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**July 9 Luncheon Speaker
Lt Colonel Curtis Carlin**

Marine Corps Security Force Battalion



The July Luncheon Speaker is Lt Colonel Curtis Carlin, Commander Marine Corps Security Force Battalion Bangor. MCSFBN Bangor provides a dedicated quick reaction security force for Naval Base Kitsap. The MCSF Battalion, Bangor is the largest of the Security Force Battalions in the world.

LtCol Carlin will be discussing the history and current mission of Marine Corps Security Forces around the world and how our battalion fits into the mission and evolved since 2001. He will also discuss the "normal" day to day life of our Marines and Sailors. This will be our last opportunity to talk with LtCol Curtis. His Change of Command is scheduled for July 18. He is being reassigned to the State Department in Washington DC.

Doors open at 11 am and the program begins at 11:45 at the Bangor Conference Center-Trident Ball Room.

Registration!

Please call Evergreen Transfer & Storage at 360 674-2762 for your lunch registration. Please call at your earliest convenience.

Cut off for reservations is July 2

Please give your name as it appears on your driver's license.

Spell your name to help make certain that it will be correct on the gate access sheet.

If you do not have base access, you will need to provide your date of birth.

June 25 Tour US Coast Guard Air Station Port Angeles



June 25 Tour US Coast Guard Air Station/ Section Field Office Port Angeles. This is the oldest US Coast Guard station on the West Coast and continues to play a vital role in today's maritime world as well as conducting perilous air rescue missions on land and sea. Air Station/ Sector Field Office Port Angeles is responsible for conducting Search and Rescue, Law Enforcement/Homeland Security and Resource Protection activities in an area that includes the Strait of Juan De Fuca and the north western coast of Washington around the Olympic Peninsula to the mouth of Puget Sound. Come meet these great men and women, tour their facilities and hear their stories. Contact Byron Faber for more details and to sign up for this tour. Byron Faber, byfaber@centurytel.net

Checkout our New Website:
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Rear Admiral Keith Taylor's Final Weeks as Coast Guard District Commander



USCG Radm Taylor at Alki Point Light by Patrick Sand

Alki Point Lighthouse opened for this year's summer season of weekend public tours on the 100th anniversary of the day the building officially opened. Rear Admiral Keith Taylor, commander of the U.S. Coast Guard's 13th District, presided over a commemorative ceremony. Not only did he speak about the lighthouse and its history, he told us about the watch that is kept around the clock by the USCG in this region, and about his pride in the people who keep that watch. In relating the past – including the U.S. Lighthouse Service and the Revenue Cutter Service to the present, RADM Taylor says he likes to say, "We helped the Pacific Northwest grow up." (Lighthouses became part of the USCG's accountability in 1939.)

This month has significance for RADM Taylor far beyond the lighthouse centennial: Before this month is over, he will turn over command of the 13th Coast Guard District to his successor. He's retiring, 30 years after he began his service following graduation from the U.S. Coast Guard Academy, and two years after becoming commander of this 4-state district. The district includes 4,400 miles of coastline, more than 600 miles of inland waterways.

For decades, it has been tradition for the USCG 13th District's commander to live on the Alki Point Lighthouse grounds (the last lighthouse keeper retired in 1970). Radm Taylor has kept with that tradition; he told us he and his wife hope to stay in the Seattle area after his retirement.

Radm Taylor and his wife invited Navy League members from the region to a beautiful dinner at their quarters on the grounds. Navy League members from Oak Harbor, Everett, Seattle, Lake Washington, Tacoma, and Bremerton Olympic Councils had the opportunity to talk with some of the key Coast Guard leadership. We also had a wonderful opportunity to tour the lighthouse, and our excellent and enthusiastic tour guide Admiral Taylor.

Free lighthouse tours are scheduled to continue at Alki Point 1-4 pm each Saturday and Sunday through the end of August.



US Coast Guard District 13 Change of Command

Rear Admiral Keith Taylor will be relieved by Rear Admiral Richard Gromlich at 11:00 AM Friday 28 June, 2013. The Change of Command will be held at the US Coast Guard Base Seattle on Pier 36. The ceremony will also include the retirement of Rear Admiral Taylor.

The change-of-command ceremony is a time-honored tradition which signifies a transfer of responsibility and formally restates that the continuity of command will be maintained for the 13th District command. The retirement ceremony is one of the oldest traditions in the Coast Guard and will celebrate Rear. Adm. Taylor's 34-year career to service and country.



US Coast Guard Rear Admiral Richard Gromlich

Rear Admiral Richard T. Gromlich will assume the duties as Commander of the Thirteenth Coast Guard District. Since 2011 he has served as the Coast Guard's first Director of Operational Logistics (DOL) overseeing 13 Bases and one Base Detachment responsible for delivering effective and integrated support services. The DOL also facilitates and coordinates support to Coast Guard assets underway or deployed in domestic and overseas theaters during both normal and contingency operations

Rear Admiral Gromlich's previous tours of duty include Executive Officer of Air Station Cape Cod, Massachusetts and Aeronautical Engineering Officer at Air Station Savannah, Georgia. He also served as the Inventory Manager, Chief of the Logistics Support Branch, and Chief of the Engineering and Industrial Support Division at the ARSC as well as a tour of duty afloat as a Deck Watch Officer aboard the 180-foot buoy tender USCGC Papaw in Charleston, South Carolina.



Navy Region Northwest Change of Command



BREMERTON, Wash (NNS) -- Navy Region Northwest held a change of command ceremony on Naval Base Kitsap at the Bremerton Gymnasium, June 14. Rear Adm. Mark Rich was relieved by Rear Adm. (select) Bette Bolivar.

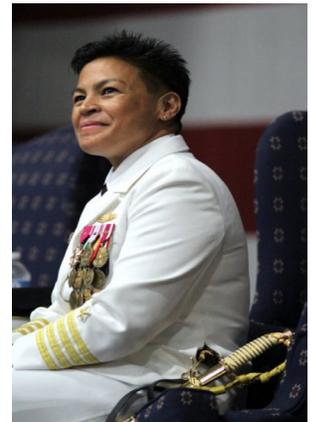


Rear Admiral Rich was recognized with a Legion of Merit for several accomplishments during his 50 month tour, including: managing an annual budget of more than \$470 million during fiscally challenging times; leading environmental stewardship projects that resulted in improved resource management and multiple national awards; and in actively engaging Northwest media, government officials and community members, strengthening key relationships and the Navy's Pacific Northwest operating environment. Rear Admiral Rich's next assignment is Commandant Naval District Washington DC.

Navy Region Northwest encompasses six states: Washington, Oregon, Idaho, Wyoming, Montana and Alaska. It is the Navy's third largest fleet concentration area with approximately 23,000 active duty Sailors, 17,000 DoD civilian employees, 6,000 reservists, 40,000 family members and 35,000 Navy retirees.

Rear Adm. (Select) Bette Bolivar

Rear Adm. (Select) Bette Bolivar was born in Honolulu, Hawaii. She graduated from the United States Naval Academy in 1985. In 1987, she served on the Secretary of the Navy's staff, as writer/researcher for the SEC-NAV's White House liaison office. In 1988, Rear Adm. (Select) Bolivar was accepted for lateral transfer to the Explosives Ordnance Disposal / Diving and Salvage community as a special operations officer. Rear Adm. (Select) Bolivar's initial sea tours include operations officer and diving/salvage officer on USS Reclaimer (ARS 42) and USS Grasp (ARS 51); as well as executive officer of both USS Grapple (ARS 53) and USS Recovery (ARS 43). Rear Adm. (Select) Bolivar's next assignment was to Naval Station Norfolk where she served as the ordnance officer until 1996. During this tour, she furthered her education and earned a Master of Science Degree in Management from Troy State University. Rear Adm. (Select) Bolivar then briefly served on the Naval Surface Forces Atlantic and Explosive Ordnance Disposal Group Two staff prior to serving as the commanding officer of USS Salvor (ARS 52) from 1998 to 2000.



She served as the commanding officer of Mobile Diving and Salvage Unit One from August 2003 to July 2005. In August 2005, she reported to the Asia-Pacific Center for Security Studies where she served as the operations officer and military professor; and in 2006, she deployed to Afghanistan in support of Operation Enduring Freedom's Counter-Improvised Explosive Device Task Force Paladin. There she served as the officer-in-charge of counter radio-controlled IED electronic warfare program. Rear Adm. (Select) Bolivar served as the commanding officer of both Naval Weapons Station Yorktown and Navy Munitions Command CONUS East Division from August 2007 to June 2010. Rear Adm. (Select) Bolivar's last assignment was as the chief of staff for commander, Navy Installations Command in Washington, DC. Rear Adm. (Select) Bolivar's awards include the Legion of Merit Medal, Defense Meritorious Service Medal (Gold Star), Meritorious Service Medal (three Gold Stars), Navy/Marine Corps Commendation Medal (four Gold Stars), and the Navy/Marine Corps Achievement Medal (Gold Star) and numerous unit, service and campaign ribbons and medals.

Marine Corps Security Force Battalion Bangor Change of Command



The Marine Corps Security Force Battalion Bangor will hold a Change of Command on Thursday 18 July, 2013 at 1400 on Field 6 Naval Base Kitsap- Bangor, Silverdale Washington. LtCol Curtis Carlin will be relieved by LtCol Stephen Keane. LTCol Carlin is being reassigned to the Middle East desk at the State Department in Washington DC.

MCSFBN Bangor provides a dedicated quick reaction security force for Naval Base Kitsap. The MCSF Battalion, Bangor is the largest of the Security Force Battalions in the world. It is an independent Command, capable of self-administration, organized to support and accomplish their own particular mission.

Lieutenant Colonel Keane enlisted in the Marine Reserves in June 1989. He graduated from the University of Arizona and was commissioned as a second Lieutenant in May 1994. Following Infantry Training he was assigned to the 3rd Marines where he completed two Western Pacific deployments as a Rifle Platoon and Company Commander. In 1999 LtCol Keane entered William and Mary Law School. He graduated and was admitted to the Virginia Bar in 2002.

LtCol Keane deployed to Iraq in Oct 2003 with the DOD Criminal Investigation Task Force, an interagency counter-terrorism task force. Following graduation with a Master of Law degree from the Judge Advocate General's School in 2005, LtCol Keane was assigned as Staff Judge Advocate U S Marine Corp Forces Korea. In May 2009 LtCol Keane assumed duties as a Military Judge for the Western Judicial Circuit, Navy-Marine Corps Trial Judiciary. Prior to arriving at the Marine Corps Security Force Battalion Bangor, he was the Commandant of the Marine Corps Fellow to the US Department of Justice, National Security Division, Counter -Terrorism Section.



LtCol Stephen Keane

July 19 Marine Corps Summer Parade



The Marine Corps Security Force Battalion Bangor will hold their traditional Summer Parade at 7:00 PM on July 19, 2013 at the Silverdale Stadium (Olympic High School). The sunset parade honors "Colors", the ceremonial lowering of the flag at sunset. The battalion has conducted this summer parade every year since 1977. This is the only place where the ceremony is conducted in public. Guests are treated to the music of the Navy Region Northwest Band, the sound of the Marine Cannon and the living display of historic Marine and Navy uniforms accompanied by appropriate period music.



P-8A Poseidon Readied For Submarine Warfare



The U.S. Navy's next-generation maritime patrol jet, the Boeing P-8 Poseidon, is months away from starting its first operational deployment. The P-8 will replace the Lockheed P-3C four-engine turboprop, first delivered to the Navy in 1969, to provide long-range anti-submarine warfare (ASW), anti-surface warfare (ASuW) and armed intelligence, surveillance and reconnaissance (ISR) capabilities.

The Navy's program of record for the P-8 specifies 117 aircraft, in addition to six test aircraft. In December 2011, the Pentagon estimated the average procurement unit cost of the P-8 would be \$198.6 million.

The Boeing 737-800 military derivative completed initial operational test and evaluation by the Navy at Patuxent River, Maryland, in March.

Low-rate initial production (LRIP) P-8As started arriving at Naval Air Station Jacksonville, in Florida, in March 2012. There, the Navy is training the first operational squadrons. The service plans to deploy Patrol Squadron 16 (VP-16)—the "War Eagles," with six Poseidons—to Kadena Air Base in Okinawa, Japan in December, bringing new capability to the Pacific theater. In order, the VP-5 "Mad Foxes" and VP-45 "Pelicans" will be the next squadrons to operate the P-8A. "We're transitioning to operational capability," said Rick Heerdt, Boeing P-8 program manager. "Transitioning to operational capability is more than delivering airplanes, it's delivering the entire capability that surrounds [them]. It includes training, logistics support, ground support equipment and the technical support that goes with deploying an operational capability."

Last month, Greenstein led a walk-around of an LRIP 2 jet that was cycling through the company's mission systems installation and checkout facility at Boeing Field. P-8 fuselages produced by Spirit AeroSystems in Wichita, Kansas, are shipped by rail to Boeing's 737 manufacturing facility in Renton, Washington. The airframes are assembled with reinforced 737-900 wings as part of an "in-line" provisioning process that incorporates structural features unique to the P-8 during fabrication and assembly. Boeing estimates that 80 percent of P-8 and commercial 737 structures are common. The aircraft are then painted and flown to nearby Boeing Field, where mission systems are installed.

A standard Poseidon crew consists of nine people: two pilots and a relief pilot, five mission system operators and one crewman for loading sonobuoys for launch. The five mission operator consoles line the port side of the cabin. The length of the fuselage is windowless except for two large observer windows, one on either side of the forward cabin. The aircraft is powered by twin CFM 56-7B engines and armed with four AGM-84 Harpoon anti-ship missiles on wing hard points. In its belly is an internal weapons bay that accommodates five Raytheon MK 54 torpedoes or other armament.

The Poseidon employs an integrated sonobuoy launch and acoustic signal processing system to detect, identify and track submarines. There are two sonobuoy storage racks on each side of the fuselage in the aft section of the aircraft resembling wine racks. Each rack holds 48 sonobuoys for 96 total, and there is storage capacity available for about 25 more—in total, 50 percent more capacity than on the P-3C. The 30-pound sonobuoys are hand-loaded into adjacent rotary launchers from ITT Exelis; these use compressed air to eject sonobuoys from the bottom of the aircraft. "They're designed so that they can very rapidly deploy buoys under computer control," Greenstein said of the launchers. "The mission commander designs a tactic [and] sends the tactic to the autopilot. The pilots accept it, and the airplane flies the pattern and deploys the buoys automatically."

Another major P-8 sensor system is the Raytheon AN/APY-10 multi-mode maritime surveillance radar, installed in an enlarged nose fairing on the aircraft. Among other systems, Northrop Grumman provides the aircraft's AN/ALQ-240(V)1 electronic support measures (ESM) system to detect and identify electronic threats; early warning self-protection system and embedded global GPS/inertial navigation system. The aircraft is fitted with an L-3 Wescam MX-20HD electro-optical/infrared (EO/IR) sensor turret. GE Aviation supplies the flight management and stores management systems, and BAE Systems provides the mission computer system.

New capabilities are being added as engineering change proposals to the P-8 baseline program. Increment 2 will introduce an automatic identification system transponder and receiver, Multi-static Active Coherent (MAC) wide-area acoustic search system and high-altitude ASW weapon capability between 2014 and 2016. Increment 3 is planned to field in FY2020, and includes communications upgrades, a "net-enabled anti-surface warfare weapon" and a guidance update to the high-altitude ASW weapons capability, according to the Navy.

P-8A SIMULATOR TRAINING

The Navy maintains a P-8 systems integration laboratory at NAS Patuxent River for systems test and evaluation, and an integrated training center at NAS Jacksonville for crew training.

Bill Carey, Ainonline.com

May 31 Marine Force Protection Unit Bangor Tour



On May 31, 2013 twenty of us from the council were treated to a tour of the facilities of the US Coast Guard Maritime Force Protection Unit (MFPU) at Bangor.

Upon arrival we were afforded the unique privilege and opportunity to participate in an All Hands awards and recognition formation at which several MFPU personnel were recognized for significant accomplishments, promotions and upcoming transfers.

Following that, MFPU CO CDR Tom Sullivan gave us an outstanding briefing about the history and operation of the MFPU and a description of the facilities and boats used by them. Good news is that over the next few years it is expected that a number of widely dispersed MFPU facilities aboard Naval Base Kitsap - Bangor will be consolidated into new or refurbish quarters on upper and lower base.

The MFPU-Bangor, which stood up in 2007, is one of only two such units. The other is in Kings Bay, GA. Their mission is to escort SSBNs while transiting to and from deployment through protection by presence and defense by force. Because the US Coast Guard, unlike the US Navy, has unique statutory law enforcement authorities the Navy actually contracts with and pays the Coast Guard for this service. In fact all MFPU assets are actually owned by the Navy. Additionally the MFPU provides personnel transfer and restocking service as well as strategic deterrence during local Dabob Bay exercises.

Following the briefing we moved to the waterfront to tour three of the vessel types used. One was USCGC SEA DEVIL #87368 (named after a former US Navy submarine), an 87' Coastal Patrol Boat. Also seen were the 64' Special Purpose Craft – Screening Vessel (SPC-SV) and the 33' Special Purpose Craft –Law Enforcement (SPC-LE) boats. Of note, the SPC-LE boats were built by Safe Boat International out of Bremerton, WA. Another vessel type used by the MFPU are 250' blocking vessels which are manned by merchant mariners, although Coast Guard personnel man the weapons aboard. They were tied up elsewhere so we did not get to visit them.



While aboard SEA DEVIL we all enjoyed lunch provided by the Coast Guard. The meal was prepared and served in the SEA DEVIL's galley; an amazing feat considering that they were feeding their own crew as usual as well as 20 hungry visitors. It was very good!

The Coast Guard people in the MFPU who we met were competent, courteous and justifiably proud of their service in this special unit. They pulled out all the stops to provide us with a great experience.

Sincere thanks to CDR Sullivan and also to LT Denny Ernster who is leaving MFPU and heading to a new assignment as Commanding Officer of the Gulf Coast Fisheries Training Center in New Orleans, LA. And thanks, as always, to Byron Faber for getting this tour arranged. All members of the Navy League are encouraged to support the MFPU in any discussions with US Navy leadership. - Norman Marten

July 11 Tour of US Coast Guard Base Seattle



US Coast Guard Station Seattle was established in 1989. The Station is located on pier 36 on the Seattle waterfront. Station Seattle has three 41 foot utility boats, 2 25 foot RB-HS, and two 25 foot RBS's. Station Seattle's primary mission is Homeland Security within Puget Sound. Station Seattle provides harbor patrols of the entire Puget Sound in conjunction to providing escorts to Naval and commercial vessels.

Station personnel also support numerous other missions including aids to navigation, marine environmental protection and local public relations.

Pier 36 was built in 1925 by the Pacific Steamship Company which included (BLDG 1). The federal government acquired the location in 1940 for use as a regional Port of Embarkation. Pier 37 was constructed in 1941 to expand port facilities. In 1960, the facility was taken over by the Army Corps of Engineers and used as their district headquarters. In 1965, the Port of Seattle took title to both piers. In 1966, the Coast Guard got the opportunity to acquire the Pier 36 complex from the Army, and at last could have a home for all of the Seattle based units and their support facilities that were scattered all over Seattle.

See how the Coast Guard monitors and tracks all traffic in the Puget Sound. Learn how a central command is setup to address emergencies. Tour the USCG Museum and learn more about the early history. Contact Byron Faber for more details and to sign up for this tour. Byron Faber, byfaber@centurytel.net

Planning Ahead

For best service, register early for the luncheon and the tours.

June 25 – Coast Guard Air Station Port Angeles Tour

June 28 - Coast Guard District 13 COC @ 11:00 AM Pier 36 Seattle

July 2 - Registration Deadline for Monthly Luncheon

July 9 - Monthly Luncheon, Speaker Lt Col Carlin MCSFBN Bangor

July 10 - MCSFBN Bangor Hail and Farewell @ 5:30 PM Bremerton

July 11 - Coast Guard Base Seattle Tour @10:00 AM Pier 36 Seattle

July 18 - MCSFBN Bangor COC @ 2:00 PM Naval Base Kitsap Bangor Field 6

July 19 - Marine Corps Summer Parade @ 7:00 PM Silverdale Stadium

Aug 6 - Board of Directors @ 5:30 Silverdale Firehouse

Share Past Issues of Seapower

Please bring past issues of the Sea Power magazine to our lunches so that they can be shared with others. These magazines that are part of your membership benefits, have so much great information that can be shared with others.

Thanks to Norm Marten and Doug Garner for bringing some of their magazines to share. We have many requests for these magazines from our friends who are active duty or in rest homes, so if you don't want to collect them, pass them on.

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We welcome your comments and story ideas. Items for publication, changes of address, and inquires should be sent to:

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Have you checked out our newly revised website and Facebook Page? Alan Beam has done wonders at bringing our website back to life. He has also created a Facebook filled with current articles from a wide variety of reliable sources. The Addresses are on the front page, so be certain to see what is new!

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Navy League of the United States Mission Statement and Goals

A civilian organization dedicated to informing the American people and their government that the United States of America is a maritime nation and that it's national defense and economic well being are dependent upon strong sea services – United States Navy, United States Marine Corps, United States Coast Guard and the United States Merchant Marine.

Navy League Goals

- 1. Educate national leaders and the nation.**
- 2. Support the men and women of the sea services.**
- 3. Provide assistance to the sea service families.**
- 4. Support the youth program.**