

**Chief of Naval Operations
Adm. Jonathan Greenert**

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Admiral Greenert: Thanks. I can't put into words properly how excited I am to be here. My political advisor, Ambassador Chaudhry, had the distinct honor and pleasure of sitting in the car with me for half an hour, saying let me tell you more about this place. We're at the confluence of the two rivers, yada, yada, yada. I want you to know, I was there Saturday night with the Penguins (hockey team), not literally, but I was watching TV.

I also want you to know that the only way I can get my children to get together with my wife and I is when we go to the Pour House on Pennsylvania Avenue around the fall and into the early winter and watch our beloved Pittsburgh Steelers on TV at the Pour House. All our folks, we're saying you'ns and how are you'ns doing. Right? We put money in the raffle, the 50/50 raffle and it goes somewhere up here. At least that's what they told us, to a house for somebody. But we are, I'm definitely a Pittsburgh or a Buttlerite kid at heart. It's a wonderful, wonderful place to be from, being among you all.

I've got my brother-in-law here. Dr. Robert Cazerba. Can you believe it? He's going to check on me. I've got a high school classmate, John Wise is here with his son. Then I've got a nephew of a graduate, here from the Navy League. It goes on and on. So many of you have been great friends for so long, and I appreciate that.

What I want to talk today a little bit about is kind of our mandate in the Navy as we see it. Where we are today and why we are where we are today. Then where we're going in the future. How we are rebalancing to the Asia Pacific and why that's necessary and how are we doing it? Then I'd be happy to talk about the fact that we've all been sequestered and where we go from there.

That's a wonderful word. It's a noun, it's an adjective, it's an adverb. It's like many things that you can talk in many different tones and have different meanings about, but maybe more on that later.

If I were to put -- They say what are you trying to do there, Greenert? What are you doing with your Navy today? Where do you want to go? I'd say you know, we need to be out and about, around the world where it matters. We need to be operating forward where it matters at what we call the maritime crossroads of the world. And it just so happens that I presented you a simple handout and that handout will, if you look at it, you'll see the Navy today, and you flip it and it talks about the Navy tomorrow.

Why am I giving you a handout? Well, my mother used to do this to me. She used to take all the important stuff and she'd put it on hard cord and laminate it and say here, use this, put it on --

I'd have to eat breakfast and look at important things. So we are all products of our biography and our mothers. Bless her soul.

What you'll see is, we're at what I call the maritime crossroads. They look like little orange bow ties or valves, if you're an engineering student, and it's the Straits of Malacca, the Straits of Hormuz, the Straits of Gibraltar. It's the Panama Canal. We have to be there or we have to have access to those because it's all about the economy. It's about keeping the flow around the world going. And trust me, every time there's been a hiccup here or there, we are so closely connected in this world of ours -- you all know that. If there's a problem at one of these places it's going to affect the entire world. We need to keep these places open. So we have to have access to them. We need to be able to get there. We need to be where it matters.

But the other thing is we need to be ready so that we can act when it matters. We need to be out and about and able to respond in case of something in Syria and Libya, the Haiti earthquake. An earthquake and tsunami in Japan. A typhoon in the Philippines. An earthquake in Pakistan. All around there. And in order to do that with our primary team mates, the Marine Corps, it's about what I call operating forward.

So I tell my folks in the board room, I tell my folks out in the ward room on the ships, the people that fly, in the ready room and the work spaces. There are six words that I want you to think about all the time. You can call them tenets, you can call them a little lens I want you to put on when you make decisions, as you think of training or buying or anything else.

Number one, warfighting is first. We owe you the citizens, we owe ourselves, we owe the country the ability to do our job and do it right. We have to win if called upon. And the way to do that is to be good at our warfighting. That is first.

Number two, you see it on the chart. We need to operate forward. Your Navy is at its best when it is out and about. We need to do that as efficiently and as effectively as possible.

Number three, we need to be ready. That's not just having parts and fuel. It's all of that, but we need to be good at our craft and be ready to get the job done today. We need Sailors that are confident in what they do and that they're proficient at what they do. If they've got to shoot, they shoot right and the gun works. It goes where you aim. The missile comes off the rail. The sonars work, the radars work. All the engines work. Everything about that ship or that aircraft is ready to go.

Those six words really define us.

Where does it matter around the world? Today if you look at the chart of the Navy today in the lower right-hand corner you'll see we have 286 ships in our Navy today. Actually, the Navy's growing -- slowly but surely -- and I'll describe that to you.

Regardless of budgetary changes here in the near term, we have about 40 ships right now under contract or under construction. We are taking more kids in and growing the Navy itself, if you

will, the personnel, from about 317,000 to about 320,000, where we want to get by the end of this year.

So 286 ships and there are about 103 out and about, deployed around the world.

If you look in the Western Pacific you see a little box, there are about 53 ships. I have about, because it kind of ebbs and flows, one or two. Fifty-three over there in the Western Pacific. Because that's where it matters most in our view. That is part of the rebalance to Asia.

We've been somewhere in the 45-50 range for over 10 years in the Asia Pacific. We've had partners out there. We've been partners with Japan for 70 years and others for about as long if you do the math there. But if you look at those 53 ships you'll see that about 42 of them are non-rotational. That means they're not shifting over there from the United States, they're there all the time. They're either there homeported in Japan or in Guam or in Okinawa or there are a few in Singapore. A few of our support ships are down there. We're going to grow that a little bit and I'll talk about that.

You can see in the Mideast there are about 30 and that's all about the Strait of Hormuz and it's all about security in the Arabian Gulf, and it's all about supporting operations in Afghanistan, it's about counter-terrorism in Somalia and Yemen and Africa. All of that coast line there. If you run your way down there off the coast of Africa you'll see we've got a couple of ships down there. One's an amphibious ship to send helicopters in on missions and the other's typically a destroyer.

The Mediterranean, it's a tough place right now, a tough neighborhood. In the Eastern Mediterranean we protect Israel with a missile defense shield; we're providing support for a host of things, NATO operations, and we're there to react in case we have more problems over there and heaven knows it's not all that stable a place.

Down in South America you'll see there are two ships. Those are two warships, but we have other ships that we lease to augment them that we don't count as warships, if you will, and it's all about counter-narcotics down there. It's all about in the general area of Colombia and to some extent Venezuela, to a lesser extent Ecuador, but it's all about interdicting drugs and the deterrence of drugs in and around that area.

That's kind of your Navy today. You'll see the dots. The dots are Navy ports. You'll see there's two in the middle of the Pacific and that's Hawaii and it's Guam. Guam is a U.S. territory and it is a home port. We have submarines there and we have a submarine tender, a fleet tender I should really call it there.

But you see the squares. The squares I call places. That's not U.S. sovereign territory, but it is an ally or a friend who has offered us an opportunity to come in and in some cases, in Japan, to homeport ships. In the case of Spain, if you go over there to Rota, Spain, they have offered us to bring four of our destroyers, missile defense destroyers there, and homeport them starting in '14 and '15, and we'll have four by the end of '15. It's about Singapore who has offered us the ability to bring four of our littoral combat ships, two at a time, into Singapore and we on Friday

had the first of those to move -- It's underway from San Diego, the Freedom. I have a picture of it I'll show you here. Is on her way to Singapore to operate out of there for eight months. When that operation is done we'll move the migration toward forward-stationing ships in Singapore.

If you look at Bahrain in the middle of the Arabian Gulf, Bahrain. We've been there for 60 years where our 5th Fleet and our Navy Central Command is operating there. So we will continue that. That's a very important place.

Hey, in the middle of the Indian Ocean, Diego Garcia. A British territory. They offer us the ability to repair ships out of there.

If you look at the mouth of the Red Sea down there, you'll see Djibouti, an African nation which has opened their country to us, their port, so that we can stop there right at the mouth of the Red Sea there, that key and critical part where we have an airfield and where we also have a port, a place we can stop in.

And go figure, still off the coast of Florida, Cuba. Guantanamo Bay is an important place where we have an airfield and where we also have a naval base there. We're still there. We will be there for some time.

We don't have a lot of ships there, but that is where when Haiti had the big earthquake a few years ago and it was this awful, awful situation we had, we operated out of Guantanamo Bay for the longest time to help do humanitarian assistance and disaster relief operations.

So you'll see Korea, where we're increasing our partnership and I'll talk about that in just a minute.

That's the Navy today. That's the places. That's the bases. Being where it matters, making sure we're ready when it matters.

If you want to flip it over and look at the Navy tomorrow you'll see some, the lower right-hand corner you'll see the slashes and you'll say here's where we are in 2013, and you'll see how the Navy is intended to grow. Again, a lot of that is in progress. As the Navy grows the number of ships deploy, are operating forward, I should say, as opposed to deploy somewhat.

If you look in the Western Pacific you'll see that growth from 53 up towards 60 ships. You'll see the non-rotational pace grow. More ships out there in a more permanent or semi-permanent manner.

And if I leave you with anything, we do count the number of ships in the Navy. It is an important, important number, how many ships we have. But I tell you, it's how many ship we have forward that matters the most. That's the essence of what I'm doing and the essence of what our people are.

Ships represent, they are like, if you will, the blood pressure of the Navy. The health of the Navy. How many ships do you have? But it's about aircraft and a lot of other capability and a

lot of other things that we do today from cyber to a whole host of business as we continue to grow and integrate that together.

So you'll see that growth in the Western Pacific. That's where our rebalance is taking place predominantly.

Let me give you, how do you rebalance into Asia Pacific? You tell me about the ships. There are four key features to the rebalance to the Asia Pacific. First are the ships and it's listed there. It's force structure. You've got to have ships or it's just not going to work right. But it's also aircraft. We are moving our new aircraft called the P8 which is a maritime patrol aircraft. What does that mean? Frankly, it's a 737-800, literally, that we've kind of tricked out to do a lot of important things from anti-submarine warfare to anti-surface warfare. It has special radars, can carry special weapons and a lot of other things. We are now bringing that into our fleet and we'll deploy that later this year. The first squadron of those will go to the Western Pacific.

You may have heard of a Global Hawk which is a large, big winged drone that we've been using for years. The Air Force brought that in. We have a marinized Global Hawk. It's called a Broad Area Maritime Surveillance. I've got to give you acronyms, right? It's called BAMS. Broad Area Maritime Surveillance. What does that mean? It's an unmanned aerial thing, a drone. It flies up to 1200 miles around there. It's got a lot of sensors on it, balls, EO, electro-optical, infrared, it can see things on the ocean very very definitively, and they will be deploying here in about four years, about five years, to Guam. And so those are going to the Western Pacific first.

So our Joint Strike Fighter, which is the next generation stealthy strike fighter aircraft, a lot more gas, a lot more weapons, radar evading. The first deployment of them will be in Japan and that will be right around the end of this decade.

So it's ships to Asia, it's aircraft also to Asia.

So force structure, number one.

Number two, we are going to move our homeporting of ships more toward the West. More toward Hawaii, more toward the West Coast, such that by the end of this decade 60 percent of the ships we have in the Navy will be west of the Mississippi, if you will. We're doing that as a ship gets retired from the East Coast and one is built, we move that home port to the West Coast. So there's this graceful migration, I guess, to the West Coast. So we're moving our homeporting more West. That's number two.

Number three, the capabilities that we are building out there from cyber, from electromagnetic spectrum monitoring, from the ability to detect a cruise missile, a ballistic missile. The most modern missiles that we have, the most modern torpedoes, all of those technologies, which by the way, many are done here at Penn State in their fine physics lab. Some are done out here in Freeport, directed energy and an EO, electro-optical infrared, done here at a facility out there in Freeport, Pennsylvania. A lot of those are benchmarked to the kinds of capability we need in the

Western Pacific. So we are migrating, if you will, our balance toward capability to the Western Pacific.

Lastly, I call it intellectual capacity or capability. It's about shifting our focus on partnerships and really we've been in the Western Pacific a long time, we the Navy. It's about nourishing and revitalizing relationships in Korea, in Japan, in Singapore, in Australia. The Philippine government is very much interested in saying -- I don't know that we're going back into Subic Bay; we're pretty far from that. That takes a lot of work. But we're discussion operations that we can do in and around there. We still fly out of the Air Force base there in the Philippines that we used to be at with the Philippine armed forces. We do operations once a month where we fly together to do that.

So it's intellectual capacity, shifting toward the Western Pacific.

We are collocated in Japan with the Japanese Maritime Self Defense Force Fleet Headquarters. What that means is we have our people sitting at monitors watching U.S. ships right beside Japanese folks, so they're counterparts, watching things. When we do air operations, we'll go out and fly around, take scouts out there on the ocean. We come back, put the tapes in and show this is what we saw. It's right next to our Japanese counterparts. We are very tight with them. The same picture under the ocean, which is really cutting edge technology and really looking out ahead.

We are nurturing the relationship with the Republic of Korea, with their Navy. Close partners. I mentioned the Singaporeans have invited us to bring those four ships down to Singapore. Big deal. That's putting some skin in the game, if you will, and they have a headquarters which they've invited us to collocate down there and use for operations.

So it's really the refreshing or the nurturing, if you will, of relationships. So it's force structure -- ships, aircraft; it's homeporting; it's capability; and then it's relationships, partnerships and intellectual capacity.

That really makes up the effort we have here.

We've got some budgetary challenges obviously that are here right with us today. This will slow down this movement in some cases. Some ships because of sequestration, it's sort of like when I used to go get a flat top haircut from Bill Decuccio up there in Butler, he went right across the top. He didn't care what hair was growing in what area of the head. Well, the budget cut went right across when you do sequestration.

So now we've got to look and say okay, now we've got to execute this. Some of the projects will be slowed down a little bit because they took a nine percent cut and we have to regenerate that and see, we'll continue this one, maybe cut this one back. We're going to work on that. But the most important part to me is to get these initiatives on operating forward and all those things that support that as we work through these budgetary challenges.

What I want to do here is, that's the snapshot, that's the picture. Let me just give you a few clips on some of our ships that are going to come in here so you know when I mention them what I'm talking about.

This was an Alaskan tanker. It's got the basics of a tanker. This is built in San Diego by a company called North American Steel and Shipbuilding. They said you know what? We could make this, put a new centerpiece in here, and have this go up and down, ballast up and down. We could actually tilt it so that you could take an air cushion -- and those are yellow trucks on it -- and you can drive right up on this thing. Offload the trucks, park them over here, and move them somewhere else if you want. That's a little bridging thing. That's called a Mobile Landing Platform. We can use this to operate in humanitarian assistance, disaster relief. If you've got a typhoon, an earthquake, a tsunami or whatever, you can use this for real operations to exercise.

Today we're using amphibious ships. Gray hulls. A new amphibious gray hull this size would cost you \$2.5 billion. This thing costs about \$650 million. So a little bit of leverage in there.

So where I would put this frees up that amphibious ship that is doing that work today, and it can go to maybe a little more relevant part of the world.

Next one, please.

If you take the same thing, same basic hull shape, and you put a flight deck on it, you can operate helicopters and drones from it. You've got the same thing. This can chase pirates; you can use it to do counter-terrorism. But again, it's got persistence. You put it someplace off the coast and it can stay for days and days and days and you can run this using civilian mariners and then you have Sailors running the operations piece of it here. But the engine room, the navigation and all that. This we call the Afloat Forward Staging Base. AFSB.

What's the deal here? Well, these are concepts that we're turning into reality, and we're going to build two of the previous ships that you've seen and two of these as we move in to kind of get a better resonance around the world in operating ships.

Next one, please.

I mentioned the littoral combat ship. This is the ship literally headed to Singapore today. You say okay, great, looks like one of your destroyers from the past. It's got a flight deck, it's got a missile launcher here, a gun here, two gun emplacements here.

Next one.

But when you look inside it, it's got something we really haven't had and that's -- this thing goes fast. It goes about 40, 45 miles an hour and that's much faster than any of our ships have gone in the past. It has a lot of space. It can fit two helicopters and a drone and put another one out here. That's a lot of capability. But you can swap out -- These are Conex boxes, so you can put mine-hunting gear in here. In fact that thing will go out the door right here and go out by itself and tow one or two of these which are hunting lines.

The idea is to be much more modular, not have these fixed guns and missile systems and launchers that that's it. They are so integrated in the hull that you can't adapt, you can't bring newer technologies such as eventually directed energy, i.e. lasers that we could use. Imagine lasers, unlimited ammo. All you need to do is have the power to be able to power it up. We're about a year away from deploying a ship that will have a laser capability.

So this goes out the back door with a small patrol craft with some guns on it or out the side door.

Next, please.

Lastly, this is -- By the way, that last ship costs about \$500 million, if you're keeping track.

This one, relatively cheap. Relatively cheap, about \$160 million which it's a ferry, a former ferry if you will, a catamaran, it's got this bridge here and a gate that will come down and it's strong enough to take a tank and you can fill this whole thing up with gear and you can put about 300 marines or soldiers in here. This runs about 40 miles an hour, and you can get them from one place to another, it's got plenty of fuel. So in a day, 40 times 24, that's a lot of miles. You can move troops and stuff and shuttle them. We're going to put ten of these in the fleet. We've got one ready. One's done, one's right around the corner, and they'll come in at about one and a half a year over the next period of time.

So these are the sorts of things that we're bringing into the fleet. We're still building destroyers, carriers, amphibious ships and that, but these are kind of the newer things that we will put forward out there around the world.

Thank you.

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