

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

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Admiral Greenert: -- As some of you may have thought of some of us at one time -- so young, so innocent, so much energy, so much health. We keep telling them, you don't want to work too hard, you've got to have balance, you've got to watch your health, [inaudible] [falling apart]. I don't want to be like you! You know?

Jim was saying, Jim [Ameral] as we were walking down here, somebody [inaudible], you can see some [ambivalence] out there. So it's like great expeditionary [inaudible]. Usually we're down in Panama City and you're looking at greens and fairways. You get on an Air Force base -- Not that there's anything wrong with that, but it is what it is.

This morning we talked to all the flags, the new flags. Jim Amos and myself and Bob [inaudible]. So we did talk a little bit of [inaudible]. I'd like to talk about expeditionary operations and sort of how we're moving ahead to integrate better with the Marine Corps in the future.

This integration is one of the four things that I think are important to me, my staff, where we want to go in 2014. We've got continuous development in the undersea domain. That's our thing. We've got to do that. Cyber and the electromagnetic spectrum, very important. We've got to get our act together on looking ahead to the Arctic, and this is really the fourth element that I think is most important, so I'm going to talk about that a little bit. We've gotten away from it and frankly, the fact of the matter is, and I'm full-on ready for this. We're the supporting entity. I am the supporting commander to Jim Amos in this case and we've got to work to figure out how to do this right as we look out toward the future.

Some of you may have heard the term of the "new normal" and we don't really like it so much. It actually refers to a specific plan. But what it refers to is, you look out into the future, you look at things like the Benghazi operation and things that surrounded that, how do we protect -- one of our national security strategy key elements is protect citizens, both at home and abroad. So that abroad part means we've got to be able to respond quickly. How do you do that? Well, there's clearly a land element. You've got to move quickly by air. There's a maritime element to that. You can't be everywhere at one time. We'll talk a little bit about that.

Let's set the pace here. Put the first graphic up. Where are we today as we look out there, out in the -- the Navy today. We have 630,000 people in the Navy. We have 320,000 active duty; we have 110,000 in the reserves; and we have about 200,000 civilians out there. 286 ships, and 99 of them are deployed. So we're over one-third deployed.

If I were here a year ago literally at the same time, I'd be talking about 109 ships deployed. So the impact of sequestration in this kind of reduced budgetary time is showing just in what we have deployed and in what we have conserved. That's also a big part. But day to day presence is our mandate. It's the Navy/Marine Corps mandate. Jim [inaudible] talks about it all the time. It's written specifically, clearly in the Defense Strategic Guidance.

So as I'm building my old POM, as I look out there to the future, sequestered or not, how do we maximize presence where it matters so that we can be ready when it matters, looking out there.

We've got to tailor the type of ships because you see where we are today, mostly the Western Pacific. A lot of non-rotational. That means they're there all the time. Either the crew is there with the families or the ship is there and we rotate the crew, or the ship is there with civilian mariners and we rotate a military detachment. It's pretty much one of those three. But you can't have carriers everywhere, and it's not always about a carrier; it's not always about a destroyer being there; it's not always about a submarine. We've got to have the right ships, the right forces. It's not all about ships but they're predominantly the symbol. We've got to have the right things there, capability, that resonates with the need.

So when we think about that, we think about where are they today, where do they need to be in the future? So we're talking expeditionary. We know we've got to have an amphibious ship ready group in Central Command. We know we have to have one away too, by the end of this decade in the Western Pacific, so we've got to come up with another in accordance with the offer by the Australians to deploy Marines down at Auckland/Darwin. So we're moving ahead with that -- 250 today, moving to 500 to 1,000 and eventually to 2,500.

How do we get all this done? What are the kinds of vessels we'll use to support that?

Give me the next one.

In addition to the ships, the classic ones that I mentioned, the Littoral Combat Ship. A combatant, a small combatant, but one with the modularity that as we look out in the future we have our boys and girls, Marines and Navy, looking at what ways can we deploy Marines on this where it resonates. Because the modularity, if you look in here, and the volume to go with the speed, to go with the modularity, gives us lots of options.

You may know, we're building 12 of these somewhere out there. This ship is literally in Singapore, two-thirds of the way through a deployment.

Next one.

It has 12 more of these currently under construction or under contract.

Next.

With, again, modularity here and with the ramp and lots of room in here, the conex box side, these are drones. So this is one type of ship of the future that we can use as we think about tailoring expeditionary operations.

Next.

This is an interesting concept. Many of you have seen this before, but I've got to tell the story anyway. We went to the NASCO folks and said hey look, you've built pretty good auxiliary ships. We need a support ship. One that can be persistent, have a lot of volume, and go out and maybe can support amphibious operations. Not joint forcible entry. Things like humanitarian assistance, disaster relief, who knows? But we need the persistence and the volume there. They said we can do that. It's about a \$500 million ship. And an amphib of about the same size will be \$2.5 billion. Just to give you some context.

So they took an oiler, basically, design and they put instead of tanks in here, in this tanker if you will, they put a platform [inaudible] ballast and this thing moves up and down. You can see, you've got the air cushion there, you've got the trucks on here, you've got some conex here, you can build a fleet hospital, put that in there, et cetera. So what does this thing look like? Well, we have one.

Next.

It's the Munford Point. There she is getting ready to go on sea trials to go out there. So she went on sea trials.

Next one.

This is what she looks like. An actual picture. The Munford Point. We took the liberty of this ship and she is up in Everett finalizing her shakedown and will deploy this '14 calendar year. So this is the real deal. We've got one.

We've got another one somewhere around 70 percent done over there, so we'll have two of these kind of support ships.

So imagine the value of having this somewhere in the Yemen, Somalia, Eastern Mediterranean, Red Sea, Gulf of Guinea, South/Southern Command, AFRICOM, SOUTHCOM kind of arena to take the place of what we're using big grey hulls for which have another function and perhaps a better function.

So we said okay, this is great for \$500 million. Can you put a flight deck on one of these things so we can use it as an afloat forward station base? And like any good industrial individual they said for \$100 million bucks I can do that.

So we got together with SOCOM, we got together with the Marine Corps, and we sat down and put the requirements in place for an afloat forward station base.

The size of this deck is about the size of a big deck amphib. You can see it's got -- It will support all the types of helos we have, and MV-22 and they tell me an F-35B. We're not going to deploy with an Ace or anything like that, a contingent of F-35B. It will be like a little [inaudible]. You come in, refuel and you move on.

But you take this, and once again, you park it in the places that matter, where you need it with persistence to do things like that new normal, to be able to respond to help Americans, to respond to a Benghazi-like incident or something like that.

So we're going to build two of these. We have one in our budget request this year. We've got to grind this through and get it through the '14 budget and we want to build one more.

Those four support ships added to our fleet with the small surface combatant that I was telling you we're building there, the Littoral Combat Ship, provide us with a little bit more flexibility as we look out to the future.

We have Joint High Speed Vessels. You've got one of them parked here, you might have two of them by now. We have the Spearhead who will deploy here in just a few months, deploy to EUCOM and she'll go down to SOUTHCOM. That ramp can hold a tank, so you can drive an M1 on board if you want. It's got an ideal little deck. You've got a place here, you can put [inaudible] in here and we're working to put a cover on that so you kind of have a hangar and you can get some support there. There's medical facilities in here. There's the ability to [feed] folks in here. I'll show you a little bit of the internals of that. But we have not yet really realized all that this can do. We've sat down and looked at the concept of operations. We out some people together, Marines, SOF, Navy people together and said okay, what do we want to do, how do we want to wire this up?

Next.

This is what the inside looks like. It kind of gives you an idea of the lift there, and this is the bow area, open area. Mission bay.

Next.

And you can bring up to 300 troops on board with gear, so they've got a place to put gun racks. They have a small armory on board. But it's a day trip. You don't stay overnight and hang out there on this thing for days and days. It's getting somewhere quickly. It's about a 40 knot vessel. High speed.

We have 11 of these in plan. We're looking at the future and saying these may have more utility. These were originally, the genesis of these were to move stuff and people. WESTPAC Express, we [leave] one out there, [inaudible] for a long time. We have another one, the Swift, in SOUTHCOM up until just a few months ago. We think these things have a lot more utility.

So you keep that in mind and you think of the world events, and you think of the importance of rapid response, what do we [inaudible], where are we going to put it, how do we take what we

have in the future, bring in maybe lower cost higher utility vessels. Because an ARG, it's still the centerpiece today of our deployment, of what folks want out there but it can't be everywhere. We saw this with the Kearsarge ARG. They're about done, but you get them all together and say so how much time do you guys spend together? Do you remember the Egyptian crisis? We had the San Antonio in the Red Sea, we had the San Antonio all the way [inaudible] for quite a few months, [inaudible]. The Kearsarge in the Red Sea to respond. The Carter Hall here and there.

So this is I think our future. This is the way things are going to be. The last probably three post-deployment debriefs that I sat in on, I try to hit every one, they talked about the disaggregated operations and they said look, we think this is the way it's going to be. So we are in the Pentagon [inaudible] ConOps. We've got the training to do joint forcible entry, but we also have got to be ready to do these other kind of operations. And we've got to distribute [inaudible] the ships accordingly, and I showed you some of the ships of the future to do that.

We've got to improve our integration and we've got to improve specifically our command and control operations. Marines are coming back to sea, and that's good. We've been out operating without them and we've sort of festered, if you will or we've sort of atrophied a little bit, particularly in our command and control [inaudible]. Frankly, a lot of Marine units have come on board. They've got new command and control items, they're ready to go, and they've got the USB port and we're standing there with a three-prong plug and we say hmm, we have fallen behind.

So we got together with the group and I've got I've got [Weyland Fultz] right here, he's a big part of that. What we call the Naval Board. It's my staff and [inaudible], the staff get together and working through things. Believe it or not -- I'm sure they believe it. The fact of the matter is it's actually a very functional group and they come through with some very relevant changes that we need to do.

We took Bold Alligator which was right here, the result of Bold Alligator. We took the results of Dawn Blitz, we've pretty much done the same thing. You guys are a little out of synch with your command and control. As you move to the future, that's where you really ought to work, and I would say most of that resides on us in the Navy.

We've done some investments recently. I got together, I swept up some money, my good buddy, in fact he's sitting there, Jerry Blake, did a lot of this before he took off. Kind of a going away present for me. We put together, we're continuing on with [inaudible], I think you know that's our afloat Navy enterprise system. That's application-based command and control on board our ships. So we're going to move ahead with that and keep that going. But we've put some systems in such as the shared portable planning software for crisis action planning. It's laptops, planning processes, applications that we can bring on board, they're portable, and put them on those old amphib ships and synchronize with our Marine counterparts. It's an amphibious assault direction system so we know where people are. Real time situational awareness. We're not just sending LCUs out there. We're not just sending LCAPs out there. There's a lot of other things that we're operating together, from drones to other vessels that we're working on together as we evolved.

Iridium [inaudible], so that we can communicate ashore, all the way to the embassy, to the general consul, to wherever so we can continue to operate. So this just gets the momentum going. We've got broader investments. They'll take more time. We've got to grind through continuing resolutions, grind through sequestration, reprogram and push ahead. But we've gone through it here. We've got some things coming. It's actually there, actually getting in people's hands, but we ought to keep pushing on it.

It's greater flexibility, smaller units, more distribution, ability to, if you will, reconstitute and do joint forcible entry. That still remains our bread and butter but there are a lot of other things. I for one am encouraged by it. I think we're in sync. I like what I see at N8-5, I like what I see with Jim and I think he, Jim Amos, and I think he would agree.

So we'll continue to pursue this amphibious interoperability. We're going to continue to do Bold Alligator. We're going to do Dawn Blitz. We're going to go to sea and figure out how to do it. That's our future. That's what we're going to be called upon to do as you look out in this nasty world of the future. It's just going to be like that.

I'll take a break here and we'll go to Q&A and talk about anything you all want to talk about.

Thanks for listening.

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