navy Crane Center, SRF developed a performance based specification to procure eight new portal cranes for both Yokosuka and its Sasebo Detachment using a single multi-year, multi-crane contract awarded on a

“best value” basis. The result was a contract awarded to the Japanese heavy industrial firm, Sumitomo, who is providing cranes to meet our needs at a cost of \$2-3M per crane and saving the Navy well over \$20M. This strategy also provides the added benefit of locally available parts and assistance. The first of six new electric drive portal cranes in Yokosuka will be delivered in September 2002 with subsequent delivery of one crane every three months. These new cranes will pay great dividends in the future with added safety and efficiency. The improvement in the technology of control and safety devices over that of previous crane generations is marked. This is most exemplified by the joystick operator controls and computer controlled drive systems as opposed to clutch and lever hoist speed shifting and rheostat operator controls.

When considering the additional work necessary to demolish all existing cranes and properly upgrade crane rails and electrification systems at each drydock to be ready for new portal installation in just three short years, the support from all involved has been phenomenal. To date, 10 of the 14 existing land cranes have been demolished, with those remaining scheduled to complete by year’s end.

(Continued on page 13, Lifeblood)

SUPSHIP San Diego Change of Command By SUPSHIP PAO

On July 10, 2002, Captain Kevin P. Gannon relieved

Captain Thomas M. Coumes as Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP), San Diego. The keynote speaker was RADM William R. Klemm, Deputy Director for Logistics, Maintenance and Industrial Operations Directorate, Naval Sea Systems Command, Washington DC.

Captain Coumes served as the Supervisor from June 1999 to July 2002. As the Commanding Officer of one of the largest of nine SUPSHIPS he departs with a noteworthy list of accomplishments. SUPSHIP successfully delivered five of the seven Large Medium speed Roll on/Roll off (LMSR) ships under budget and a total of 15 months early. He was responsible for the completion of 74 CNO scheduled ship repair availabilities in both San Diego and at the SUPSHIP detachment in Pearl Harbor. All in all, \$900M in new construction contracts, \$1.2B in repair contracts and \$370M in voyage repairs and continuous maintenance contracts were executed during his tour.

SUPSHIP San Diego led several innovations over the last three years. One of the biggest successes has been the Integrated Trials for the NASSCO built LMSR ships. Combining the Acceptance Trials, the Final Contract Trials, and



On July 10, 2002, Captain Kevin P. Gannon, relieved Captain Thomas M. Coumes as Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP), San Diego.

the Builder's Sea Trials into one underway period has saved the government considerable time and money, and allowed the ships to deliver early. Achieving a successful integrated trial required a major coordination effort between the contractor, the classification society, American Bureau of Shipping (ABS), the regulatory body, the U. S. Coast Guard, and the Board of Inspection and Survey (INSURV). This innovation has set the standard for new construction shipyards across the Nation. SUPSHIP San Diego also led the effort to integrate Alteration Installation Team(AIT) into CNO availabilities. The development of an MOA with SPAWAR for AIT work is the first of its kind with any of the SUPSHIPS. One of the other many innovations has been the combining of Intermediate and Depot level planning. SUPSHIP San Diego worked with SIMA San Diego to combine the planning floors of both organizations to

streamline the process.

The establishment of teaming relationships with other maintenance activities and the teaming that has been formed between contractors has made the success in contract execution and other maintenance accomplishments possible. This teaming has made SUPSHIP San Diego the model to copy for other SUPSHIPS.

Captain Gannon reports to SUPSHIP San Diego from NAVSEA 05 where he was Deputy Director, Power Systems Group of the Integrated Warfare Systems Directorate and the Director of Auxiliary and Crew Systems Group. Captain Gannon's previous tours include Ship Superintendent at the Long Beach Naval Shipyard, Main Propulsion Assistant on the USS INDEPENDENCE (CV 62), Chief Engineer, USS CONSTELLATION (CV 64), and Repair Officer at SUPSHIP San Diego.



The ceremony was held on Naval Amphibious Base (NAB), Coronado with the San Diego Bay Bridge and several contractor facilities in the background.

Pearl Harbor Shipyard Offers Well-Rounded Background for Junior EDs - By Marshall Fukuki, Public Affairs Office

LCDR James R. Smith can't seem to hold a job, and that's just fine with him. Since reporting to the Pearl Harbor Naval Shipyard and Intermediate Maintenance Facility (PHNSY & IMF) in December 1999, he has rotated to eight different positions; 13-plus if you count those he's repeated for different ships.

"The Shipyard rolls us over to different jobs to give us ... a diverse background ... so we can become as well-rounded as possible," explained LCDR Smith.

"Many times our job assignments are based on timing," he noted. For example, he was project superintendent for four emergent docking availabilities of submarines and a surface ship, ranging in duration from four to six weeks. Initially he was tasked because he had demonstrated successful results in other job assignments. Subsequent assignments were based on being the most experienced individual who could be removed from a current assignment

to fulfill the need on short notice.

While he has been tasked to do some assignments, he has asked for others. It helps to speak up if there's something you're interested in, he noted.

While he has felt a bit apprehensive at times about leaving a job he'd become comfortable with to take on new duties elsewhere, "Ultimately, I think it's benefited me," he said. "My entire tour has been both challenging and very rewarding."

In his opinion, a newly designated ED serving an initial qualifying tour has a much greater range of opportunities at a naval shipyard. "If you go to [a] new construction [shipyard], you only have the opportunity to fulfill one or two jobs at the most, and it'll probably be mainly in an oversight capacity," he said.

"When you go to a naval shipyard, you have an opportunity to develop a diverse background," he explained. "You really understand what it takes to execute a project at all levels."

At PHNSY & IMF, most junior EDs start out as the equivalent of a first-line supervisor, interacting face-to-face with trades workers on the deckplates. From there, the ED progresses into other positions with growing leadership roles.



LCDR Smith stands by USS RUSSELL (DDG 59), undergoing an SRA at

LCDR Smith lateral transferred from the Surface Warfare community, so his initial assignments as a deputy nuclear and non-nuclear assistant project superintendent on the USS COLUMBIA (SSN 771) SRA and USS PASADENA (SSN 752) DMP required a lot of quick learning in a new, very demanding and highly-technical arena.

Rotating into different slots has given him a broader perspective beyond individual projects. As deputy production resources manager, he assisted in determining the best Command-wide allocation of personnel to projects. In eight months as business operations officer for surface ships, he gained an overview of how day-to-day deci-

(Continued on page 14, Pearl Harbor)



LCDR Smith inspects newly painted verticle missile launch tubes on USS RUSSELL (DDG 59)

Maintenance Process Improvements

By CAPT Charles Chesterman

This past June, the NAVSEA Corporation and its Fleet Partners bid farewell to Captain Bill Needham. Acting as the primary point of contact for Fleet maintenance issues that required resolution in NAVSEA, his office was responsible for formally defining the problem, providing feedback to the initiating activity, and tracking the resolution to completion. The wide range of technical issues required the assistance of NAVSEA field activities, NAVSEA field engineers, program offices, and other NAVSEA Headquarters elements to bring resolution to the issues.

Captain Needham's efforts were coordinated under the following Maintenance Process Improvement Programs: Cumbersome Work Practices (CWP), Engineering for Reduced Maintenance (ERM), Top Management Attention/Top Management Issues (TMA/TMI), Capital Investment for Labor (CIL), and PMS Maintenance Effectiveness Reviews (MERs). Underlying each of these programs is the intent of reducing Total Ownership Costs (TOC) for the Navy.

The breadth of the issues worked on under Captain Needham is extensive and reinforces the magnitude and complexity of the

maritime environment. Highlights of shipboard labor and maintenance saving advancements are:

Paint and Preservation-

Adoption of Powder Coating Anti-Stain Paint, Well Deck Overhead Preservation, High Capacity Water Jetting, Contractor Preservation Teams, Ultraviolet Light Resistant Non-Skid, High Durability Wear Resistant Coatings

Tanks and Voids –

High Solids Tank Coatings, Radar Tank Level Indicator, Remote Operated Preservation Tank Monitoring system

Composite Materials -

(Continued on page 13, Maintenance)

Paint and Preservation



Anti-Stain Paint



Ultraviolet Light Resistant Non-Skid

Damage Control



Rechargeable LED Battle Lanterns



Watertight Door-New Pin and Bushing

Tanks and Voids



Remote Operated Preservation Inspector Tank Monitoring



Radar Tank Level Indicator

Dry Dock Extension



Controllable Pitch Propeller Improvement Package



Drydock Extensions Condition Based Assessments

Composite Materials



Composite Vent Screen



Composite Pumps

Mechanical Systems



Expansion Bolts



Boat Davit Water Weight Testing



Pilotless Gas Turbine Fuel Nozzle



Multijack Bolt Tensioner



Portable Pressure Calibrator

The ED Community and Navy Space

By CAPT Peter S. Buczynski

Over the last few years, there has been a renewed emphasis and the acknowledgement of the importance of space in warfighting and national security. Of course, the Navy relies heavily upon space assets for communications, navigation, weather, and ISR generally for operations and specifically for battlefield preparation. Recent events that have pointed to this importance of space include the report of the Commission to Assess National Security Space Management and Organization (Space Commission), reports from separate Navy space review panels and the October 2001 SECDEF action memorandum. The latter directed each Service to develop and maintain a cadre of space-qualified professionals in order to institute a pool of individuals that can work in this unique technology and acquisition area. CNO N6 has led the multi-month effort to respond to the SECDEF tasking which resulted in a successful briefing to the CNO on 23 July 2002. The briefing proposed the formula-

tion and management strategy for a Naval Space Cadre. The CNO endorsed the proposal and authorized funding for a professional management structure for the cadre.

The cadre will include officers, enlisted and civilians that bring expertise and experience to the four areas touched by space: requirements generation, science & technology/research & development, acquisition (including ship and shore terminals, satellites, networks, etc.) and operations. From the beginning of the Naval Space Cadre formulation, senior Navy management has acknowledged the importance of including the Engineering Duty Officer community. The cadre will not be a separate community but a confederation of personnel integrating members from existing communities in order to blend warfare and subspecialty experience with space. Membership in the space cadre is envisioned to be similar to membership in the Acquisition Professional Community (APC). Membership would require a certain level of experience and/or expertise in order to qualify for particular billets. The de-

tails of cadre management including career path and interfaces with parent communities have not been finalized and will require significant discussions with existing communities. This work is underway.

EDs are currently filling Navy space-related billets mostly at the SPAWAR Space Field Activity in Chantilly, Virginia and SPAWAR HQ. We bring to the "space" table a technical masters degree (which may be in space system engineering), operational experience and acquisition experience, just for openers. We are ideally suited to compete for space related positions and already fill these types of jobs (mostly related to acquisition) in our own community. The ED community has been represented in the many workshops and meetings in the effort to stand up the cadre. Again, not all the details have been worked out but we will stay engaged. The pillars of Sea Power 21 are enabled by Naval space assets. The ED community can make a significant contribution to this effort.

SUPSHIP San Diego and NASSCO Deliver - Final Roll-On/Roll-Off Ships Ahead of Schedule and Under Budget

Ahead of schedule and under budget! The Supervisor of Shipbuilding, Conversion and Repair, USN, San Diego (SUPSHIP San Diego) and National Steel and Shipbuilding Company (NASSCO) launched the Strategic Sealift ship USNS SODERMAN (T-AKR 317) on 26 April 2002. The U.S. Navy christened its newest large, medium speed, roll-on/roll off (LMSR) cargo ship, which will be delivered in September, five weeks ahead of the contract delivery date. Of the previous seven LMSRs that have been delivered by NASSCO, each has been under target cost and ahead of contract schedule — by a combined total of 110 weeks.

The ship is named to honor Pfc. William A. Soderman, USA (1912-1980), a native of West Haven, Conn. Pfc. Soderman was assigned to Company K, 9th Infantry, 2nd Infantry Division during World War II. On Dec. 17, 1944, Pfc. Soderman defended a key road junction near Rocherath, Belgium. Under severe artillery barrage, mortar and machine gun fire, he remained at his post and successfully held off German counter offenses by disabling three enemy tanks with a bazooka at point blank range before being wounded. Distinguishing himself by conspicuous gallantry and unfaltering courage against overwhelming odds, above and beyond the call of duty in action against the enemy, President Harry S. Truman presented Pfc. Soder-



man the Medal of Honor during a ceremony at the White House on Oct. 12, 1945.

NASSCO, a division of General Dynamics, was awarded a contract for the design and construction of eight LMSRs. *SODERMAN*, the eighth and final ship of that contract, is a non-combatant vessel that will be crewed by civilian mariners and operated by the U.S. Navy's Military Sealift Command (MSC). The ship will carry U.S. Army equipment, vehicles and supplies, and be strategically pre-positioned near areas of potential conflict around the world. Its roll-on/roll-off design makes it ideal for transporting tanks and other wheeled and tracked military vehicles as well as helicopters. Each ship has approximately 390,000 square feet of cargo carrying space. *SODERMAN* is 950 feet in length, has a beam of 105.8 feet and displaces approximately 62,000 long tons, when fully loaded. Her gas turbine-power will sustain speeds up to 24 knots.

NASSCO's and SUPSHIP San Diego's success on this project can in large part be attributed to their continually striving for process improvement. The Joint Quality Management

Board (JQMB), consisting of key personnel from SUPSHIP, MSC, and NASSCO, is one method used to improve all aspects of their joint processes. The JQMB facilitates a team effort focused on eliminating barriers to process improvement. One example of joint process improvement was initiating a single Integrated Trial, eliminating an underway builder's trial, resulting in significant cost savings for NASSCO and the Navy.

NASSCO has also taken feedback from its own workers to improve numerous production processes: for example, the process to launch ships. What used to take several personnel over a day to complete now takes just a few hours. Prior to a ship launch, thousands of wooden wedges must be driven in to shift the weight of the ship from the building ways to the sliding ways. This is a process that formerly was done by hand using a sliding hammer. An improved method was developed by NASSCO based on an employee's suggestion to use a hydraulic system to drive the wedges. This was the major contributor to an 80 percent reduction in man-hours that it once took to prepare the ship for launch. Not only has this process reduced required manpower, it has also dramatically improved the overall safety of the launch.

SUPSHIP San Diego and NASSCO look forward to the next MSC new construction project, the design and build of T-AKE Combat Logistics Force Ships.

The Phoenix Rises

By CAPT Tom Moore

Drive by the Pentagon on Washington Boulevard any day and from a distance the building looks exactly the same as it has for the past 60 years. But things will never be quite the same in “the building”, the affectionate and printable name for the Pentagon since September 11, 2001 when American Airlines Flight 77 slammed into the west face of the Pentagon, killing 184 people and injuring over 100 more. The Herculean effort to restore the building, which met its goal of returning its “E-ring” occupants back to their offices prior to the one year anniversary of 9/11, is aptly titled the Phoenix Project.

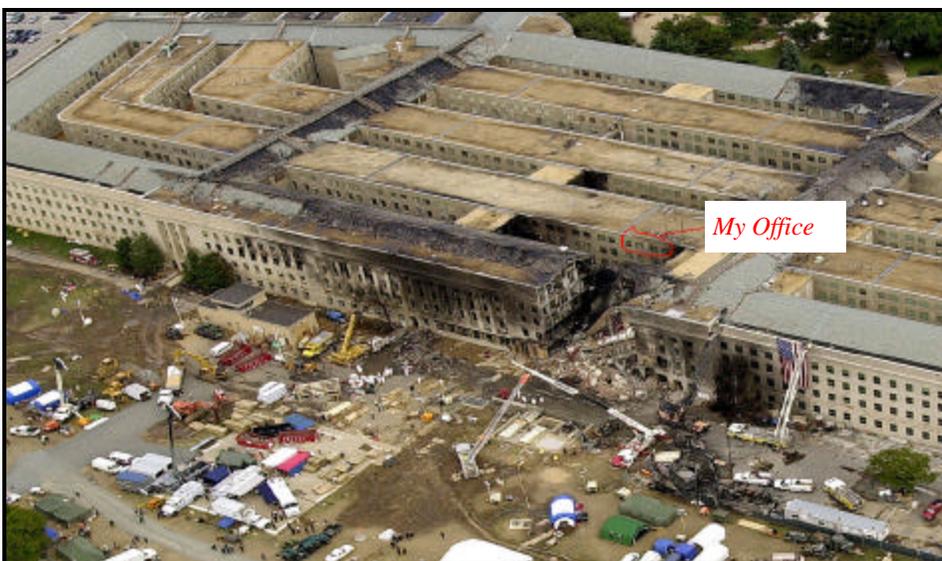
I work Aircraft Carrier Programs in OPNAV as the lone EDO on the Air Warfare Branch (N78) staff. I was sitting in my 5th

floor D-ring office talking to a friend on the phone on 9/11 when the plane slammed into the Pentagon. Like many of us were doing at the time, I was talking about the events unfolding right before our eyes in New York City. Just moments before I had been listening to a typical Naval Aviator conversation with office mates about Combat Air Patrols over New York when one of the Aviators remarked, “they might as well paint big red concentric circles on this building because we’re sitting ducks here.” Moments later we were rocked back in our chairs by a loud explosion and the concussion effect of the plane impacting the building. I looked up and saw nothing but orange flames outside our D-ring windows. We were very fortunate that no one was seriously hurt and didn’t realize at the time how close the plane actually came to where we were sitting. It

was only later that I learned that renovations to the Pentagon spaces we had recently occupied probably saved our lives or serious injury. The renovations to the new “wedge” in the Pentagon added blast-resistant windows, Kevlar-like mesh in the walls and steel reinforcements to the previous all-concrete building. These enhancements prevented key areas of the building from collapsing for more than 30 minutes after the plane impacted the building. If you’re interested in the original engineering behind the Pentagon as well as one of the biggest acquisition and program management efforts you’ve ever seen with the current renovation of the entire building, I recommend you visit <http://renovation.pentagon.mil/> and get into the details yourself.

The Phoenix Project is a subset of the entire Pentagon renovation effort. The work started less than a week after September 11 when 10,000 tons of debris were removed to prevent further building collapse. Full scale demolition started one

*(Continued on page 14,
Phoenix)*



Aerial photograph of the Pentagon taken September 12, 2001. The author's office is shown just above where the plane's fuselage penetrated through the D-ring.

From The Detailer's Desk – By CAPT Robin Hiddemen

Here's a pop quiz:

How does the Detailer Shop fill the slate of jobs?

a. They use a dartboard where the easiest targets are those "hard fill jobs".

b. They have a "black list" of officers that they use when they need to "rip and fill".

c. They carefully balance each officer's career objectives, personal preferences and the Navy's requirements and recommend jobs that maximize career progression.

d. All of the above.

Believe it or not, the answer is C! Just to catch you up on where we are in the process for 2003: Commander Armantrout sent out the 2003 slate in June with 229 great job options on it. Unfortunately, there are only 194 folks rolling in 2003 to fill the 229 jobs. Most everyone has provided input at this point. In fact, he has 48.5% of the 2003 slate filled. This includes about 97% of the Fleet/face the Fleet jobs and a few other high priority fills. The latest master jobs list and the latest 2003 slate can be found on the ED Homepage. Also, all our COs/MPMs/CAPTs should be prepared to share the pain concerning the 35 gaps for this years general slate – we'll spread them equally between SYSCOMs, Pro-

grams, NSYs, SRFs, SUPSHIPs and other major ED commands – but not the Fleet jobs.

For the general slate, priority fills are afloat jobs and face the fleet jobs. Overseas commands and small commands are next. However, career progression is usually the driving factor in matching officers to job. In selecting jobs, everyone must weigh the risks and compromises to their decisions. Finally, "Needs of the Navy" must be addressed in completing the puzzle.

This past year, we set recruiting goals for the detailer shop and we are happy to report that our metrics are evidence that the community is succeeding. For the first time since 1998, Lateral Transfer applications and selections have increased. ED Option quotas have steadily increased from 15 in FY99 to 25 in FY00, and to 35 in FYs 01 and 02. Actual ED Option accessions have climbed from 9 in FY98 to 33 in FY02. With the addition of the ED option for submarines, we will have approximately 40 quotas in FY03. Captain John Edwards and Lieutenant Commander Dave Kohnke collaborated with the Submarine Community Manager to develop this win-win program. We want to thank all our officers that are out there actively recruiting. Keep up the good work.

We can't over-emphasize the importance of becoming a member of the Acquisition Professional Community (APC). Most of our

O5 and O6 billets require APC membership. The next board is in the spring. Watch the website for details. For all our mentors, please check your "mentorees" APC status and guide them to meet these requirements. Also - remember to call your detailer to confirm that your application was received

Speaking of mentors...by now, you should have a mentor with whom you feel comfortable discussing your career goals. If you do not know who your mentor is, ask someone to be your mentor. Normally, a mentor has a similar career path as the one you would like and is one grade senior to you. Your mentor does NOT need to be in your chain of command. If you don't know whom to ask, call me and I will help you connect with a mentor.

I have e-mailed two - three "Detailer News" e-mails each month since July, 2001. My goal is for these e-mails to reach all EDs as they are forwarded around the community. If you have not received these e-mails and you would like to be added to my distribution list, please forward your e-mail address to me at p445@persnet.navy.mil.

Remember to keep your detailer posted on any change to your contact information and "keep in touch".



Greetings from OOPZ! - Bob Klocek

For those of you who've been in hibernation, or have been working so hard that you haven't taken a breath of fresh air in months, our community mentor and "Mom", Patsy Morgan, retired on April 4th. My name is Bob Klocek (pronounced "Clossick", but call me "Bob") and I'm Patsy's successor as the Director of the ED Plans and Policies Office. Although we're part of NAVSEA, located at the Washington Navy Yard, the primary focus of our office is Engineering Duty Officer community management. Over the next few Newsletters I'll use this space to introduce the people in our office and to give you a better idea of how we serve the ED community, and I'll start by introducing myself.

Originally from New York, I attended the U.S. Naval Academy, where I studied Mechanical Engineering and graduated in 1979. I was a Surface Warfare Officer for nine years, serving as Auxiliaries Officer and then MPA onboard USS ARTHUR W. RADFORD (DD 968), and Chief Engineer on USS MCINERNEY (FFG 8). Those sea tours were sandwiched around a tour as a student at the Naval Postgraduate School, where I earned both Master of Science in Mechanical Engineering and Mechanical Engineer degrees, graduating with distinction in 1985.

I became an ED in 1988, and immediately started my qualification tour at SUPSHIP Jacksonville, where I was a Project Officer, Docking Officer, and also OIC of the SUPSHIP Detachment in Tampa (which no longer exists). From there I went to my first tour in NAVSEA, in the Surface Ship Program (PMS330, and later PMS335, neither of which exists any more), which was responsible for life cycle management of all in-service surface ships. I then left Washington to become the first Commanding Officer of SIMA Earle, New Jersey; which was created after BRAC closed SIMA New York. (By the way, SIMA Earle was closed in June of 2002 - notice a trend?). In 1996 I was assigned to the staff of the Naval Postgraduate School as the Naval/Mechanical Engineering Curricular Officer. Patsy decided I was having too much fun in Monterey and sent me back to Washington in 1998, to the Amphibious Warfare Program (PMS377) in PEO Expeditionary Warfare, working on new construction Amphibious Assault Ships (LHD). While in that assignment I attended the Advanced Program Management Course at DSMC and qualified Level III in Program Management. As I was preparing to retire, I worked directly for Patsy for



Bob Klocek and Patsy Morgan, at Patsy's retirement

about three months, and was later hired to be her successor. As Paul Harvey would say, "And now you know the Rest of the Story..."

In the next Newsletter, we'll introduce the other people in the ED Plans and Policies Office, Monique Perez and Jennifer Baker.

SEA OOPZ DIRECTORY

Mr. Bob Klocek
(202) 781-0685
KlocekRA@navsea.navy.mil

Ms. Monique Perez
(202) 781-4092
PerezMR@navsea.navy.mil

Ms. Jennifer Baker
(202) 781-3112
BakerJR@navsea.navy.mil

Office: (202) 781-1726
Fax: (202) 781-4717
DSN: 326-XXXX

ED Option Selectees - USNA 2002

After a long and rigorous process that included an initial screening, a record review, a board interview, and final selection, the following individuals from the United States Naval Academy Class of 2002 were selected for Surface Warfare (Engineering Duty Option): Ensign Benjamin Heineike, Ensign Colin Dunlop, Ensign Zachary Cole, Ensign Sarah Rice, Ensign Blythe Oraker, Ensign Jonathan Page and Ensign Weldon Willhite. They all received their commission on Friday, 24 May 2002. These officers excelled academically, athletically and held key leadership positions in the brigade of midshipmen. They all graduated in the top 25% of their class, including the number one graduate (#1 Overall Order of Merit), Ensign Ben Heineike. Some will attend Surface Warfare Officer School immediately following graduation, while a few will delay their SWOS training while pursuing graduate education. Ensign Heineike earned a B.S. Degree in Honors Mathematics and will attend Churchill College, University of Cambridge, England on a British Marshall Scholarship and study Mathemat-

ics. Ensign Dunlop earned a B.S. Degree in Electrical Engineering and has orders to USS BULKELEY (DDG 84), homeported in Norfolk, VA. Ensign Cole earned a B.S. Degree in Computer Science and has orders to USS OAK HILL (LSD 51), homeported in Little Creek, VA. Ensign Rice earned a B.S. Degree in Ocean Engineering and will attend the University of Heidelberg, Germany on a Ziph Scholarship and study Physics. Ensign Blythe Oraker earned a B.S. Degree in Ocean Engineering and has orders to USS CHOSIN (CG 65), homeported in Pearl Harbor,

HI. Ensign Page earned a B.S. Degree in Systems Engineering and has orders to USS STETHEM (DDG 63), homeported in San Diego, CA. Ensign Willhite earned a B.S. Degree in Mechanical Engineering and will attend Massachusetts Institute of Technology on a Draper Fellowship and study Aeronautics/Astronautics. These officers will have to complete their Surface Warfare Officer qualifications prior to invoking their ED Option and changing their designator to become Engineering Duty Officers.



Individuals recently selected for the Engineering Duty Option are (pictured from left to right): Ens Benjamin Heineike, Ens Colin Dunlop, Ens Zachary Cole, Ens Sarah Rice, Ens Blythe Oraker and Ens Jonathan Page. Not shown is Ens Weldon Willhite.

Paige*(Continued from page 1)*

ership taking on this significant new "way ahead". These initiatives will have long lasting repercussions on the direction of warfighting...and on the technical and business processes to support the warfighter. That means it will also have long standing affect on the ED community. It is also an opportunity for ED's, as a community, to help influence and successfully implement CNO's vision.

I know that there has been a feeling that, in the words of one ED, "... the community is under fire", but after many discussions with 2,3 and 4 star flag officers, active and retired, including the CNO, I can assure you that this is not the case. EDs are recognized for our expertise and dedication," to quote VADM LaFleur, "The product that the ED Community is delivering in partnership with the rest of the waterfront is effective. Your community should be applauded for its contributions to the fleet's success in accomplishing its mission." But these are not laurels upon which we can rest. From CNO, the Force Commanders, and every other senior officer, there is a recognition that we are in a time of profound change; frustration with the ways of doing business that sap the resources needed to shape the future while remaining ready today; and determination to

find a way to make quality, current readiness and future readiness co-exist. Each of us has a role every-day in responding to this charge. But we will not make much of a dent acting individually. The CNO's challenge to your Flags is provide the community leadership to tackle these issues collectively, in concert with the larger materiel and operational communities.

Where to begin? We must first understand our strengths; have a sense of the strengths we need to best support the future; and a plan to adapt. We began this process at the All Captains' Seminar held at the Washington Navy Yard in late September, where the Captains formed working groups led by Captains John Geary, Will Rodriguez, Chuck Bush and John Edwards to start this process, and are continuing to follow through with the resulting actions, under the leadership of RDML Bryant. (The 1st round outbriefs were terrific... please ask the detailers for copies of the presentations, if you haven't seen or been briefed on them.)

Beginning with our strengths is an easy and pleasant task. We are technical experts with strong business experience who mentor our people as well or better than anyone. Our School is a model of excellence, providing the core for a "continuum of learning" espoused by the CNO; and we have initiative. Just one example is CAPT Frank Camelio's plan

for EDs to be among the first to apply the "5 Vector Model", defined by the CNO's Task Force EXCEL, as a tool to lay the foundation for career planning and the continuum of learning for EDs. Mentorship is at the heart of our culture, and we consistently renew our commitment and refresh our approach; the Captains leading the track mentoring groups, like the "Subba Bubbas", "Surf Pack", "C4I Padres"...are actively engaged with the officers in their tracks, and with the detailers and our Commanders realize that mentoring is also their responsibility. We don't forget where we come from, or why we exist: from and for the fleet. We go to sea (from a CVN CSO: "From a professional development perspective, this job is giving me a much better appreciation <for the need to integrate combat systems and C4I>.... We need to better understand each others warfighting objectives...so we may better work together to design naval ships of the future.... The leadership experience afforded by this job cannot be overstated.").

Where do we need to go? From one of the All Captains' Seminar working groups, "The ED Community is healthy. (But) The Community must adapt its structure, business practices and processes to the fiscal environment and the CNO vision." And from another working group,

(Continued on page 13, Paige)

Paige

(Continued from page 12)

the Captains are eagerly and most ably stepping up to their responsibilities as leaders, not only in the community, but also for the Navy ... and its role in joint warfighting. Their follow-on action will significantly influence the community, and support the Navy, for many years to come.

In my first visit to the ED School as the senior ED I told the graduating Senior Course that my vision was for a cohesive community, recognized not only for the quality and experience of our indi-

vidual EDs, but also because we can provide collective support to the larger Navy vision as expressed in SEAPOWER 21. This collective support must be led by your ED Flags working together, with the help and advice of our Captains. As a result, we will be a community in balance, supporting the breadth of Navy missions within our domain. Our measure of success is how well we are contributing to the larger materiel community and operational forces...and how well we are able to quantifiably measure our contributions.

We are committed to do so.
I realize I'm setting high ex-

pectations, but we can accept no less from ourselves.

What's expected of you? You are the ones on the frontlines each and every day. Your insights and recommendations will help us to keep a true course; your performance will reflect on the community, and indeed, help shape the community.

I am excited and proud to be able to serve with you as we embark on this journey together in support of the CNO's vision and look forward to discussing these thoughts with you over the next year.

Lifeblood

(Continued from page 2)

This monumental task has had a huge effect not only on Ship Repair Facility but the entire port. Power interruptions, drydock availability, port operations/loading and an occasional typhoon or two have brought about many scheduling conflicts. With different contractors working demolition, power system modification, track replacement, and crane installation, contract sequencing and overlap has



New 60 Ton Sumitomo Portal under construction in the contractor facility, Nihama, Japan

enabled us to meet the specific needs of each contractor while at the same time minimizing the impact on FDNF availabilities. A delicate balance exists between maintenance of our forward deployed forces and facility modernization. Although our mission "To keep the Seventh Fleet operationally ready" is paramount, we must continue to improve our capabilities, which, in the long run will continue to have significant positive impact on ship repair for many years to come.

Maintenance

(Continued from page 5)

Composite Vent Screen,
Composite Valves, Composite
Pumps

Mechanical Systems –

Magnetic couplings, Split

Seal, Multijack Bolt Tensioner, Hybrid Gaskets, Machinery Mount Adjustable Chock and Expansion Bolts, Pilotless Gas Turbine Fuel Nozzle, Portable Pressure Calibrator, Water Weight Testing Bags

Damage Control Systems –

Rechargeable LED Battle Lanterns, Watertight Door-New

Pin and Bushing

Dry Docking Extension –

Controllable Pitch Propeller Improvement Package, Improved Shaft Coating System

CAPT Needham will be missed but his legacy of improvements will be with us for quite a while.

Pearl Harbor

(Continued from page 4)

sions on funding, staffing and work by a project impacted other availabilities, the Shipyard and its clientele.

The importance of each project sticking to its budget and schedule was emphasized as he worked closely with customers, discussing what to do if repairs to a ship (or submarine) precluded its ability to be operationally ready on one date versus another. “The Shipyard and its operations have a big effect, not only on the ships and submarines themselves, but

throughout the Fleet and the entire Pacific AOR [area of operation],” he said.

An ED should be fully qualified by the end of the second year of a three-year tour at the Shipyard, said LCDR Smith. “During the remainder of your tour (after qualification), you have the opportunity to apply all that you’ve learned. For O-4’s and O-5’s, the goal is to be assigned as a project superintendent on a major availability.”

In his third year at PHNSY & IMF, LCDR Smith was recently assigned as project superintendent and completed the nine-week Selected Restricted Availability

(SRA) on USS O’KANE (DDG 77). He successfully managed the 10,000-manday project, bringing it in on time and under budget. He is presently assigned as the project superintendent for the USS PORT ROYAL (CG 73) SRA, which began earlier this month (August).

In closing, LCDR Smith advised junior officer EDs contemplating a tour at PHNSY & IMF, “Your shipyard experience will benefit you in every tour that follows. [Wherever you go afterwards,] you will probably interact with a shipyard.”

As for himself, he said, “The bottom line is, I love this job!”

Phoenix

(Continued from page 8)

month later and by 19 November 2001 they had completed the removal of debris from a 400,000 square foot area. The initial estimates were that it would take two to six months to complete. Reconstruction efforts started the same day. The rebuilding has been a fascinating engineering effort with concrete columns being erected and the five decks of the building being poured one on top of the other in what one engineer termed like building a huge wedding sheet cake. The limestone for the outer face of the building was cut from the same quarry vein in Indiana used for the original building. Limestone was used in the original construction in

1941 because President Roosevelt ordered that no marble was to be used for the building. On June 11, Deputy Defense Secretary Wolfowitz was on hand as a crane placed the last of 3,996 limestone slabs needed to repair the west façade of the building. That night, for the first time since September 11, the floodlights illuminating the west face of the building were turned off. The E-ring was reoccupied prior to September 11 with the rest of the wedge being ready over the next several months. The work was recognized by President Bush at a ceremony at the impact site marking the anniversary of 9/11. Our office expects be back in our same spaces prior to Christmas 2002, all in all, an amazing engineering feat. And of course, no project discussion would be complete without



Deputy Defense Secretary Wolfowitz looks on as the last of 3,996 limestone slabs is put in place. The charred piece survived the plane crash and is inscribed with the date September 11, 2001.

also talking about cost. The initial estimate for the repair work was \$740 million. The project manager now estimates the cost at \$501M and attributes the cost savings to price negotiations and contractor performance. Crack open your EVMS books. There’s a lesson in that for all of us.



SADDLE UP

Rear Admiral Butler and Rear Admiral Shebalin Invite You To The 2003 Washington DC Area Engineering Duty Officers' Rodeo Ball

***Saturday, 8 February 2003
Fort Belvoir Officers' Club***

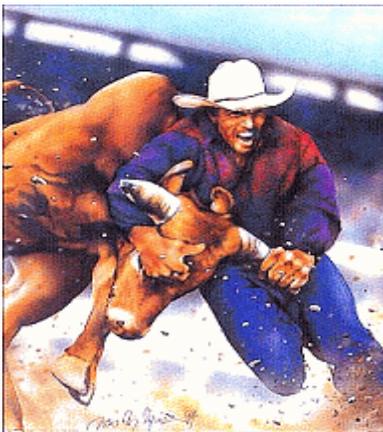
***Cocktails 1800 - 1900 (Cash Bar)
Western Buffet 1900 - 2030***

***Bar-B-Que Spare Ribs, Mesquite Grilled Chicken Breast,
Cold Creek Rainbow Trout, Fence Post Potato Salad,
Saddle Up Chili, Cactus Spinach, Rancher Tossed Salad,
Tumbleweed Broccoli, Barbed Wire Cole Slaw
Horseshoe Cocktail Shrimp, Assorted Rolls,
Circle K Decadence Cookies, ED Ball Cake, Coffee & Tea***

***Enjoy Toe Tapping Dancing to a LIVE BAND until
Midnight!***



***Price: \$45 for O-4 and below,
\$55 for O-5 and above/Civilian***



***Make Checks Payable to: ED BALL COMMITTEE
Mailing Address: (Do not mail after 22 January)***

***Naval Sea Systems Command
Attn: LCDR Bill Brougham
614 Sicard St SE, Stop 7004
Washington Navy Yard, DC 20376-7004***

***RSVP with Guest's Name, AND Seating Preference by
30 January 2002 to EDBallRSVP@navsea.navy.mil***

***A photographer will be on site... One 5 x 7 print per
couple/individual is included as a memento!***

Different from any ED Ball you have been to recently...

Dress in Western Wear - no uniforms! Be as clever or extravagant as you like!

Free Parking! Live Dance Music! Door prizes! Photo keepsake! Fun!



FY-03 SELECTION BOARD RESULTS

CAPTAIN SELECTEES



BENEDICT, TERRY J.	DIR STRSYSPROG (SP-23)	MOORE THOMAS J.	OPNAV N785D
BERKEY, RICHARD D.	OPNAV N433	PATTERSON, SHEILA A.	CINCPACFLT
CONNOLLY, ROBERT E.	DIRDIVOFNREACDOE	SMITH, AMY R.	NAVSEA 05R
DAVIDSON, JOHN C.	NORFOLK NSYDPTNWCF	SNYDER, GLENN R.	NAVSEA 92C
DAVIS, REID S.	ASSTSECAV RD&A	SOULE, RALPH T.	CVN 69 EISENHOWER
GRECCO, ALBERT J.	PEO TSC (PMS 400B5)	VERBOS, ROBERT M.	NAVSEA 05H2
GREEN, JAMES G.	SUPSHIP SANDIEGO	WEINGARTNER, FRANK J.	DIR STRSYSPROG (SP-24)
HUSS, JAMES R.	ICAF	WELSH, MARK S.	PMS 398
JOHNSON, DAVID C.	PEO SUBS (PMS 350)	WHITE, EDWARD D.	NAVPMOSSP SUNNYVALE
METZ, STEPHEN D.	ICAF		

CAPTAIN SEMINAR 24-25 September 2002



First Row (l to r): Glenn Snyder, Al Grecco, Frank Weingartner, Tom Moore, Amy Smith, Rick Berkey, Steve Metz, Doug White, Mark Welsh, Second Row (l to r): Bob Verbos, John Davidson, Ralph Soule, Dean Pedersen, Reid Davis, Rowland Huss, Sheila Patterson, Jim Green, Bob Connolly, Terry Benedict

FY-03 SELECTION BOARD RESULTS



COMMANDER SELECTEES



BALLISTER, STEPHEN C.	PEO TSC PMS 400B	KNOLL, WILLIAM S.	DDG 75 D COOK
BAUMANN, GREGG W.	NAVSEA 00C20	LEGOFF, DIDIER A.	SPAWARSYSCOM PMO
BLANK, RICHARD P.	NAVSEA 05D2	LUCK, RODNEY K.	SWFLNT KINGS BAY
BRITTAIN, DONALD R.	PEO TSC PMS 400B3	MCGINNIS, BRIAN R.	PTSMH NSYSDPTNWCF
BURCHAM, JEFFREY A.	DIRDIVOFNREACDOE	REED, GREGORY L.	COMNAVSURFLANT
CLAWSON, LARRY A.	SUPSHIP JACKSONVILLE	ROWE, ANDREW W.	COMSUBPAC
CORRIGAN, TIMOTHY J.	NAVSEA PMS 312E	SANPEDRO, MIGUEL G.	SPAWARSYSCEN SDGO
COSTELLO, PATRICK	NAVSEA PMS 378	SERAIVA, RICKY A.	NAVSEA 04X2
CRAKE, KURTIS W.	EDO SCHOOL	SMITH, MICHAEL H.	NAVSEA PMS 471
CROWE, ROBERT A.	DIR STRSYSPROG	STANCY, STEVEN L.	CINCPACFLT
DOWNEY, JAMES P.	SSC FAC YOKO OIC	STEIN, JAMES E.	COMNAVSURFPAC
GILL, MICHAEL W.	SPAWARSYSCOM PMO	STONE, LEON C.	SUPSHIP SAN DIEGO
GRAHAM, WILLIAM R.	COMNAVSURFLANT	TATE, WILLIAM R.	SW-RMC SDIEGO
HEKMAN, THOMAS P.	SIMA SAN DIEGO	THORNGREN, FRANK R.	NSWC SHSES PHILA
HERNANDEZ, ANDREW A.	SSFA CHANTILLY VA	THORNLOW, ROBERT T.	PEO TSC PMS 422
HOFERT, GLENN D.	SUPSHIP NEWPORT NEWS	TOMAICO, THOMAS	PEO (S) PMS 500T
HOLMES, CHRISTOPHER D.	PH NSYD & IMF	ULRICH, GARY A.	PTMSMH NSYDPTNWCF
JOHNSON, ROBERT L.	SHPREP FAC YOKO	WARREN, CHRISTOPHER L.	PSND NSYD NWCF
JORDAN, PERNELL A.	SUPSHIP JACKSONVILLE	WYNN, PAUL R.	PTSMG NSYDPTNWCF
KINNUNEN, MARIA A.	SUPSHIP PUGET SOUND	ZINNI, JEROME	USS KITTY HAWK (CV 63)



LIEUTENANT COMMANDER SELECTEES



BLAIR, STUART R.	S PG MIT CAMB	MCCONNELL, RICHARD J.	SHPREP FAC YOKO
BULLOCK, ALEXANDER III	SHPREP FAC YOKO	MCDERMOTT, PATRICK M.	PH NSYD & IMF
CARROLL, WILLIAM D.	SHPREP FAC YOKO	MEADE, STEPHEN R.	SUPSHIP SDGO DET PH
DOLLOFF, KATHERINE M.	S PG MONTEREY	METCALF, BRIAN	SUPSHIP NEWPORT NEWS
GALLAGHER, KEVIN R.	DIRDIVOFNREACDOE	MOON, RONNIE L.	SUPSHIP NEWPORT NEWS
GIBBONS, ANDREW S.	SIMA SDGO	OKANO, ELIZABETH S.	SPAWARSYSCEN SDGO
GISH, LYNN A.	S PG MIT CAMB	OLLER, ERIK D.	S PG NIT CAMB
GOODING, TRENT R.	PSND NSYD NWCF	PRIESELLA, JOSEPH R.	SUPSHIP JACKSONVILLE
HANSON, CHRISTOPHER J.	SUPSHIP GROTON	PROBST, JOSEPH	NREACTRO DOE GROTON
HARDMAN, WILLIAM L.	S PG MIT CAMB	RAMSEY, JACK S., JR.	S PG MIT CAMB
HARRELL, JAMES W.	SUPSHIP JACKSONVILLE	RILEY, CHRISTOPHER G.	SUPSHIP GROTON
HARTMAN, LAURA M.	DIRDIVOFNREACDOE	ROBINSON, JOHN P.	SUPSHIP BATH

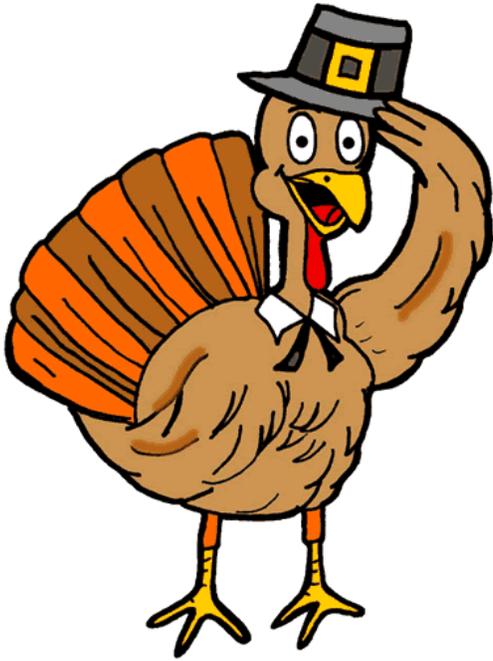
FY-03 SELECTION BOARD RESULTS (Continued)



LIEUTENANT COMMANDER SELECTEES



JOHNSON, ANDREW P.	S PG MIT CAMB	ROBISON, MICHAEL J.	SUPSHIP PSOUND
JOHNSON, JAY H.	NAVPMOSSP SV CA	SILSDFORF, MARIA E.	S PG MIT CAMB
KELLY, BRIAN L.	SUPSHIP BATH	SMITH, KEVIN R.	S PG MONTEREY
KNOLL, JAMES A.	DDG 75 D COOK	SPICER, TIMOTHY C.	NORFOLK NSYD
KUCHLER, RYAN J.	S PG MONTEREY	STETSON, SCOTT W.	PTSMH NSYDPTNWCF
LANNAMANN, DANIEL L.	RESUPSHIP INGELSIDE	STEVENS, JOHN D.	SHPREP FAC YOKO
LAWRENCE, BRIAN D.	PSND NSYD NWCF	SWISHER, DOUGLAS L.	S PG MOTNEREY
LIDDY, DAVID W.	NSWCD D VANWCF	TAYLOR, MICHAEL E.	PEP CANADA – OTTAWA
LOWERY, JOHN L.	NSWCD PT H NWCF	TOMLIN, STEPHEN D.	DIR STRSYSPROG
LUDWIG, PETER M.	NSHPREPFAC SASEBO	WILGENBUSCH, CRAIG A.	SPAWARSYSCEN SDGO
MARSHALL, CHARLES R.	NORFOLK NSYD	WITHEE, JON E.	S PG MIT CAMB



**Happy Thanksgiving
to everyone and their families!**

FY-03 CAPTAIN SELECTION BOARD ANALYSIS

Board Convened: 10 Jan 02
 Board Released: 13 Jun 02

ED Board Members: RADM R. B. Knapp
 RADL D. M. Dwyer
 RADL J. D. Butler

Senior in Zone: Weingartner, F. J. (970701)
 Junior in Zone: McGinnis R. D. (981001)
 Junior Eligible: Syring, J. D. (000901)

Number in Zone: 34 (Pending Retirement Boncal, Chester, Parks)

Promotion Opportunity: 55%
 Number to Select: 19

Selected Above Zone: 1 (21 Considered)
 Selected In Zone: 18 (34 Considered)
 Selected Below Zone 0 (90 Considered)

In Zone % (18 of 34) 53%
 In Zone % (18 of 31) 58% (less retirees)

IN ZONE OFFICERS (LESS RETIREES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
HM&E – Surface	5	12	42
HM&E – Subs	3	6	50
HM&E – No Quals	<u>1</u>	<u>1</u>	<u>100</u>
	9	19	47
CS/C4I – Surface	7	8	88
CS/C4I – Subs	1	3	33
CS/C4I – No Quals	<u>1</u>	<u>1</u>	<u>100</u>
	9	12	75

ABOVE/BELOW ZONE

Selected Above Zone 1 HM&E – Surface

CAPTAIN SELECTION BOARD ANALYSIS

SPECIAL QUALIFICATION (AN OFFICER MAY BE IN MORE THAN ONE COLUMN) (LESS ABOVE/BELOW ZONERS/RETIRES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
Post CV CHENG/RO/MPA	3	4	75
Post Tender Repair	0	0	0
Post CSO/DEPT HD AFLT	2	2	100
In Command (CO/OIC)	2	3	66
IN NAVSEA HQ/PEO	8	14	57
In SPAWAR HQ	0	1	0
IN WASHDC	3	4	75
TYCOM/CINC	1	1	100
TECH M.S. – 0051P/N	5	7	71
0052/P/N	2	2	100
0054P/N/Q	5	14	36
0055P/N/Q	1	3	33
0062P	1	1	100
0066P	7	8	88
0077P	<u>1</u>	<u>1</u>	<u>100</u>
Total	22	36	61
Nuclear Trained (0053F/G)	2	5	40
NRRO	1	1	100
No Warfare Qual	2	2	100
Surface Warfare Qual	13	21	62
SS Qual – 1120	4	9	44

SPECIAL QUALIFICATIONS ABOVE ZONE

1 HM&E/SURF WAR QUAL/54P/53G IN OPNAV

FY-03 COMMANDER SELECTION BOARD ANALYSIS

Board Convened: 19 Feb 02
 Board Released: 17 Jun 02

ED Board Members: CAPT Thomas M. Coumes
 CAPT John W. Geary
 CAPT Kevin M. McCoy

Senior in Zone: Reed, G. L. (980101)
 Junior in Zone: Poor, C. A. (990201)
 Junior Eligible: Shumberger, M. L. (000901)

Number in Zone: 50 (No Pending Retirements)

Promotion Opportunity: 80%
 Number to Select: 40

Selected Above Zone: 11 (63 Considered)
 Selected In Zone: 29 (50 Considered)
 Selected Below Zone 0 (99 Considered)

In Zone % (29 of 50) 58%

IN ZONE OFFICERS (LESS RETIREES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
HM&E- No Quals	0	1	0
HM&E – Surface	10	13	77
HM&E – Subs	<u>3</u>	<u>7</u>	<u>43</u>
Total	13	21	62
CS/C4I – Surface	12	21	57
CS/C4I – Subs	<u>3</u>	<u>4</u>	<u>75</u>
	15	25	60
No T. M. – Subs	0	2	0
No T. M. – Surface	<u>1</u>	<u>2</u>	<u>50</u>
	1	4	25

COMMANDER SELECTION BOARD ANALYSIS

ABOVE/BELOW ZONE

Selected Above Zone	4 CS/C4I – SURF 1 CS/C4I – SUBS
	2 HM&E – SURF 2 HM&E - SUBS
	2 HM&E No Warfare Quals
Selected Below Zone	0

SPECIAL QUALIFICATION (AN OFFICER MAY BE IN MORE THAN ONE COLUMN) (LESS ABOVE/BELOW ZONERS/RETIRES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
CV/MPA	1	2	50
CSO AFLOAT (C4I/CS)	0	1	0
In Command (CO/OIC)	0	0	0
In NAVSEA HQ/PEO	6	12	50
In SPAWAR HQ	3	5	60
IN WASHDC	0	0	0
TYCOM/CINC STAFF	4	8	50
TECH M.S. – 0051P/N	2	4	50
0052	0	1	0
0054	10	14	72
0055	5	11	45
0066	6	9	66
0077	1	3	33
0089	1	1	100
0091	<u>2</u>	<u>2</u>	<u>100</u>
Total	27	45	60
PHD	1	1	100
No Technical Masters	1	4	25
Nuclear Trained (0053F/G)	7	11	64
NRRO	0	1	0

COMMANDER SELECTION BOARD ANALYSIS

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
No Warfare Qual	0	1	0
Surface Warfare Qual	23	36	64
Submarine Qual	6	13	46
Minorities	2	6	33
Divers	3	5	60
Women	1	2	50

SPECIAL QUALIFICATION (ABOVE ZONE)

2 CS/C4I/Surf Warf Qual/55P
 1 CS/C4I/Surf Warf Qual/55P/46P
 1 CS/C4I/Sub Qual/66P/55P/53G
 1 HM&E/Surf Warf Qual/51N/66R
 1 CS/C4I/Surf Warf Qual/91P
 1 HM&E/52P/NRRO
 1 HM&E/Surf Warf Qual/54P
 1 HM&E/52P/NRRO
 1 HM&E/Sub Qual/54P
 1 HM&E/Sub Qual/51N/53G



FY-03 LIEUTENANT COMMANDER SELECTION BOARD ANALYSIS

Board Convened: 02 Apr 02
Board Released: 11 Apr 02

ED Board Members: CAPT John C. Orzalli
CAPT Glen E. Mowbray
CAPT Sherman G. Metcalf

Senior in Zone: McConnell, R. J. (970601)
Junior in Zone: Didioszak, J. M. (980601)
Junior Eligible: Rochford, F. D. (990601)

Number in Zone: 51 (No Pending Retirements)

Promotion Opportunity: 90%
Number to Select: 46

Selected Above Zone: 2 (4 Considered)
Selected In Zone: 44 (51 Considered)
Selected Below Zone 0 (22 Considered)

In Zone % (44 of 51): 86%

IN ZONE OFFICERS (LESS RETIREES)

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
HM&E – Surface	13	14	93
HM&E – Subs	<u>1</u>	<u>1</u>	<u>100</u>
Total	14	15	93
CS/C4I – Surface	14	14	100
CS/C4I – Subs	<u>0</u>	<u>0</u>	<u>0</u>
Total	14	14	100
No T. M. – Subs	7	8	88
No T. M. – Surface	<u>7</u>	<u>12</u>	<u>58</u>
	14	20	70

ABOVE/BELOW ZONE

Selected Above Zone 2 HM&E - SUBS
Selected Below Zone 0

LIEUTENANT COMMANDER SELECTION BOARD ANALYSIS

**SPECIAL QUALIFICATION (AN OFFICER MAY BE IN MORE THAN ONE COLUMN)
(LESS ABOVE/BELOW ZONERS/RETIREEES)**

	<u>Selected</u>	<u>Considered</u>	<u>%</u>
IN WASHDC	3	3	100
SSP	1	1	100
1440	7	8	88
1460	37	43	86
TECH M.S. – 0051P/N	3	3	100
0052	1	1	100
0054	11	12	92
0055	4	4	100
0066	5	5	100
0077	4	4	100
0091	<u>1</u>	<u>1</u>	<u>100</u>
Total	29	30	97
No Technical Masters	14	20	25
Nuclear Trained (0053F/G)	11	13	85
NRRO	3	3	100
No Warfare Qual	2	2	100
Surface Warfare Qual	34	40	85
Submarine Qual	8	9	89
Minorities	3	4	75
Divers	2	2	100
Women	4	5	80

ABOVE ZONE

1 HM&E/SUB QUAL/54P
1 HM&E/SUB QUAL/51T

ENGINEERING DUTY OFFICER SCHOOL - BASIC COURSES



02B-3 BASIC COURSE / 02R-3 RESERVE COURSE

1 Jul – 9 Aug 02 / 1 Jul – 12 Jul 02

First Row (l to r): LCDR Scott Heller (Staff), LT Baldo Garcia, LT Tobias Lemerande, LT Eric Lind, LTJG Matthew Hasik, LT Jay Young, LCDR Forrest Young, LT Ken Holmes **Second Row (l to r):** LTJG Steve Michaels, LT Frank Dugie, LT Martin Wallace, LCDR Wayne Slocum, LCDR Phillip Turner, LT Shelly Price, LT Geoffrey Mitskevich, CDR Jon Hill (Staff) **Third Row (l to r):** LCDR Kurt Crake (Staff), LCDR David Price, LT Douglas Williams, LT Patrick Richardson, LT Phillip Burnside, LCDR Randall Fairman, LCDR Christopher Waaler, LCDR John Keegan, Dr. Mary Davidson (Staff), CAPT Frank Camelio (Commanding Officer).



02R-4 RESERVE COURSE / 02B-4 BASIC COURSE

7 Oct 02 - 18 Oct 02 / 7 Oct 02 - 15 Nov 02

First Row (l to r): LT Cherry Cuevas, LT Stefen Sidahmed, LT Mike Taylor, LT Derek Reeves, LT John Anderson, LT Corey Patterson, CDR Jon Hill (Executive Officer) **Second Row (l to r):** CAPT Frank Camelio (Commanding Officer), LT Robert Daum, LTJG Matthew Schroeder, LCDR Gerald Mackaman, LTJG Tracy Sicks, LCDR Jeffery Woertz, LCDR Frank Kraugh, LCDR Scott Heller (Staff) **Third Row (l to r):** LCDR Kurt Crake (Staff), LCDR Clifton Williams, LT Michael DeWulf, LT Charles Odrechowski, LCDR Keith Peterson, LT Brian Hall, Dr. Mary Davidson (Staff)

ENGINEERING DUTY OFFICER SCHOOL - SENIOR COURSE



02S-3 SENIOR COURSE

9 - 20 Sep 02

First Row (l to r): CAPT John Ingram (Guest Speaker), CAPT Frank Camelio (Commanding Officer), CDR Gregg Baumann, CDR Gregory Reed, CDR Frank Novak, CDR Hewitt Hymas, CDR Maria Kinnunen, CDR Irma Sityar, CDR Josette Rice, **Second Row (l to r):** CDR Al Moser (Guest Speaker) CDR Michael Malone, CDR Thomas Hekman, CDR James Stein, CDR Jeffery Dunlap, CDR Mark Schaefer, CDR James Spawton, CDR Ronald Reimer, CDR Pernell Jordan, CDR Jon Hill (Staff), LCDR Scott Heller (Staff) **Third Row (l to r):** CDR Donald Brittain, CDR Steven Stancy, CDR Victus Rose, CDR Bruce Urbon, CDR Frank Arata, CDR Robert Hays, CDR Michael Smith, CDR Timothy Burnham, Dr. Mary Davidson (Staff), CDR(S) Kurt Crake



Howdy Partners!

**Don't forget to RSVP for the ED
Ball**

By 22 January 2002

CHANGES OF COMMAND

DATE	COMMAND	OUTGOING	INCOMING
JUN 2002	DEPUTY CO MOBILIZATION	RDML S. S. ISRAEL	RDML P. V. SHEBALIN
JUN 2002	SUPSHIP JAX FL	CAPT W. R. RUSSELL	CAPT R. F. BURNA
JUL 2002	PEO AIRCRAFT CARRIERS	RDMU R. B. KNAPP	RDMU D. M. DWYER
JUL 2002	SUPSHIP SAN DIEGO	CAPT T. M. COUMES	CAPT K. P. GANNON
AUG 2002	CO NSWC CRANE	CAPT T. S. WETTER	CAPT D. M. WISE
AUG 2002	NAVSEA 00C	CAPT B. MARSH	CAPT J. R. WILKINS III
SEP 2002	PUGET SOUND NSYD	CAPT G. R. BRYANT	CAPT J. C. ORZALLI

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
RADM	LENGERICH, ANTHONY	NAVSEA 09	AUG-02
RDML	BRYANT, GREGORY	OPNAV	SEP-02
CAPT	BARBOUR, CARL	CINCLANT	SEP-02
CAPT	BAUN, LAWRENCE	SURFLANT	JUN-02
CAPT	CAMPBELL, JOSEPH	SUBLANT	JUN-02
CAPT	CHESTERMAN, CHARLES	NAVSEA	JUN-02
CAPT	CONNOLLY, EDWARD	SUBPAC	JUL-02
CAPT	COUMES, THOMAS	SURFPAC	JUL-02
CAPT	ECCLES, THOMAS	PEO SUB PMS 350	SEP-02
CAPT	FOLEY, JAMES	PEO TSC PMS 400B	AUG-02
CAPT	GIAQUINTO, JOSEPH	SSG	SEP-02
CAPT	HILL, PAUL	SPAWAR	SEP-02
CAPT	HOOPER, RICHARD	NAVSEA PMS 377	SEP-02
CAPT	KERR, GIBSON	NAVSEA PMS 435	JUN-02
CAPT	LYMAN, KATHLEEN	DEF ACQ UNIV	AUG-02
CAPT	MARSH, BERT	SOS SAN DIEGO	SEP-02
CAPT	MCPMAHON, MICHAEL	PUGET SOUND NSYD	JUL-02
CAPT	MURPHY, THOMAS	SOS PORTSMOUTH	JUL-02
CAPT	PEDERSEN, DEAN	NAVSEA 05D6	AUG-02
CAPT	RAU, DOUGLAS	NAVAL ACADEMY	JUN-02
CAPT	SAPONE, DAVID	SURFGRU MED	JUL-02
CAPT	WETTER, TIMOTHY	CV63 KITTY HAWK	OCT-02
CAPT	WILKINS, JAMES	NAVSEA 00C	JUL-02

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
CDR	AYERS, GARY R.	NSWC CRANE	JUN-02
CDR	BENEDICT, TERRY	NAVSEA 00A	AUG-02
CDR	BERKEY, RICHARD	OPNAV	JUL-02
CDR	BIGGS, KRISTIAN	PEO TSC (DET) HUNTSVILLE	AUG-02
CDR	BISHOP, DAVID	NAVSEA PMS 395	MAY-02
CDR	BILLINGSLEY, ARTHUR	JSIMS DET FT MON	AUG-02
CDR	BOURASSA, NEIL	NAVNETWARCOM	OCT-02
CDR	CUNNINGHAM, STANLEY	NPS MONTEREY	AUG-02
CDR	DAVIDSON, JOHN	PREINSURV NORFOL	AUG-02
CDR	DAVIS, REID	ASST SECNAV	AUG-02
CDR	DEVOGEL, GREGORY	NSWC DT WHITE SANDS	OCT-02
CDR	DEXTER, MARY	SHIPREPFAC	OCT-02
CDR	DUNLAP, GARY	PEO SUB	SEP-02
CDR	ESMELE, MYLES	SOS SAN DIEGO	OCT-02
CDR	EVERT, RICHARD	NORTHWEST	AUG-02
CDR	FARRELL, MARGARET	NSWC SHSES NWCF	AUG-02
CDR	FOX, DAVID	PUGET SOUND NSYD	OCT-02
CDR	FREDRICKSON, KENT	SPAWAR	SEP-02
CDR	GAISER, ALFRED	NAVSEA	SEP-02
CDR	HUSS, JAMES	ICAF	AUG-02
CDR	KIEL, DAVID	OPNAV N4	JUL-02
CDR	LAMADE, JOHN	SOS PORTSMOUTH	OCT-02
CDR	LASOTA, CHARLES	SOS GROTON	AUG-02
CDR	LEWIA, STEPHEN	NAVMOSSP	SEP-02
CDR	LOCHNER, JANE	NAVSEA PMS 378	AUG-02
CDR	MARKLE, STEPHEN	OPNAV N763	AUG-02
CDR	METZ, STEPHEN	ICAF	AUG-02
CDR	POWELL, MARK	PUGET SOUND NSYD	SEP-02
CDR	TURNER, JEFFREY	PEO (A) PAX RIVER	JUN-02

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
CDR	VINCE, ROBERT	SSP	SEP-02
CDR	WINKELJOHN, JEFFREY	PEO SUB	MAY-02
LCDR	ALBERT, DAVID	CDSA DAM NECK	JUL-02
LCDR	ANDERSON, EMORY	SPAWAR	JUN-02
LCDR	BARNES, GERALD	PREINSURV	JUL-02
LCDR	BERHOW, TODD	INSURV	JUL-02
LCDR	BRACHFELD, LAWRENCE	SPAWAR MIDEAST	AUG-02
LCDR	BROUGHAM, WILLIAM	PEO SUB	AUG-02
LCDR	CONOWITCH, KEVIN	SPAWAR	JUL-02
LCDR	CORRIGAN, TIMOTHY	AIRLANT	SEP-02
LCDR	DANNECKER, JOHN	SPAWAR	SEP-02
LCDR	DICKEY, BRUCE	LCC 20 MT WHITNE	MAY-02
LCDR	EARLS, CRAIG	NSWC CRANE	SEP-02
LCDR	ELMSTROM, MICHAEL	NPGS MONTEREY	JUL-02
LCDR	ENGLE, STANLEY	SE REGIONAL MAIN	AUG-02
LCDR	FRANCE, FREDERICK	SOS GROTON	JUN-02
LCDR	GENSURE, JOHN	USCENTCOM	OCT-02
LCDR	GOMBAS, JOSEPH	NORFOLK NSYD	JUN-02
LCDR	GREEN, MARY ELLEN	COMSPECBOATRON	MAY-02
LCDR	GRUNDY, KEVIN	NSWC	SEP-02
LCDR	HAMLETT, NEIL	INSURV	SEP-02
LCDR	HERBERT, PAUL	SPAWAR	JUN-02
LCDR	HOOKS, TODD	SURFLANT	SEP-02
LCDR	HUGHES, TIMOTHY	FMS MISS JUBAYL	JUN-02
LCDR	IVEY, JAMES	SUPSHIP GROTON	MAY-02
LCDR	KEEGAN, JOHN	SOS PASCAGOULA	SEP-02
LCDR	KOHNKE, DAVID	PUGET SOUND	OCT-02
LCDR	LAMBLEY, ANDREW	SPAWAR	AUG-02
LCDR	LE, CHAU	NSWC PT HUENEME	OCT-02
LCDR	LEMON, DOUGLAS	MIT CAMBRIDGE	MAY-02

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
LCDR	MASON, CHRISTOPHER	SOS SAN DIEGO	JUN-02
LCDR	MCCUE, TIMOTHY	NAVSEA 05 BATH ENGLAND	JUL-02
LCDR	MILLER, CHRISTOPHER	SPAWAR FIELD	AUG-02
LCDR	MILLETT, MARSHALL	SWFPAC	AUG-02
LCDR	NUGENT, DEVON	SUPSHIP S DIEGO	JUN-02
LCDR	PAS, MICHAEL	SPAWAR	MAY-02
LCDR	PLATH, DARREN	SOS BATH ME	AUG-02
LCDR	PRICE, DAVID	SOS NEWPORT	SEP-02
LCDR	PROVENCHER, PER	CVN 70 VINSON	AUG-02
LCDR	REID, WILLIAM	SOS PASCAGOULA	MAY-02
LCDR	RODRIGUEZ, MARTIN	SPAWAR	AUG-02
LCDR	ROMERO, NESER	SOS SAN DIEGO	JUN-02
LCDR	SCROFANI, JAMES	NPGS MONTEREY	SEP-02
LCDR	SERAIVA, RICKY	SUBLANT	SEP-02
LCDR	SIMEI, FRANK	CVN 72 ABRAHAM	AUG-02
LCDR	SLOCUM, WAYNE	SPAWAR	SEP-02
LCDR	SMALL, DOUGLAS	MISS DEF AGENCY	SEP-02
LCDR	SMOOT, MELISSA	NAVSEA PMS	JUN-02
LCDR	SPENCER, FRANCIS	PEO SUB	JUN-02
LCDR	SPRAGUE, JOHN	SPAWAR	JUN-02
LCDR	STONE, LEON	SPAWAR	JUL-02
LCDR	SWEANY, GARY	SSP	JUL-02
LCDR	TATE, WILLIAM	PG SCHOOL	SEP-02
LCDR	THORNLOW, ROBERT	DEFENSE THREAT	AUG-02
LCDR	TOMAIKO, THOMAS	NAVSEA PMS 308	OCT-02
LCDR	TRAN, VINH	NUSWCD KPT NWC	JUN-02
LCDR	TURNER, PHILLIP	SPAWAR	SEP-02
LCDR	ULRICH, GARY	SUB MET SOUTHWES	OCT-02

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
LCDR	VAIDYANATHAN, RAJAN	NAVMOSSP	JUN-02
LCDR	VEJVODA, CURTIS	SIMA SAN DIEGO	JUL-02
LCDR	VOLLWEILER, FRED	NSWC CARDEROCK	OCT-02
LCDR	WALTERS, JON	SSP	JUN-02
LCDR	WARREN, CHRISTOPHER	NAVSEA	JUL-02
LCDR	WHITNEY, MARK	OPNAV	AUG-02
LCDR	WILLIAMS, ROBERT	NPGS MONTEREY	JUL-02
LCDR	YOUNG, FORREST	SPAWAR	SEP-02
LCDR	ZIV, MICHAEL	SURFPAC	SEP-02
LT	BRISAR, JON	NPGS MONTEREY	SEP-02
LT	BULLOCK, ALEXANDER	NPGS MONTEREY	JUN-02
LT	CHRISTENSEN, KATHRYN	NUWCD NEWPORT	JUL-02
LT	COOKSONBURLESON, CHRISTINE	NPGS MONTEREY	AUG-02
LT	DANKO, DALE	NPGS MONTEREY	SEP-02
LT	DURANT, BRIAN	SPAWAR	MAY-02
LT	FELICIANO, ALLAN	DCM LOCKHEED	MAY-02
LT	GARCIA, BALDOMERO	SOS SAN DIEGO	AUG-02
LT	GARCIA, JONATHAN	NPGS MONTEREY	SEP-02
LT	GASKEY, GREGORY	PACNORWEST	SEP-02
LT	GAST, DAVID	NPGS MONTEREY	JUL-02
LT	GIBBONS, ANDREW	NAVAIRPAC	JUL-02
LT	GLOSBY, LESLIE	NPGS MONTEREY	SEP-02
LT	GRESETH, GREGORY	SUBLANT	AUG-02
LT	HAND, CHRISTOPHER	SWFPAC	SEP-02
LT	HASIK, MATTHEW	SOS NEWPORT NEWS	SEP-02
LT	HERBERT, ERIC	NPGS MONTEREY	SEP-02
LT	HOLMES, KENNETH	NSWC PORT HUENEME	SEP-02
LT	JAMISON, JAY	NPGS MONTEREY	JUL-02
LT	JOHNSON, ANDREW	MIT CAMBRIDGE	MAY-02

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
LT	KELLY, BRIAN	SPAWAR	SEP-02
LT	KLIR, BRYAN	NAVWPNSUPPCEN	JUN-02
LT	KNOLL, JAMES	NPGS MONTEREY	JUL-02
LT	KRAMER, EUGENE	NPGS MONTEREY	JUL-02
LT	KUCHLER, RYAN	NPGS MONTEREY	JUL-02
LT	LASHOMB, PETER	SPAWAR	JUN-02
LT	LEMERANDE, TOBIAS	SHIPREPFAC	SEP-02
LT	LIDDY, DAVID	SOS BATH ME	JUN-02
LT	LIND, ERIC	SHIPREP FAC	SEP-02
LT	MACK, PATRICK	SSC FAC	OCT-02
LT	MEHLS, MICHAEL	INSURV	JUL-02
LT	MORRIS, GARY	NPGS MONTEREY	JUL-02
LT	POLLARD, IRVING	NPGS MONTEREY	SEP-02
LT	PRICE, JOSHUA	PH NSYD & IMF	JUN-02
LT	PRISELLA, JOSEPH	PEO PAX RIVER	SEP-02
LT	RODEHEAVER, ANNE	SOS PUGET SOUND	JUN-02
LT	ROSE, GREGORY	NPGS MONTEREY	AUG-02
LT	RUCKER, JONATHAN	MIT CAMBRIDGE	MAY-02
LT	RUST, JACK	NPGS MONTEREY	JUL-02
LT	RUTAN, RONALD	PEP CANADA	SEP-02
LT	SALINAS, ANGEL	INSURV	JUL-02
LT	SEARLES, DJEUNO	SUPSHIP NEW ORLN	MAY-02
LT	SMALL, PETER	MIT CAMBRIDGE	MAY-02
LT	SMITH, KEVIN	NSWC DAHLGREN	JUN-02
LT	SMITH, VICTOR	NORFOLK NSYD	AUG-02
LT	SPICER, TIMOTHY	NORFOLK NSYD	MAY-02
LT	TERHUNE, SHANNON	NAVPERS 445	MAY-02
LT	TRAN, KHIEM	SPAWAR S DIEGO	SEP-02
LT	WANG, DANIEL	MIT CAMBRIDGE	MAY-02
LT	WILLIAMS, CLIFTON	PUGET SOUND NSY	SEP-02

CHANGE OF DUTY

RANK	NAME	TO	RPT DTE
LT	WILLIAMS, DOUGLAS	SWFLANT KING BAY	SEP-02
LT	WITHEE, JON	MIT CAMBRIDGE	AUG-02
LT	WOLF, ROBERT	MIT CAMBRIDGE	MAY-02
LT	YOUNG, JAY	SOS PASCAGOULA	AUG-02
LTJG	COURVILLE, JAMES	NPGS MONTEREY	AUG-02
LTJG	DUGIE, FRANK	NWCF WHITE SANDS	SEP-02
LTJG	FALLIER, WILLIAM	SOS PORTSMOUTH	JUN-02
LTJG	GOLD, ROBERT	MIT CAMBRIDGE	MAY-02
LTJG	KALINSKI, MICHAEL	NPGS MONTEREY	JUN-02
LTJG	LENTZ, FREDERICK	NAVREACT PTS VA	AUG-02
LTJG	MILLER, BRYAN	MIT CAMBRIDGE	MAY-02
LTJG	PRICE, SHELLY	NORFOLK NSYD	SEP-02
LTJG	SPOTTS, CONSTANCE	NPGS MONTEREY	MAY-02
LTJG	WALLACE, MARTIN	SHIPREPFAC	SEP-02
LTJG	WEST, EDWARD	MIT CAMBRIDGE	MAY-02

Does your detailer know where to find you? Please keep your contact information up-to-date.

Email current data to:
P445F@persnet.navy.mil



EDQP COMPLETIONS

- LCDR Barbosa, Carlos	SUPSHIP Pascagoula	- LCDR Ruley, David C.	SRF Yokosuka
- LCDR Bitting, John H., III	Norfolk NAVSHPYD	- LCDR San Pedro, Miguel G.	SPAWARSSYSCEN SDiego
- LCDR Bittle, Bradford P.	Puget Sound NAVSHPYD	- LCDR Smith, James R.	Pearl Harbor NAVSHPYD & IMF
- LCDR Brachfeld, Lawrence J.	SPAWARSSYSCEN SDiego	- LCDR Szatkowski, John J.	Pearl Harbor NAVSHPYD & IMF
- LCDR Davis, Scott	SUPSHIP Portsmouth	- LCDR Tate, William R.	SUPSHIP San Diego
- LCDR DeMille, David R.	SUPSHIP Jacksonville	- LCDR Ulrich, Gary A.	Portsmouth NAVSHPYD
- LCDR Dickey, Bruce A.	SUPSHIP Portsmouth	- LCDR Walters, Allan A.	SUPSHIP San Diego
- LCDR Earls, Craig P.	SWFPAC Silverdale WA	- LCDR Weekly, Randolph R.	DTRA DSWA/Lawrence Livermore
- LCDR Gaskey, Gregory K.	Puget Sound NAVSHPYD	- LCDR Wynn, Paul R.	Portsmouth NAVSHPYD
- LCDR Giaque, Michael S.	NSWCD Port Hueneme	- LT Carroll, William D.	SRF Yokosuka
- LCDR Green, Mary E.	Norfolk NAVSHPYD	- LT Gibbons, Andrew S.	SIMA San Diego
- LCDR Greene, William C.	Puget Sound NAVSHPYD	- LT Greseth, Gregory J.	Norfolk NAVSHPYD
- LCDR Hassett, James E., Jr.	Portsmouth NAVSHPYD	- LT Hand, Christopher E.	NSWCD Crane
- LCDR Hekman, Thomas P.	SUPSHIP San Diego	- LT Haney, Timothy N.	SPAWARSSYSCEN SDiego
- LCDR Hooks, Todd A.	Norfolk NAVSHPYD	- LT Koral, Arthur	SUPSHIP San Diego
- LCDR Hughes, Timothy A.	SUPSHIP Pascagoula	- LT Liddy, David W.	NSWCD Dahlgren
- LCDR Huck, Hugh J., III	Norfolk NAVSHPYD	- LT Lipsey, Stephen A.	SRF Yokosuka
- LCDR Kan, Joseph Y. C.	SPAWARSSYSCEN Charleston	- LT Ludwig, Peter M.	SRF Yokosuka
- LCDR Lee Kyle E.	Puget Sound NAVSHPYD	- LT Mehls, Michael D.	NSWCD Dahlgren
- LCDR Lemon, Douglas M.	Puget Sound NAVSHPYD	- LT McConnell, Richard J.	SRF Yokosuka
- LCDR Lehnhardt, Keith W.	Portsmouth NAVSHPYD	- LT McDermott, Patrick M.	Pearl Harbor NAVSHPYD & IMF
- LCDR Luck, Rodney K.	SWFLANT Kings Bay GA	- LT Mutch, Andrew, III	SUPSHIP Portsmouth
- LCDR Marino, Stephen A.	Norfolk NAVSHPYD	- LT Prendergast, Julia D.	Puget Sound NAVSHPYD
- LCDR Matthews, Mark M.	Portsmouth NAVSHPYD	- LT Robison, Michael J.	SUPSHIP Puget Sound
- LCDR Maldonado, Fernando	SUPSHIP Jacksonville	- LT Robinson, John P.	SUPSHIP Bath
- LCDR Martin, Erik H.	SPAWARSSYSCEN SDiego	- LT Prisella, Joseph R.	SUPSHIP Jacksonville
- LCDR Oglesby, Douglas B.	Norfolk NAVSHPYD	- LT Shaeffer, Blanca A.	SSP
- LCDR Osgood, David B.	Pearl Harbor NAVSHPYD & IMF	- LT Stevens, John D.	SRF Yokosuka
- LCDR Phillips, Robert D.	SUPSHIP Newport News	- LT Tran, Khiem Q.	SUPSHIP San Diego
- LCDR Reck, Victor, Jr.	SUPSHIP Groton		

Fair winds and following seas. . . .

ADMIRALS

VADM	NANOS, GEORGE P.	COMMANDER, NAVSEA	JUL-02
RADM	KNAPP, ROLAND P.	PEO CARRIERS	OCT-02

CAPTAINS

CAPT	HOTTEL, GLENN R.	CINCLANFLT	JUN-02
CAPT	MOSS, CHARLES M.	CINCPACFLT	JUN-02
CAPT	NEEDHAM, WILLIAM D.	NSSC OP SUPFDWAS	JUN-02
CAPT	PREISEL, JOHN H., JR	PEO MINE AND USW	JUN-02
CAPT	RUBEL, WILLIAM R.	NAVAL ACAD	JUN-02
CAPT	RUSSELL, WILLIAM D.	SUPSHP JAX FL	JUN-02
CAPT	SANFORD, GREGORY B.	INSURV NORVA	JUN-02
CAPT	DULLEA ,JAMES P.	NSSC PMS WASH DC	JUL-02
CAPT	GALIK, DANIEL	DISA D6 JIEO	JUL-02
CAPT	SCHWARTING, RICHARD A.	SUPSHP PTSM VA	JUL-02
CAPT	NEWTON, LAWRENCE A.	PEO TSC WASH DC	SEP-02

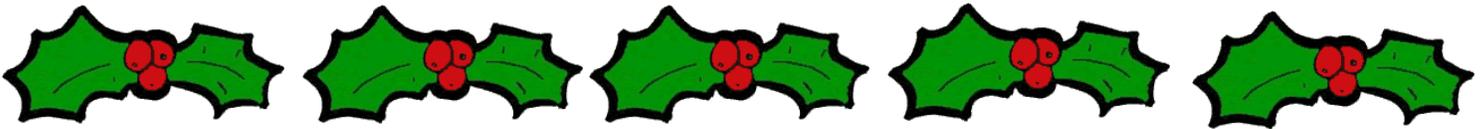
COMMANDERS

CDR	BECKETT, DAVID R.	NSWCD CRANE NWCF	JUN-02
CDR	LOTSHAW, JOHN E.	PTSMH NSYDPTNWCF	JUN-02
CDR	LANTZ, RICHARD D.	NSSC PMS WASH DC	JUL-02
CDR	BEVINGTON, DENNIS G.	CINCLANTFLT	AUG-02
CDR	DONER, WILLIAM D.	PSND NSYD NWCF	AUG-02
CDR	LUBATTI, RONALD W.	PTSMH NSYDPTNWCF	AUG-02
CDR	MILLER, BRIAN S.	SUPSHP NPTN VA	AUG-02
CDR	PARKS, STEVEN A.	NSSC PMS WASH DC	AUG-02
CDR	CHESTER, ALDEN P., III	SUPSHP JAX FL	SEP-02
CDR	LITTLE, CRAIG W.	SUPSHP NPTN VA	SEP-02
CDR	MCCOY, WILLIAM T.	PG SCH PROFESTRG	SEP-02
CDR	REEDY, RENEE	SUPSHP PTSM VA	SEP-02
CDR	SENDEK, DAVID M.	NSWCD PT H NWCF	SEP-02
CDR	ZAJIC, HENRI W.	NSSC OP SUPFDWAS	SEP-02
CDR	MACDOUGALL, KAREN M.	BUPERS SEA DUTY	OCT-02
CDR	MCKERNAN, SCOTT J.	CVN 75 H TRUMAN	OCT-02

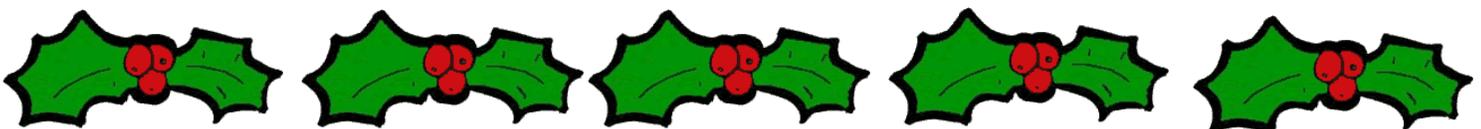
Fair winds and following seas. . .

LIEUTENENT COMMANDERS

LCDR	DAVITT, JAMES A., JR	CRSG NORVA	MAY-02
LCDR	MILLER, DOUGLAS P.	CDSA DAM NECK	MAY-02
LCDR	AMROZOWICZ, MICHAEL D.	SUPSHP NPTN VA	JUN-02
LCDR	DEOSS, DISTER L., JR	RESUPSHIP INGLSD	JUN-02
LCDR	RIGO, MICHAEL J.	LCC 20 MT WHITNE	JUN-02
LCDR	FOX, STANLEY L., II	NSSC PMS WASH DC	JUL-02
LCDR	ALBANUS, JULIE C.	DIRDIVOFNREACDOE	AUG-02
LCDR	ROBB, DION ANDREW	OPNAV	AUG-02
LCDR	SHUMBERGER, MICHAEL L.	SSC SC NWCF	AUG-02
LCDR	TROST, CHRISTOPHER S.	PRESINSURV S D	AUG-02
LCDR	VOLKERT, RICHARD E., JR.	SPAWARSYCOM PMO	AUG-02
LCDR	KNAPP, RANDALL G.	SHPREP FAC YOKO	SEP-02
LCDR	MEYER, ROBERT H.	COMSUBLANT	SEP-02
LCDR	ORDONEZ, MANUEL V.	JSIMS	SEP-02
LCDR	BOHMAN, SCOTT D.	SSC SC NWCF	OCT-02
LCDR	SCHMIDT, JEFFREY A.	SSHP SD DT PEARL	OCT-02



**HAVE A SAFE AND
HAPPY HOLIDAY !**



ENGINEERING DUTY OFFICERS



MISSION

Apply practical engineering experience, technical knowledge and program management expertise to integrate science, technology and design into affordable ships and ship systems.

VISION

We are the Technical Leaders of the Navy, for Ships and Integrated Warfare Systems.

ED NEWSLETTER



Commander, NAVSEA	VADM Phillip M. Balisle
Director, ED Plans and Policies Directorate	CAPT Robin Hiddemen
Deputy Director, ED Plans and Policies Directorate	Mr. Robert Klocek
Managing Editor	Ms Monique Perez
Web Site-ED Homepage Webmaster	LCDR Shannon Terhune
Web Site-ED Homepage Coordinator	Mr. Richard K. Todd

ED NEWSLETTER is a publication of the Naval Sea Systems Command, pursuant to the assignment (OPNAVINST 1000.16J) as Officer Designator Advisor, for all engineering duty officers in the U.S. Navy. Photos are official Department of Defense photographs unless otherwise indicated. The views expressed herein are not necessarily those of the Department of the Navy. Inquiries and comments should be addressed to Commander, Naval Sea Systems Command, ATTN: SEA 00P, 1333 Isaac Hull Avenue SE Stop 1170, Washington, DC 20376-1170, (202) 781-1726