

DDG 51



**DDG 51**

*Deployment 2009*



USS ARLEIGH BURKE



ARLEIGH BURKE



DEPLOYMENT 2009



# Table of Contents

Page 4.....	Admiral Arleigh Burke
Page 10.....	Commanding Officer
Page 12.....	Executive Officer
Page 14.....	Command Master Chief
Page 16.....	Operations Department
Page 18.....	OI Division
Page 20.....	OD Division
Page 22.....	OT & NN Divisions
Page 24.....	Engineering Department
Page 26.....	EA Division
Page 28.....	EE Division
Page 30.....	EM Division
Page 32.....	ER Division
Page 34.....	Combat Systems Department
Page 36.....	CC Division
Page 38.....	CE Division
Page 40.....	CF Division
Page 42.....	Weapons Department
Page 44.....	CA Division
Page 46.....	CG Division



---

Page 48.....	CM Division
Page 50.....	Supply Department
Page 52.....	S1 Division
Page 54.....	S2 Division
Page 56.....	S3 Division
Page 58.....	Executive Department
Page 60.....	EX & HM Divisions
Page 62.....	Scotland
Page 66.....	Spain
Page 68.....	Crete
Page 70.....	Kenya
Page 74.....	Crossing the Line
Page 78.....	Seychelles
Page 82.....	Réunion
Page 84.....	South Africa
Page 88.....	Mauritius
Page 90.....	Tanzania
Page 92.....	Algeria
Page 94.....	A Day in the Life
Page 100.....	Homecoming



# ADMIRAL

# Arleigh Burke



Arleigh Albert Burke, the grandson of a Swedish immigrant, was born on a farm in the foothills of the Rocky Mountains near Boulder, Colorado on 19 October 1901, the first of six children. He attended a one room elementary school through the eighth grade and then high school in Boulder. Deciding early that farming fitted neither his talents nor desires, he sought and received a congressional appointment to the US Naval Academy. He entered the Naval Academy in June 1919 and graduated on 7 June 1923, standing 71 in a class of 413. On the afternoon of Graduation Day, he was married in the Naval Academy Chapel to Roberta Gorsuch of Washington, D.C. who became his beloved wife, his best friend and lifelong companion.

Following graduation Burke served in the battleship USS ARIZONA (BB-39) for five years. Thereafter, he served afloat in fleet auxiliary USS PROCYON (AG-11), heavy cruiser USS CHESTER (CA-27), fleet auxiliary USS ANTARES and fleet auxiliary USS ARGONNE. Ashore he completed postgraduate study in Ordnance Engineering and served two tours in the Bureau of Ordnance. In June 1937, he was ordered to his first destroyer as prospective Executive Officer of USS CRAVEN (DD-382), under construction in Boston Navy Yard. In August 1938 - early in his sixteenth year of commissioned service - he was promoted to Lieutenant Commander and in June 1939 took command

of USS MUGFORD (DD-389), sister ship to CRAVEN. During his tour, MUGFORD excelled in gunnery and participated in the development of high speed night gunnery and torpedo attack tactics. After little more than a year in command, Burke was relieved and reassigned to the Naval Gun Factory in Washington, D.C. and was there when the Japanese attacked Pearl Harbor. Despite his persistent requests for sea duty, he remained there until the end of 1942.

In January 1943, he was awarded command of DESTROYER DIVISION 43 and hoisted his flag in USS WALLER (DD-466) which, in March 1943, blew up a Japanese destroyer in the Central Solomons. In May, he shifted to command of DESTROYER DIVISION 44, flagship USS CONWAY (DD-507), where he received wounds while escorting convoys in the Solomons. Captain Burke took over DESTROYER SQUADRON 12 in August 1943 and DESTROYER SQUADRON 23 (Little Beavers) in October. In addition Burke commanded one of the squadron's two divisions, DESTROYER DIVISION 45, with his flag in USS CHARLES AUSBURNE (DD-570).

In October, Burke was detached from DESRON TWELVE and ordered to command DESRON TWENTY THREE. During the next four months the squadron participated in 22 separate engagements and destroyed one Japanese cruiser, nine destroyers, one submarine, several smaller ships and approximately 30 aircraft. Between operations the U.S. surface combatants exercised at night high speed tactics, where, thus far, the Japanese had excelled. Burke was a leader in this effort. Notable among these actions was the battle of Empress Augusta Bay, Bougainville, in early November and later that month the Battle of Cape St. George, New Ireland, where Burke led his destroyers in night torpedo attacks on Japanese surface forces. This battle is regarded by many naval historians as the perfect naval engagement. He was awarded the Navy Cross for "extraordinary heroism in operations against an armed enemy" in the Battle of Cape St. George. The ships of the time were capable of 34 knots, but while enroute to a rendezvous prior to that battle, a boiler casualty had limited his group's top speed to 30 knots. When the fleet commander signalled him to make best speed, they mustered an extra knot and he answered "Proceeding at 31 knots" The response, addressed to "31-knot" Burke was a "rib", but captured the imagination of the press and the public and conveyed the image of a dashing, hard-charging combat commander - an accurate description of Arleigh Burke. Early



in the new year the decision was made to bypass Rabaul in favor of the Admiralty Islands, 300 miles farther west. DESRON 23 supported landings at Cape Gloucester, in the Green Islands, and participated in the bombardment of Rabaul and its backup base at Kavieng. On the morning of 22 February, Burke's destroyers sank a large Japanese naval tug and rescued 73 survivors. When the captain, who had chosen to fight rather than capitulate, was not among the survivors, Burke ordered a brief prayer service in his honor, an action which gained him great respect in post-war Japan.

In March, Burke, to his great surprise, received orders to report to Commander Carrier Division THREE, Vice Admiral Marc Mitscher, as Chief of Staff. Mitscher had recently become Commander Fast Carrier Task Forces Pacific (CTF 58) and was one of the great naval leaders of W.W.II. Burke was disappointed in the assignment which took him away from his beloved destroyers; Mitscher was equally disappointed to find that his highly capable aviator chief of staff was to be relieved by a surface officer. (Admiral Ernest King had directed that a surface officer commanding a fleet or task force must have an aviator chief of staff and vice versa.)

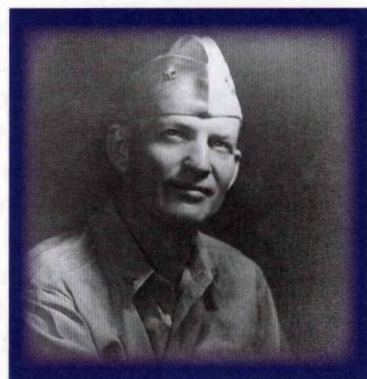
Burke and Mitscher soon formed an exceptionally close relationship which was to endure throughout the war and into the postwar years. During the next fifteen months, TF 58, with four carrier task groups, roamed the western Pacific, striking enemy airfields, shipping, and industrial facilities in their island strongholds; in the Philippines and on Formosa and Okinawa; and in the Japanese home islands. The task force participated in all the major actions of the Pacific war; the assault on the Marianas - Guam, Tinian, and Saipan - in June and the ensuing battle of the Philippine Sea; the return to the Philippines and the battle of Leyte Gulf in October; the invasion of the Carolines and the capture of Iwo Jima in February and March of 1945; and the invasion of Okinawa in April and May.

On the morning of 11 May, Mitscher's flagship, USS BUNKER HILL, operating in the vicinity of Okinawa, was hit and grievously damaged by two kamikaze aircraft. Flag spaces, including the flag office and radio central, were hard hit and a large number of the TF 58 staff were killed. Burke led the effort to rescue survivors, helping to drag the wounded and injured men from radio central. Because of the severity of the damage to BUNKER HILL, Mitscher, Burke, and the remainder of the staff transferred to ENTERPRISE. Three days later ENTERPRISE, too, was hit in a kamikaze attack and put out of action. The staff again shifted flagships, this time to USS RANDOLPH.

On 28 May 1945, Mitscher, Burke, and the staff of TF 58 were relieved and departed for the United States. For them, combat operations had ended. Burke, who had earlier been promoted to the wartime rank of Commodore, reverted to his permanent rank of Captain and was reassigned to the Navy Department in Washington to head a new section for defense against kamikaze attacks. He was there when the war ended.

After a brief tour in the Bureau of Ordnance, Burke returned to sea with VADM Mitscher early in 1946 as Chief of Staff of the Eighth Fleet, being formed for Mediterranean duty. In midsummer, plans for deployment of the fleet were placed on hold and Admiral Mitscher was ordered to relieve Admiral Jonas Ingram as CINCLANTFLT which he did in September. Burke continued to serve as his Chief of Staff until February 1947 when Mitscher, who had been ill throughout much of the war and had never regained his health, suffered a heart attack and died. Thus ended the long, close relationship of two of the great combat leaders of WWII.

Reassigned to the Navy's General Board in Washington after Mitscher's death, Burke, recognizing that his experience had been limited through necessity to warfighting skills, began a serious effort to broaden his understanding and knowledge of history, economics, science, politics, and international relations. He foresaw a need to study and define the future national security interests of the United States and the role of the Navy in pursuing those interests. This eventually led to a comprehensive paper, completed in mid-1948, entitled "National Security and Naval Contributions for the Next Ten Years." The paper, as such, had little impact but it contributed mightily to the development of Arleigh Burke as a strategic thinker and to his reputation.





# ADMIRAL

# Arleigh Burke



In July 1948, Burke took command of the light cruiser, USS HUNTINGTON, then deployed to the Sixth Fleet. After fewer than six months in command, he received an unexpected set of orders to report immediately to the staff of the Chief of Naval Operations in Washington to head the OPNAV section which dealt with matters concerning unification of the armed services. There he became a key player in what was to become known as "the revolt of the Admirals." A primary issue was the strategic role and relative capability of the Air Force B-36 bomber vis-à-vis the Navy's proposed supercarrier. In hearings before the House Armed Services Committee in October 1949, Secretary of the Navy Mathews led off by supporting Secretary of Defense Louis Johnson's position favoring the B-36 and relegating Navy aviation to a secondary role. He was followed by CINCPACFLT, Admiral Arthur Radford; by the naval leaders of WWII - King, Nimitz, Halsey, Spruance and others including Burke; and by the CNO, Admiral Louis Denfield. The naval officers uniformly took issue with the SECDEF and SECNAV position. (Burke and his small staff had been instrumental in orchestrating the Navy position.) Following the hearings, Secretary Mathews forced Admiral Denfield into retirement prior to completion of his term and attempted to remove Burke's name from the promotion list to Rear Admiral. This latter action was over-ruled by Presi-

dent Truman. The Committee Report of 1 March 1950 offered no opinion on the B-36/aircraft carrier dispute and concluded that the government should accept the advice of the military professionals of each service regarding weapons.

By the time the Committee report was issued the new CNO, Admiral Forrest Sherman, had disbanded Burke's OPNAV office and Burke had been reassigned as the Navy representative on the Defense Research and Development Board. He was promoted to Rear Admiral on 15 July 1950 and in August ordered to the staff of Commander, Naval Forces Far East as Deputy Chief of Staff. The Korean War was, by then, in its third month and there was an urgent need for a senior officer with warfighting experience on the staff (as well as for a trusted emissary who could, and would, report directly to Admiral Sherman on the conduct of operations. Burke did this, but with the full knowledge of VADM Joy, COMNAVFE.) Burke arrived on station just in time to participate in the planning for the Inchon landing and for support of the subsequent drive north to the Chinese border. The UN offensive ended in November when the Red Chinese armies crossed the Yalu River and drove the allied forces back down the peninsula. The battle line eventually stabilized in mid-January just south of Seoul.

After a brief sojourn in command of Cruiser Division FIVE, Burke was again ordered to Korea on "temporary duty" to join the UN team, headed by VADM Joy, appointed to negotiate an armistice with the North Koreans. He remained in this assignment as one of the two principal negotiators for the UN until a cease fire line was established in November.

Returning to Washington, Burke assumed duty as Director of the Strategic Plans Division in OPNAV. Following the inauguration of President Eisenhower in January 1953 and the introduction of the "New Look" defense policy, Burke was again called upon to define and defend the Navy's roles, missions, and command structure and philosophy. He remained until March 1954, when he was relieved and reassigned as Commander, Cruiser Division SIX. He was there for the rest of the year until ordered to duty as Commander Destroyer Force, U.S. Atlantic Fleet (COMDESLANT). Four months later in May 1955, he was selected over 99 officers senior to him - every four and three star officer in the Navy and a number of senior two star officers - to relieve Admiral Robert Carney as the Chief of Naval Operations.

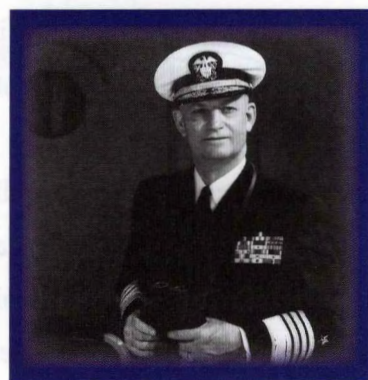
Upon becoming CNO on 17 August 1955, Admiral Burke



could look back upon a naval career of 32 years in which he had served his apprenticeship at sea, completed postgraduate study and acquired technical expertise in shore assignments, demonstrated brilliance and achieved fame as a wartime commander, gained broad experience in the application of military power and, through self-study, in the wider fields of history, economics, politics, and national security affairs. He was a tough taskmaster who insisted on the best efforts of his people and was intolerant of laxity and poor work. He worked extraordinarily long hours and demanded the same from his staff. He believed that an overworked staff was more productive than one that worked routine hours. He was modest, however, about his own achievements and loyal to his associates. One of his greatest attributes was his ability to set clear objectives and goals and then allow his subordinates leeway to achieve them without interference or undue supervision. He was well and thoroughly prepared to lead the Navy. He was reappointed to a second two year term in 1957, a third in 1959, and declined a fourth in 1961.

One of Burke's first and foremost priorities as CNO was the development of a solid propellant fleet ballistic missile. He established the Special Projects Office, appointed RADM William Raborn as head, and gave him wide latitude to accomplish the objective. Polaris was the result. Another priority was construction of nuclear powered surface ships - carriers, cruisers, and destroyers. USS LONG BEACH and USS ENTERPRISE were authorized and built, and USS BAINBRIDGE and USS TRUXTUN followed. He pressed for conversion of cruisers to employ guided missiles and their introduction in other ships to defend against air attack. Antisubmarine warfare programs were accelerated and an Atlantic Fleet Antisubmarine Defense Force was established to test and evaluate sensors and weapons, and to develop tactics and coordination of air, surface, and submarine forces. He took pains to ensure that the Navy achieved and maintained a high state of readiness. He was the chief spokesman for the Navy and was tireless in his efforts to educate the public on sea power and the Navy. He functioned as a member of the Joint Chiefs of Staff and continued, not always successfully, his fight against further centralization in the Department of Defense.

On 25 July 1961 in ceremonies at the U.S. Naval Academy, Admiral Burke was relieved as the Chief of Naval Operations and retired. He remains the longest serving Chief of Naval Operations in the history of the U.S. Navy. ""



Destroyer Squadron 23 was activated May 11, 1943 at the Boston Navy Yard and soon became part of Admiral William F. Halsey's Third Fleet and assumed duty on patrol and escort in the Southwest Pacific. Destroyer Squadron 23 earned its reputation—and a Presidential Unit Citation—under its second commodore, Captain Arleigh Burke, who assumed command on October 23, 1943.

On November 24, 1943, during the Battle of Cape St. George, the squadron engaged six enemy destroyers. In what has been described by tacticians as "near perfect surface actions," the squadron sank four

enemy destroyers, and damaged two without injury to themselves.

The mascot of Destroyer Squadron 23 is Little Beaver, a character made famous by Fred Harmon's Red Ryder cartoon strip. The cartoon was very popular during the squadron's operations in WWII. Due to the high tempo of operations during the squadron's operations in the South Pacific, the ship's crews often said they were 'busy as beavers'. This sentiment led to an illustrated painting by a crewman named James Bowler on the side of one of USS CLAXTON's torpedo tubes. The painting depicted Little Beaver shooting an arrow at Japan's Prime Minister Tojo.

During an inspection of USS CLAXTON, then-Commodore Arleigh Burke observed the painting. He liked it so much that he adopted the logo (minus Tojo) for use by the entire squadron. It remains in use to this day.





## SHIP'S CREST

The Shield outlined in blue and gold stands for the outstanding achievements in battle of Admiral Burke against the naval power of Japan, a formidable foe.

The fist and mace symbolize the offensive and defensive power of the new destroyer. The mace, also a symbol of authority, represents Admiral Burke's outstanding service as Chief of Naval Operations. It also refers to Admiral Marc Mitscher, an influential figure and mentor for whom Admiral Burke served as Chief of Staff.

Admiral Burke's Destroyer Squadron 23, represented by the border of 23 ovals, was the only United States Destroyer Squadron awarded a Presidential Unit Citation, signified by the canton of blue, yellow, and red. The ovals also refer to the year 1923 in which Midshipman Burke was graduated from the United States Naval Academy at Annapolis. Twenty-three also reflects Admiral Burke's distinguished service on the staff of the Chief of Naval Operations as (OP-23).

The mounted figure of St. George recalls Admiral Burke's celebrated victory in the Battle of Cape St. George over Japanese naval forces. His mantle bears a gold cross for the Navy Cross awarded to the Admiral. The birch branch on the helmet represents Admiral Burke himself, a reference to his name derived from his Scandinavian heritage.

The red sea dragon symbolizes Japanese naval power assaulted by forces under Captain Burke's command. It is gorged with the two gold stars he was awarded for outstanding service. The lance impaling the dragon signifies ordnance on target. The capabilities of the new destroyer, the most powerful and survivable ever built, are signified by the full armor and equipment of the warrior St. George. The Admiral's nickname "31-Knot Burke" is recalled by the number 31 on the horse.



# DDG 51 Characteristics

## Dimensions:

504 Feet Long

## Guns:

Mk45 127mm .54

(2) MK15 Block 1B Phalanx Gatling 20mm Gun

## Missiles:

(2) MK41 Vertical Launching Systems (MOD 0 forward, MOD 1 Aft)  
with 29 cells forward and 61 aft to house  
SM-2 SAMs, Tomahawk and ASROC.

(2) MK141 quadruple launchers for RGM-84 Harpoon

## Anti Submarine Warfare:

(2) MK32 triple 324mm torpedo tubes for MK46 ASW torpedoes

## Electronics:

SPY-1D, SPS-67, SPS-73 radars

(3) SPG-62 directors for SAMs used with AEGIS FC system

MK160 MOD4 gunfire control system including optronic backup

SQQ-89(V)6 sonar incorporating SQS-53C hull mounted and SQR-19 towed array  
sonars used with MK116 MOD7 ASW fire control system.

## Propulsion:

(4) GE LM 2500-30 Gas Turbines giving 100,000 hp to two shafts

## Speed:

30+ Knots

## Crew:

Capable of carrying 300+

## Aircraft:

Helicopter Platform





# COMMANDER

## Brian C. Moum

*Commanding Officer, USS ARLEIGH BURKE*



**C**DR Brian C. Moum was born in Honolulu, HI. He is a 1990 graduate of the Pennsylvania State University with a Bachelor of Science degree in Civil Engineering, and was commissioned through the NROTC program.

After completing nuclear power training and Surface Warfare School, he reported to USS TEXAS (CGN 39) as the Reactor Controls Division Officer, conducting operations in the south and central Pacific. After TEXAS was decommissioned, his next sea tour was Electrical Officer in USS SOUTH CAROLINA (CGN 37), operating in the Caribbean and Atlantic.

In August 1995, CDR Moum returned to NROTC PSU as an instructor, where he taught Navigation, Surface Ship Operations, Leadership, and Sailing. He earned a Master's Degree in Environmental Engineering in August 1997.

Following Department Head School, he reported to USS FORD (FFG 54) in Everett, WA as Combat Systems Officer, then to USS DWIGHT D EISENHOWER (CVN 69) as Reactor Training Assistant. During this tour, the ship deployed to the Mediterranean Sea and the Arabian Gulf.

After his department head tours, he served as a member of the Nuclear Propulsion Examining Board on the staff of Commander, U. S. Atlantic Fleet.

CDR Moum had command of USS GRASP (ARS 51) from June 2003 to January 2006. During his tour, he conducted various operations such as open ocean tows, salvage, debeaching, and a deployment to the Mediterranean Sea including multiple diving and salvage exercises. After decommissioning USS GRASP and turning her over to Military Sealift Command, CDR Moum reported to Headquarters Supreme Allied Commander Transformation. He served as an Operations Analyst in concept development and experimentation supporting NATO doctrine for the Effects-Based Approach to Operations.

His military decorations include the Defense Meritorious Service Medal, the Meritorious Service Medal (two awards), the Navy Commendation Medal (four awards), the Navy and Marine Corps Achievement Medal, and various unit and expeditionary awards.



“Any commander who fails to exceed his authority is not of much use to his subordinates.”

- Arleigh Burke





# COMMANDER Keith E. Hartman

*Executive Officer, USS ARLEIGH BURKE*



**C**ommander Hartman is originally from Wadsworth, Ohio. He enlisted in the Navy in 1988 and attended basic training at Recruit Training Center Orlando, Florida. He attended Operations Specialist "A" School in Dam Neck, Virginia and reported to USS KINKAID (DD 965) in April of 1989 where he deployed to the Middle East in support of Operation ERNEST WILL.

Commander Hartman accepted a Secretary of the Navy appointment to the United States Naval Academy and reported to Annapolis in July 1990. He was commissioned and graduated with honors with a degree in Electrical Engineering in 1994. He then attended graduate school at Rensselaer Polytechnic Institute in Troy, New York, graduating with a Masters degree in Physics in 1996.

Following Surface Warfare Officer's School, he

reported to USS SHILOH (CG 67) in January 1997 where he served as Auxiliaries Officer and Damage Control Assistant and deployed to the Arabian Gulf as part of the ABRAHAM LINCOLN Carrier Battle Group conducting Operation SOUTHERN WATCH. In 1999, Commander Hartman reported to Camp Lejeune, North Carolina as a Naval Gunfire Liaison Officer for 2d Marine Division. While at Camp Lejeune he was assigned to 1st Battalion 10th Marines, and deployed to the Mediterranean Sea on USS WASP (LHD 1) in February 2000 as the Shore Fire Control Party Officer-in-Charge for Battalion Landing Team 2/6, 24th Marine Expeditionary Unit (Special Operations Capable).

Following Department Head school he reported to USS STEPHEN W. GROVES (FFG 29) as the Operations Officer in November 2001 where he conducted a counter-narcotics deployment to the Eastern Pacific. Following this tour he reported to DESTROYER SQUADRON THIRTY ONE in June 2003 as the Combat Systems, Warfare, Training and Readiness Officer (N7/N8). During this tour he deployed to the Middle East onboard USS CARL VINSON (CVN 70) in support of Operations IRAQI FREEDOM and ENDURING FREEDOM.

In July 2005, he reported to Carrier Strike Group ELEVEN as the Flag Secretary and Assistant Chief of Staff for Administration and Personnel (N1), deploying onboard USS NIMITZ (CVN 68) to the Arabian Gulf for operations. He then reported to USS TARAWA (LHA 1)



in July 2007 as the Damage Control Assistant where he deployed to the Arabian Gulf and North Arabian Sea and conducted humanitarian relief efforts in Bangladesh. He concluded his tour on TARAWA as the Assistant Decommissioning Officer when the ship was placed out of service in March 2009.

Commander Hartman reported to the USS ARLEIGH BURKE (DDG 51) as Executive Officer in May 2009. His personal awards include three Navy Commendation Medals and two Navy Achievement Medals and various other unit commendations and service medals.





# CMDCM (SW/AW)

## Anthony T. Smith

*Command Master Chief, USS ARLEIGH BURKE*



**C**ommand Master Chief Petty Officer Smith, a native of Savannah, GA, enlisted in the Navy, September 1982. After completing recruit and apprenticeship training in Recruit Training Center, ORLANDO, FL, he reported to USS SAGINAW (LST 1188), as a non-designated seaman.

He rose through the ranks to Petty Officer second class and was transferred to Headquarters, Naval District Washington, DC, in October 1986. There he served as Flag coxswain, hosting Flag and General officers and various envoy guests of the Navy.

In February 1989, he reported to USS PHILIPPINE SEA (CG 58), as Work Center Supervisor for First Division and Operations Department Career Counselor. He earned Enlisted Surface Warfare Specialist qualification, and later promoted to Chief Petty Officer. Chief Smith returned back to RTC ORLANDO, FL,

serving as a Recruit Company Commander in October 1993.

After the disestablishment of RTC Orlando, he completed a tour at Port Operations, NAVSTA Norfolk, VA in February 1995. Chief Smith served as Lead Scheduler and was responsible for berth assignments for the U.S. Atlantic Fleet.

Chief Smith reported to USS SOUTH CAROLINA (CGN 37), serving as Ship's Boatswain and USS ROSS (DDG 71), where he served as ship's First Lieutenant and was promoted to Senior Chief Petty Officer, in October 1996 and February 1999, respectively.

Senior Chief Smith reported to Afloat Training Group, Norfolk, VA, serving as Leading Chief Petty Officer for Deck/SAR Division, in December 2000. There he earned his Afloat Training Specialist qualification and became Team Leader/ Senior trainer for the U.S. Atlantic Fleet carriers.

Master Chief Smith graduated from the U S Navy Senior Enlisted Academy, Class 106 Gold in 2003, where he was promoted to present rank and reported to USS CARL VINSON (CVN 70), in June 2003. He was selected for the Command Master Chief /Chief of the Boat program in January 2007 and a graduate of CMC/COB Capstone course, Class 039.



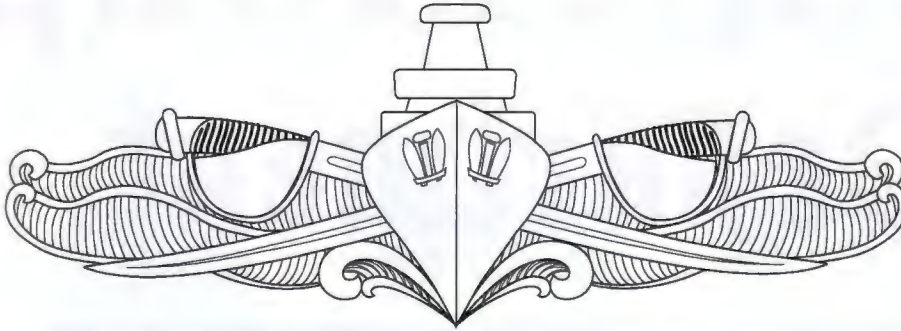
Command Master Chief Smith reported to USS ARLEIGH BURKE (DDG 51)

in June 2007, as Command Master Chief.

His awards include: Navy and Marine Corps Commendation Medal (4 awards);

Navy and Marine Corps Achievement Medal (5 awards); Battle Efficiency ribbon

(3 awards) and various campaign and unit awards.







# PERATIONS Department







LT Steven McCauley  
Operations Officer



LT Andrew Humenick  
Navigator (First Half)



LT Gabriel Burgi  
Navigator (Second Half)



LTJG Thomas Placek  
1ST LT



ENS Scott Tollefson  
EWO



ENS Wilson Miles  
OI DIVO



CW03 Arthur Dent  
CICO



OSCS Timothy Goss  
DLCPO



OSC William Barrios  
OI LCPO



BMC Michael Jukes  
OD LCPO



CTC Claylan Helms  
OT LCPO



ISC Danny Dancy





---



# PERATIONS SPECIALISTS

---







OS1 (SW)  
Hector Baltazar



OS1 (SW)  
Lorenzo Garcia



OS1 (SW)  
Ligon Jones



OS1 (SW)  
Steve Kauahi



OS1 (SW)  
Jason Rosenbaum



OS1 (SW)  
Frank Thomas



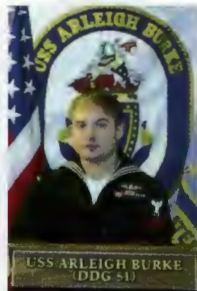
OS1 (SW)  
Oliver Williams



OS2  
Joseph Golfieri



OS2  
Alahna Parker



OS2 (SW)  
John Shwackoff



OS2  
Ryan Phelps



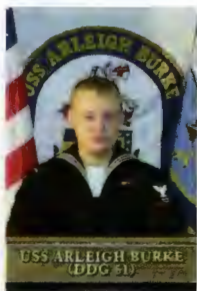
OS2 (SW)  
Kevin Wilson



OS2  
Carl Young



OS3  
Kenneth Cooper



OS3  
Joshua Rossy



OS3  
Larry Skeen



OS3  
Elijah Whitehouse



OS3  
Mark Wiser



OSSN  
Katherine Odell



OSSA  
Andrew Vu



OSSR  
Lakrisha Smith



OSSR  
Corneilous Wheaton











LT John Cyck  
Chief Engineer (First Half)



LT Billy Hunter  
Chief Engineer (Second Half)



LTJG Alden Argante  
MPA



LTJG Phillip Carson  
ELECO



LTJG Nicholas Matich  
DCA



ENS John Kimmel  
AUXO



ENS Cameron Carlson  
TURBO



GSCS Rush  
TOP SNIPE



DCC Germaine Benjamin  
ER LCPO



GSEC John Gill



GSMC Thomas Marstein



ENC Travis Otte  
A-GANG LCPO



EMC William O'Neal



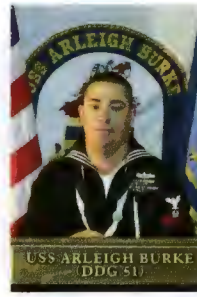




BM1 (SW)  
Shawn Gray



BM1 (SW)  
Gustavo Herrera



BM1 (SW)  
Jesse Lawrence



BM2  
Ronnie Graham



BM3 (SW)  
David Babil



BM3  
Brendon Braveboy



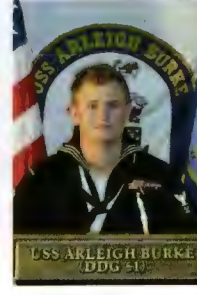
BM3  
Donovin Christian



BM3  
Dustin Cochran



BM3  
Jeremey Hardeman



BM3 (SW)  
Lewis Hicks



BMSA  
Alisha Crowell



BMSA  
Nelson Noriega



BMSA  
Talisha Sidney



ABEAN  
Evan Sthole



BMSN  
Timothy Wickham



BMSN  
Emerson Salcedo







CTT1 (SW)  
Richard Samek



CTT2 (SW)  
Kyler Carter



CTT2  
Krista Dayton



CTT2  
Joshua Mrazik



CTTSA  
Clayton Maddox





# QUARTERMASTERS



QM1 (SW)  
Vera Smith



QM2  
Steven Flakes



QM3  
Brian Rooney



QM3  
Allan Quintana







# ENGINEERING DEPARTMENT







LT John Cyck  
Chief Engineer (First Half)



LT Billy Hunter  
Chief Engineer (Second Half)



LTJG Alden Argante  
MPA



LTJG Phillip Carson  
ELECO



LTJG Nicholas Match  
DCA



ENS John Kimmel  
AUXO



ENS Cameron Carlson  
TURBO



GSCS Rush  
TOP SNIPE



DCC Germaine Benjamin  
ER LCPO



GSEC John Gill



GSMC Thomas Marstein



ENC Travis Otte  
A-GANG LCPO



EMC William O'Neal





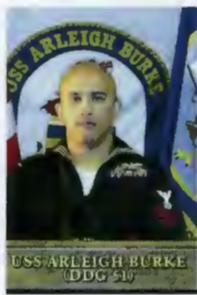
# A-DIVISION







EN1 (SW)  
Bryan Shreckengast



EN1 (SW)  
John McCalmant



EN2 (SW)  
Jason Moyer



EN3  
Jonathan Faith



EN3  
Jason Fralix



EN3  
Shane Gibson



EN3  
Kendrick Mclees



EN3  
Adam Morrow





# E-DIVISION







EM1 (SW)  
Alexander Amoo



EM2 (SW)  
Michael Dinielli



EM3  
Tyler Rhodes



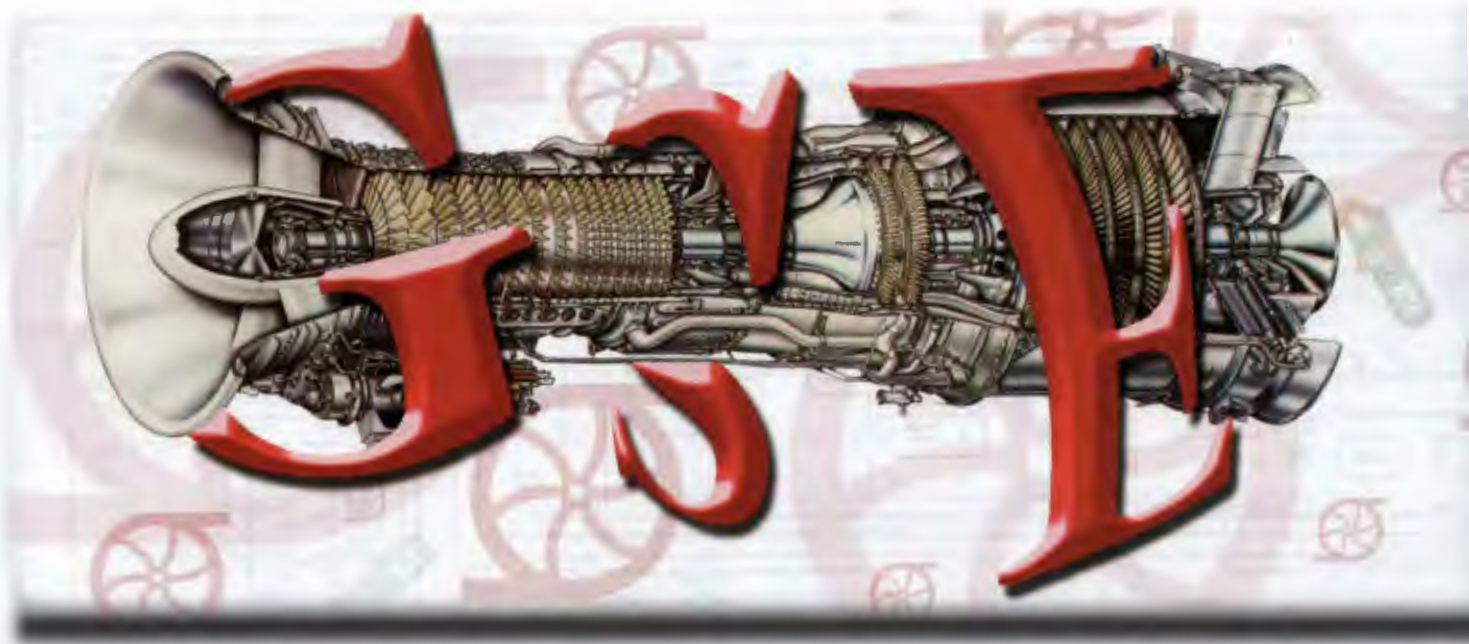
EM3  
Eric Turner



EMFN  
Joseph Ricci



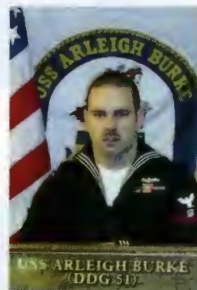




GSE2 (SW)  
Jonathan Burgonio



GSE2 (SW)  
Christopher Robinson



GSE2 (SW)  
Brian Skirvin



GSE3  
Adam Beckedahl



GSE3  
Dominick Randall



GSE3  
Erica Torre







GSM1 (SW)  
Ivan Garcia



GSM1 (SW)  
Stephen Palermo



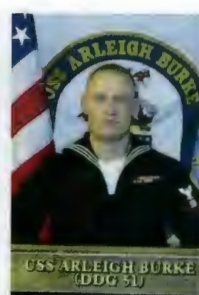
GSM2 (SW)  
Nathan Armstrong



GSM2 (SW)  
Alan Taylor



GSM3  
Jervon Hooker



GSM3  
Keith Howard



GSM3  
Hector Lopez



GSM3  
Kimberly Skinner



GSM3  
Jeffery Wood



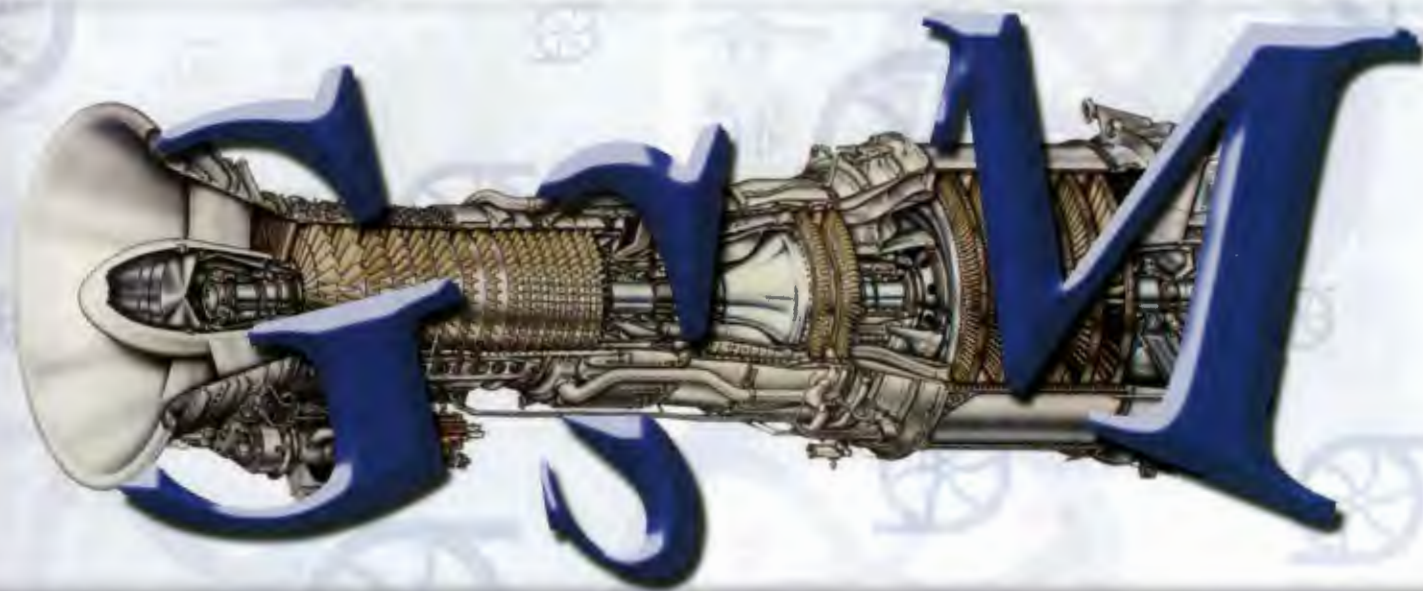
GSMFN  
Junior Etienne



GSMFN  
James Phillips



GSMFR  
Yamilet Cardenas





# DAMAGE CONTROL & REPAIR







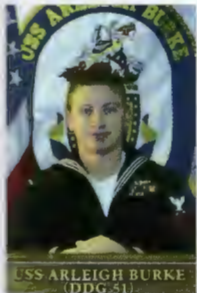
HT1 (SW)  
Joseph Cecil



HTFA  
Scott Cowan



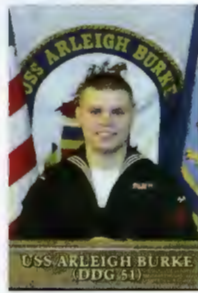
HTFA  
Teela Vaudrin



DC1 (SW)  
James Harry



DC2 (SW)  
Jon Herring



DC3  
Gregory Haskins



DC3  
Jason King



DC3  
Donald Mundy



DCFN  
Dustin Collins



DCFN  
Michelle Orton



MR2  
James Porter



MR2  
Wei Guan



MRFN (SW)  
Manuel Collazo





# COMBAT SYSTEMS







LT Charles McCutchen  
Combat Systems Officer



LT John Morris  
EMO



LTJG Jose Reyes  
FCO



ENS Gregory Sudderth  
COMMO



CWO3 James Mitchell  
STO (First Half)



ENS Martin Schulte  
STO (Second Half)



FCCM Mark Graziano  
DLCPO



ETC Thomas Hathcock  
CE DIV LCPO



FCC Jenner Jones  
CF DIV LCPO



ITC James Roberts  
CC DIV LCPO











IT1 (SW)  
Jon Eldred



IT1 (SW)  
Edwin Rodriguez



IT1 (SW)  
Shataro Rouland



IT2 (SW/AW)  
Ryan Dula



IT2 (SW)  
Jerry Henry



IT2 (SW)  
Marty Ensinger



IT2  
Shaun Sweeney



IT3  
Marion Ronquillo



IT3  
Sam Tintz



ITSA  
Joshua Erwin



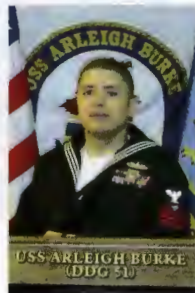


# CE DIVISION





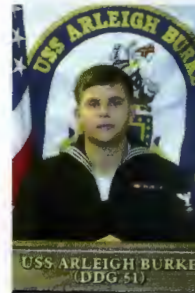
ET1 (SW)  
Jason Meier



ET1 (SW)  
Thaddeus Peltier



ET2  
Nathaniel Bozung



ET2  
Joseph Casantini



ET2 (SW)  
Eric Farino



ET2  
Braxton Holes



ET2 (SW/AW)  
Byron Scott



ET2  
Yvonne Wade



ET3  
William Rodriguez







IC1 (SW)  
Marcos Pina



IC2 (SW)  
Jerry Evans



IC2  
Reid Hartman



IC2  
Devin McLaughlin











FC1 (SW)  
Farest Davis



FC1 (SW)  
Nakia Johnson



FC1 (SW)  
Joshua Maloney



FC1 (SW)  
Donald Montgomery



FC1 (SW)  
Ryan Olds



FC2 (SW)  
Christopher Blankenship



FC2 (SW)  
Joshua Langlois



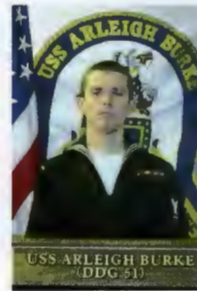
FC2 (SW)  
John Long



FC3  
Kristopher Knutsen



FC3 (SW)  
Demetrius Lowe



FC3  
Michael Mercer



FC3  
Ryan Nowlin



FC3 (SW)  
Jody Powell



FC3  
Joshua Wyland



FC3  
Casey Alexander







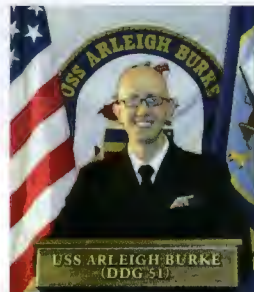




LT Russell Meier  
Weapons Officer



LTJG Richard Eugenio  
ORDO (First Half)



ENS Travis Miller  
ORDO (Second Half)



LTJG Joon Kim  
ASWO



LTJG Martin Treppa  
STRIKE



ENS Tyson Meadors  
FPO



ENS Jose Montanez  
GUNNO



FCCS Mark London  
DLCPO



FCC Gary Elliott  
CM LCPO



GMC Brandon Maher  
CG LCPO



STGC Michael Moore  
CA LCPO





# CA DIVISION

**SONAR TECHNICIANS**







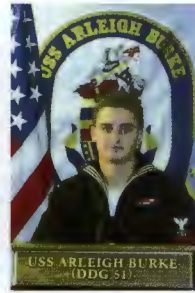
STG1 (SW)  
Aaron Bartnik



STG2 (SW)  
Samuel Austin



STG2  
Jeffrey Favro



STG2 (SW)  
Joel Johnston



STG2  
James McCall



STG2 (SW)  
Christopher Williams



STG3  
Seamus Cypher



STG3  
Adrian Hughes



STG3  
Steven Morales



STG3  
Bryan Wheeler











FC1 (SW)  
Shaun Hodges



FC1 (SW)  
Jason Parkhill



FC1 (SW)  
Curtis Robinson



GM1 (SW)  
Benjamin O'Connor



FC2 (SW)  
Anthony Ferretti



FC2 (SW)  
Brandon Foster



FC2 (SW)  
Levenson



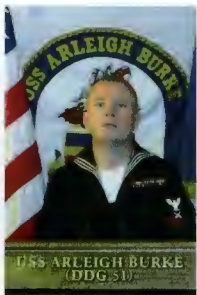
FC2 (SW)  
Daniel Warne



FC3  
Russell Allsbrook



GM2  
Joshua Minor



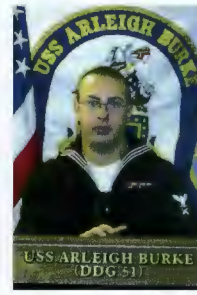
GM2  
Ricky Ramsey



GM2 (SW)  
Justin Travis



GM3  
Kevin Stafford



GMSA  
Colin O'Brian



STG2 (SW)  
Nicky Green











FC1 (SW)  
Sean Drennan



GM1 (SW)  
Shineeka Haskins



FC2 (SW)  
Jamal Broner



FC2 (SW)  
Luis Vazquez



GM2  
Marvel Drummer



GM2  
Jayson Mitchell



GM2 (SW)  
Christopher Rozecki



GM2  
Thomas Vanhouten



GM3  
Nickolas Gladwell





# \$UPPLY DEPARTMENT

---







LT Rachele Wharton  
Supply Officer



LTJG Christopher Lebel  
ASUPPO (First Half)



ENS Austin Gage  
ASUPPO (Second Half)



LSC Jermaine Sutton  
DLCPO







# S-1 DIVISION







LS1 (SW)  
Markech Blake



LS2 (SW)  
Edward Doakes



LS3  
Satar Salari



LSSN  
Shawn Shannon





*Thirty-One Knot*  
CAFE®



*S-2*  
*Division*







CS1 (SW)  
David Ward



CS1 (SW/AW)  
Adam Gilbert



CS2 (SW)  
Luke Pomerville



CS2 (SW)  
Bernardo Tinoco



CS2 (SW)  
Jason Stevenson



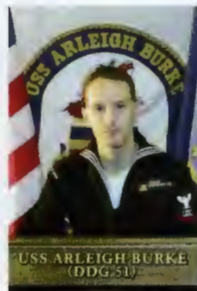
CS2  
Matthew Yacobellis



CS3  
Quentin Brown



CS3  
Tyrel Brown



CS3  
William Golway



CS3  
Jonathan Parker



CS3  
John An



CS3  
Ryan Edwards



CS3  
Fairren Foreman



CSSA  
Samuel Nave



CSSA  
Russell Goretsky



CSSA  
Trent Ingram





# SHIP'S



# SERVICEMEN



SH2 (SW)  
Michael Niles



SH3  
Herrick



SHSN  
Jayon Patrick



SHSN  
Casey Standeford















LT Elizabeth Ely  
TRAINO



LT Len Driskell  
CHAPS



HMC Wilford Garner  
DLCPO



HMC George Krow  
HM LCPO







# Executive Department



HM2 (SW)  
James Boyd



HM3  
Brandi Ford







MA1 (SW)  
Brian Berryhill



STG1 (SW/SS)  
Sam Brumm



NC1 (SW)  
Zachary Kiser



YN1 (SW)  
Steven Pastrana



PS1 (SW)  
Deron Proctor



YN2  
Joseph Rottier



RP3  
Nicole Ferguson



PSSN  
Eric Sturdivant







ARLEIGH BURKE's first official stop of deployment was in Faslane, Scotland. From this port, ARLEIGH BURKE participated in a multi-national exercise that tested the ship and crew in their ability to function as part of a cooperative unit with foreign forces. When not hard at work, the crew was able to visit Faslane and the surrounding countryside.

Scotland is a country that is part of the United Kingdom. Occupying the northern third of the island of Great Britain, it shares a border with England to the south and is bounded by the North Sea to the east, the Atlantic Ocean to the north and west, and the North Channel and Irish Sea to the southwest. In addition to the mainland, Scotland includes over 790 islands including the Northern Isles and the Hebrides. Although Edinburgh is the capital of Scotland it is not the largest city. With a population of just over 584,000, this honor falls to Glasgow with a population of almost 1.2 million, is home to nearly a quarter of Scotland's population.

Scotland's head of state is the monarch of the United Kingdom, currently Queen Elizabeth II (since 1952). British monarchs are numbered according to either their English or Scottish predecessors, whichever number is higher. Hence, any future King James would be styled James VIII (since the last Scottish King James was James VII, while the next King Henry would be King Henry IX throughout the UK despite the fact that there have been no Scottish kings of the name.

Scotland has partial self-government within the United Kingdom as well as representation in the UK Parliament. The United Kingdom Parliament retains power over a set list of areas explicitly specified in the Scotland Act 1998 as reserved matters, including, for example, levels of UK taxes, social security, defence, international relations and broadcasting. The Scottish Parliament has legislative authority for all other areas relating to Scotland and is comprised of 129 Members, 73 of whom represent individual constituencies and are elected on a first past the post system.

Scotland's wildlife is typical of the north west of Europe, although several of the larger mammals such as the Lynx, Brown Bear, Wolf, Elk and Walrus were hunted to extinction in historic times. There are important populations of seals and internationally significant nesting grounds for a variety of seabirds such as Gannet and the Golden Eagle is something of a national icon.

The flora of the country is varied incorporating both deciduous and coniferous woodland and moorland and tundra species. The UK's tallest tree is the Stronardron Douglas Fir located in Argyll, and the Fortingall Yew may be 5,000 years old and is probably the oldest living thing in Europe. Although the number of native vascular plants is low by world standards, Scotland has substantial bryophyte flora which is of global importance. Flower of Scotland is popularly held to be the National Anthem of Scotland, and is played at events such as football or rugby matches involving the Scotland national team.







The national flag of Scotland (above), known as the Saltire or St. Andrew's Cross, dates (at least in legend) from the 9th century, and is thus the oldest national flag still in use. Since 1606 the Saltire has also formed part of the design of the Union Flag. There are numerous other symbols and symbolic artefacts, both official and unofficial, including the thistle, the nation's floral emblem, the 6 April 1320 statement of political independence the Declaration of Arbroath, the textile pattern tartan that often signifies a particular Scottish clan, and the Lion Rampant flag.



Although Scotland has a long military tradition that predates the Treaty of Union with England, its armed forces now form part of the British Armed Forces, with the notable exception of the Atholl Highlanders, Europe's only legal private army. In 2006, the infantry regiments of the Scottish Division were amalgamated to form the Royal Regiment of Scotland. Other distinctively Scottish regiments in the British Army include the Scots Guards, the Royal Scots Dragoon Guards and the Scottish Transport Regiment, a Territorial Army Regiment of the Royal Logistic Corps.

**Above:** Scotland's Flag and Coat of Arms.

**Right:** Pictures from tours in and around Faslane, Scotland.















For every Naval vessel that crosses the Atlantic ocean en route to the Red Sea, the Mediterranean, the Horn of Africa, or on their way home, their first or last stop is nearly always Rota, Spain. With a large contingent of U.S. forces stationed there, Rota has become for some a “home away from home”.

Rota Naval Base offers a modest-sized Navy Exchange, a golf course, and various other recreational and shopping opportunities that make the long journey “across the pond” more bearable. For some it is a good chance to purchase those last minute items forgotten before leaving home.

For those ships headed back to the USA, Rota is a last chance to purchase souvenirs, relax, and to enjoy authentic mediterranean cuisine. Rota is also where most ships conduct a “Paint-Ex”—an all-hands evolution where the crew puts a fresh coat of paint on the hull in preparation for the upcoming return to homeport.

Often overlooked, the small port city of Rota is a hub of travel to the rest of Spain, a country steeped in rich history and tradition.

Spain is the world’s 51st-largest country. It is some 18,000 square miles smaller than France and 31,000 square miles larger than the U.S. state of California. The Teide (Tenerife, Canary Islands) is the highest peak of Spain and the third largest volcano in the world from its base. On the west, Spain borders Portugal; on the south, it borders Gibraltar (a British overseas territory) and Morocco, through its exclaves in North Africa (Ceuta, Melilla, and Peñón de Vélez de la Gomera). On the northeast, along the Pyrenees mountain range, it borders France and the tiny principality of Andorra.

Mainland Spain is dominated by high plateaus and mountain ranges, such as the Sierra Nevada. Running from these heights are several major rivers such as the Tagus, the Ebro, the Duero, the Guadiana and the Guadalquivir. Alluvial plains are found along the coast, the largest of which is that of the Guadalquivir in Andalusia.

After a long and hard conquest, the Iberian Peninsula

became a region of the Roman Empire known as Hispania. During the early Middle Ages it came under Germanic rule but later was conquered by Muslim invaders. Through a very long and fitful process, the Christian kingdoms in the north gradually rolled back Muslim rule, finally extinguishing its last remnant in Granada in 1492, the same year Columbus reached the Americas. A global empire began which saw Spain become the strongest kingdom in Europe and the leading world power in the 16th century and first half of the 17th century. Continued wars and other problems however, eventually led to a diminished status. The French invasion of Spain in the early 19th century led to chaos, triggering independence movements that tore apart most of the empire and left the country politically unstable. In the 20th century it suffered a devastating civil war and came under



the rule of an authoritarian government, leading to years of stagnation, but finishing in an impressive economic



surge. Democracy was restored in 1978 in the form of a parliamentary constitutional monarchy. In 1986, Spain joined the European Union, experiencing a cultural renaissance and steady economic growth.



**Above:** Various landmarks and vistas in and around Rota.  
**Right:** Landmarks and monuments all within walking distance of the base.





# Souda Bay

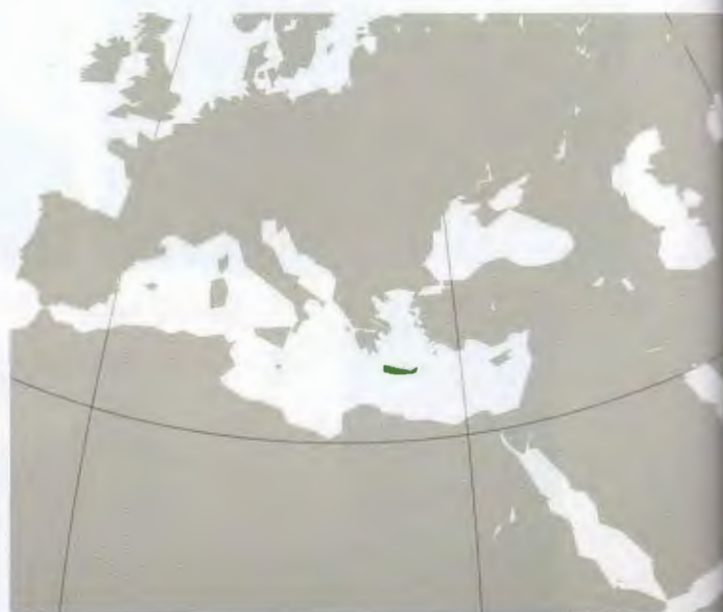


On July 03, 2009, ARLEIGH BURKE and her crew made an overnight stop for fuel and stores at the island of Crete. Known as a “BSF” (Brief Stop for Fuel), it allowed those who managed to make it off the ship a chance to sample some of the Mediterranean’s finest Greek food and culture.

Crete, with a population of 650,000 in 2005, is one of the 13 regions into which Greece is divided. It forms the largest island in Greece and the second largest (after Cyprus) in the eastern Mediterranean. The island has an elongated shape: it spans 160 miles from east to west, is 37 miles at its widest point, and narrows to as little as 7.5 miles. Crete covers an area of 3,219 sq miles, with a coastline of 650 miles. To the north, it broaches the Sea of Crete; to the south, the Libyan Sea; in the west, the Myrtoan Sea, and toward the east the Karpation Sea. It lies approximately 99 miles south of the Greek mainland.

Crete is extremely mountainous, and its character is defined by a high mountain range crossing from west to east, formed by three different groups of mountains. These are the White, Idi, Dikti, Kedros and Thripti mountains ranges. These mountains gifted Crete with fertile plateaus--namely Lasithi, Omalos and Nidha; caves, such as Diktaion and Idaion; and gorges, such as the famous gorge of Samaria.

The protected area of the Samaria Gorge is the home of the Kri-kri (a wild goat sometimes called the Cretan Ibex), while Cretan mountains and gorges are refuges for the endangered vulture Lammergeier. There are a number of rivers on Crete, including the Ieropotamos River on the southern part of the island.











After leaving Souda Bay, Crete, ARLEIGH BURKE headed east as ship and crew made their way towards the east coast of Africa. After transiting the Suez Canal and a brief stop in Djibouti, the ship stopped in Mombasa, Kenya. This trip would be one of a few stops to Mombasa as ARLEIGH BURKE carried out her mission as part of the Navy's Africa Partnership Station (APS) initiative.

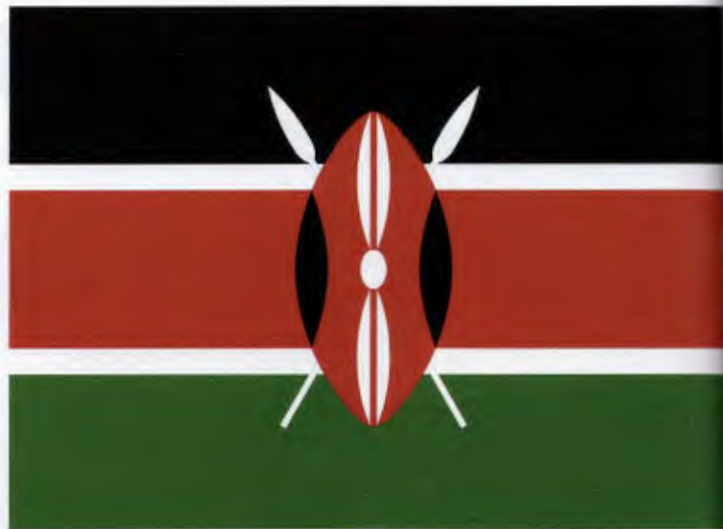
Africa Partnership Station is an international initiative under the auspices of Naval Forces Africa which aims to work cooperatively with United States and international partners to improve maritime safety and security in Africa.

The idea for APS began in 2006 during a series of maritime conferences in West and Central Africa when African leaders stated their desire to improve maritime governance and create a stable maritime environment.

The first official APS mission deployed in November 2007 for seven months. Since then, APS missions have trained thousands of military personnel in areas such as seamanship, search and rescue operations, law enforcement, medical readiness, environmental stewardship and small boat maintenance.

ARLEIGH BURKE sailors had lengthy interactions with the Kenyan navy during their visit to Mombasa. Ensign Tyson Meadors, the head of ARLEIGH BURKE's Visit, Board, Search and Seizure (VBSS) team was tasked with training the Kenyans in various boarding techniques. His team taught the Kenyans basic law enforcement restraints, space-clearing and vessel/cargo security amongst other skills.

While on liberty, ARLEIGH BURKE sailors were taken to a beachside resort on the outskirts of Mombasa where they were treated to a buffet-style eatery filled with endemic foods. Sailors were also able to enjoy spa treatments and a relaxing atmosphere on a very beautiful coastline.







**Above:** Pictures from the Suez canal.

**Right:** Rest and relaxation awaited at the beach resort in Mombasa, Kenya.



# Mombasa, Kenya

The Republic of Kenya lies along the Indian Ocean at the equator. Kenya is bordered by Ethiopia (north), Somalia (northeast), Tanzania (south), Uganda, Lake Victoria (west), and Sudan (northwest). Kenya has numerous wildlife reserves, containing thousands of animal species.

The capital city of Kenya is Nairobi. With a population of nearly 38 million, Kenya is diverse - with more than 40 different cultures represented. The country is named after Mount Kenya, a significant landmark and the second among the highest mountain peaks of Africa.

At 224,081 square miles, Kenya is the world's forty-seventh largest country (after Madagascar). From the coast on the Indian Ocean the Low plains rise to central highlands. The highlands are bisected by the Great Rift Valley; a fertile plateau in the east. The Kenyan Highlands comprise one of the most successful agricultural production regions in Africa.

One of the most memorable events was a trip some sailors were lucky enough to be a part of while in Kenya--a safari to a local wildlife preserve. ARLEIGH BURKE sailors were able to see numerous animals only found in zoos in the U.S., such as zebra, giraffe, water buffalo, and the African elephant.

ARLEIGH BURKE visited Mombasa during the months of July, August and September 2009.







**Opposing Page and Right:** Snapshots of Mombasa.  
**Above:** ARLEIGH BURKE trains the Kenyans in VBSS techniques.





# CROSSING

# THE LINE



On June 16th, 2009, the USS ARLEIGH BURKE and crew crossed the equator. To honor such a historic event, a "Crossing the Line" ceremony was held onboard.

Those who chose to participate in the ceremony were "cleansed" of their slimy pollywog status and indoctrinated as new Shellbacks.

In the U.S. Navy, when a ship crosses the equator a time-honored ceremony takes place. This is a Navy tradition and an event no sailor ever forgets. With few exceptions, those who have been inducted into the "mysteries of the deep" by Neptunus Rex and his Royal court count the experience as a highlight of their naval career. Members of Neptunus Rex's party usually include Davy Jones, Neptune's first assistant, Her Highness Amphitrite, the Royal Scribe, the Royal Doctor, the Royal Dentist, the Royal Baby, the Royal Navigator, the Royal Chaplain, the Royal Judge, Attorneys, Barbers and other names that suit the party.

Officially recognized by service record entries indicating date, time, latitude and longitude, the crossing of the equator involves elaborate preparation by the "shellbacks" (those who have crossed the equator before) to ensure the "pollywogs" (those who are about to cross the equator for the first time) are properly indoctrinated.

Once the ceremony is complete, a Pollywog receives a certificate declaring his or her new status. The rarest Shellback status is that of the Emerald Shellback (USA), or Royal Diamond Shellback (UK), which is received after crossing the equator at the prime meridian.

Another rare status is the Golden Shellback, a person who has crossed the equator at the 180th meridian (international date line). When a ship must cross these lines, the ship's captain will usually intentionally plot a course across the Golden X so that the ship's crew can be initiated into the Golden Shellbacks.

## Shellback Certificate

Know ye, that [Sailors Name] on the 16th day of June, 2009 aboard USS ARLEIGH BURKE, DDG 51 appeared at the equator at Latitude 0°, Longitude 045°, 01', 83" entering into Our Royal Domain, and having been inspected and found worthy by My Royal Staff was initiated into the Solemn Mysteries of the Ancient Order of the Deep. I command my subjects to Honor and Respect him as one of our Trusty Shellbacks.

(Signed)

Davey Jones — His Royal Scribe  
Neptunus Rex — Ruler of the Raging Main

The images represented on the following pages depict scenes of all of the volunteers who participated in the time-honored tradition of "Crossing the Line".

At no time was any one person or group of persons forced, coerced, or otherwise encouraged to participate in any event in which they did not wish to.

At every station, multiple safety observers were posted to ensure the physical safety of participants as well as to preserve the intent of the ceremony - to indoctrinate all willing "Pollywogs" into the mysteries of the deep. A well planned and executed event, USS ARLEIGH BURKE's Crossing the Line ceremony went off without a hitch, injury or incident.

...Well, there may have been some whining and complaining...





**Above and Right:** Slimy WOGs prepare to be introduced to the Mysteries of the Deep!





# CROSSING

# THE LINE







**SLIMY POLLYWOGS  
NO MORE!!!**





On the 29th of June, ARLEIGH BURKE visited Port Victoria, Seychelles. Seychelles--officially the Republic of Seychelles--is an island country spanning an archipelago of 115 islands in the Indian Ocean, some 932 miles east of mainland Africa, northeast of the island of Madagascar.

Other nearby island countries and territories include Zanzibar to the west, Mauritius and Réunion to the south, Comoros and Mayotte to the southwest. Seychelles, with an estimated population of 84,000, has the smallest population of any African state.

The Seychelles government is known throughout the world as a strict environmental protector and sustainable tourism advocate. Known also for their rather large populations of Aldabra tortoises, the Seychelles are a popular destination for naturalists. The Aldabra tortoise is the second-largest tortoise species in the world after the Galapagos tortoise. Aldabras can reach sizes that can support the weight of a child riding on their backs.



**Above:** The flag of the Republic of Seychelles







Above, top to bottom: LT Burgi next to an Aldabra tortoise; FC1 (SW) Maloney and CWO3 Dent handle fresh provisions; typical beach scenery; The Republic of Seychelles official Coat of Arms.





Besides hosting a reception onboard, ARLEIGH BURKE's crew was able to spend some quality time out in town. One of the favorite activities of sailors on the 'Burke and on many other naval vessels is to participate in Community Relations (COMREL) projects.

Typically, sailors will volunteer to conduct repairs to schools, repaint buildings, and interact with local communities. During their first of two visits to Port Victoria, sailors participated in a COMREL project at the International School at Mont Fleuri. There they helped repaint the entire school, providing a much needed upgrade to its aging walls.



During their second visit to Seychelles, a select few ARLEIGH BURKE sailors participated in a Hash run. The run began on the beach, climbed up a winding road and trail for a few miles, and ended back at the beach. Afterwards, the group joined up with the rest of the crew for an MWR-hosted beach barbecue. The weather was perfect, the water was cool, and the spirits were high.









On the 7th of July, ARLEIGH BURKE made the first of two stops at the island of La Réunion (known commonly as Réunion). The ship docked in the small seaside community of Port Est. Keeping with the mission of APS, the crew hosted a well received reception onboard, with many local and foreign dignitaries in attendance.

While in Réunion, shipmates enjoyed tours to the local volcano named Piton de la Fournaise. Other attractions included numerous seaside dining establishments, an aquarium, a very popular icecream parlor, and much more.

Réunion is a French island of about 800,000 population located in the Indian Ocean, east of Madagascar, about 120 miles south west of Mauritius, the nearest island.

Administratively, Réunion is one of the overseas *départements* of France. Like the other overseas departments, Réunion is also one of the 26 regions of France (being an overseas region) and an integral part of the Republic with the same status as those situated on the European mainland.

Réunion is an outermost region of the European Union and, as an overseas department of France, is part of the Eurozone. Due to its location in a time zone to the east of Europe, Réunion was the first region in the world where the euro became legal tender.

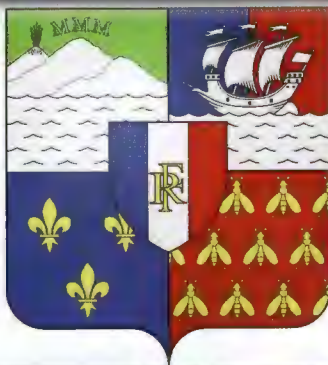
The island is 39 miles long, 28 miles wide, and covers 970 sq miles. It is similar to the island of Hawaii as both are located above hotspots in the Earth's crust.

The Piton de la Fournaise is a shield volcano on the eastern end of Réunion Island that rises more than 8,632 feet above sea level and is sometimes called a sister to Hawaiian volcanoes because of the similarity of climate and volcanic nature. It has erupted more than 100 times since 1640 and is under constant monitoring.

It most recently erupted on 2 January 2010. Before that, the most noticeable was during April 2007, when the lava flow was estimated at 3,900,000 cubic yards per day.









# SOUTH AFRICA

One of the most memorable port visits during ARLEIGH BURKE's APS 2009 deployment was the visit to South Africa. On July 13th, the ship briefly visited Durban, South Africa, leaving on the 15th of July for the port city of Simon's Town--a short drive to the famous harbor of Cape Town, South Africa.

The ship hosted receptions in both ports. In Durban, the South African ship SAS AMATOLA hosted a reception for ARLEIGH BURKE sailors. The crew was given tours and treated to food and drink. Once the "official" duties were complete, the crew was able to participate in some extraordinary activities, particularly in and around Cape Town.

As the southernmost country on the continent of Africa, South Africa is home to seasonal and temporary populations of penguins. The crew was able to see these penguins on tours of "Penguin Island", a major breeding ground for the aquatic birds.

Other groups chose to interact with South Africa's more famous and dangerous inhabitant; the Great White shark. Some crew members were daring enough to enter the water with the giant fish, utilizing cages to keep them from becoming a meal.

A few people were fortunate enough to participate in an old-fashioned hunt. The iconic national symbol--the Springbok--was the target of choice. A favorite game animal of locals, the Springbok is also a staple in many restaurants in South Africa where their numbers are still plentiful. The national rugby team is named after the animal, whose closest relatives all belong to the antelope family and include gazelles, impala, and oryx.

ARLEIGH BURKE visited the port of Simon's Town from July 18th until the 24th. In both Simon's Town, Durban, Cape Town, and all of the other cities, towns and villages, the crew sampled the extreme cultural diversity and learned much about the country as a whole.

The Republic of South Africa is a country located at the southern tip of Africa, with a 1,739 mile coastline on the Atlantic and Indian Oceans. To the north lie Namibia,

Botswana and Zimbabwe; to the east are Mozambique and Swaziland; while Lesotho is an independent country wholly surrounded by South African territory.

South Africa is known for a diversity in cultures and languages. Eleven official languages are recognized in the constitution. Two of these languages are of European origin: Afrikaans, a language which originated mainly from Dutch that is spoken by the majority of white and Coloured South Africans, and South African English. Though English has a large role in public and commercial life, it is nevertheless only the fifth most-spoken home language.

South Africa is ethnically diverse. About 79.5% of the South African population is of black African ancestry, divided among a variety of ethnic groups speaking different Bantu languages, nine of which have official status. South Africa also contains the largest European, Indian, and racially mixed communities in Africa.











While in Durban, ARLEIGH BURKE and her crew participated in a group sail with SAS AMATOLA and other ships from the South African Navy. AMATOLA and ARLEIGH BURKE did a “crew swap”, sending sailors from each ship to observe how the other “does business”.











ARLEIGH BURKE pulled into the harbor town of Port Louis, Mauritius on the 30th of July, 2009. As the face of APS 2009, the ship and crew again hosted an onboard reception and were excellent ambassadors to the small independent nation of Mauritius.

One of the highlights of the trip for a few was a Hash Run organized and hosted by the Mauritius Hash House Harriers. The event took place in the hills surrounding Port Louis, and covered terrain that ranged from flat plains to steep hills, and even through the backyard gardens of some very tolerant locals.

The ship was greeted by a full marching band on the pier, and were delighted by the hospitality of the local people. The ship's soccer team played a friendly match against the Mauritius Coast Guard team and many crew members toured the city on foot, learning about the island's history, culture and people.

Officially the Republic of Mauritius, this island nation lies off the coast of the African continent in the southwest Indian Ocean, about 560 miles east of Madagascar. In addition to the island of Mauritius, the Republic includes the islands of Cargados Carajos, Rodrigues and the Agalega Islands. Mauritius is part of the Mascarene Islands, with the French island of Réunion 120 miles to the southwest and the island of Rodrigues 350 miles to the northeast.

The main languages spoken in Mauritius are Mauritian Creole, French and English. English is the only official language but the locals typically speak Creole and the newspapers and television programs are usually in French. Ethnically, the majority of the population is Indian, but there are also many people of African descent on the island. There are also European and Chinese minorities.

The island of Mauritius is renowned for having been the only known home of the dodo. First sighted by Europeans around 1600 on Mauritius, the dodo became extinct less than eighty years later.









# TANZANIA

## Dar es Salaam

On August 12, ARLEIGH BURKE and crew pulled into port at the major coastal city of Dar es Salaam. This visit was short and the ship departed on August 14th. While there, the crew had limited options of recreational activities, but made the most of one coastal shopping center and duty-free shop, and one other resort-type location.

In order to provide some additional activities and recreation during the two day stay, the ship arranged to put on a “beer on the pier” event. Typically, barbecue-style food is prepared and sold through the MWR committee. Sometimes movies are shown and most times one can find various pick up games of dominoes, cards, or street soccer. A football is also usually present, and inevitably finds its way into the water by the ship.

Those that were able to get out found a country that offered a wealth of culture and history. Officially the United Republic of Tanzania, the country is probably one of the oldest known continuously inhabited areas on Earth; fossil remains of humans and pre-human hominids have been found dating back over two million years. More recently, Tanzania is believed to have been populated by hunter-gatherer communities.

Since 1996, the official capital of Tanzania has been Dodoma, where parliament and some government offices are located. Between the country’s independence in 1964 and 1996 the major coastal city of Dar es Salaam had been the country’s political capital. Today Dar es Salaam remains the principal commercial city of Tanzania and the seat of most government institutions. It is the major seaport for the country and its landlocked neighbors.

Following the visit to Dar es Salaam, the ship officially ended its mission as the flagship of APS 2009 and the crew prepared themselves for a new mission.

Stationed off of the coast of Somalia, the ship took on a new role as that of a counter-piracy vessel, tasked with monitoring suspected pirate activity along the coast of Somalia and parts of Kenya. Many days were spent

patrolling up and down the coast, monitoring pirated vessels and keeping a vigilant watch over those innocent ships and crews who could not otherwise defend themselves.

With one more stop in Mombasa, Kenya, the ship was directed to depart the eastern coast of Africa and make her way back west. Transiting the Suez canal northbound, the crew was able to take a well-deserved rest from the vigors of coastal patrol and begin looking ahead to returning home.









# Algiers



Algeria, officially the People's Democratic Republic of Algeria, is a country in North Africa. In terms of land area, it is the largest country on the Mediterranean Sea, the second largest on the African continent after Sudan, and the eleventh-largest country in the world.

Algeria is bordered in the northeast by Tunisia, in the east by Libya, in the west by Morocco, in the southwest by Western Sahara, Mauritania, and Mali, in the south-east by Niger, and in the north by the Mediterranean Sea. Its size is almost 930,000 square miles, and it has an estimated population of about 35.7 million.

Following another trip to Mombasa, the ship made her way north through the Red Sea and transited the Suez canal before heading west. The ship would make one more stop on her way back to Rota (the last stop before the trans-Atlantic voyage home). This time the crew would visit the capital city of Algeria.

The ship and crew were greeted with open arms by the people of Algiers. While there, the crew was taken to a military museum and shown a number of historically significant areas around the city. The VBSS team conducted training with local military members, and the ship's soccer team played a friendly match against the Algerian Marine soccer team.

Some members of ARLEIGH BURKE's crew were invited to a reception with a few of Algeria's top naval commanders and local government officials. At the dinner event the host nation provided a local orchestra that treated attendees to various traditional music and even played a spirited rendition of Micheal Jackson's "Beat It" and an awe-inspiring version of "She'll Be Comin' 'Round the Mountain."

Following the entertainment, guests were invited to participate in a deeply rooted local tradition involving the main dish. From swinging doors at the end of the banquet hall emerged a line of caterers, each pushing a silver cart. Atop the cart was the centerpiece of the evening meal, a whole roasted goat. Goat is a staple food item amongst many of Africa's countries. Meant to

increase the social interaction of the dining group, the goat is not divided amongst each person. Rather, each person pulls meat from the goat by hand, eating it at the cart, with everyone assembled in a circle doing the same thing.






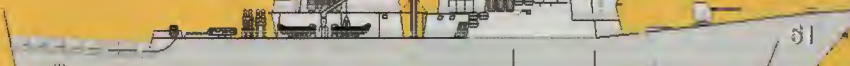






# GH BURKE

*the life!*









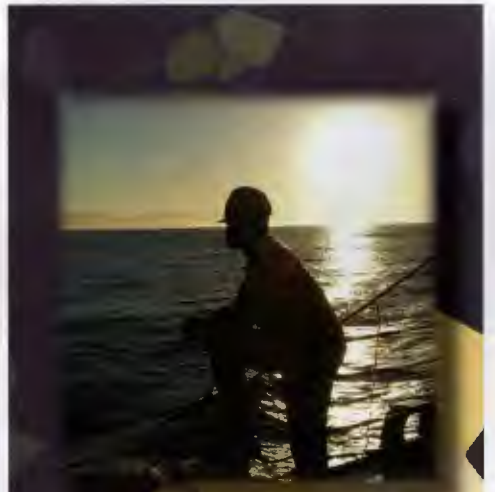


# ARLEIGH BURKE

*...a day in the life!*











# ARLEIGH BURKE

*...a day in the life!*









# HOME COMING

On October 21, 2009 the USS ARLEIGH BURKE and her crew returned to home port in Norfolk, Virginia. This would be the last deployment the ship would complete in her original configuration. As the finishing touches are being applied to this book, the ship sits on blocks in drydock. She is being modernized.

As the first in her class, ARLEIGH BURKE is being "updated"--receiving modifications to bring her up to date with today's brand new destroyers. Once complete, ARLEIGH BURKE will be ready once again to assume the mission and carry the title of America's top destroyer.

At 1330 the pier was packed with friends and family for the highly anticipated return of ship and crew. As the ship inched closer to the pier, the DJ played songs dedicated to crewmembers. It was difficult to hear over the cheers and shouts of anxious relatives, spouses and friends...but finally the announcement was made,

*"Moored, shift colors!"*

The Commanding Officer, Commander Brian Moun was perched high above on the bridgewing. The Officer of the Deck, LTjg Jose Reyes relaxed and searched the crowd for his family. The crew was lined up perfectly along the ship's rails in their summer whites, thier stoic stances interrupted only momentarily by grins as they spotted their loved ones in the crowd.

Once the ship secured from the special Sea and Anchor detail and the brow was accross, the mass exodus began. Children in the crowd squealed in excitement as their parents departed the ship. Spouses and loved ones wept tears of joy, and just as quickly as it began the deployment was over.









# HOME COMING







Currently, the crew of USS ARLEIGH BURKE is preparing to bring their mighty warship into the next phase of her life. The DDG modernization program includes upgrades to machinery and systems that will catch her up with the most modern DDGs in the fleet and extend her life at least another ten years.

The 2009 AFRICOM deployment in support of APS was one of ARLEIGH BURKE's most challenging and successful deployments in recent history. The crew did a superb job of increasing maritime safety and security with our partner nations, and now must focus on taking their ship to the next level--as the 'tip of the spear' in an ever-changing maritime battle to keep the high seas open for trade and transport.

Thank you to the family and friends who supported us, and to the crew of the finest warship on the waterfront...Fast and feared, the USS ARLEIGH BURKE is Built to Fight!







## **Deployment Statistics**

Gallons of fuel burned: 3,000,000  
Stores consumed: \$688,064  
Overseas stores purchased: \$602,610  
Distance travelled: 30,680 Nautical Miles  
Number of rounds fired by us: 28,812  
Number of hours spent painting: 7,200  
Sliders consumed: 7,040  
Sliders consumed (in calories): 4,984,320  
Guests hosted onboard: 1,500  
Pounds of pasta consumed: 1,380  
Pounds of salisbury steak served: 840  
Pounds of salisbury steak consumed: <840  
Gallons of icecream consumed: 383  
Personnel trained in VBSS: 214  
Gallons of paint/primer used: 200  
Helicopter landings: 150  
RHIB launches: 50  
Special Sea and Anchor details: 36  
Number of cakes decorated: 35  
Tours given: 30

### **Ports Visited**

1. Norfolk, VA
2. Faslane, Scotland
3. Rota, Spain
4. Souda Bay, Crete
5. Djibouti, Djibouti
6. Mombasa, Kenya
7. Port Victoria, Seychelles
8. Port Est, Réunion
9. Durban, South Africa
10. Simonstown, South Africa
11. Port Louis, Mauritius
12. Dar es Salaam, Tanzania
13. Algiers, Algeria







## Deployment Statistics

Number of mooring line splices: 24  
Approx. Number of rounds fired (at us): 20  
Number of port visits: 18  
Gallons of sunscreen used by 1st Div: 15  
CICWO Qualifications: 12  
Replenishments at sea: 11  
Miles of hash runs: 10.5  
Numbers of mooring lines parted: 8  
Kenyan Naval Officers embarked: 8  
Receptions held onboard: 7  
Number of officer promotions: 6  
Exercises conducted: 4  
Foreign helicopters landed on deck: 4  
SWO Qualifications: 4  
Marriage proposals to PAO in Kenya: 3  
Reporters embarked: 2  
Documentary photographers embarked: 2  
Paint punts sunk (target practice): 1  
Presidents honored: 1  
Marriage proposals accepted by PAO: 0

