

THE DESTROYERMAN

NEWSLETTER OF THE USS ARLEIGH BURKE ASSOCIATION

VOLUME 4, ISSUE 2

JUNE 2016

Dedicated to preserving the heritage of Admiral Arleigh A. Burke and USS Arleigh Burke since 2011

FROM THE PRESIDENT

USS Arleigh Burke Association Members and Friends:

The USS Arleigh Burke Association 25th Commissioning Anniversary Planning Committee has done an outstanding job putting together all the details for what has shaped up to be a fabulous Commemoration and Celebration of USS Arleigh Burke's Silver Service Anniversary next month over the Fourth of July Weekend at Town Point Park in downtown Norfolk! Of note, we are honored to have the Chief of Naval Operations speak at the 1000 Monday July 4th Memorial Service for Admiral Arleigh Burke on the ship's flight deck moored at the Half Moon Pier next to Nauticus. For those attending, you will find the final program as well as a number of important details regarding the weekend's activities below. It turns out that we have a very few seats remaining for the Official Dinner on Saturday evening July 2nd at the Town Point Club – so if you have been on the fence and are interested in joining us please let Mark Fortune and Rob Jobrack know as soon as possible. I would like to note that our venue at the Town Point Club this year is different from the 2011 dinner and overlooks Nauticus and the Half Moon Pier where USS Arleigh Burke will be

moored for the weekend. I also want to specifically thank all of our Planning Committee volunteers who selflessly contributed their time to make this historic Commemoration and Celebration both a dignified and simultaneously enjoyable program of activities. It will be wonderful to see so many shipmates again!



The Weekend's Program will kick off on Friday evening July 1st 2016 with an initial get together at the Norfolk Tides vs Durham Bulls Ballgame, and culminate with fireworks viewed from USS Arleigh Burke on Monday evening July 4th. (See Schedule of Events on page 10)

Note: If you do not have a military or government ID which will get you on the bases for the Picnics and Golf Events, please be sure to let Mark Fortune know so that we can arrange special base access for you. In your note to Mark please include your Driver's License information – full name, license number and issue state.

OFFICERS

President

Rick Easton

EastonAdvisors@gmail.com

Secretary

Mark Fortune

mark.w.fortune@gmail.com

Treasurer

Rob Jobrack

Jobrack@cox.net



UPCOMING EVENTS

2016 Dues: Ongoing

**Commissioning
Silver Anniversary
Celebration:**

July 1-4 2016 (see SOE
on page 10)

**Annual Membership
Meeting**

Thursday 27 October 2016
1930-2015 via TELCON

Note: The Friday, Saturday and Sunday late evening Get Togethers/Party after the Party are all being held in the Marriott Second Floor Piano Bar with the initial Get Together on Friday July 1st after the Norfolk Tides vs Durham Bulls Ballgame. To handle our group the Marriott is providing a second bar tender and keeping the Piano Bar open to midnight – later up to 0130 if there are enough folks to justify staying open. In addition, they are providing Association Members and Arleigh Burke Sailors a special discount on beer and wine.

Note: If you still need to make lodging arrangements for the Fourth of July weekend, please either see the February Newsletter or go on to the USS Arleigh Burke Association Website where there are instructions for how to get rooms at a discounted price at either the Norfolk Waterside Marriott or Sheraton. Both hotels have indicated that they will honor your request if they have any rooms at the discounted rate left.

Thanks to the effort of Andy Paul, the USS Arleigh Burke Association has designed and procured three commemorative items to memorialize this historic occasion. For those that advance purchase by Monday 20 June you will get a 10% discount, and we will have your items ready for you on your arrival in Norfolk.

Your items will be staged at the Marriott Hotel where we will also have everyone's arrival Package. Please fill out the form that Mark Fortune has sent you, or you can [download it](#) from the Association Website, and send it electronically to Mark Fortune, Rob Jobrack and Andy Paul at: mark.w.fortune@gmail.com; jobrack@cox.net; andrew.paul@nscorp.com, followed up with a hard copy and check for your total purchase to Rob Jobrack at: 32 King Georges Grant, Fredericksburg, Virginia 22405. **(See page 11 for item list and cost)** We are also offering the opportunity to buy a large leucite encased Commemorative 25th Anniversary Coin, similar to the one we had at Commissioning. Note: the Large Coin is pre-order only, will be delivered sometime after July 2016, and production is predicated on total orders of 25 or more coins. If the coins are not produced your money will be refunded. I hope we get plenty of orders as I want to get two of these coins!

As I mentioned in the last Newsletter, thanks to the efforts of Mark Fortune and Rob Jobrack we have enhanced our ArleighBurkeAssociation.org Website to accept credit cards via PayPal. As PayPal charges fees of approximately 3% for each transaction, and our Association has limited resources, when possible we en-

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TREASURER'S REPORT BY ROB JOBRACK

Many thanks to the generous supporters of the association during the ship's Silver Anniversary Year.

Please remember that the USS Arleigh Burke Association is recognized by the Internal Revenue Service as a tax-exempt non-profit organization under section (19) of the internal revenue code.

We'd like to thank our association Lifetime Members: Rick Easton, Tim Federick, Rob Jobrack, John Morgan, Jeff Pitel, and Ray Weber.

We'd also like to thank our 2016 Sustaining Members: Charles Cragin, Bill Johnson, Brian Perkinson, Ron Struewing, Roger Williams, and Mark Fortune.



Please remember that in order to vote in association matters you must be a member in good standing. Many of you have received electronic invoices for 2016 and past year's dues. If you have questions, please contact the Treasurer at jobrack@cox.net. Membership categories and dues for 2016 are:

USS ARLEIGH BURKE Ship's Company: Free

Member: \$20

Sustaining Member : \$125 (10 year sustaining equals Lifetime)

Lifetime Member: \$1000

Checks should be made out to USS Arleigh Burke Association and mailed to:

USS Arleigh Burke Association
32 King Georges Grant
Fredericksburg, VA 22405

FROM THE SECRETARY BY MARK FORTUNE

We are in a full-court press to get everything together for the 25th Commissioning Celebration and Reunion Weekend. Many of the ship's past and present crewmembers will be participating in this symbolic and memorable event. We



would like to have all of the sailors that have served in the Admiral's ship participate in these events, but tracking down our former shipmates is a daunting task without help from those that have served across the 25 years that USS Arleigh Burke has been in commission. Your association takes great strides to track down our former shipmates, but we need your help. Join the association for \$20 a year or \$1000 for a lifetime and then take 30 minutes a month to contact former shipmates and encourage them to join as well. As we gain more members, our association will help keep growing and we will help ensure that our ship has a long and valued association with our nation's defense and suc-

cess. Please join the association today and help us track down our former shipmates. If you know the location of former USS Arleigh Burke sailors, please contact me via email mark.w.fortune@gmail.com and pass me their information. The better thing to do is to have them go to the USS Arleigh Burke Association website at <http://www.arleighburkeassociation.org/registration.php> and ask them to please register under the membership tab. If you have not registered, please go to the website and do so today! This is also the best way to ensure that you receive all of the newsletters, emails, and details of our upcoming reunion and other future events.

You can find us on Facebook! Search for USS Arleigh Burke Association, Arleigh Burke Plank Owners, or USS Arleigh Buke.

Please don't hesitate to contact me or any of the other Association Officers if you have questions or comments.

Best regards,

Mark



Firing the MK45 5-inch gun while in the Virginia Capes

ARLEIGH BURKE CLASS AT SEA BY ENS KIM (USS ARLEIGH BURKE PAO)

USS ARLEIGH BURKE, At Sea (NNS) -- The guided-missile destroyer USS Arleigh Burke (DDG 51) hosted a "Family and Friends Day" cruise from Naval Weapons Station Yorktown to Naval Station Norfolk, April 22.

The event provided an opportunity for family and friends of Arleigh Burke's crew to experience some of the day to day operations of a ship at sea.

"I actually get to visit my son and see what he does at the same time," said Linda Farrell, Hull Technician Fireman Frank Sullivan's mother. "This is awesome."

Guests learned about the ship through demonstrations, guided tours and a steel beach picnic. They also had an opportunity to receive a certificate from the commanding officer for completing a Teen's Surface Warfare Specialist Qualification, which was styled after the qualifications completed by the Sailors.

Demonstrations of the ship's capabilities included a visit, board, search and seizure (VBSS) demonstration, where guests were taught about the mission area and the equipment used to complete these tactical evolutions; a crew-served weapons gun shoot; and a damage-control equipment demonstration.

"[VBSS] is one of many missions that U.S. citizens are paying

time to show her off to the public and demonstrate the value of the surface Navy to the American people," said Cmdr. Jason Stepp, executive officer.

The transit to Naval Station Norfolk proved to be filled with fun for the families and productivity for the crew.

"My favorite part of the day was looking through the big eyes on the bridge because you can see more stuff," said Victoria Hammock.

"The crew accomplished a lot during this underway, and it's just great to be able to enjoy a family day cruise," said Cmdr. Tom Myers, Arleigh Burke commanding officer. "I am committed to getting families involved with my crew as much as possible, because we rely on them for so much."

Underway time with family, friends and the ship's crew is an awesome way to show our thanks for all of their support.



Gas Turbine Systems Technician Senior Chief Petty Officer John Campbell holds his son up as he looks through the big eyes during the Family and Friends Day Cruise

for, so it's good for them to see the equipment and training that their taxes provide," said Fire Controlman 1st Class Marko Fusilero.

"With such an extraordinarily capable warship, this is a great



Leaving NAVSTA Norfolk to the VA-CAPES for Combat Systems Sea Trials

USS ARLEIGH BURKE SUCCESSFULLY COMPLETES MISSILE FIRING EXERCISE

BY ENS MICHELLE KIM, USS ARLEIGH BURKE PUBLIC AFFAIRS

NORFOLK, VA. (NNS) -- The crew of USS Arleigh Burke (DDG 51) launched a Standard Missile-2 (SM-2) missile off the coast of Virginia, April 26 while the ship was at sea conducting a post-availability SM-2 (PASM) missile-firing event as part of their post Chief of Naval Operations (CNO) availability shakedown.

"A lot of work and effort went into getting the ship to



Standard Missile 2 test firing after the Post Availability Standard Missile (PASM) event to test the integration of the Baseline 9 Combat Systems Suite

this point, and my ship and crew were ready," said Cmdr. Tom Myers, Arleigh Burke commanding officer. "We could not have gotten where we are today without the dedication and commitment of the maintenance community and our Aegis Modernization Team. Their support was truly outstanding during all phases of the planning and preparation, readiness reviews, shipboard training and event execution."

Myers went on to say the PASM event was completed with exceptional results due to the tremendous team effort by all involved.

Arleigh Burke recently completed a complex, year-long maintenance period in which the ship's combat systems suite was upgraded to the Navy's latest Aegis Baseline 9 system. The ship is scheduled to start Combat Systems Ship Qualification Trials (CSSQT) in May.

CIMSEC INTERVIEWS CAPTAIN MARK VANDROFF, PROGRAM MANAGER DDG 51, PART 1

BY DMITRY FILIPOFF

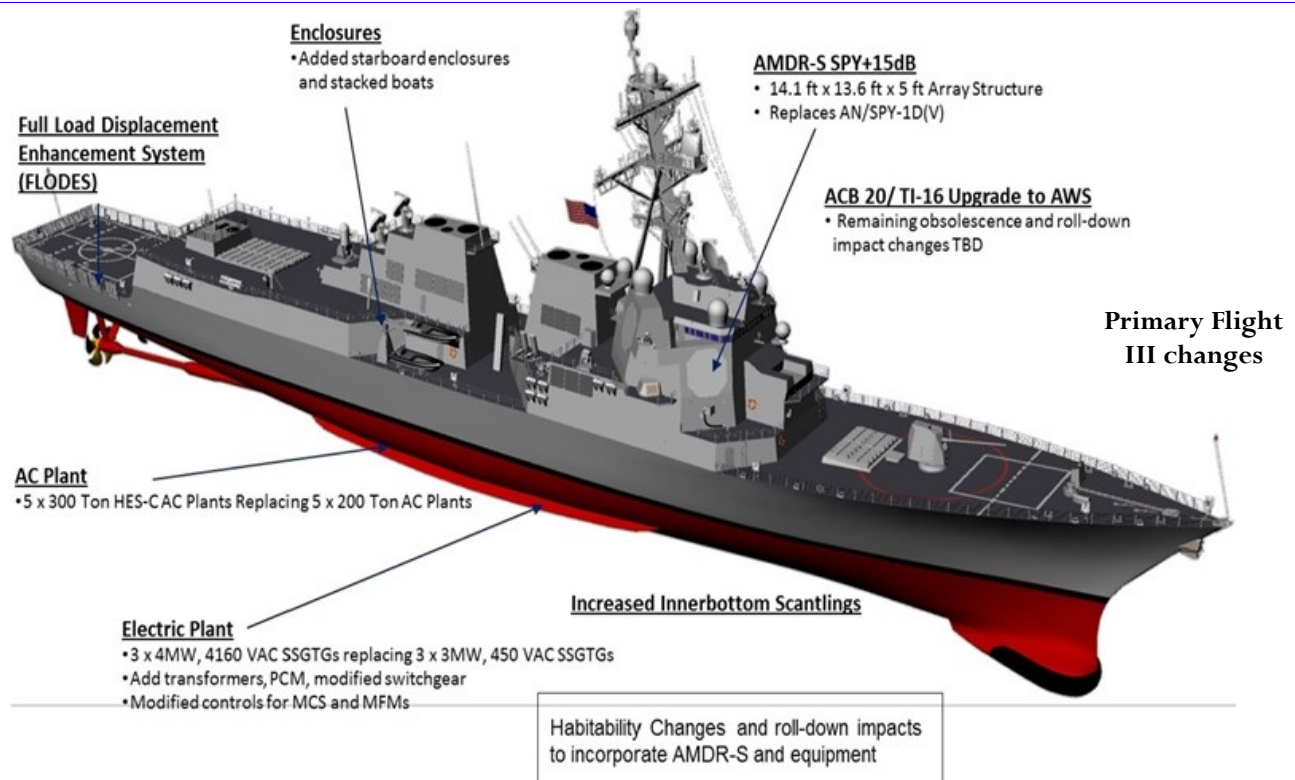
Reprinted with permission of Center for International Maritime Security (CIMSEC)

CIMSEC sat down with Captain Mark Vandroff to solicit his expert insight into the complex world of acquisition and the future of the U.S. Navy's destroyers. CAPT Vandroff is the Program Manager of the U.S. Navy's DDG 51 program, the Arleigh Burke-class destroyer, which is the most numerous warship in the U.S. Navy. In the first part of this two part interview series, CAPT Vandroff discusses the capability offered by the SPY-6 Air and Missile Defense Radar, the differences in warship design between the currently serving Flight IIA and upcoming Flight III variants, and the U.S. Navy's ongoing Future Surface Combatant Study.

[CIMSEC] This is a big year for your program. It is the fiscal year where you begin procuring the new Flight III destroyers. Can you talk about the differences from the Flight IIA to the Flight III?

The raison d'être of Flight III is fielding AMDR. SPY 6 is the designation for that radar as it goes on a DDG 51. That radar program may yield other radar technologies because it is very exciting technology. The Flight III gets the AMDR SPY -6 radar onto a DDG 51 platform, replacing the SPY-1 radar currently in use. That radar is a significant, multi-

Continued on page 6



generational leap forward in radar technology. In the same space and roughly twice as much power, it produces over 35 times as much power out. Between the power efficiency and sensitivity of the radar, it is a huge step forward. It also includes other very desirable radar features such as a much improved resistance to advanced counter-radar jamming techniques and the ability to integrate seamlessly through a radar system controller, not only the S-Band SPY-6, but also an additional separate frequency input. It can use the multi-frequency input for better targeting, and a lot of good things happen for targeting and your reaction time by synthesizing multi-band input. We hook up the SPY-6 AMDR, which is a S-BAND radar, with the existing and already planned for DDG 51 X-Band emitter AN/SPQ-9B to get the full radar suite for the Flight III.

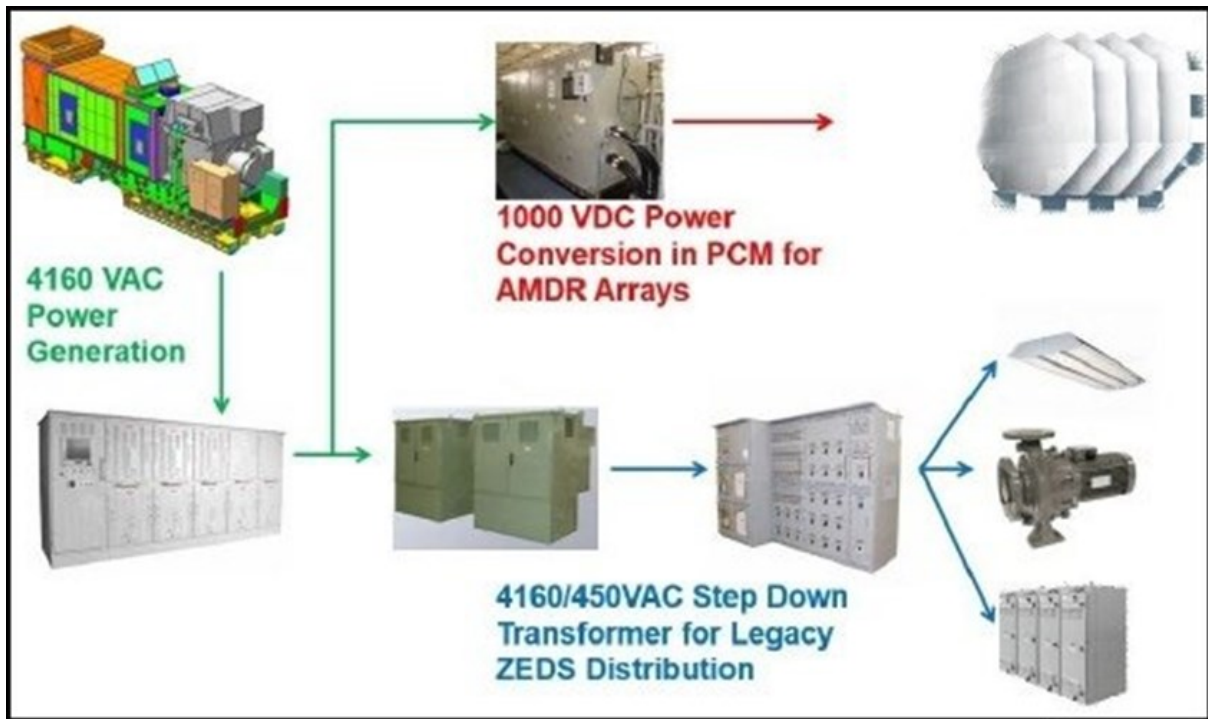
But the radar requires us to do things to the ship to be able to accommodate it. The radar takes about twice as much power. We had to take the ship from three, 3 megawatt (MW) generators to three, 4 MW generators because we never have three on at one time for purposes of redundancy. We always calculate what would happen if you had to run on two of the three. When we calculate what our battle loads are and can we handle them, we always calculate to whether we can handle them with two of the three generators if one of them is down for whatever reason. That's how you design a redundant warship.

So when we up the power out of our generators to four meg-

awatts we have to up the voltage, which is easily done. We've got 4160 volt power on aircraft carriers, on DDG-1000, so we had to implement that for Flight III. There's a separate 4160 bus for powering the radar, and then we stepped down with transformers for our 450 loads that exist. That allows us to power the radar, and at the same time power the rest of the ship the way it is powered in a Flight IIA. The new generators, the four MW generators, have gone through their critical design review and they're just now starting production.

The radar runs off 4160 converted 1000 volt DC to AC. The equipment to convert that and condition it was similar to what DDG-1000 uses; they use that power conversion module on their SPY-3 radar. That's been through its preliminary and critical design review and its gone into production now. That gets us power to the radar, and power to the electric grid.

If you think about power what else does the radar need? The radar needs more cooling. A more powerful radar produces more heat. A DDG 51 today has about 1000 tons of cooling. Once you install the SPY-6 you really need 1400-1500 tons of cooling. When we were starting the early preliminary design, NAVSEA already had an energy saving initiative. It was a plan to take the Navy standard 200 ton plants and equip them with a more fuel efficient compressor, and some other design improvements. There's a working prototype of the improved 200 ton plant that is putting out over 325 tons of cooling and it is just going through its equipment qualification to make



Flight III Electric Plant Concept

sure the new machine will pass all the Navy standards for shock survivability.

In terms of weight, if you put everything that a SPY-6 uses and everything a SPY-1 uses on a scale they roughly balance. However, SPY-1 forms the signal in a signal generator and then transfers that up to the array, so that signal generator is lower in the ship. Because SPY-6 is an active array, the signal is generated on-array, so that means the arrays are heavier. The last thing we did is move some weight around in the ship. We thickened up the hull and the scantlings, which are the ribs of the hull. That offsets the high weight by putting extra weight low, and moves your center of gravity back down. The center of gravity of a Flight III will be roughly where the Flight IIA's center of gravity is now.

Those are the big shipboard changes that facilitate the introduction of the radar. What the warfighter gets out of the Flight III is that improved radar performance from the new SPY-6 radar tied into the existing AN/SPQ-9 radar and those synthesized together for better performance in the atmospheric regime and the ballistic missile defense regime. It offers tremendous improvement in capability in both of those regimes.

[CIMSEC] Because AMDR is such a tremendous increase in capability, how does this affect the DDG 51's growth margins?

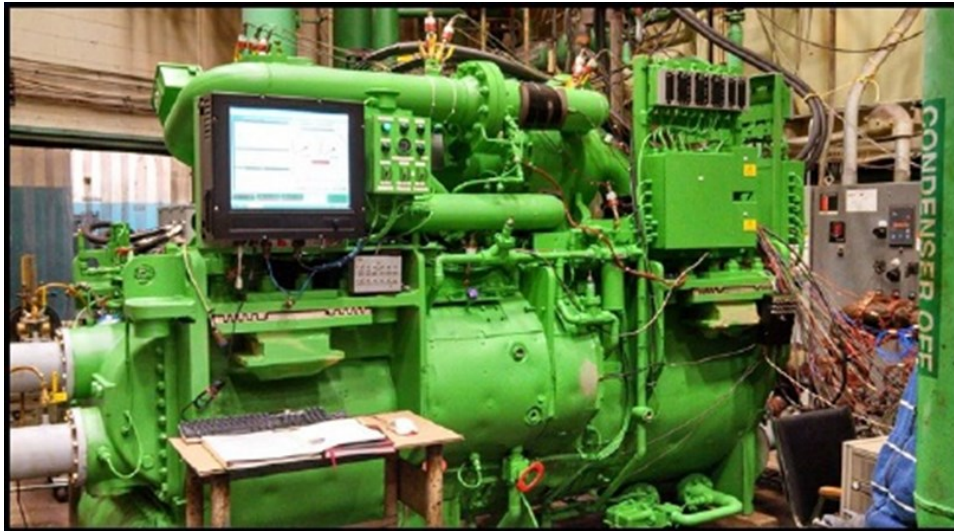
That is one of the reasons we looked at things like the extra cooling and the extra power. If you look at where the Flight

IIA is, the Flight IIA has about one and a half MW of service life power growth, and about 200 tons of cooling growth. The Flight III will have a heavier load. A full battle load will be up over 5.5 MW, but we will be well over 7.5 MW when we put two four MW machines online together. We will have another two MW of power. The total cooling reserve will be about 200 refrigeration tons to 300 refrigeration tons.

At this point some people usually ask is 2 MW enough when you look at directed energy weapons and railguns. I can tell you the Navy is reevaluating its historical standards for electrical growth in its future ship design. Will those historical standards be adequate for a future that includes railguns and directed energy? The Flight III will have as great or greater an ability to accommodate that as the Flight IIAs today.

The Flight III tasking was to get AMDR on and give it the same cooling and power growth potential. Don't take a step back from the Flight IIA today. I could have put AMDR on Flight III and eaten all the growth, and you would have had a ship with no growth margin. We looked at that extensively because it was the lowest cost option, and discarded that as not responsible. We are going to want to keep these ships around, so keep what we have today as far as margins, and that gave us a certain design and philosophy.

[CIMSEC] What best practices and lessons learned from the DDG 51 program should inform the Future Surface Combatant Study?



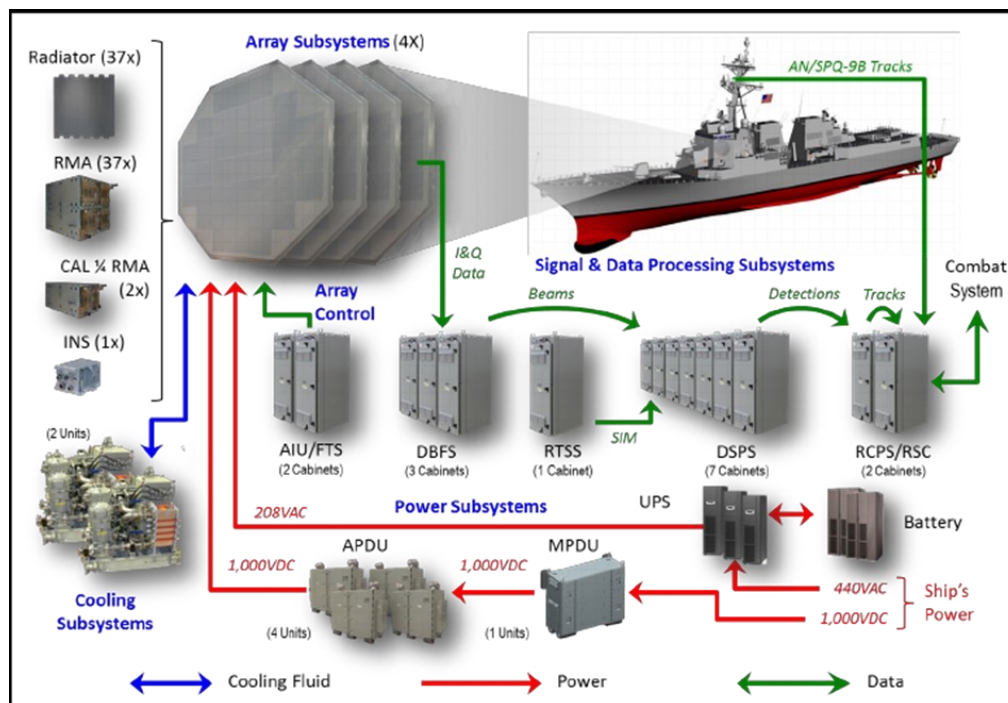
Prototype HES/C 300 ton A/C chiller

I would put those into two different categories. The DDG 51 program has been successful from a technical standpoint and from an acquisition standpoint. From a technical standpoint, the DDG 51, from its inception, was designed to be flexible, redundant, and survivable. We have proven this, look at the Cole. The ships have taken battle damage and lived to fight another day. The ships have been flexible enough that they were designed in the 1980s and with modification, and sometimes significant modification, could be made combat relevant in the 2020s. The systems engineering of both the design of the ship, and especially the systems engineering that went into the design of the combat system, is good solid systems engineering discipline. Know your requirements, break them

down, formulate them, and integrate the pieces back together to provide an end-to-end capability.

On the acquisition side, there are several things I would want a future shipbuilding program to look back at the DDG 51 program and extract. The first one is a real careful, facts-based decision on what parts of the ship were we going to have the shipbuilder do, and what parts would we contract separately where the government contracts GFE (government furnished equipment) and delivers separately to the ship. There have been times when it has been thought advantageous to go one way or another with that pendulum.

Link to the entire article:



AMDR system overview

<http://cimsec.org/cimsec-interviews-capt-mark-vandroff-program-manager-ddg-51/25050>

In Part Two, CAPT Vandroff goes into depth on his publications [Confessions of a Major Program Manager](#) published in U.S. Naval Institute Proceedings, and an [Acquisition System to Enable American Seapower](#), published on USNI News and coauthored with Bryan McGrath. He finishes with his

thoughts on building acquisition expertise in the military and his reading recommendations. Look for Part Two in the fall newsletter.

Captain Vandroff is a 1989 graduate of the U.S. Naval Academy and USS Arleigh Burke Plankowner. With 10 years as a surface warfare officer and 16 years as an engineering duty officer, he is currently the major program manager for Arleigh Burke – class destroyers.



**CAPT Mark Vandroff CRYSTAL CITY, Va.
(Jan. 12, 2012)**

**(U.S. Navy photo by Mass Communication Specialist 2nd Class Todd Frantom/
Released)**

FROM THE PRESIDENT

courage you to make and send payments by check to our Treasurer, Rob Jobrack. With the exception of the Annual Dues, if you prefer the convenience of charging your costs for the 25th Commissioning Celebration, please include the additional 3% to cover the fees that the Association has to pay. The Association is dedicated to keeping costs of events as close to actual costs as possible.

In addition, if your annual Association dues are not current through 2015, I request that you bring them up to date as soon as possible. Rob Jobrack will be sending out dues notices to those few who still have outstanding dues. I also encourage all those who can afford to join our Association as either a Sustaining or Life Member to do so. If you pay Sustaining dues annually over 10 years it converts to a Lifetime Membership. Your participation at one of those levels will help strengthen our Association. Thanks for those who have joined this year as Sustaining and Life Members!

Due to the USS Arleigh Burke 25th Commissioning Celebration this year, we will hold the 2016 USS Ar-

(CONTINUED FROM PAGE 2)

leigh Burke Association Annual Meeting at 1930-2015 Thursday 27 October 2016 via Teleconference. At that time we will address any proposed Charter/By-Law changes, elect the Officers for 2017, and conduct any other Association business that requires Membership involvement or approval. The Annual Meeting will be discussed in more detail in the September issue of *The Destroyerman* Newsletter. Please forward any agenda items, or other inputs/thoughts to Mark Fortune, copy me and Rob Jobrack – thanks.

Please do not hesitate to contact me, any of the USS Arleigh Burke Association Officers, or the 25th Commissioning Celebration Planning Committee Members if you have any questions regarding the USS Arleigh Burke 25th Commissioning Celebration. It is hard to believe that Arleigh Burke has faithfully served our Nation for 25 years – how quickly time has passed. For all of you attending the USS Arleigh Burke 25th Commissioning Celebration, I very much look forward to seeing you over the Fourth of July weekend on this truly historic occasion!!

Best regards, Rick

USS ARLEIGH BURKE 25TH COMMISSIONING CELEBRATION

FIRST THROUGH THE FOURTH OF JULY 2016

SCHEDULE OF EVENTS

Friday July 1st

- | | |
|-----------|---|
| AM | USS Arleigh Burke arrives at the Nauticus Half Moon Pier |
| 1300-1500 | USS Arleigh Burke Ship Tours – Nauticus |
| 1800 | Norfolk Tides vs Durham Bulls Baseball Game – Kicking off with Association Dinner on the Private Shock Top Party Deck, and Fireworks after the Game |
| 2200 | After the Game Get Together - Marriott Second Floor Piano Bar |

Saturday July 2nd

- | | |
|-----------|--|
| 0700 | Golf Challenge Round One – Oceana “First” Course |
| 0900-1500 | USS Arleigh Burke Ship Tours – Nauticus |
| 1130-1430 | Association Picnic - Breezy Point Norfolk Naval Station |
| 1500-1630 | VIP tours for USS Arleigh Burke Association Members |
| 1800-2200 | Twenty-fifth Commissioning Celebration Dinner - Town Point Club, Norfolk World Trade Center Overlooking Town Point Park,
Dress: Business Attire |
| 2230 | Party after the Party - Marriott Second Floor Piano Bar |

Sunday July 3rd

- | | |
|-----------|---|
| 0700 | Golf Challenge Round 2 – Oceana “Second” Course |
| 0900-1500 | USS Arleigh Burke Ship Tours – Nauticus |
| 1130-1530 | Ship and Association Picnic and Softball Challenge, Dam Neck Picnic Area and Ball Field |
| 1730 | Norfolk Tides vs Durham Bulls Baseball Game with Fireworks after the Game |
| 2130 | After the Game Get Together - Marriott Second Floor Piano Bar |

Monday July 4th

- | | |
|-----------|--|
| 1000 | Memorial Service for Admiral and Mrs. Burke – Onboard USS Arleigh Burke at Nauticus Half Moon Pier. Guests are requested to be in their seats no later than 0945. Admiral Richardson will deliver the Memorial Service address |
| 1300-1500 | USS Arleigh Burke Ship Tours – Nauticus |
| 1900-2100 | VIP 4 th of July Reception onboard USS Arleigh Burke, VIP Ship Tours provided during the Reception |
| 2100 | Fireworks Viewed from USS Arleigh Burke's Weatherdecks |

Tuesday July 5th

- | | |
|----|--|
| AM | USS ARLEIGH BURKE morning transit from Nauticus Half Moon Pier to Norfolk Naval Base - limited number of VIPs can join for the transit |
|----|--|

2016 USS Arleigh Burke 25 th Commissioning Celebration Commemorative Items		
Item	Sizes/Notes	Price
25th Anniversary Ball Caps		
Crew		\$20
CDR/CAPT		\$25
FLAG		\$28
25th Anniversary T-Shirts		
	S, M, L and XL	\$20
25th Anniversary Coin		\$10
25th Anniversary Large Coin (Advance Order)	25th Anniversary Coin embedded in Lucite	\$75



The plan is, if enough advance orders are received, to procure a Large 25th Silver Anniversary Coin similar to the Commemorative Commissioning Coin pictured above.

Note: The Large Coin is pre-order only, will be delivered sometime after July 2016, and production is predicated on total orders of 25 or more coins. If the coins are not produced your money will be refunded.

COMMISSIONING DAY, JULY 4, 1991



JULY 4th



1991

USS ARLEIGH BURKE ASSOCIATION

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USSArleighBurkeAssociation](https://www.facebook.com/USSArleighBurkeAssociation)**MAIL**

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**USS ARLEIGH BURKE
OFFICIAL WEBSITE**

[HTTP://WWW.ARLEIGHBURKE.NAVY.MIL/](http://www.arleighburke.navy.mil/)

The purpose of the USS Arleigh Burke Association is to represent the professional values of all those who have served onboard USS ARLEIGH BURKE (DDG 51) or have an on-going interest in promoting the ship and crew, the Arleigh Burke Class of Aegis Guided Missile Destroyers, as well as the United States Navy. Toward that end, this Association serves as the professional association for all ARLEIGH BURKE crewmembers and their supporters, past, present and future.

