

Remarks by the Honorable Ray Mabus
Secretary of the Navy
San Diego Fleet Week Breakfast
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Admiral Kilcline, thank you so much. I simply can't recognize all the flag officers around here, there are just too many of you, but thank you for your service and for your hospitality to me and the people with me on this trip. I think that's the first time I've ever been compared to Lincoln. I can think of a couple of differences. He had a lot better beard than I did when I was in the Navy. I do want to tell you one very quick story.

Two weeks ago I went to New York and was on the Daily Show with Jon Stewart. I've got three daughters, 19, 17 and 8, and they all came. They couldn't stand not to be there, my wife was there, and I had the normal travel team that goes with me everywhere and we had a Navy film crew that was following me around. So I had plenty of people in the green room. Jon Stewart came in to chat before the show and he looked around at all the people and he said, you roll like Snoop Dog. So in the space of two weeks, I've been compared to both Snoop Dog and Abraham Lincoln. I suspect that'll be the last time either one of those ever happen.

Now, I want to preach to the choir just for a little while here. First, I want to thank you for your hospitality. This is my first trip to San Diego and to the region since I took the job as Secretary in May and, Mr. Mayor, your city has welcomed me as well as any place I can imagine. I want to thank SDMAC, the Fleet Week Foundation, and all of you for showing me San Diego, showing me the Navy, the Marine Corps, and the installations that we have around here. I spent all day Monday going around San Diego seeing just a part of the Navy and Marine Corps installations that we have here, seeing some of our private sector partners and I do think

that this is as good a partnership, as good a working relationship, as the US Navy and the US Marine Corps have anywhere in the world. From the Navy's point-of-view, from the Marine Corps point-of-view, we just want to thank you for being so welcoming, for being so hospitable, for being such a good partner.

I got to, on Monday, to go to Balboa, and have lunch after touring the hospital, and have lunch with some wounded warriors including the lance corporal that gave our Pledge of Allegiance, and they talked about how this community had taken them in and welcomed them and given them the support, the love, the sustenance that we all need. This morning, somewhere behind us here, the Reagan is going to be coming in, coming back from a pretty long deployment, where it's engaged in a lot of very, very important missions for the United States. I am exceptionally proud to be the Secretary that leads 900,000 Sailors, Marines, Reserves, and civilians, and also, that I hope, helps look after those 900,000 people and their families -- the people that stay here, the people that don't go on deployment, the people that need our help and support, as much as the people who serve do.

I get asked from time to time, why do we need a Navy? Why do we need a Marines Corps? Why in today's world with the amazing advances in technology, the amazing advances in communication, all the things that make the world so much smaller, why do we still need something that has been around as long as the Navy has? The answer is really easy. We are a maritime country; 90 percent of all trade in the world goes over the seas, and in this age of cell phones and satellites, 95 percent of all our communication still goes under the sea. We are America's expeditionary force; we are always the away team. When the Navy and the Marine Corps are doing our jobs, we're usually a long way from home. We can do any mission and we can switch missions quicker than anybody and we can do it with zero footprint. We can do it on

the seas we control. We can do everything from high-end, very conventional warfare, to irregular warfare, to humanitarian assistance, to disaster relief. We can do it with the same people; we can do it with the same platforms. Right now, right now we have more Sailors on the ground in Iraq and Afghanistan than we do at sea in central command. We have Sailors running seven of the 12 Provincial Reconstruction Teams in Afghanistan.

I went in August and visited a place called Paktika in southeastern Afghanistan near the Pakistan border, a really high, really remote, really rugged, rural place. A Navy submarine commander was heading that Provincial Reconstruction Team, and his two chiefs were both submariners too. The first question I got at the All Hands Call was, we only get to stay nine months, how can we extend? We need more time to do this.

We can do that job. We can also fight pirates off the Horn of Africa in the Gulf of Aden. We can rescue Captain Phillips from the Maersk Alabama. We can deliver disaster relief as we're doing right now in the Philippines, Indonesia and American Samoa. And we can do things like the Pacific partnership and the African Partnership Station where we deliver humanitarian assistance, and we also build partnerships with countries around the world.

As the CNO says, you can surge people and equipment, but you cannot surge trust. And you have to have that persistent, ongoing presence, and one that trains together, and one that gives assistance together, and one that is always somewhere close, and that's why we need a global Navy. That's why we need a Navy that is not just simple, small fleets here and there -- we have to be global.

If you look at the challenges that we're going to face over the next century, even though Iraq and Afghanistan are important - - even though they get most of the news now, and even though the Navy and the Marine Corps are heavily, heavily involved there and they're doing

great, hard, and a lot of times dangerous work -- a lot of the challenges that we're going to face over the next century are right around this ocean in the Pacific. That's where a lot of our attention is going to have to be spent. It's where a lot of our thinking and action will have to be. And the Navy and the Marine Corps are uniquely suited to meet the tyranny of distance that the Pacific represents, the myriad cultures and the diverse challenges that we're going to face. Last week was the 234th birthday of the United States Navy. Next month will be the 234th birthday of the United States Marine Corps. This week in our Navy's history, in 1824 the USS Porpoise captured four pirate ships off the coast of Cuba. This week we invaded Leyte in the Pacific and fought the Battle of Leyte Gulf, and this week is when President Kennedy ordered the naval blockade of Cuba. We have an amazingly strong, amazingly professional, amazingly competent naval force and naval history.

There are several things that I hope to do as Secretary of the Navy and I want to talk about three of them, but before I do, my main job is to try to look after our Sailors and Marines. I spent yesterday with the Marines up in Camp Pendleton with Tony Jackson, the general here. I have a few more bruises today than I did when I started yesterday, but I'll tell you, the range of things that those young Marines are doing at Pendleton, and around the world, is simply astounding. That's my main job.

But, the three things that I would like to try to get done -- first is to try to get a handle on the ever escalating costs of what it takes to build our ships and equipment. If we keep designing ever more exotic, but ever more expensive and ever later ships and aircrafts, we're going to begin to unilaterally disarm ourselves. We have 285 ships in the United States Navy today. The CNO says that 313 is the floor, but that is the minimum number that we need. From the Navy's point-of-view, we have some responsibilities. Number one is to make sure that when we

contract for a ship that the design is ready, that we don't design on the fly, that technology is mature enough to be put on that ship and that we don't make the perfect enemy of the good. That if new technology comes along, we put it on the next block of ship as retrofit, and don't change the construction schedule. That we make sure that we can give our shipyards and our other manufacturing partners some stability looking to the future, protecting our industrial base, because if you lose the highly skilled people that build our ships, our aircrafts, the things that we need to be a good Navy and Marine Corps, if you lose those, it's very hard, if not impossible to get them back.

But, if we do that as our part of the bargain, industry also has to give us the savings that are going to come from some of that stability. Industry has to work with us in terms of making sure things come in under budget and ahead of time. I do have to say, and this is not a plug for any particular company, but I did go to the shipyard here, and our T AKEs, the oilers and supply ships that are being delivered to the Navy today, -- every ship is cheaper than the one before, and they've all been ahead of schedule recently. (Applause). And that's what we're looking for. We have a stable design. We didn't keep changing things. And in exchange the shipyard made the investment, has done the training, has done the things that it has taken to bring cost and time down. So that's one thing.

The second thing is just what you talked about, unmanned systems. It's the future of how we're going to fight and it's a future we cannot afford to lag in. I tend to pay a lot more attention now to Navy advertising than I probably did before. One of the great ads I've seen for the Navy that somebody brought to my attention was in a gaming magazine, programming for games, for PlayStation and Xbox and things like this, and it was an ad looking for programmers for

undersea, unmanned vehicles. It was for a mine hunter and the tagline was *because those bomb-snuffing dogs just don't work well under water*. And they don't.

Under the sea, on the sea, above the sea -- there are places that unmanned vehicles can be more persistent, can stay on the station longer, can give us more information, can keep some of our people out of harm's way and can do some of the things that you just heard about in terms of persistence, in terms of swarming, in terms of doing the type of warfare that we're going to be facing in the 21st Century. And I think the Navy and Marine Corps are leading this. We've got a good start.

You visit with Marine units that have handheld things that you launch just like you would a model airplane. You visit with Predator Squadrons or Global Hawk or some of the things that we have today. Some of the newer technologies that we're doing, and just deploying out into the fleet, but we're at the very beginning of this technology and we've got to make sure that America leads in this technology and that the Navy and Marine Corps are at the forefront of that.

Finally, I was the ambassador to Saudi Arabia for two years. I understand where our energy comes from today and one of my goals is to move the United States Navy, to the maximum extent possible, off of dependence on fossil fuels. I announced last week some goals for the Navy. The biggest one is that by 2020, ten years from now, one decade, we will get half our energy needs ashore and afloat from non-fossil fuel sources. Now we start out doing better than anybody else. We start out at 17 percent because of the nuclear power you talked about, because our submarines and our carriers are nuclear powered. And we start out with a good base ashore; China Lake, because of solar, hypothermal, and wind, produces 20 times the energy it uses as a base.

I was told when I was looking through this that a goal of 40 percent is a stretch, that we can probably get 40 percent, but 50, -- the technology just isn't there yet and the infrastructure just isn't there yet. Well, if you flip a line from *Field of Dreams*, if the Navy comes, they will build it. If the Navy has a demand for it the infrastructure will come, the technology will come.

The technology that you just heard about from algae and cellulosic ethanol, we just tested an F-18 engine on biofuels, last week, at Pax River, it worked fine; the engine didn't care. We're going to fly that plane that we've dubbed the Green Hornet. We're going to fly that within three years and by 2016, we're going to deploy a Carrier Strike Group that uses no fossil fuels of any kind, for any use.

By 2015, we're going to cut our use of petroleum and fossil fuels in half in our commercial fleet. The Navy owns and the Marine Corps owns 50,000 cars and trucks, non-combat. Over the next five years we're going to cut our fuel use from fossil fuels in half. And it's not hard. By 2020, half our bases ashore are going to be at net-zero in terms of energy usage. We're going to produce as much as we use.

These are pretty ambitious goals, and when we're talking about industry, we've two new contract criteria (unintelligible). Number one is to determine what the total fuel cost for the system or the ship or the plane is going to be over the lifetime and we're going to make that be part of the decision as to what we buy. The other one is, where does industry get its power? The greener the manufacturer, the bigger advantage that manufacturer is going to have, and I think that we've got a head start in that too. These are aggressive goals, but the Navy and the Marine Corps have never been known to back down from a challenge, ever.

When President Kennedy announced in 1961, we're going to put a man on the moon within that decade, and return safely to earth, the technology did not exist to do that, and yet July

20, 1969, we did just that. We can do these things and we have to do these things. We have to do it because of warfighting capability, we have to do it because of strategic reasons and we have got to do it because we ought to be a better steward of the earth and our environment. And we can do it.

I've talked a lot about technology, and weapon systems. Forty years ago, I was a junior officer, maybe the most dangerous thing in the American military, and I served with some very committed, very talented people, both Sailors and Marines. But let me tell you, the Navy that I was serving in with the Marine Corps 40 years ago could not touch the Navy and Marine Corps of today. The level of skill, the level of professionalism, the level of talent, the level of education, the level of patriotism, the level of commitment and dedication of these Sailors and Marines is simply astounding. In the United States Marine Corps, 75 percent of all Marines are under 25, 75 percent are lance corporal or less. Marines have a phrase -- the strategic corporal. That corporal out there making the decisions on a day-to-day basis. The Navy does the same thing, and it's the one thing that nobody, nobody can match.

Our technology has improved dramatically, our platforms have gotten better and more capable in almost exponential fashion, but the thing that has improved the most, the thing that nobody can touch us on are the Sailors on the deck plate, and the Marines in the field. Nobody can build the type of force that we do. These Sailors and Marines, protecting us every day, doing the hard, dangerous, tough work around the world; some that are making headlines in Afghanistan and Iraq, some that are not. Patrolling off the coast of the Horn of Africa or in Djibouti, in the Pacific doing humanitarian missions, but every day, those Sailors, those Marines, are making it possible for the United States to be the country that we are and to live the life that we do. We owe them an amazing debt of gratitude and thank you San Diego for expressing that

gratitude. God bless the United States Navy, God bless the United States Marine Corps, and
God bless the United States.