



*Atlantic Ocean (Nov. 4, 2005) The Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69) is reflected in a set of "Big Eyes" binoculars on the signal bridge of the Nimitz-class aircraft carrier USS Harry S. Truman (CVN 75). U.S. Navy photo by: Photographer's Mate Airman Ricardo J. Reyes (RELEASED)*

## From the Bridge...

Dear USNPAA Members:

I hope this issue of *Sightings* finds you and your families healthy and well. This has been a very challenging time for both our country and the world. Historians have a full menu as they document 2020.

In spite of the pandemic and the protests garnering virtually all the headlines, our Navy has still been able to find a place in the news. Since our last issue, we have lost one acting Secretary of the Navy and gained a new one. **As you all know by now, one of our 'own' members, Ken Braithwaite, has assumed the conn as Secretary.** We, of course, wish him well **as he charts the service's course. It's also important to** note that President Trump has named Greg Slavonic the Acting Under Secretary of the Navy. Greg, also a retired reserve flag officer from our community, has been serving as the Assistant Secretary of the Navy for Manpower and Reserve Affairs. Needless to say, these two gentlemen—serving in these positions—reflect extremely well on our community.

The *Theodore Roosevelt* issue lingered for several months, and I know you are all aware of how that matter **was recently resolved. However, there is one sidebar to it that I'd like to share that speaks** volumes about the *enlightened leadership and character* of Rear Adm. Charlie Brown.

When the Navy released its findings from the investigation into the dismissal of Captain Crozier and that whole situation, several of our members posted their personal feelings about the results on the USNPAA website. I consider myself a very open-minded person and one who welcomes debate. However, I was embarrassed because I felt some of the comments were not supportive of the Navy and the decision to relieve Captain Crozier. I felt those comments were more appropriate for an op-ed piece, a letter to an **editor or being posted to an individual's own social media outlet.**



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I apologized to Charlie for the ‘non-supportive’ comments, telling him I felt the USNPAA website was intended to be supportive of him and the Navy—and not to be used to create controversy.

His response to me was refreshing. Charlie said an apology was not necessary. He said he welcomed the frank and candid discussion and was pleased to have shared the investigation report so that everyone saw how transparent the Navy was with the process and the findings.

One of the things Charlie said he valued most from USNPAA members were the informed perspectives they provided outside the active Navy lifelines. Without those external perspectives, he said, he worries that the Navy would be in danger of cocooning itself in an echo chamber. That would not be healthy for the Navy PA community or the Navy. Charlie said he was actually grateful for some of the skepticism because it comes from a love for our Navy.

I think you will agree on why I was heartened by **Charlie’s refreshing response. I was very uplifted by** it and told him so. I feel the Navy—and our nation—should feel very blessed and privileged to have Charlie at the helm leading the public affairs team.

On a more somber note, it pains me to inform you that Joe Quimby, one of our co-editors, has stepped down. Joe, together with Tim Beecher, have been **unbelievable ‘heavy lifters’ in resurrecting not just *Sightings* but the entire USNPAA organization.** I cannot say enough about this duo.

If I have done one thing correctly in my tenure as president, it was to ask Joe and Tim to help rejuvenate *Sightings* and to make it an effective communications tool for the Association. Joe has done that—and a whole lot more. He has once again proven himself to be a gifted generator and creator of ideas—simply a tremendous asset the entire Association has benefitted from.

Joe has never been shy of ideas and vision. Personally, I have known Joe for many years and have always enjoyed working with him. He is extremely talented and working with him on *Sightings* has simply reinforced the bonds we established long ago. I feel fortunate—very fortunate—to call him both a colleague and a friend.

Fortunately, Tim will stay on as a co-editor. His energy and commitment have not waned one iota. Putting every issue together—and then to immediately begin planning for the next—is quite time consuming. But Tim has agreed to continue to steam on, and I could not be more grateful. I know our membership feels the same level of **appreciation that I do for his ‘above and beyond’ efforts.**

**To fill the huge void left by Joe’s departure from the *Sightings* ‘staff,’ we’ve recruited** another fireball to help Tim—Tina Tallman. I first worked with Tina when she was an



RADM Tom Jurkowsky

enlisted journalist at COMNAVAIRPAC. She worked to get her degree and subsequent commission. As a PAO, she used her experience and skills to become an extremely effective professional communicator. Needless to say, Tina brings a well-rounded portfolio to *Sightings*, and I know she and Tim will make a good team. I was delighted for her to accept my invitation to join the *Sightings* team.

This is another terrific issue, and I know you will appreciate the several stories you will find inside—far **too many to single them out individually. But that’s a good segue to remind you that what makes *Sightings*** the publication it is requires contributions from you—our members. We all have many things to share that can help each other learn from—especially our junior members. Send your stories to Tim or Tina or feel free to bounce an idea off them.

I hope you and your families continue to enjoy good health. Please stay safe.

Tom Jurkowsky  
President



as of June 29, 2020

The [Navy Fact File](#) contains descriptions of the roles and characteristics of Navy ships.  
[Current Navy Demographics Quarterly Report](#)

## NAVY PERSONNEL

### Active Duty: 337,517

- Officers: 54,798
- Enlisted: 278,314
- Midshipmen: 4,410

### Ready Reserve: 102,003 as of May 2020

- Selected Reserves: 59,314
- Individual Ready Reserve: 42,689

### Reserves Currently Mobilized: 3,077 as of June

### Navy Department Civilian Employees: 282,121

## SHIPS AND SUBMARINES

### Deployable Battle Force Ships: 299

- Deployed Battle Force Across the Fleet Including Forward Deployed Submarines:
  - Deployed Ships Underway: 63
  - Ships Underway: 77
  - Local Ops / Training: 14

### Aircraft Carriers Underway

- USS Dwight D. Eisenhower (CVN 69) - 5th Fleet
- USS Theodore Roosevelt (CVN 71) - 3rd Fleet
- USS Ronald Reagan (CVN 76) - 7th Fleet
- USS Nimitz (CVN 68) - 7th Fleet

### Amphibious Assault Ships Underway:

- USS Bataan (LHD 5) - 6th Fleet
- USS Wasp (LHD 1) - 2nd Fleet

# Task Force One Navy Established to Combat Discrimination

6/30/2020 6:52:00 PM

From Chief of Naval Personnel Public Affairs

WASHINGTON (NNS) -- The Navy stood up a special task force June 30, to address the issues of racism, sexism and other destructive biases and their impact on naval readiness. **"Task Force (TF) One Navy"** will be led by Rear Adm. Alvin Holsey who will report his findings to the Chief of Naval Operations, Adm. Mike Gilday via the Navy's Chief of Personnel, Vice Adm. John B. Nowell, Jr.

**"As a Navy - uniform and civilian, active and reserve - we cannot tolerate discrimination or racism of any kind. We must work to identify and eliminate individual and systemic racism within our force," said Gilday. "That is why we are standing up Task Force One Navy, which will work to identify and remove racial barriers and improve inclusion within our Navy."**

Rear Adm. Holsey will be supported by Fleet Commanders and leadership from a number of organizations such as the Judge Advocate General of the Navy, Chief of Chaplains, Surgeon General of the Navy, Chief of Legislative Affairs, Master Chief Petty Officer of the Navy (MCPON) Russell Smith and many others. The task force will seek to promptly address the full spectrum of systemic racism, advocate for the needs of underserved communities, work to dismantle barriers and equalize professional development frameworks and opportunities within the Navy.

**"We are at a critical inflection point for our Nation and our Navy and I want to ensure that we are fully responding to this moment as we work to facilitate enduring change," said Nowell. "We must use the momentum created by these events as a catalyst for positive change. We need to have a deeper inclusion and diversity conversation in our Navy and amongst our own teams."**

TF One Navy will focus their efforts in recommending reforms in several key areas. These areas include:

- Recruiting / Barriers to Service entry
- Pre-accession Mentorship frameworks / Scholarship opportunities
- Diversity of talent by community / Talent management
- Training / Education along the service member career continuum
- Detailing / Milestone job opportunities
- Fitness reporting / Evaluation systems
- Promotion / Advancement processes
- Military justice analysis of racial disparity
- Health care and health disparities

TF One Navy leadership and membership will represent the diversity of thought, experience, and perspectives within our Navy and will include membership reflecting the diversity of race, ethnicity, gender, age, and ranks from across the Navy. **"We must demand of each other that we treat everyone with dignity and respect. If you won't do that, then our Navy is not the best place for you," said Gilday. "We are one team, and we are one Navy."**

[https://www.navy.mil/submit/display.asp?story\\_id=113431](https://www.navy.mil/submit/display.asp?story_id=113431)



## Navy Secretary Braithwaite

# Lifetime of Navy Service and PAO



The Honorable Kenneth J. Braithwaite was sworn in as the 77th Secretary of the Navy May 29, 2020. He previously served as the 31st U.S. Ambassador to the Kingdom of Norway.

Secretary Braithwaite graduated from the U.S. Naval Academy in 1984 and was commissioned as an ensign in the U.S. Navy. In 1995, he **earned a master's degree in government administration, graduating with honors** from the University of Pennsylvania, Fels School of Government.

He was designated a naval aviator in April 1986. His first operational assignment was to Patrol Squadron (VP) 17, Naval Air Station, Barbers Point, Hawaii, flying anti-submarine missions tracking adversary submarines throughout the greater Pacific and Arctic regions.

In April 1988, Braithwaite was re-designated as a public affairs officer with his initial tour aboard the aircraft carrier USS America (CV 66).

Additional assignments included Commander Carrier Group 2 and Commander, Striking Force U.S. 6th Fleet. He made both a NATO deployment to the North Atlantic operating above the Arctic Circle, and a Mediterranean and Indian Ocean cruise where the battle group responded to tensions in the Persian Gulf. In 1990, he was assigned to the staff of Commander, Naval Base Philadelphia as chief of Public Affairs.

Braithwaite left active duty in 1993, continuing his naval service in the Navy Reserve where he served with numerous commands along the Atlantic seaboard.

Highlights of his Navy service include: served as commanding officer of Navy Reserve Fleet Combat Camera Atlantic, Naval Air Station Willow Grove during which time the command was tasked with providing support to the Joint Task Force Commander, Guantanamo Bay, Cuba. In March 2003, Braithwaite deployed for Operation Iraqi Freedom in support of naval operations to capture the port of Umm Qasr.

In 2004, Braithwaite was assigned to U.S. Joint Forces Command, and tasked with standing up a new expeditionary capability for combatant commanders, serving as the first commander of Joint Public Affairs Support Element - Reserve.

While in command, and following the devastating earthquake in Pakistan in 2005, he was deployed to Pakistan as part of the Joint Task Force for Disaster Assistance, serving as the director of strategic communication working for both the Joint Task Force Commander and the U.S. Ambassador in Islamabad.

Braithwaite served as the first Reserve Vice Chief of Information. In this role he was the Navy Reserve liaison and advisor to the Chief of Information, responsible for formulating strategic communications counsel to the leadership of the Department of the Navy.

His full bio can be found at [https://www.navy.mil/navybio\\_ldr.asp?id=1177](https://www.navy.mil/navybio_ldr.asp?id=1177)

## Mentoring

# A View from Pentagon 4E725

By Jeffrey D. Brasie, M.A. - USN & USNR

As a JO3 I had the pleasure of serving **with the Secretary of the Navy's Public Affairs** office under Captains Herb Hetu and Bob Sims. Both were mentors to me in so many ways.

Amongst my responsibilities were to monitor Navy and Marine Corps media coverage, research and draft speeches, press releases and carry the bags on trips. Herb inquired if I might be able to locate a refrigerator for the office. With this assignment I drove the **office's grey Ford station wagon to a Defense Supply and Disposal Depot** some place east of the District of Columbia line in Maryland.



Upon arriving, I learned this is more than just a request. I needed to have the appropriate requisition paperwork. I returned to work and conversed with my Chief, who frequently had the answers and direction. JOCS Byron (Whitey) Whitehead helped me complete the appropriate paperwork. In the *why needed* requisition line we entered:

**“We are the Secretary of the Navy's Public Affairs office and need a refrigerator to keep our camera film fresh.”**

I trekked back to the Supply and Disposal Depot. Days later a monster of a 23-foot white refrigerator was rolling through the Pentagon into 4E725. It barely made it down the office suite passageway to a far corner niche. If memory suits me correctly, the refrigerator ended up storing more than Kodak or Fuji film.

You got to love CPOs. They cut through the clutter.

And, there was the time Navy Secretary John W. Warner assigned me to find a safe vehicle for his **daughters. It ended up being a Volvo which was delivered to the Pentagon's Mall entrance. The wagon's** Slurpee orange color clashed with the Ford, Lincoln, and Cadillac sedans parked in the vicinity.

Years later in my career I was CEO with Clovernook Center for the Blind and Visually Impaired (Cincinnati & Memphis). Our manufacturing division made USN personnel file folders and compostable-disposable hot beverage cups for the Navy and Marine Corps. I was right at home.

*Jeffrey Brasie is a retired healthcare CEO in suburban Detroit. He writes historic feature stories and Op Eds for various Michigan newspapers. He served in the USN and USNR.*

## Mentoring

# Honesty and Doing the Right Thing

By Rear Admiral Brent Baker, USN (Ret.)

One of the flag officers I worked for as a young lieutenant was Admiral Thomas H. Moorer. Soft-spoken with an Southern accent rooted in Alabama, he also was a Naval Aviator.

When Adm. Moorer commanded CNCLANT/CINCLANTFLT in Norfolk in 1965, I was the assistant PAO and his speech writer. After he was named CNO in 1967, I transferred to the CNO's Special Assistant for Public Affairs office where I continued to write his speeches.

Capt. Bob Brett was ADM Moorer's long time PAO and had been so since he was Commander SEVENTH Fleet. Capt. Brett taught me the ropes of how to be a PAO. In fact, we named our first son Brett in his honor.

Of all my stories about Admiral Moorer the most interesting is about his basic honesty and ability to do the right thing, even when others were telling him to do something else.

First, some background, ADM Moorer was the only naval officer to have commanded the SEVENTH Fleet (1962-1964), CINCPACFLT (1964-1965) CINCLANT/CINLANTFLT/SACLANT (1965-1967), CNO (1967-1970), and Chairman, JCS (1970-1974). He was indeed a unique leader.



Left to Right: Malinda L. Baker, then LT Brent Baker and Admiral Thomas H. Moorer, USN, Chief of Naval Operations.

So, back in 1965, the Vietnam War was going on. The only nuclear-powered carrier, USS ENTERPRISE (CVN-65) was homeported in Norfolk as an Atlantic Fleet carrier but was deployed to the SEVENTH Fleet off Vietnam. One day a message came into CINCLANTFLT headquarters from CINCPACFLT asking the CNO to transfer ENTERPRISE to the Pacific Fleet with a new homeport on the west coast.

As you might expect, the Naval Air Atlantic Fleet type commander and Atlantic Fleet staff pointed to Atlantic NATO responsibilities and recommended that ADM Moorer advise CNO that the ENTERPRISE should stay in the Atlantic Fleet. There were some spirited discussions. In short, ADM Moorer overruled his own Norfolk staff and agreed that the carrier should be transferred to the Pacific Fleet.

Admiral Moorer always did what he thought was right regardless of what command he was serving in at the time. I learned a lot from him and Bob Brett. Both were great naval officers who shaped my life and career.

That is my leadership sea story about ADM Moorer: *Always Do the Right Thing!*

## Mentoring

# Remembering PAO Service Opportunities

By LCDR David K. Sturges, USNR, Ret. (life member)

### **Editor's note:**

*This is the first in a series of articles by Dave Sturges on mentoring and the people who helped shape him and his career in the Navy.*



### Background:

Within a year USNPAA has lost two of its founding and most accomplished members: CAPT John Cameron MacKercher and CAPT James Patrick Mathews. For Navy Public Affairs, they leave basic and timeless standards molded by meeting a combined 65 years of challenges to the Navy of their times and mine. For me, they both were reporting seniors, mentors, and close shipmates from active duty days and long into retirement. Bonded by designator and a joint heritage, I am now the survivor of this trio. Our story begins here.

JOSN Sturges writes "Big E" copy in the ship's tight fan compartment, 1966.

## Part 1 - Pencil-Pushing Aboard the "Big E"

The change of our enlisted rating name to Mass Communication Specialist in 2006 does fit the online age in which the Navy now finds itself. However, it just **doesn't seem to have the scribing aura of the former rating nomenclature - Journalist**. Looking at the "crows" in my musty old sea bag, it's hard to accept that the insignia I proudly wore 54 years ago have become 'ancient' Navy. Yet, it is part of a story of opportunity wheels turning, first in education and following at CHINFO, that carried me in a long career from seaman to petty officer to commissioned officer; **gaining Jack's and Jim's attention, confidence and serving with them at highest level.**

It began in 1964 when I was a college senior with a double major in History and English. I was musing one day then with my uncle about what future occupation I would have and was exuberant about freedom to try any pursuit. He had spent World War II as a General Electric engineering technical representative to U.S. forces in the Pacific theater. **"You're overlooking your obligation of citizenship," he warned. "You have only five choices: Navy, Army, Air Force, Marines or Coast Guard."**

Upon graduation that June, the first wheel turned. I had an unexpected chance to attend graduate school at Ohio State on a tuition fellowship. I took it and a job at the Ohio State Museum in Columbus to pay the bills of living off campus. The Museum had just taken in the Harding Presidential Papers and as a graduate assistant it was my job to help complete the accession survey as the truckloads arrived. **OSU's** History department then had on its faculty Professor Emeritus Dr. Foster Rhea Dulles (cousin of John Foster Dulles, President **Eisenhower's Secretary of State**). Rhea, an ex-newspaperman turned academic, was a





Proofing “Big E” copy with PAOs CDR Sam Lancaster (left) and CDR Ned Conger.

respected author of books on the labor movement, military and diplomatic history. He had been a correspondent on Far Eastern politics during the Chinese warlord/Nationalist era as it gave way to Communism and Mao.

He taught demanding courses. **“Your papers should be short enough to be interesting but long enough to cover the subject,”** he’d say. **“Unlike press copy, it’s the depth of research that counts around here.”** Under his encouragement, I was headed for a thesis on the 1949 U.S.-declared Defensive Perimeter and its misleading effect on the Korean War, the Truman-MacArthur controversy, and the French Union battles in Indo China.

In early 1966, another wheel turned. The Vietnam War manpower draw shortened draft deferments and mine ran out. **Rhea counseled: “Wherever you end up, keep your eye on the Far East. Things are going to happen.”** Other classmates were chatting about fleeing to Canada to avoid the draft, but I was set to serve, following paths of my uncle, my Army Colonel grandfather and my Navy lieutenant great uncle, Harold Kountze Sr. I decided on what he grandiosely called **“the senior.”**

OCS quotas were full and the Chief Recruiter in downtown Columbus said Navy Journalism is where I should go. I was ordered as a JOSN out of boot camp to Seventh Fleet and the USS Enterprise where future CNO, then-CAPT James L. Holloway III, was the Commanding Officer.

Another wheel turned. My assignments were internal relations, Fleet Hometown News and editor of the ship’s monthly magazine, *The Big E* under CDR Ned Conger, Enterprise’s PAO.

At sea, one deck below No. 2 catapult in a cramped, hot, **noisy fan compartment**, I delved into **Big E’s** copy. Sensing correctly that the crew wanted to know more background on our mission, I turned out essays on the history of conflict in Vietnam. A planned ship visit by the veteran correspondent, Bernard B. Fall, PhD helped provide context. Fall was an authority on the French Union phase of the war. His best sellers, *Hell in A Very Small Place* and *Street Without Joy*, were brought to my attention a few years earlier by Rhea Dulles.

Having studied **Fall’s works**, I figured out and relayed to CDR Conger and the ship why Dr. Fall was coming. As Fall had written 13 years before, during the siege of Dien Bien Phu the French had pled for help in fear of Chinese entry into their conflict. In response, ADM Arthur Radford, then Chairman, Joint Chiefs, **was directed to draw up “Operation Vulture”** which positioned aircraft carriers in the Gulf of Tonkin. It became known as the Dulles-Radford Plan and was predicated on a Congressional resolution and, as Secretary of State Dulles insisted, allied participation, particularly from the British. But when neither prerequisite could be obtained by President Eisenhower the plan was side-stepped, giving the French the short end of the diplomatic-military aid stick.

Now, more than 10 years later, the Navy was essentially following the original plan and Fall wanted to see onboard Enterprise how the operations were being applied. I was tapped to interview and help brief him, but, tragically, his visit never came off. He was killed on Feb. 21, 1967 shortly before his planned visit to Enterprise when he stepped on a land mine while covering a U.S. Marine patrol in country.

Then, I turned to places the ship was going and information about landmarks the crew would see in Hong Kong, Manila and other liberty ports of our deployment. One day, CDR Conger handed me CHINFO Merit Award and Armed Forces Writers League contest circulars for fleet publications and gave me an encouraging order, **“Enter ‘em!” Surprisingly, results validated his confidence twice.**

At the same time, the Director of Naval History, RADM Ernest Eller, was bearing down on the fleet to **forward full and accurate ships’ histories.** In the presence of CDR Conger and me, CAPT Holloway said, **“That’s ‘Judge Eller’ and he means business, we gotta respond!”**

I then embarked upon a long and gratifying assignment - **since the name Enterprise was one of the Navy’s** oldest. In addition, this order was likely a prescient sign that ADM James Lemmuel Holloway III would become a key leader, author and benefactor of the Naval Historical Foundation for years to come.

In the spring of 1967, a I met a strong and influential public affairs officer by the name of CDR Jack MacKercher when he came aboard Enterprise from Detachment Charlie in Saigon. I was assigned by CDR Conger to help assist him with his team visit. He was after in-depth fleet hometown news interviews and photo coverage. As he explained his mission to us, Jack had his trademark cigar (Antonio Y Cleopatra **“Tony”**) in hand. To me as a young first-hitch sailor, he seemed to have an almost Churchillian determination. Injuries he had previously sustained in a helicopter jump never showed. He made clear that he was seeking coverage of sailors in all ratings, experience, and backgrounds from across the U.S. and to include men of **all races within ship’s** company and air wing.



CDR Jack MacKercher with his trademark cigar off Vietnam in 1967.

With COMSEVENTHFLT interest supporting him, he quickly got around command chain favoritism and oversight. As we escorted him about with his *tell-it-like-it-is* approach, he got all sailors to relate in their own words what was going on in their lives on Yankee Station. This was unusually sensitive internal relations at this time of civil rights unrest at home. **Among the crew, expressive, “who, me?” eyeballs** rolled, and grins of appreciation erupted. **It conveyed the right standard from what was then the Navy’s** only nuclear-powered, largest and most well-known aircraft carrier.

**A few days later, when he and his team departed, Jack smiled and said softly to me “Atta boy!”** With that, CAPT Holloway and CDR Conger nodded with a whisper, **“and from us too!”** Little did I know then that a year **and a half later we’d be serving together** again on the Pentagon “E” Ring. More wheels were to turn on the ship influencing how I got there.

*Next: “Standing here as specks between the vastness of the ocean and heaven, men might realize the ultimate smallness of their quarrels ..... settle their differences. For us, a wardroom is as good a meeting place as any.” (President Lyndon B. Johnson from the “Big E” to Hanoi, Veterans Day, 1967).*

## How the Navy Won the 1976 Bicentennial

By CAPT Brayton Harris, USN (Ret.)



Seen from the New Jersey shore, fireworks at the Statue of Liberty light the sky as New York City celebrates the Declaration of Independence bicentennial anniversary, on July 4, 1976. The display ended a day of festivities in the New York Harbor, with boats and tall ships from across the world gathered for Operation Sail. Lower Manhattan with the Twin Towers of the World Trade Center is seen on the right. (AP Photo)

It was the year 1974. A few months into my new job as Assistant Chief of Information (ACI) Plans and Programs, I had a collateral assignment as *Special Assistant to the Secretary of the Navy for the Bicentennial*.

Planning had begun in 1972 by my immediate predecessor as ACI, CAPT David Cooney. A small staff had been created (LCDR Bill Eibert, LT Eric Berryman, secretary Ruth Donohue) to coordinate Navy-wide participation and handle the details. My job was basically “supervisory”

and to keep SECNAV Bill Middendorf in the loop. And I get a call from, ADM Worth Bagley, the new VCNO.

“Brayton . . . I understand you’re working with the Secretary on the Bicentennial. I would sure like to know more about that.” Certainly, when would be convenient? “Oh, I’m free right now, come on up.”

No pressure? Jeeze. So, I gave him a basic run-down: \$4 million budget for planning and



execution (not including operational expenses) and we had been allocating the funds, things were moving well and I listed the major projects.

**“All very interesting,” said he. “But gee, I don’t see anything there which involves other navies in our celebration.”**

Said I: **“Well, there had been such a proposal, for an “international naval review” in Norfolk, but no one had moved with any planning — the file had been stuck in the office of the CNO forever. So, I cancelled it for lack of high-level interest and sent the funding to San Francisco to set up a naval museum on Treasure Island.”**

**“Oh, gee,” said he. “I’d really like to know more about that naval review.”** Aye aye. This meeting was late on a Friday; by Monday morning, I was able to call the admiral and say, **“I think I have found sufficient ‘high level interest’ to resurrect the project.”** I didn’t have to tell him . . . that the original suggestion for the International Naval Review had been submitted, several years earlier, by *then-RADM* Worth Bagley.

**I did make a “positive” contribution:** I suggested that the review be moved from Norfolk (hardly the media center of the nation) to New York City, teamed with a civilian project known as **“Operation Sail” (OpSail), which had invited many of the world’s remaining “tall ships”** - as in, large sailing ships most of which were involved in public relations or training or both - for celebratory port visits, ending in New York Harbor.

It was not, however, all clear sailing. A group of officials and harbor masters gathered in New York for planning. Someone brought up the Clean Water Act of 1972. It forbade the discharge of treated or un-treated sewage from any and all boats/ships in navigable coastal waters - essentially, within three miles of the coast. Many if not most of the foreign participants, large and small, were not, **“properly” equipped. “What should we do,”** the someone asked, **“if an environmental zealot got a court order?”**

Deafening silence. Until a senior law enforcement office spoke up: **“We would arrest**

and hold the complainant until the event was over. We would then release that person and the city would pay civil damages in whatever amount **could be negotiated.”** (You should understand, millions of people were going to be involved and spending a great deal of money.)

Welcome to New York City!



**Bicentennial July Fourth celebration**

The U.S. Coast Guard bark Eagle, upper left, sails between naval ships and small craft as she leads the Tall Ships Squadron of Operation Sail '76 up New York harbor Sunday, July 4, 1976. The other ships follow a winding course from the Verrazano-Narrows Bridge, upper left, at the entrance to the harbor. Statue of Liberty is at right. (AP Photo/Ray Stubblebine)

Advance press coverage of this major event was, as you will imagine, exceptional. Initial focus was on the OpSail trans-Atlantic race of tall ships ending at Newport, from which they would sail together to join all of the other ships entering New York harbor.

Someone connected with the Boy Scout and Girl Scout organizations had a bright idea: how about embarking one boy and one girl from each state in the Union aboard a tall ship at Newport for the trip down to New York? Seemed like a good idea to us, and OpSail agreed, they would handle the arrangements.

Well, until, as the ships were assembling in Newport, Bicentennial staffer Berryman took a call from **a reporter someplace in Kansas. “Why** was the Navy going to disappoint so many young



people after promising to get them aboard a tall ship?" he demanded.

Apparently, someone at OpSail had dropped a big ball and had not lined up any participation. And by that time, maybe 100 youngsters and 30 adult escorts already were gathered in Newport. No one connected with the ships knew what to do with them. Well, when I told Secretary Bill Middendorf we had a problem he said, "The Navy does not disappoint young Americans. Get it fixed!"

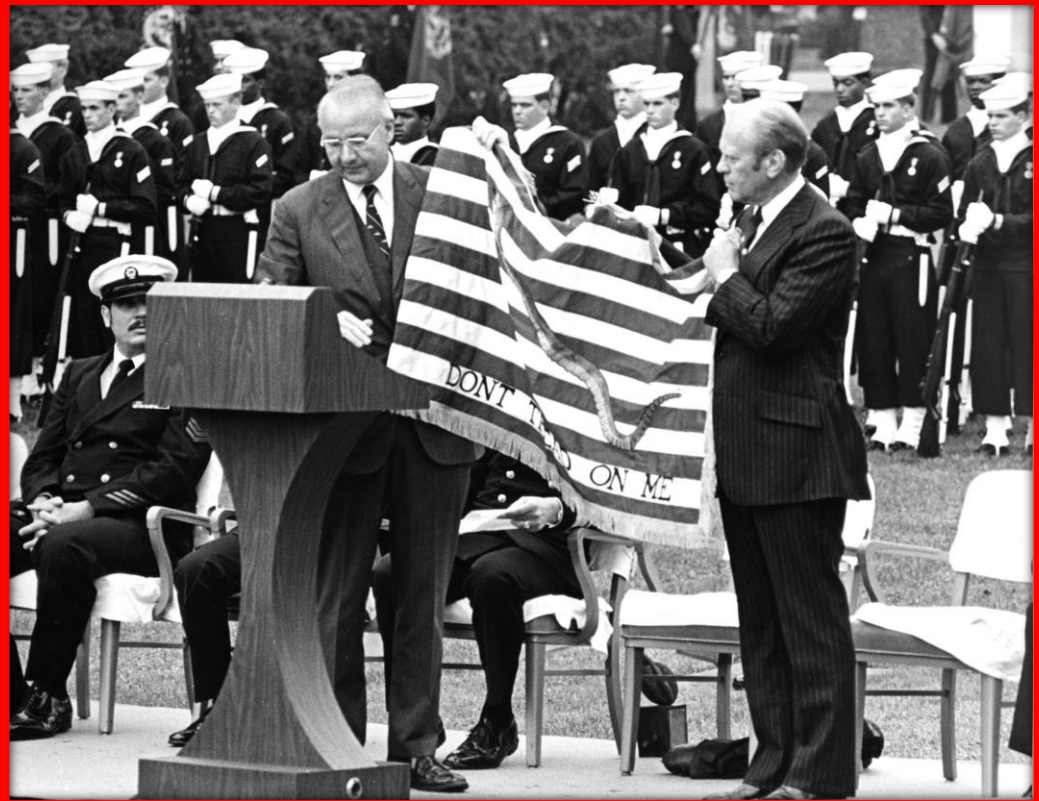
Aye, aye!

The "when" was at once, on the instant, but the "how" was to be determined. Rather quickly because Berryman was already on his way to Newport. He met with each of the captains, explained his mission, and none turned him down. (The Soviets, who had two ships in the mix, wanted to take all 130 visitors - great for propaganda - and were a bit miffed when they were only given their fair share.)

Other arrangements for the Big Day: we needed an aircraft carrier as a "reviewing platform" to handle several thousand invited guests. We were advised - by the Republican White House - "Any ship but Kennedy." OK. Of course, we really wanted something with an historic connection - *Saratoga*, *Independence*, but they were not available. So, *Forrestal* was nominated.

The combined OpSail-International Naval Review was a triumph. We had both the President and the Vice President of the United States as "official

reviewing officers" of 55 naval vessels from 22 nations (of which 16 were "Tall Ships") and non-waterborne delegates from 18 additional countries, 227 other sailing craft, several thousand private small boats (not in the parade, but just floating around to watch), several million spectators ashore - no one could come up with any sort of accurate estimate - and, of course, world-wide television coverage.



WASHINGTON (Oct. 29, 1975) President Gerald R. Ford receives the prototype of the ceremonial Continental Navy Jack from Secretary of the Navy J. William Middendorf, II during a ceremony in Washington. A smaller version of the flag was flown from the jack staff of every U.S. Navy ship in December 1976 as part of the Navy's Bicentennial Celebration. (U.S. Navy photo by Chief Journalist Richard Montgomery)

That was how the Navy won the Bicentennial.

PS: I had moved on to my next job but talked my way into seeing the "Naval Review" from a Wall Street office with a great view, in exchange for giving a blow-by-blow account. Disney sponsored and ran the fireworks that are still etched in memory today: 3,000 Disney custom designed shells along with 13 sky search lights (one for each of the original colonies) formed a crown

above the Statue of Liberty. Warships anchored in the harbor fired a 200-gun salute.

Then, I headed off for a train back to DC. I got there before most of the guests on the carrier had gotten ashore . . . one small boat at a time.

Pro Tip: PLAN AHEAD! And, in the category of **“There is no such thing as a nice surprise”** (a RADM Dave Cooney rubric):

- When Israel raided Entebbe, Uganda and the Russians withdrew their tall ships.
- There was concern over how to respond if trouble arose among the Soviet-bloc crew if any of them asked for asylum in America.
- Italian crewmembers from the *Amerigo Vespucci* eloped with Italian girls in Brooklyn.
- Romania declared its high interest in participating in the INR with their magnificent sail trainer, *Mercea*, but financially unable to do so. The US Navy picked up the tab for provisioning, bunkering, water barge service, garbage scow service in port.

*CAPT Brayton Harris was a corporal in the National Guard at summer camp when the Korean War broke out and an ensign in the Navy when the shooting stopped. During his period of “obligated service” 1953-1957 he served on three ships, followed by three years “inactive” developing a printing/publishing firm (working with folks such as Jack Kerouac and Lawrence Ferlinghetti . . . but not making much money; he was delighted to receive an invitation to return to active duty, soon enough as Operations Officer/Navigator of a fleet oiler.)*

*Next came his first PAO assignment as “Head, Editorial Services Branch” at CHINFO, followed by a tour as PAO for the Fourth Naval District, one year in Saigon as Director, Special Projects for the U. S. Military Assistance Command, Vietnam (USMACV), then Director of the New York CHINFO office, and, 1974, back to the Pentagon as Assistant CHINFO (Plans and Programs).*

*Captain Harris is the author/co-author of more than two dozen books, starting with, 1965, “The Age of the Battleship: 1890-1922.”*

## SECNAV Memories

SECNAV J. William Middendorf some years back shared with me some of his memories of the Bicentennial. Here are a few highlights:

- About 1972 Navy began to plan for its role in **the nation’s Bicentennial** celebrations.
- Overall Navy Department head and approving authority was the Secretary of the Navy, at that time John Warner. When John was appointed to be the Administrator of the Nation’s Bicentennial, I replaced him as Secretary of the Navy.
- A request for ideas was made Navy-wide and many well-meant but over-the-top suggestions came of it.
- Among the extreme ideas was to paint a squadron of warships white, **stencil “Visit the USA!” on the transom** and send them around the world. Rather than give a blunt “No!” we priced it out - white paint now, then return to haze gray. A fortune.
- Among the more practical projects was to launch guided public tours in the Pentagon.
- Advance press coverage was exceptional.
- The combined OpSail-International Naval Review was a triumph. We had both the President and the Vice President of the United States as official reviewing officers.
- 55 naval vessels from 22 nations (of **which 16 were “Tall Ships”**) and non-waterborne delegates from 18 additional countries.
- 227 other sailing craft, thousands of private yachts and boats watching. Several million spectators ashore and world-wide television coverage.

## A Closer Look

# First 1655 Selected to Flag Rank

By Fred J. Klinkenberger Jr. JOCS USN (Ret.)

Most of us probably cannot discern achievements from accomplishments: not so for retired Navy reserve public affairs RADM Joseph F. Callo. He never viewed life as a spectator sport, which is why his lifetime accomplishments are worthy of awe and admiration from any circle. Of course, one most likely would never hear about his accomplishments unless you asked him directly, since the soft-spoken, retired Naval Reserve two-star rear admiral—the first 1655 selected to that rank--**is not one to tout what he's accomplished** throughout his life.

Loyalty and love of the sea are two threads woven into the fabric of his life. That loyalty pertains to both organizations and friends, and it is a deeply rooted value he learned from his father, a World War I Marine, who enlisted at 17, went to France in 1917 and came home as a **sergeant in 1919. Says Callo, "He never got over serving in the USMC and referred to it often when he was trying to make a point. It was just a part of him, and it represented the life values he wanted me to adopt."** His father had hung his discharge certificate from the USMC over his **office desk, and it now hangs over Callo's desk at home. As to becoming the Navy's first Director of the Reserve Public Affairs Program and the program's first 1655 two-star, Joe Callo modestly indicates, "I never thought much about the possibility of making flag until I was in the zone."**

Joe Callo credits his wife, Sally McElwreath, as being a major contributor to his public affairs and other accomplishments. She was a Naval Reserve public affairs officer and retired as a captain. He **explains, "Because of her communications experience with Atlantic Richfield Oil and United Airlines, she received a direct commission in the Navy Reserve. As a result, I had an in-house**



Joe Callo is shown at his retirement ceremony with wife, Sally McElwreath (who also is a retired Navy Captain and public affairs officer) aboard the ex-USS *Intrepid* (CVA-11) Museum in New York City.

public affairs consultant. She helped me to make connections with editors, commented on my writings, set up speaking engagements and **helped to execute some of my ideas."** She also played a key role in organizing the American Friends of the National Museum of the Royal Navy for which she is the secretary/treasurer and Joe Callo is a trustee. The American Friends of the NMRN fosters "the special relationship" between the U.S. and U.K. navies.

Joe is an accomplished author who wrote six books: an autobiography; three addressing the leadership of legendary British Lord Horatio Nelson; one dealing with leadership qualities of John Paul Jones; and, he coauthored a **compilation of “Who’s Who in Naval History,”** which covers prominent individuals in a variety of disciplines. He was recognized as an Author of the Year by the Naval Institute, received the Samuel Eliot Morison Award from the Naval Order of the U.S., and the Admiral David Glasgow Farragut Book Award from the Association of the U.S. Navy, among others. He also has written numerous articles, op-eds and features for a variety of publications.

Why three books about Lord Horatio Nelson? It goes back many years to when the admiral stopped in a London bookstore to buy a book to read during his return flight to the U.S. The Nelson tome piqued his interest in the subject, and—as is often said—the rest is history.

Another major part of RADM **Callo’s career** involved a significant period in television production, working with several networks and receiving awards for those productions. For example, he was line producer for the NBC production *Tut the Boy King* which received a Peabody Award. He was the writer for *The Second Life of 20 West 9<sup>th</sup>* **which aired on A&E’s** History Channel and received both the Telly Award and the American Corporate Video Award. He was the Producer on *Mr. Rogers Christmas Special* for PBS and line producer for *Muggsy*, a **children’s series for NBC.**

Joe Callo also says that when his wife was the director of the USS New York (LPD-2) **commissioning committee, “She tapped my** writing and organizational abilities to produce the commissioning magazine and to help in scripting the USS New York segment of the **History Channel’s production of “Hero Ships.”**

As for his love for the sea, well, that came from two women who greatly influenced Callo as he approached his teenage years. He gained his sea legs as a growing lad in a family that lived in the northeast corner of the Bronx in New York City and vacationed in Provincetown, Mass. His mother was Irish; his father of Sicilian lineage.

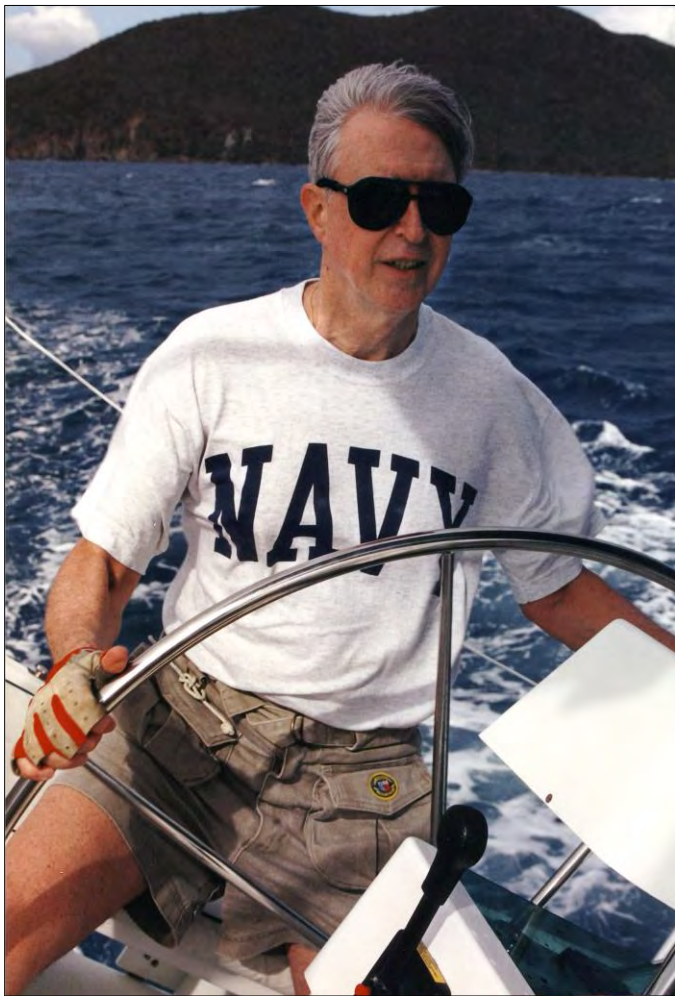
Admiral Callo recalls that as a youngster, he was **often “glued” to the radio while draped over a** stool listening to *The Lone Ranger*, *Little Orphan Annie* and *The Shadow*. However, a seed was planted and nurtured by an Irish housekeeper and his Irish grandmother—both excellent storytellers—who captivated him with tales of a magical land far away that included leprechauns and banshees. These tales piqued his interests about what lay beyond the shore and blossomed into a lifelong and loving relationship with the sea, which was influenced by a love of, and respect for, the sea. This is reflected in his 2012 autobiography, *The Sea Was Always There*. This love was not limited to serving in the Navy.

In his autobiography he describes the 1941 Japanese attack on Pearl Harbor as a life-changing event. That situation radically changed his life, and he vividly recalls, “I was standing about a hundred yards from my house when one of my friends ran out of his front door and yelled, **‘The Japanese bombed Pearl Harbor!’ As he tells** it, his childhood ended then and there; **“fun wasn’t much fun anymore, and constant anxiety** permeated everything we did.”

Callo also credits former bosses with his successes, beginning with his college years at **Yale University. “I have benefited hugely from** my bosses. Examples begin with the head of the Yale NROTC Unit (a captain), whom I sought out when I arrived on the Yale campus. His first **words were, ‘I have 400-plus applications for** your class, but only 110 **openings.’** My recollection of the exact numbers he spoke has faded, but I’ll never forget the impact of his recruiting approach. Then and there I decided that I would be one of the 110.” As a side note, while attending Yale he was a member of the **university’s indoor track team that in his** sophomore year won the IC4A’s indoor championship.

His Navy career began in 1952 with a Yale NROTC commission as a surface warfare officer and orders to USS *Sarasota* (APA 204) homeported in Norfolk, Va., far afield from public affairs. As a **midshipman he had applied for “amphibs”** because of small-boat sailing experiences in his youth. Aboard ship he served as assistant 3<sup>rd</sup> Division Officer and assistant Boat Group





**The Navy's first two-star 1655 is shown at the helm while sailing in the British Virgin Islands. Sailing and a love of the sea have always been a part of Joe Callo's life: he titled his autobiography, "The Sea Was Always There."**

Commander, which included oversight of about 50 boatswain's mates and BM strikers along with responsibilities for maintaining the ship's 24 boats. He was one of the ship's three qualified underway officers of the deck.

The boat group commander was Ensign Fay Lossing, a U.S. Naval Academy graduate, who had reported aboard a few weeks before Callo—the two established a friendship which lasted well beyond Callo's two-year tour aboard the ship. Though they have now lost touch, Joe Callo still has fond memories of their friendship, saying, **"At the time I wasn't focused on Navy public affairs matters, but I did get a solid, first-hand education about the nitty gritty of US Navy service at sea. It was a challenging--and critical--phase in my education."**

He also learned another valuable lesson about character judgement. One of two *Sarasota* captains under whom he served tended toward the irascible, yet his deft and successful ship handling prowess while the ship weathered a hurricane at sea taught young Ensign Callo not to hastily pre-judge people.

With his two-year tour aboard *Sarasota* completed, Callo returned to New York City and the advertising agency founded by his father. He discovered that the demands of being a qualified surface warfare officer in the Naval Reserve was in serious competition with family and civilian professional responsibilities, so he applied for and received a change of designator to 1655, which dovetailed with his profession. He also was **influenced by "concern about the negative anti-military attitudes of the sixties and seventies."**

With New York then—and today—being a media epicenter, and with Callo's advertising agency and radio and television experience based in the city, he eventually became a regular guest on **WOR's highly rated, late-night Barry Farber** radio program (Farber died in March) to offer an alternative view to the common anti-Vietnam war attitudes in the late 1960s and early 1970s. **Callo remembers those days, "It was a time when anti-Vietnam War attitudes were common. For example, it was not unusual for service members in uniform--including 'my' sailors in NAVINFO and OI Detachments in New York City--to be accosted in public."**

He adds, **"Also related to the anti-Vietnam War era - during those years, I spent a considerable amount of time making speeches to high school students. It was a 'tough row to hoe.'** I was continually shocked by the anti-military attitudes that prevailed. On the other hand, it was common for a small group of students to approach me after my talks to say something **'Thank you'** for a perspective that the teenagers had **not been exposed to before."** He offers these examples as "no-orders" public affairs projects.

There would be more such projects because, even after he retired from the sea service, he never cut his ties with the U.S. Navy.

Callo was the consulting editor for the Dec. 2009 USS New York (LPD-21) 184-page commissioning publication. The project included recruiting approximately 10 authors for major articles and writing a [major] article himself. In **addition, he adds, “I was a member of the USS New York commissioning committee.”** He previously had been vice chairman of the USS Lake Champlain (CG-57) commissioning committee and thus played a key role in preparing for the **Aegis cruiser’s 1988 commissioning.**

One special memory Callo cites involves his reaction upon appointment to flag rank. “Vice Admiral Robert Dunn was Chief of Naval Reserve when I was appointed to head up the **Naval Reserve Public Affairs Program.**” (VADM Dunn went onto serve as Commander Naval Air Force Atlantic Fleet from 1983 to 1986 and was Deputy Chief of Naval Operations for Air Warfare from 1987 until his 1989 retirement.)

“When I sat down at his desk in the Pentagon he **opened with a surprising question: ‘What do you want to accomplish in your new job, Joe?’** I had expected to be told what the objectives of my job were. Vice Admiral Dunn’s approach was very **motivating.**”

Callo remembers an earlier, similar experience, when ordered to the pre-commissioning detail of the aircraft carrier USS Saratoga (CVA 60) in **Brooklyn Navy Yard. “The special 90-day assignment was as public affairs officer for Sara’s pre-commissioning detail. I was a lieutenant (junior grade) at the time. Then-Captain (later Vice Admiral) Robert Stroh was the prospective commanding officer. “When I was told that I would have an initial meeting with the ‘PCO,’ I was prepared to hear some precise objectives. As I sat down and looked up, the first thing he did was to ask me what I wanted to accomplish for the ship and her first crew.” Callo adds, “I still have my plank owner’s certificate!”** Vice Admiral

Stroh went on to command a major naval task force during the Cuban Missile Crisis.

The 90-year-old retired Callo **doesn’t grouse about “the old Navy” either—he’s not one whose eyes are locked onto the “rear-view mirror.”** In fact, when asked if he harbored any critical **thoughts about comparing today’s Navy to that** when he served and since he retired—particularly in public affairs—he matter-of-factly responded **with, “There were no feelings about the Navy making or not making changes. In fact, the Navy must change with time and external changes. The advent of the digital world is an obvious example.”**

While he still maintains ties to the sea service and still writes, he admits he is slowing down somewhat having spent decades not only as a naval officer but also as an advertising executive. **Callo’s civilian life was quite full as** award winning television producer and writer, a nationally recognized award-winning author, an accomplished public speaker--and a sailor. He has sailed boats in the Caribbean, the Atlantic and Indian Oceans.

While U.S. Naval Academy plebes must memorize from *Reef Points* the proper response to an upper **classman’s question about how long the plebe** has been in the Navy, that *Reef Points* response is perhaps also fitting for retired Rear Admiral Joe Callo because of his lifelong love and respect for the sea:

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*“All me bloomin’ life, sir! Me mother was a mermaid; me father was King Neptune. I was born on the crest of a wave and rocked in the cradle of the deep. Seaweed and barnacles are me clothes. Every tooth in me head is a marlin’spike; the hair on me head is hemp. Every bone in me body is a spar, and when I spits, I spits tar. I’s hard. I is, I am, I are!”*

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*A bit more: Citizen Sailors in Naval Service*

By Rear Admiral Joseph Callo, U.S. Navy Reserve (Retired)

June 2018 *Naval History Magazine*

[http://www.josephcallo.com/images/Naval\\_History\\_June\\_18b.pdf](http://www.josephcallo.com/images/Naval_History_June_18b.pdf)



## Thirty Seconds Over Tokyo and Beyond

# Remembering Jim Doolittle

By Allen Sherwood, CDR, USN (Ret.)

When I was 13 years old, I found an interesting book on my parent's bookshelf entitled *Thirty Seconds Over Tokyo*. I read the book and was fascinated by the 80 brave men led by then LT COL James (Jimmy) Harold Doolittle, U.S. Army Air Corps - who on April 18, 1942 flew from USS Hornet (CV-8) on a virtual suicide mission in the early, dark days after Pearl Harbor. America badly needed a hero, and Jimmy Doolittle had it in spades. In the first step of the long road to victory, the Tokyo raid touched the hearts of the American public and inspired hope for our nation.



Gen Jim Doolittle and CDR Allen Sherwood in 1988 at the Doolittle Raiders Reunion in Monterey.

Fast forward 30 years to 1988, and I am a naval officer stationed at the Naval Postgraduate School in Monterey Calif. I get a call, and the caller says, "Hi Commander, this is Jim Doolittle." It took me a second to realize this was the Jim Doolittle from my childhood book. Doolittle was a retired general, living in Carmel. He told me I'd been recommended to him to do a special favor.

Of course, I would! When I addressed him as 'general' he responded with "Call me Jim. I've not been in the general business for many years." This is the kind of man he was. Doolittle was 91 years old and becoming too old to travel. He wanted to host the 46th reunion of his fabled "Tokyo Raiders" in Monterey and wanted me to handle the ceremonial arrangements and military liaison.

He invited me to his home to discuss the program. I expected a wall of medals and awards (He had been awarded the Medal of Honor, Congressional Medal of Freedom, and nearly every other award a grateful nation could bestow on him over the years.) Instead, he took me to his garage. On the workbench was his latest experiment - working on an aircraft wing model designed to reduce drag and increase lift. Doolittle, the barnstorming race pilot of the 30's had acquired a Ph.D. in Aeronautical Engineering from MIT.

Doolittle wanted a reunion and we gave him one. I called all the major antique aircraft groups in the U.S. and invited them to 'do a flyover for Doolittle.' I got nearly every flying B-25 Mitchell still in existence! Likewise, I wanted to find a Curtiss Jenny - Doolittle's first plane in WW I. There was one in a hangar in Oakland. One phone call and it was locked in. We selected the

Presidio of Monterey for the ceremonies that included a warship salute and flyover.

The Jenny stole the show. It flew over the reviewing stand after four B-25's in trail formation roared over at 500 feet. The little monoplane putt-putted along at 65 miles per hour. The look on Doolittle's face was priceless.

Perhaps the most memorable part of the reunion was the awarding of the first Prisoner of War (POW) medals to the Raiders who were captured by the Japanese in China after the raid. I called some friends in Washington and got the first four POW medals struck. They were delivered to my office by an Air Force officer with a briefcase. I kept that special briefcase under lock and key until the day of the ceremony. (Well, not exactly. I opened it and looked at the ribbons and medals and thought of the brave men who endured torture and starvation and kept the faith.)

The reunion came off well; the Monterey community turned out to honor our ageing heroes, and Public Broadcasting Corporation sent a film team to do a special documentary - *Jimmy Doolittle, an American Hero*. It aired nationally and is still available 30 years later through Amazon.com.

<https://www.amazon.com/JimmyDoolittle-American-DavidHoffman/dp/B01E1NCTVY/ref=sr>

I was invited to the Raider's dinner, along with Jimmy Stewart who did the narration. My biggest reward was watching Jim Doolittle tear-up when he presented the POW medals to survivors and surviving families of his men. I will never forget my friend and hero, Jim Doolittle, nor my old copy of *Thirty Seconds over Tokyo* that he signed for me at the reunion.

*Allen Sherwood is a retired Commander in the U.S. Navy, former aide to Ronald Reagan, and MOAA Life Member. Commander Sherwood lives in Carmel-By-The-Sea, Calif. and can be reached at K6USN@aol.com*



Mentor and Friend

## RADM Bruce Newell Remembered

By John Carman, Captain, USN (Ret.)



Nearly four decades ago then-CHINFO aide, LT John Carman, is all smiles with his boss, RADM Bruce Newell.

Karen and I arrived in DC in 1980 just as Rear Admiral Bruce Newell was about to assume leadership of the Navy Public Affairs Community as CHINFO. My orders said to report to BUPERS as the Assistant PA detailer, working for Pete Litrenta. That was soon to change.

Two days later I was introduced to RADM Newell in his temporary office, the CHINFO Conference Room. We had an interesting and enjoyable discussion. My first five years in the Navy had been spent at COMSIXTHFLT and Navy Recruiting in the Midwest. Bruce and I shared our experiences with operational commanders we both knew. We were both looking ahead to our new assignments.

The surprise was that we were starting jobs we did not expect just days earlier. He was going to be CHINFO. I was suddenly told I was his new aide and needed to start a turnover in the front office where everyone was busy preparing for the Change of Office.

Bruce quickly settled into the new routine and began to study up on our Navy PA Community. Since his first flag officer assignment was with the Joint Staff as a National Military Command Center duty officer, he knew his way around the Pentagon and was comfortable working with both civilian and uniform leaders.

For much of the next year, his first as CHINFO, we spent considerable time visiting Navy PAOs throughout the country. Once travel locations

and dates were determined, I worked the details of the trip and accompanied the admiral. Finding and delivering the *Early Bird* each morning, regardless of our travel location, was one of my routine tasks.

Admiral Newell was curious, thoughtful, cheerful and highly respectful of other opinions and the data offered. He was always fully engaged. Bob Sims, Deputy CHINFO, and Tom Jurkowsky, EA, kept the front office routine running smoothly. Norma Connelly, Ellen McCausland and YNCS Vicky Carroll, flag writer, did the rest of the

**Rickover's** reassignment by SECNAV Lehman. As a surface nuke, Bruce was uniquely qualified to help the Navy navigate the very challenging moments as part of the transition to a new uniformed leader for the **service's** Nuclear Power Program.

On a personal level Karen and I felt like we were both welcomed into the Newell family. The admiral and Ingrid cared about us, especially as we started our family with the birth of boy-girl twins. **Ingrid's** visit to our small Park Fairfax town home after Karen and the babies arrived from

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*During my year as his aide, I was often told "Your admiral listens, and he's smart." I agreed. I also was proud they called him "my" admiral.*

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important work. During my year as his aide, I was often told "**Your** admiral listens, and **he's** smart." I agreed. I also was proud they called him "**my**" admiral. He also had great empathy for people. Those characteristics served him and the Navy PA Team well.

He was also a gifted public speaker and spokesman. At one point, SECNAV asked him to serve as "**Host** and **MC**" for an annual meeting in Washington of 100+ members of the [Congressional Medal of Honor Society](#). Coordination of this event rotated between the services, and it was the **Navy's** turn. It also was the first time I'd seen the admiral do deep homework for a speaking event. We were both in awe of the MOH Recipients in attendance. His day-long MC duties included introductions for White House, SECDEF, CJCS and service secretary speakers and award presenters.

Another Bruce Newell attribute I respected was his ability to focus intensely on the issue or event at-hand and then immediately shift to the next event, meeting, or visitor -- with equal intensity, grace and good judgment.

During his second year as CHINFO he was responsible for working the public aspects of ADM

Bethesda is still a treasured memory.

As the leader for the Navy PA Community, Bruce came to recognize the five NAVINFO Directors as his "**destroyer skippers**" in the CHINFO DESRON. He visited each NAVINFO early and often throughout his time as CHINFO and worked to ensure each director and their staffs were fully supported in their missions.

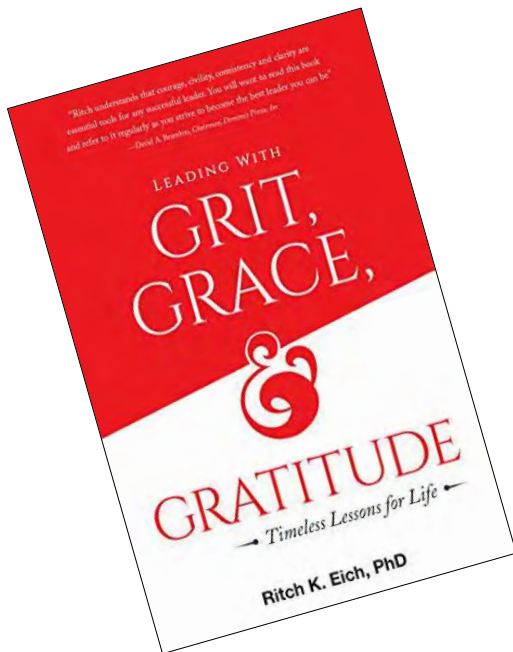
The role of the CHINFO Pentagon staff soon became his focus and priority. Don Repass was the OI-2 Media Operations Director. Buzz Riser ran the highly impressive Navy Broadcasting Service. NIRA, the Fleet Hometown News Center and the Navy Public Affairs Center were also vital elements of Team CHINFO.

After two years at the helm of CHINFO, Bruce was asked by SECNAV to take on the Congressional challenges of leading Navy OLA. Jack Garrow took his term at the helm as the next 1650 flag officer. Bruce and I both departed CHINFO at the same time, just as we had arrived. Karen and I were headed to duty at CINCPACFLT via grad school. We remained in touch with the **Newell's** throughout our time in the Navy and beyond. Bruce was both a good friend and treasured mentor.

# Summer Reading

## CAPT Ritch Eich's Latest Book

USNPAA member Captain **Ritch Eich's** newest book, *Leading with Grit, Grace and Gratitude: Timeless Lessons for Life*, is now available in both paperback and Amazon Kindle. *Leading with Grit* is Ritch's fifth book.



“Ritch has emerged as one of today’s preeminent experts on leadership and its place in business, healthcare, education, the military and life in general. In his fifth book, *Leading with Grit, Grace & Gratitude*, Ritch teaches powerful and practical lessons of leadership with:



CAPT Ritch Eich, USNR, Ret.

- **Grit**, by transforming organizations through bold initiatives
- **Grace**, when serving, guiding, and mentoring others and
- **Gratitude**, by understanding how to treat people.”

[https://www.amazon.com/Leading-Grit-Grace-Gratitude-Timeless-ebook/dp/B08BKBWV1D/ref=sr\\_1\\_1?dchild=1&keywords=Leading+with+Grit%2C+Grace+and+Gratitude&qid=1593635527&s=books&sr=1-1](https://www.amazon.com/Leading-Grit-Grace-Gratitude-Timeless-ebook/dp/B08BKBWV1D/ref=sr_1_1?dchild=1&keywords=Leading+with+Grit%2C+Grace+and+Gratitude&qid=1593635527&s=books&sr=1-1)

Other Books by Ritch Eich:

***Real Leaders Don't Boss***  
*Truth, Trust and Tenacity*  
*Leadership CPR*  
*Leadership Requires Extra Innings*





# Sightings

If you have any Sightings (photos) of members and or yourself involved in something of note, please send your stories and photos to:

Tim Beecher at [beechert@icloud.com](mailto:beechert@icloud.com) or  
Tina Tallman at [ttallman1650@gmail.com](mailto:ttallman1650@gmail.com)

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