



Michael Brayshaw  
USS Harry S. Truman's 89,000-lb. main mast was removed during its Drydocking Planned Incremental Availability (DPIA) at Norfolk Naval Shipyard, June 18.

## Norfolk Naval Shipyard removes main mast of USS Harry S. Truman

By Michael Brayshaw  
NNSY Public Affairs

### NORFOLK

USS Harry S. Truman hit a major milestone, June 18, during its Drydocking Planned Incremental Availability (DPIA) at Norfolk Naval Shipyard, with the removal of the carrier's 89,000-lb. main mast in a single crane lift.

Capt. Joe Clarkson, Truman's Commanding Officer said, "Today marks another historic event at the shipyard. This is a Main Mast Correction as part of Capstone. Capstone includes upgrades to the combat systems, new radar and upgrade and refurbishment of radars for our weapons systems. It's a very important upgrade."

Performing the removal was a 450-ton Liebherr crane, similar to cranes used to build roller coasters. "That's the Cadillac of cranes," said Jim Simpson, NNSY Lifting and Handling Quality Assurance Specialist for Contractor Cranes. The crane, owned by W.O. Grubb Crane Rental, is so large it took 40 tractor trailers to ship its components to NNSY. To maximize its use, Simpson estimates the shipyard will be performing approximately 50 lifts while the crane is under rental this summer.

An essential component of the carrier's Capstone project, Truman will be receiving a new mast in August that will stand 10 feet higher and is approximately 30,000 lbs. heavier. As part of Naval Sea

Systems Command's One Shipyard Concept that shares personnel and resources across its four public shipyards, Puget Sound Naval Shipyard and Intermediate Maintenance Facility fabricated the main mast stick, with NNSY performing the rest of the work fabricating the new mast.

Truman Project Superintendent Matt Durkin said, "As big as this job is, these folks have been knocking the ball out of the park with staying on schedule. It's been a lot of great teamwork!"

To ensure a safe removal of the mast, shipyard project team members, Ship's Force and contractors met for a hazard assessment meeting. "The hazard assessment created a lot of good discussion,"

said NNSY Safety Specialist, Ron Fuller. "Our riggers worked directly with the contractors on this project. It's been a great example of teaming."

Truman is currently undergoing a 13-month DPIA at NNSY. In addition to the main mast replacement, the shipyard project team will be performing sweeping improvements to the carrier's propulsion plant control and significant enhancements and modernizations to its Combat Systems Suite.

NNSY, a field activity of the Naval Sea Systems Command, is the oldest and largest industrial facility belonging to the U.S. Navy, and specializes in repairing, overhauling and modernizing ships and submarines.

## Liberty Champion readies ROC for crisis awareness

By David Todd  
The Flagship Managing Editor

### NORFOLK

Exercise Liberty Champion 2011 – a three-day simulated emergency management exercise that tested the Mid-Atlantic Region Crisis Action Team's (CAT) rapid responses during crisis situations – came to a close, June 24.

The yearly exercise, which commenced in the Regional Operations Center (ROC), required the CAT to test their training while operating as a cohesive group to respond to complex catastrophic events presented by the Commander, Navy Installations Command (CNIC) N7 Training and Readiness team.

"A crisis situation is something that is not going to be manageable by one installation alone or it could be a crisis that is off an installation that affects Navy personnel, Navy families and could impede our mission," said Cmdr. Matthew Flemming, Current/Future Operations Officer N36 for Commander, Navy Region Mid-Atlantic (CNRMA). "For a crisis we depend on all programs within CNRMA to provide us Subject Matter Experts (SMEs) – we may not need all of them, all of the time – but at every initial response we pool all of the SMEs from the programs to at least have the same basic understanding of the situation we are facing."

Although the most common crisis to affect the Mid-Atlantic Region is a hurricane, the training focused on a wildfire, which could very likely occur around the country.

"(Wildfires) can be a very real problem for us," said Capt. John Fristachi, Program Director, Operations and Public Safety, Navy Region Mid-Atlantic. "What I really liked about the training scenario that they (N7 trainers) gave us this time, was the wildfires involved a security element that lead to the fires... and since it was an attack on federal installations by a known threat, there were linkages then to federal law enforcement agencies, FBI and our Navy Criminal Investigative Service (NCIS). So it really gave us a great scenario to engage our public safety functions, linkages to local law enforcement, it allowed us to flex and examine our mutual aid agreements with outside fire agencies and then (in the scenarios), the fires impacted our housing units, it allowed us to engage Fleet and Family Services and the chaplain – it really flexed the entire CAT!"

In time-sensitive situations, Crisis Action Planning is di-

## Kearsarge FCPOA lends a hand at soup kitchen

By MC2 (SW/AV) Cristina Gabaldon  
USS Kearsarge (LHD 3) Public Affairs

### RED BANK, N.J.

Eleven members from the amphibious assault ship USS Kearsarge's First Class Petty Officer Association (FCPOA) took a few hours off from their busy schedule to lend a hand at a local soup kitchen in Red Bank, N.J., June 23.

The FCPOA arrived at Norma Todd's Lunch Break just before lunchtime, where they led a prayer and recited the Pledge of Allegiance before serving lunch to 54 men, women and children.

"Norma Todd's Lunch Break is an organization run by employees and volunteers who are committed

### ship's mission

Kearsarge arrived in New Jersey to offload ammunition after a nine-month deployment in support of humanitarian efforts in Pakistan and Operations Odyssey Dawn and Unified Protector in Libya.

to helping the community. Active since 1983, Norma Todd's Lunch Break is a place where members of the community who are in need can go for a hot meal, food boxes, clothes and many other services.

"We are so honored to have these Kearsarge Sailors here," said Gwendolyn Love, Executive Director of Norma Todd's. "We know



Hospital Corpsman 1st Class Jennifer Gallardo (left) and Yeoman 1st Class Teresa Roberson prepare desserts for two young girls at Norma Todd's Lunch Break.

MC2 (SW/AV) Cristina Gabaldon

they just finished deployment and it's amazing to me that not only do they serve our country, defending our freedom, but they also are serving our community."

On average, Norma Todd's Lunch Break serves 80 people a day for lunch, plus home deliveries for those who cannot make their way to the soup kitchen.

"With the recession, we are busier than ever," explained Love.

"A lot of volunteers and donors we have had over the years are now our patrons coming in daily. With times being so tough, we need more volunteers – that is why we were just thrilled to learn that Sailors from USS Kearsarge were coming to help out."

The honor was completely reciprocated by the FCPOA. Aviation

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## FRUKUS 2011 SAILORS COMPETE IN FITNESS CHALLENGE

Sailors participating in FRUKUS 2011 competed in the Morale, Welfare and Recreation (MWR) sponsored "Thank Goodness It's Fitness Challenge" on Naval Station Norfolk, June 24.

» see A8



## STAND UP FOR HEROES

More than 75 Wounded Warriors and their caregivers were celebrated during Bob Woodruff Foundation's "Stand Up for Heroes," June 16.

» see B1

## INDEPENDENCE DAY EVENTS

The Flagship has a list of events from Hampton Roads to Washington D.C. for your Fourth of July as well as history on the holiday.

» see C1

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# Navy, Coast Guard forge partnership to support Maritime Strategy

By Troy Clarke

Naval Surface Warfare Center Corona  
Public Affairs

## NORCO, CALIF.

The Naval Surface Warfare Center (NSWC) Corona entered into a partnership with the U.S. Coast Guard, June 21, to provide performance assessment capability to the Coast Guard's advanced National Security Cutter (NSC) class through combat systems ship qualification trials (CSSQT).

"This agreement establishes Corona and C4ISR Moorestown as the Coast Guard command and control performance analysis agents for NSC," said Ahmedur Majumder, Coast Guard Acquisition Directorate NSC execution manager. "This minimizes costs and allows us to support data extraction and analysis for these important exercises now and into the future."

CSSQTs are performed to verify shipboard combat and weapon systems are installed properly and can be operated and maintained safely and effectively by the crew. The trials also validate developmental testing and tactics for the ships and crews.

Majumder said prior to the agreement CSSQTs for the Coast Guard were a joint effort between that service and the Navy with contractors heavily relied upon. The new agreement defines Corona's roles and responsibilities for performing data collection, data distribution, data man-



Greg Vojtko

Capt. Jay Kadowaki (right), NSWC Corona Commanding Officer, signs a Memorandum of Understanding with U.S. Coast Guard (USCG), establishing first-ever partnership of its kind between the Navy's independent assessment agent and USCG Acquisition Directorate (CG-9), as NSWC Corona Technical Director Dr. William Luebke (left) and USCG Combat Systems Ship Qualification Trials Project Lead Amrith Patel look on.

## ■ NSC's roles

In addition to maritime homeland security and law enforcement missions, NSCs will also support national defense missions, including supporting the mission requirements of the joint U.S. combatant commanders.

As a Naval Sea Systems Command (NAVSEA) field activity, NSWC Corona oper-

ates under NAVSEA's Technical Authority Warrant for force-level and combat systems assessment for all but the undersea warfare systems.

Corona brings technical expertise and analysis methodologies – developed from decades of conducting performance assessment for the Navy – to Coast Guard CSSQTs.

According to Coast Guard's acquisition directorate, as multiple maritime and military roles of the Coast Guard have grown in scope and significance since 9/11, the NSCs capability requirements have evolved to respond.

The 418-foot, Legend-class NSC cutter is the flagship of the Coast Guard's surface fleet, featuring 12,000-nautical-mile

range, 60-day endurance cycle and robust command, control and defense systems.

In addition to maritime homeland security and law enforcement missions, NSCs will also support national defense missions, including supporting the mission requirements of the joint U.S. combatant commanders.

The Coast Guard commis-

**“This partnership leverages existing capability within the Navy to support our sister maritime service.”**

—Capt. Jay Kadowaki, NSWC Corona Commanding Officer



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