

**Chief of Naval Operations
Adm. Jonathan Greenert
National Society of Black Engineers
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Admiral Greenert: Thank you very much. I'm glad you saw all my kids up there. And they're all young enough to be probably some of them my grandkids. Carl, Tony, thank you very much. Thank you for introducing me.

Navy and NSBE have had a long relationship -- 15 years. And on behalf of the Navy, 625,000 Sailors and civilians, I want to say thank you very much, NSBE and say it's a pleasure to be back here, my home town, Pittsburgh. I'm from here. It's Camelot.

Carl Mack, a supporter for many years. Carl, as they say, he walks the talk. He has sailed on an aircraft carrier. He's been out and about walking with the sailors. He has flown with our own Navy Flight Demonstration Team. You saw those Hornets flying around. You see the ones that are painted blue. Maybe you've seen some on shows up and down doing twirls, doing barrel rolls. Carl did all that. They call him 2 Bag Carl -- that means the distress bags you fill up at the end of it is how many bags you are. He's just 2 Bag Carl.

But there's more.

Although he has kind of that Mississippi accent about him, he's from the Washington area. I'm a little nervous, I am from the Pittsburgh area and when we grow up at birth or sometime after that you get a little injection of black and gold -- I'm not sure living in Fort Washington, Maryland if he isn't a Ravens fan, and that concerns me. So I have a gift for Carl. Carl, would you come up for just a minute?

Just to make sure we know where you stand, if you wouldn't mind waving this around just a little bit, I would appreciate it.

Carl: I'm a Cowboys fan. Don't make me do it.

Admiral Greenert: If you love your Navy, you'll wave it.

He is the man. I'll tell you, that's an original.

Tony Barnes. Captain Tony Barnes, retired. He's no stranger to the Navy and success. He's had 30 years of distinguished service. And many of you may or may not know, Tony at one time worked in what we call the White House Military Office. What that means is, among other things, you're in charge of Air Force One. The big 747 the President flies on with a whole bunch of other people. And that means you are also in charge of the most elaborate Frequent Flyer Club the world has ever known. You decide who gets on the plane and who doesn't, and you've got to make sure all the stuff's there, here and there. So we call him the Ultimate Cat Herder the world has ever known as well.

But it's really a great, tremendous opportunity for me to be here and for those of you that maybe learn about the Navy, to connect with us. Your theme, that there's a blueprint of leadership, of teamwork and of inspiration in many ways connects with how we feel about leadership and about values in the Navy. We're lined up pretty well.

I'd just like to cover three points tonight, if I may, and talk a little bit about your Navy today, why the Navy needs leadership and talent -- the kind of leadership and talent we see here, and some of the benefits that some of you may find should you ever decide or choose to go Navy.

Like I said, there's about 625,000 people in the Navy, and if you think about it, there's three areas in the Navy. We have those that wear the uniform -- about 325,000. That's about the size of the company Panasonic. There's about 200,000 civilians. That's about the size of General Motors. And there's about 100,000 that actually serve in the Navy Reserve. That's about the size of Shell Oil. 3700 aircraft out there flying around. You saw some of them on the video. And 285 ships and submarines.

What you see behind me today is where your Navy is around the world. If you add it up, all are pretty smart. You're engineers, so I'm sure you've already been there, we have about 145 ships out there underway at any given time. About 45 of them off the coast of the United States, but 100 of them are deployed out and around the world. Your brothers, your sisters, your cousins, people out there serving their Navy today, about 100 ships. And you can see, most of them are in the Western Pacific, some are in the Arabian Gulf, the Gulf of Aden, conducting counter-piracy, counter smuggling, doing what we need to do to keep what we call the maritime crossroads open.

The maritime crossroads, like the Panama Canal -- that's a valve symbol for you engineers, the Strait of Malacca down in Southeast Asia, the Strait of Hormuz out there in the Gulf, the Bab-el-Mandeb Straits, the Red Sea, the Suez Canal, the Strait of Gibraltar -- all around the world.

We deploy from bases around the United States. Here from the Pacific Northwest, San Diego, down in Mayport, Florida, Norfolk, and up here in Connecticut.

And we operate from places all over the world. The little squares. From Guantanamo Bay, Cuba to Guam to Okinawa to Japan to Singapore to Darwin, Australia, Diego Garcia, Bahrain, Djibouti, Africa, and of course Naples and Rota, Spain. Your Navy, all over the world today, operating, keeping those maritime crossroads open.

The video showed you the Navy can be high tech. It is high tech. It's about systems, platforms and equipment. All skills, all different communities out there. We need talented, innovative and technical savvy people not only to operate and to repair our systems, but also to design them. We need engineers that can make the systems come together as we build our platforms. We need those that take care of cyber, they need to protect us from cyber attacks. Those that make sure our IT systems are functioning properly and to design our IT systems.

We need leaders in challenging times because ladies and gentlemen, it is a dangerous world out there.

There's a high operating tempo going on around the world today, covering a wide range of missions, and these are not just military positions that I'm talking about. We need civilians to help do the engineering, to do the analysis. We need acquisition people to work with industry, our ship builders. We need people to design, as I mentioned before, and we need systems engineers to make the equipment in the aircraft you saw, in the submarines you saw, in the ships you saw, come together.

So to do that we need to recruit top people. But so does everyone else. For example, General Motors, as I mentioned before, has the same population as our Navy civilians -- about 200,000 people. 158 facilities spread around the world, six continents. If you look at the globe today where your Navy is, you can see that General Motors is around the world as we are around the world. The Navy is similar in that regard with facilities, bases and places all around the world like I mentioned. And like other companies, we need to tap into a wide range of people. It's called survival. It's called getting the right people, a broad base, a broad pool of people, to come bring a different perspective because it's the different perspective that brings us innovation. It's the diversity of not just ethnicity or gender, it's the diversity of perspective that will make us successful and is making us successful today. So we need to tap this diverse talent. Go where it resides, promote it, and develop it.

What does that mean to you? What can we do for you?

Well, it's definitely dynamic and challenging out there. I can guarantee you that. One year ago we had the Arab Spring -- a change that is still sweeping around the Middle East, and we're still not sure where this will end up. Ten years ago we really were into the Global War on Terror as we knew it, after 9/11. Twenty years ago Iraq invaded Kuwait and that led to Desert Storm.

So we have to be ready. It's not about if it happens, it's about when it happens.

Let me go back to the video a minute, and I ask you to think about where were you two years ago? Because if you were to make the decision to fly, two years later you'd be flying that Hornet off the aircraft carrier. If you made the decision you want to go into surface warfare and drive a cruiser, you do that right away. If you want to drive a submarine and be in charge of a nuclear reactor on a submarine, you can be doing that in 15 months. What were you doing 15 months ago? If you want to be a SEAL, in a year and a half you'd be forward deployed all over the world. If you want to be in intelligence or you like logistics, you like facility management, you like engineering, about six months after you complete training, you're at it. If you like civil engineering, you like building things, it's about three months.

So it doesn't take long to do the things that you saw behind us.

Our compensation package, there's a lot of good compensation packages out there. If you're thinking, what about health care. Well, it's good. It's pretty good health care. We can put it up

against anybody. The retirement plan, it's pretty good. And you'll see the world, I guarantee you, you will see the world.

So some of you may think if I chose to go that way, if I chose to join this Navy of ours, our Navy, where might I end up? I mean I only want to do it for a while.

Well, there are some pretty decent successful former Navy people. Mr. Mike Petter spent five years in the Navy. He's the Chief Executive Officer of the largest ship builder that we have -- Huntington Ingalls Industry. Mr. Dan Ackerson, who spent time in the Navy, he's the Chief Executive Officer of the largest vehicle manufacturer, General Motors. Jay Johnson flew for the Navy, he stayed in the Navy, he had my job today as Chief of Naval Operations, he's the Chief Executive Officer of General Dynamics. The Honorable Barry Black was a chaplain in the Navy. He's Chaplain of the United States Senate. The Honorable B.J. Penn who flew A-6 Intruders in the Navy, an African-American, a fine gentleman, was our Secretary of the Navy. There are others. I think you get my point.

So if what you saw or hear from me or from this video behind you interests you, see one of those in uniform today. We've got Navy representatives. Or go to our web site. It's pretty simple. It's Navy.com. I think you can do that. There's a lot of options, both military and civilian. We need your talent. We need the talent, we need the diversity, we need the base.

So thank you very much for listening to me and for inviting me here. I'm very honored to be here. I look forward to coming back next year, if you'll have me. I've come up with another terrible job for whoever will take it.

Earl, will you join me on stage?

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