

# FLEET FOCUS

## SEAL Delivery Vehicle Team One changes commanding officer

Lt. j.g. Mark Whittaker  
Public Affairs Officer

Command of SEAL Delivery Vehicle (SDV) Team One - Na' Koa Ke Kai (Warriors from the Sea) - was exchanged Aug. 9 as Cmdr. Brian Losey relieved Cmdr. Evin Thompson as commanding officer. The ceremony was held at the Team Headquarters compound on Ford Island where for the last seven years, SDV Team One has called home. The hangers and World War II facilities used by the team today to support its unique undersea special operations mission once housed a portion of the three Ford Island-based Patrol Squadrons - 22, 23 and 24, respectively, on that infamous day of Dec. 7, 1941.

Cmdr. Thompson reflected on the tradition and history of Ford Island and the valor of those squadron Sailors and their brave actions that resulted in the downing of four enemy aircraft during the attack on Pearl. He stated, "I think of these Sailors often as I walk through this compound and hope we can live up to their brave deeds. I pay a small tribute to their courageous actions by putting the insignias of those three squadrons on the back of your program today."

He is an operational commander who has brought the largest and most diverse Naval Special Warfare (NSW) team to successfully meet standing deployments, multiple operational exercises and real world contingencies in both PACOM and CENTCOM. Of note, he deployed

SDV/dry deck shelter platoons on board USS Kamehameha (SSN 642) for its final deployment and brought the Advanced SEAL Delivery System (ASDS) through deep water testing, a major milestone which brings the new and unique ASDS capabilities to near operational status.

Guest Speaker, Brig. Gen. Donald C. Wurster, Commander, Special Operations Command, Pacific, remarked on what a tremendous, relevant, and difficult mission the team serves. He commented how success in the team's mission is enhanced by communications, technology and equipment, but the human element is the essence of Special Operations Forces (SOF). "If America needs the precision of SOF and the stealthy approach to the targets that only a SDV provides - you are the weapon of choice," said Wurster. He also reflected on the retirement of the USS Kamehameha (SSN 642) and on the new bond that SDV Team One must forge with LA class submarines that will provide the platforms for future SDV/DDS deployments. Gen. Wurster summarized, "You need to be ready when your country calls; you need to reaffirm yourself to the courage and commitment of mighty men. I consider it a privilege to serve among you."

As Cmdr. Thompson departs for Naval Special Warfare Group One as chief staff officer, Cmdr. Losey arrived from his previous assignment as Fleet NSW Officer for U.S. Seventh Fleet embarked on board USS Blue Ridge (LCC 19). Cmdr. Losey stated that commanding SDV

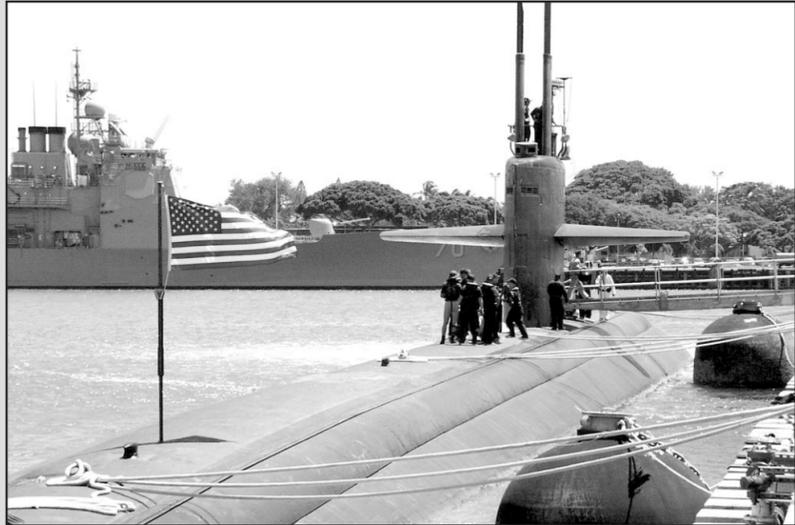


PH2 (AW/AC) Keith DeVinney photo

Cmdr. Brian Losey (left) relieved Cmdr. Evin Thompson (right) as commanding officer of SEAL Delivery Vehicle (SDV) Team One at a change of command ceremony Aug. 9.

Team One is an honor and that the positive impact of Cmdr. Thompson's leadership was seen and felt from Coronado, Calif. to the Arabian Gulf. He thanked Thompson for the turnover of a command

that is ready to fight and win. Losey concluded "Teamates, our mission is clear and the tasks in front of us are numerous. I look forward to leading you and to serving with you."



**SUBMARINE MOVEMENTS:** Two fast attack submarines deployed to the Western Pacific earlier this month. USS Key West (SSN 722), above left, and USS Olympia (SSN 717) are home-ported in Pearl Harbor. Both are members of Submarine Squadron Three. USS Los Angeles (SSN 688), above right, returned to Pearl Harbor Aug. 10 from a six-month deployment to the Western Pacific. During the underway, the boat conducted several exercises and visited Okinawa, Guam, Singapore, Yokosuka and Sasebo. USS Los Angeles is the first of the Los Angeles class attack submarines and carries 130 men.



JO2 Cori Rhea photos

### SPOT CHECK

### The Pacific Fleet today

**Personnel:** 246,222  
 • 135,067 USN  
 • 67,830 USMC  
 • 13,468 USNR  
 • 29,857 civilians

**Ships:** 190\*  
**Underway:** 54\* (28%)  
**Aircraft:** 1,434\*\*  
**Exercises:** COMPUTEX  
**Port Visits:** 8 countries

**Aircraft Carriers Underway/Deployed:**  
 USS Carl Vinson (CVN 70)  
 USS Constellation (CV 64)  
 USS Kitty Hawk (CV 63)  
 USS John C. Stennis (CVN 74)

**LHA/LHD Underway/Deployed:**  
 USS Essex (LHD 2)  
 USS Boxer (LHD 4)  
 USS Peleliu (LHA 5)  
 USS Bonhomme Richard (LHD 6)

\* — includes Military Sealift Command ships  
 \*\* — includes USMC aircraft

## Midshipmen spend month learning the Navy aboard USS O'Kane

Midshipman First Class Joël Jackson  
Aboard USS O'Kane

Every summer midshipmen from the Naval Academy and colleges and universities all over the United States are sent out on a month-long summer cruise to familiarize themselves with their future careers.

This summer two midshipmen, Midshipman First Class Joe Parsons and Midshipman Second Class Jesse Birbach, and I were lucky to be sent to the USS O'Kane (DDG 77) homeported in Pearl Harbor, Hawaii.

We spent the first week of our cruise in port where we became familiar both with the ship and the beaches. We then left with the O'Kane on her maiden deployment, manning the rails as we pulled away from the pier. The next two weeks were spent getting our sea legs and a taste of real surface warfare officer (SWO) life.

Midshipmen go on their second class cruise the summer before their junior year in college. This cruise is considered your "enlisted" cruise where you eat, sleep

and work with enlisted Sailors. Birbach, a yellow jacket from Georgia Tech, learned what it is like to be a "blue jacket."

He was paired with Boatswain Mate Third Class Troy M. Pepito and worked in deck division. By handling lines, attending quarters and running chalks-and-chains, Birbach gained an invaluable perspective on what it is like to be an enlisted Sailor. He now can agree, "Deck division is the hardest working division on the ship."

The midshipmen first class cruise is considered a "junior officer" cruise. Midshipmen who are about to enter their senior year of college see what it is like to be a junior officer aboard a Navy ship. They pair us with ensign "running mates" and we observe them interacting with their divisions and in their watchstanding duties.

It was a bit overwhelming to see how busy they are with paperwork, watchstanding and working on their qualifications. But we were also impressed by the amount of responsibility and leadership opportunities they are given so early. Parsons of the Naval

Academy said, "Although I am leaning toward the aviation community, the surface community gave a heck of a sales pitch."

One of the best things about your midshipmen cruise is that you are allowed to play with all of the toys and participate in almost all of the activities on the ship, giving you a very well-rounded experience. For instance, we all were given the chance to conn the ship, even during an underway replenishment and man overboard drills.

We also were able to shoot the M-60 machine gun and MK-19 automatic grenade launcher. Setting the chock-and-chains during flight quarters was a thrill as well as witnessing many fire fighting and casualty drills.

Although the three of us were given different perspectives, there are a few conclusions we can all agree on. We would all love to return to Hawaii and see more of its beautiful islands and friendly inhabitants. We also feel proud of what we are doing and confident in the Navy's capabilities. Having seen just exactly what



IS1 William R. Sohocki photo

Midshipmen learn about the duties on a Navy ship during their summer cruise aboard the USS O'Kane. Left to right: Midshipman Second Class Jesse Birbach, Midshipman First Class Joël Jackson and Midshipman First Class Joe Parsons.

we have committed ourselves to, I think we all can rest assured that our future careers in the Navy will be rewarding and exciting.

This cruise was a great opportunity for us to see how the best Navy ships are run, to gain knowl-

edge of its platforms and to see what kind of naval officers we soon hope to become. We are grateful to the Navy for sending us to such a great port and ship and grateful to the O'Kane and its crew for their hospitality.

## Innovation saves time, money with new weight test method

Tom Warring  
Naval Station Warfare Center, Carderock Division

The Navy recently began using water bags accomplishing periodic weight tests of boat davits. A result of a teaming effort between NAVSEA, NAVSEA Philadelphia-SSSES and FTSC/LANT, this innovation will save the Navy more than \$3,000,000 per year compared to traditional methods.

In the past, tests using concrete block or steel weights required a pier side or barge crane plus four-six individuals, cost as much as \$20 thousand and required up to eight hours.

Using water bags is simple. A flexible container is filled with water, acting as the test weight. Water supplied from the ship fire main fills the bag to the required weight. (Remember "A pint's a pound the world around?") A wireless load cell shack-

le connected between the bag master link and the davit hook provides an accurate reading as the bag fills. Adding or draining water adjusts the weight.

Once the operation is complete, the container is drained and packaged for storage. Since it can be packed up at the relatively small size of 175-300 lbs, the process requires no crane supporting or positioning the bags on the davit. Only about three workers are needed over a three-hour job.

• Cost savings constitute the greatest advantage. The Navy spends between \$3.6 and \$5.2 million per year for weight tests. Estimated annual costs will decrease approximately \$560K per test by eliminating the need for a crane plus reduced labor and time, producing savings of over \$3 million.

• Safety is enhanced, as physical han-

dling of large weights is no longer necessary.

• Scheduling flexibility increases for the testing activity and the TYCOM, ship's force and FTSC. Without the need to schedule a crane, tests can be accomplished with very little advance notice. Greater flexibility generates additional savings that defy accurate calculation.

Funding obtained from NAVSEA's Engineering for Reduced Maintenance Program enabled the teaming effort between NAVSEA, NSWCCD-SSSES and FTSC/LANT.

The first step called for identifying a manufacturer whose product was safe, functional and reliable. Water Weights Inc. was quickly identified.

The second step entailed resolving physical size constraints for the bags because of unique test requirements associated

with boat davits. Unlike many other hull and deck machinery systems, boat davits must inhaul the test weights to the fullest inboard point, ensuring the davit winch and structural members are subjected to loading experienced during actual conditions. This brings the weights within the shell of the ship, requiring shapes small enough to avoid deck obstructions. Water Weights Inc. was able to modify "off the shelf" bags to fit.

The final step was development of operational and maintenance procedures for incorporation into manuals and a training video. It shows the principle of operation as well as the test. The footage was taken and the operational and maintenance procedures "proofed in" during actual tests on USS George Washington (CVN 73), USS Barry (DDG 52), and USS Mount Whitney (LCC 20).