# Logistics Directions

**Newsletter of**

**The Council of Logistics Engineering Professionals**

**January 2012**


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## From the President:

As we begin a New Year and look at 2011, I wanted to thank everyone for their efforts in helping CLEP to be as successful as it can be. With our newly elected members of the CLEP Board of Officers and leadership within the organization there are always adjustments to make. I want to thank you for your patience and understanding as we constantly work to improve this organization. But I also want to extend a special thanks to all of our Officers who are stepping down from the Board and to personally recognize these individuals for their service and commitment that helped to make CLEP the professional organization that it is today:

- Mr. B. J. Silvey – Vice President, Operations
- Mr. Vic Poillucci, Vice President, Administration and Finance
- Mr. Linc Hallen, Vice President, Communications

As we step into 2012, I continue my pledge and commitment to listening to your concerns and to continue to improve CLEP, to keep us moving into an ever changing environment, and constantly focus on the Mission of CLEP. Our membership is very important in my eyes and it is the combined wellness of the parts that make us a successful organization. As members of CLEP, I encourage you to contact your Board of Officers and let them know of your ideas and concerns that will help us make CLEP the best professional organization around.

Bill Horne
President,
The Council of Logistics Engineering Professionals

## Is ILS a Dying Skillset?

By James V. Jones

A few days ago Tony O'Brien posted this question on one of the LinkedIn sites. Later Bill Horne, President of CLEP moved the question to the Council of Logistics Engineering Professionals LinkedIn Group. The responses have been many and varied. However, there are several recurring themes that have bubbled to the surface.

ILS is still alive and prospering, but its application is shifting as Government procurement practices change to meet new threats and dwindling funding levels. This has created several situations that cause concern. With fewer major procurement programs, there are fewer ILS positions. Fewer positions mean that the opportunities for new blood to enter the logistics community are limited and the number of practicing logisticians is gradually shrinking.

Too many people have the concept of ILS being oriented to developing a physical support solution through maintenance task analysis and creation of some type of knowledgebase, such as a logistics support analysis record (LSAR). Very few people actually have the opportunity to participate in design decisions that improve system operational availability and lower cost of ownership.

Many companies do not see ILS as a core capability so they outsource ILS requirements. Outsourcing meets an immediate program need, but it also results in a company having no in-house capability. This creates a critical vacuum when the company is developing new designs or responding to RFPs. ILS becomes an afterthought.

The contractual requirements that Governments are writing for Contractors seem to be "cut and paste" from previous programs and bear little applicability to the new program. This may have worked a few

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# Calendar of Events

**ASNE Day 2012 -** "Naval Warfare - Critical Engineering Challenges", February 9-10, 2012, Hyatt Regency Crystal City, Arlington, VA; https://www.navalengineers.org/events/

**28th Annual (NDIA) National Logistics Conference and Exhibition**, 03/26/2012 — 03/29/2012; Hyatt Regency Miami, Miami, FL; www.ndia.org/meetings/2730/Pages/default.aspx

**2012 Sea, Air & Space Exposition**, April 16 – 18, 2012, Gaylord National Resort and Convention Center, National Harbor, MD; http://www.seaairspace.org/

**22nd Annual International Symposium (IS2012),** July 09 - 12, 2012, Rome Marriott Park Hotel, Rome Italy; http://www.incose.org/symp2012/

**Logistics Officers Association National Conference 2012**, 8-11 October 2012 - Omni Shoreham Hotel, Washington, DC; http://s3.goeshow.com/loa/conference/2011/index.cfm

LOGISTICS MANAGEMENT ASSOCIATES

## LSA TRAINING:
## *COMING TO A CLASSROOM NEAR YOU*
**March 20-22, 2012**
**Huntsville, AL**

**James V. Jones, Internationally acclaimed author and lecturer presents:**
**Logistics Support Analysis, a Three day course**

**Course Overview:** The Logistics Support Analysis course is a detailed presentation of the LSA process as it is applied to procurement programs. The course presents the concepts, theories and philosophies of LSA, and then allows students to experience its application through realistic practical exercises. Implementation methods of LSA for design, upgrade, and off the shelf programs for both hardware and software are discussed to determine appropriate application techniques for both the buyer and the seller. This course is a comprehensive study of how the LSA process can be applied in a cost-effective manner to lower acquisition costs and whole life costs.

**Course Content:**

- **The Concept of LSA**
- **Supportability Engineering**
- **Decision-making for Support and Supportability**
- **Developing the Physical Logistics Support Package**
- **Logistics Data**
- **Developing The Support Solution**
- **Assuring Support Through Life**
- **Contractual and Business Issues for Success**

**Training Course Prices**
**Individual -** $1,995.00
**Group of 3 -** $5,685.00
**Group of 5 -** $8,978.00

**Early Bird Register before 1 Feb 2012** to receive a $100 discount
**CLEP Membership Discount**: CLEP members receive a $100 discount

**Contact**
**Logistics Management Associates**
**for Details and Registration:**

**Email: conference@log-mgmt.com**

**Fax 815-642-9390**

# CSAF: AF will be smaller but superb force

by Tech. Sgt. Richard A. Williams Jr., Air Force Public Affairs Agency

Air Force Chief of Staff Gen. Norton Schwartz explained the service's contributions to the new Defense Department strategy during a Pentagon press briefing here Jan. 27.

Schwartz said that as the Air Force approaches future constrained budgets, service officials will trade size for quality in order to ensure a ready force. "We will be a smaller but superb force that maintains our agility, our flexibility and readiness to engage a full range of contingencies and threats," Schwartz said in the news conference, which followed the Defense Department's major budget decisions briefings on Jan. 26.

With Airmen regularly serving jointly and deploying with their coalition counterparts, the Air Force must ensure its unique contributions to national security are preserved, he added.

"Air Force capabilities are clearly instrumental to the major priorities of the new defense strategic guidance, such as deterring and defeating aggression, power projection in anti-access and area-denial environments, preventing the spread of weapons of mass destruction, space and cyber operations, and strategic deterrence," Schwartz said.

Future plans call for the Air Force to reduce its total force end strength by approximately 10,000 personnel, the general said. The changes will be tied to reductions in aircraft and other force structure, and are not being made to simply save money, he added.

Confronted by a complex security environment and significant reduction in defense resources, the Air Force determined that the best path forward was to become smaller in order to maintain and protect a high-quality force, Schwartz said.

"To avoid a hollow force, we must and will protect readiness at any force level and strengthen our integration of the total force team of active, Guard and Reserve Airmen," Schwartz said. "It is our intent, indeed our obligation, to the American people and our Airmen that we will remain the world's finest Air Force in the years and decades to come."

Schwartz said the Air Force supports a new round of base realignment and closures as a way to reduce excess infrastructure, and echoed comments from senior defense officials that the Block 30 version of Global Hawk would be terminated.

"The reality is that the Global Hawk is not less expensive to operate than the U-2," Schwartz said, confirming that the Air Force would continue to use the U-2 rather than the Global Hawk Block 30 as a way to reduce costs. "And in many respects, the Global Hawk Block 30 system is not as capable, from a sensor point of view, as the U-2."

Schwartz also touched on the importance of the nuclear triad, stating "the diversity, the variety and the attributes associated with each leg of the triad actually reinforce each other to a great degree."

Other key programs and investment priorities for the Air Force include the KC-46A tanker, F-35 Lightning II and the future long-range strike bomber, Schwartz said.

"The bottom line is these are important capabilities for the nation and ones that we will make sacrifices in other areas to sustain," the general said.

Schwartz ended the news conference by touching on the importance of America's Servicemembers, and their families, to the success of the armed forces.

"I would just like to remind everyone that the real power of our Air Force, like our sister services, is our people, and not only in the excellence that they strive to provide, but also in the commitment that their families offer us on a daily basis," Schwartz said.

# Life Cycle Logistics Classroom Course Opportunities

**By Bill Kobren , Director, Logistics & Sustainment Center**
Defense Acquisition University

As experienced life cycle logistics professionals are no doubt well aware, in addition to our web-based distance learning courses and the ACQ 201B Intermediate Systems Acquisition classroom course, there are currently three other classroom DAU logistics courses required for Defense Acquisition Workforce Improvement Act (DAWIA) life cycle logistics certification:

- **LOG 201 Intermediate Acquisition Logistics, Part B**
- **LOG 340 Life Cycle Product Support**
- **LOG 350 Enterprise Life Cycle Logistics**

For a variety of reasons, potentially including some fluctuations in demand due to the issues we faced last year related to our ATLAS on-line course delivery system, demand for these particular classroom courses in the coming months appears to have dropped slightly below historical norms, meaning there are potentially more opportunities for workforce members who have completed the necessary prerequisites to register for these courses. We anticipate demand returning to normal in fairly short order, but in the meantime, there are DAU logistics classroom course training opportunities available in the coming months. To see what specific class dates and locations are available, select the **logistics course tab on the DAU iCatalog,** then navigate to any of these three courses, and finally click on the “Check Schedule” icon at the top right corner of your screen. To register for a particular class offering (identified by the number in the column marked “class”), select the “Apply for a Course” icon. Workforce members who are working toward meeting their life cycle logistics career field DAWIA Level II or Level III certification (or those of you who may have already been awarded your certification, but had not had the opportunity to take these particular courses due to the fact they were deployed after you were certified), encourage you to consider registering for these courses while we have additional seats available.

# 2012 Life Cycle Logistics Tools Symposium

**The CLEP Board of Officers regret to inform you that we have decided to cancel the 2012 Life Cycle Logistics Tools Symposium that we were planning for March 5 – 8, 2012 in Huntsville, AL.**

**We realize that many of our members and supporters look forward to this educational event each year; however, this year we encountered numerous issues that could not be resolved successfully before the symposium.**

**We hope to be able to sponsor this event again in the future, as we understand that this has become the primary tool for users to gain valuable knowledge and experience with the Life Cycle Logistics Tools developed by the US Army Materiel Command – Logistics Support Activity (LOGSA).**

**On that note, CLEP is making plans to host an event in the near future that we are certain will be an event that you will not want to miss. Visit our website (www.logisticsengineers.org) in the next few weeks as we announce the details of this event.**

**Bill Horne**
**President**
**The Council of Logistics**
**Engineering Professionals**

# Port Hueneme DLA Employees Support Annual Antarctic Resupply Mission

By Emily Tsambiras, DLA Distribution

Employees at DLA Distribution San Diego, Calif., at Port Hueneme are doing their part to ensure members of the National Science Foundation located at McMurdo Station, Antarctica, receive supplies by dedicating their service to the mission year round.

“At Port Hueneme, we have approximately 17 personnel comprised of packers and woodworkers that consistently work on the ‘Deep Freeze’ mission,” Port Hueneme Site Director John Crandall said. “Starting in August, employees begin receiving large pieces and volume cargo destined for the once-a-year resupply via ship. We receive, pack and load items in 20-foot containers to await the arrival of the ship at Port Hueneme.”

This year’s ship, the USNS Green Wave, arrived before Christmas and began loading Dec. 26 to meet its scheduled departure the second week in January.

The ship, scheduled to arrive in Antarctica in early February when the ice is thinnest, was loaded with more than 15,000 items of general cargo prior to its Jan. 10 departure. In total, more than 450 20-foot containers were packed and loaded, nearly 6,000 fiberboard boxes manufactured, and more than 1,800 wooden pallets assembled in support of the mission.

Immediately post-departure, employees began packing items that are scheduled to be flown into the station. This phase of the operation, known as WINFLY, moves items via all means, commercial and military. The phase will last until the resupply ship arrives in the U.S. in December 2012.

Operation Deep Freeze is unlike any other U.S. military operation. It is possibly the military's most difficult peacetime mission due to the harsh Antarctic environment. The U.S. military is uniquely equipped and trained to operate in such an austere environment and has provided support to the U.S. Antarctic Program since 1955.

Located on Ross Island “under” New Zealand, McMurdo is the largest station on the continent with an austral summer population of 1,100 and a winter population of around 200. It is the logistical hub for most of the scientific research conducted by the United States on the continent.

The National Science Foundation operates three permanent research stations on the continent including McMurdo, Amundsen-Scott South Pole Station and Palmer Station. In addition, the National Science Foundation supports two research ships, including the Laurence M. Gould and the Nathanial B. Palmer.

A view of McMurdo Station in Antarctica.
National Science Foundation photo

# Is ILS a Dying Skillset?

*Continued from Page 1*

years ago when most programs were new design with long development periods. Streamlined acquisition and urgent operational requirements (UOR) demand a smarter application of ILS and LSA. ILS for COTS is different.

Governments are moving to performance based logistics (PBL) (US), contracting for availability (UK), performance based contracting (PBC) (Australia) and similar through life support philosophies and placing the entire burden for developing and delivering support on the Contractor. Many contracts no longer have an ILS section. Many Contractors don't realize that they still have to "do ILS" to meet their contractual requirements and make a profit.

Flow down of ILS and LSA requirements from Prime Contractors to Subcontractors are too often inappropriate and either ask for too much or avoid the requirements al together. Subcontracting groups within Prime Contractor organizations have little to no understanding of the technical or managerial aspects of ILS and LSA.

The US has created a new position called Product Support Manager (PSM) with no explanation of how it relates to the APLM or ILSM of the past. People think that the US no longer "does ILS". In fact, the opposite is true. The PSM is actually the old APML/ILSM on steroids!

Integrated Logistics Support begins with the word "Integrated", but does anyone every ask, "integrated with what?" Sadly, most people think of internal integration where ten so called logistics elements are integrated into a single cohesive mass that produces magical support solutions on a shoestring budget. This is why so many people miss the point. The key to ILS success is not internal integration. The key to ILS success is external integration with all the other technical disciplines and managerial activities of a program. We as a community have failed ourselves through lack of educating everyone else about what ILS really is and how it is a core issue for any program success.

Logisticians are very educated folks. Logisticians attend training to improve themselves and their ILS organization. Many of you know that I present training to organizations and publically on a range of logistics topics. Over the past years, for every 100 Logisticians that attend one of my courses, there might, and I stress might, be one (1) program manager or systems engineer. This is endemic of our dilemma. ILS was officially launching in 1965, and here, 47 years later, we are still fighting with uneducated program managers, systems engineers, contracting officers and other decision makers that determine the success of ILS.

If we want ILS to be a vibrant and progressive skillset, then our only hope is through education. Every Logisticians must be an educator and an advocate. You, the reader of this diatribe, should make a personal commitment to educate others in your organization. Recommend CLEP membership to program managers, systems engineers and other key decision-makers. We, as a community, should promote ILS awareness through any medium available. Membership in CELP is a step in this direction. Take the time to read the CLEP mission statement:

***CLEP MISSION***

- Advance the Logistics Engineering profession through education, mentoring and outreach.
- Disseminate the interdisciplinary principles of Supportability to Industry and Government.
- Collaborate with others to strengthen shared values, processes and capabilities.
- Education is the Cornerstone of the Council of Logistics Engineering Professionals (CLEP).
- Our Passion is providing Member-focused Education and Advocacy for the Logistics Community.

Through education comes success.

ILS is not a dying skillset.

*James V. Jones is the noted author of The Integrated Logistics Support Handbook and several other popular related books, and internationally acclaimed lecturer. Mr. Jones has been involved with the application of ILS and LSA on programs spanning 33 years and possesses a wealth of experience application of supportability engineering to improve system operational availability and reduce total cost of ownership. He is the President of Logistics Management Associates, Irvine, California.*

*www.log-mgmt.com*

# 'Bold Alligator' Helps to Sustain Amphibious Operations

By Army Sgt. 1st Class Tyrone C. Marshall Jr.
American Forces Press Service

As the Navy and Marine Corps continue "Bold Alligator," their largest joint, multinational amphibious assault exercise in 10 years, it is important that both services sustain amphibious operations, the commander of U.S. Fleet Forces Command said today.

"It's enormously important for the Navy to start learning an awful lot about Marine Corps operations and getting a landing force ashore, and how that land force operates," Navy Adm. John C. Harvey Jr. said at a Defense Writers Group breakfast.

"And it's enormously important for the Marine forces to understand what it took to get the naval force to the position where you could land the assault forces and sustain those assault forces," he added. "That part of this education, I think, will be the greatest benefit to this exercise."

Bold Alligator 2012 began Jan. 30 and is scheduled to run through until Feb. 12, on and off the coasts of Virginia, North Carolina and Florida. The exercise's intent is to revitalize Navy and Marine Corps amphibious expeditionary tactics, techniques and procedures, and reinvigorate its culture of conducting combined Navy and Marine Corps operations from the sea, a Navy statement said.

Although Bold Alligator is the largest exercise of the past decade, Marines never completely left the seas, Lt. Gen. Dennis J. Hejlik, commander of U.S. Marine Corps Forces Command, emphasized.

"We have the seven [Marine Expeditionary Units] out there," he said. "So we have a percentage of Marine Corps officers and Marine enlisted that have always been out there."

Harvey said these types of exercises test commanders and their staffs in preparation for tough real-world scenarios.

"Commanders are going to make decisions based on the kinds of situations they are confronted with," he said. "We're going to test that commander's ability to make these decisions and apportion those forces. The biggest stress for any commander is the apportionment of the forces under his command for the multitude of tasks they've been given."

Harvey and Hejlik said the naval exercise is not based on current events in the Persian Gulf, but is "certainly informed by recent history."

"This exercise deals with large numbers of small-boat threats, irregular threats, not easy to identify in the complex battle space, … which could be used to describe just about the entire Persian Gulf," Harvey noted. The exercise deals with both regular and irregular threats, as well as with shore-based cruise missiles, the admiral said.

"When we constructed the scenario, we put it against what we called a moderate force, or a medium force with moderate ability, who denies access into theater and actually on land," Hejlik said. "And we did that purposely because of the force that we're exercising, … so it's not patterned after any contingency planning, if you will."

Hejlik also cited working with conventional and special operations forces as an important objective during Bold Alligator.

Harvey noted that Gen. James F. Amos, Marine Corps commandant, refers to the Marine Corps as a "middleweight" force.

"We can go high, we can go low, but are a middleweight force that can strike with power," Harvey said.

The admiral said he hopes the Navy and Marine Corps continue exercises like Bold Alligator to "keep that institutional learning going."

"When did we bring it all together?" he asked, referring previous training. "When did we bring the parts together in a purposeful manner and challenge ourselves to do what we are expected to be able to do in 10 years?

"That's really what this is all about," Harvey added. "And I hope that we continue that cycle."

# DLA, Industry Fight Counterfeits With DNA Technology

By Beth Reece

The Defense Logistics Agency is working with commercial manufacturers and independent distributors to determine whether DNA marking could prevent counterfeit parts from entering the military supply system.

Altera Corporation, a microcircuit manufacturer, and Applied DNA Sciences completed a six-month, DLA-sponsored pilot program last year that proved botanical DNA can be used to authenticate microcircuit chips.

"In this limited demonstration, we wanted to show that microchips could be marked during the production process, which includes high heat and other stressors, and that those marks could later be read," said Chris Metz, director of the Technical and Quality Policy Division for DLA Logistics Operations.

The microchips were manufactured and marked with botanical DNA at an Altera production plant, then moved to an independent distributor without interrupting standard supply-chain processes, said Janice Meraglia, vice president of military and government programs for Applied DNA Sciences. APDN invented the use of botanical DNA for forensic authentication. Their SigNature DNA product is already being used to prevent counterfeiting of such items as wine, textiles and currency.

The APDN process embeds botanical DNA in the ink used on products, and a hand-held laser reader can detect that mark. The item can be swabbed and the swab sent to an APDN facility to forensically determine the unique DNA characteristics applied to a specific product.

Metz said the demonstration was so successful that DLA added a second phase, in which it is currently working with Altera and SMT Corp. to determine the functional, technical, and business viability of botanical DNA throughout DLA's microcircuit supply chain.

"Microelectronics is where a lot of counterfeit issues have been occurring. It's also where, if things go wrong, they could really impact system performance and lives, because microelectronics are used in everything from cars and airplanes to weapons systems," Metz said.

Unlike many independent distributors, which sell and distribute items from numerous manufacturers, SMT has a long history of testing the parts it sells to ensure they're not counterfeits, Metz added. SMT expects to begin DNA marking the items it inspects and sells in February.

"This phase allows us to test a different type of authentication process because the items are already at the distributor," Metz said, adding that the risk of receiving counterpart parts is higher with independent distributors, who typically don't invest time and money to inspect the items they sell.

While some say the solution is to buy from original equipment manufacturers, Metz said that's not practical for DLA and other DoD agencies because the parts they require are often obsolete and no longer in production. Military systems may be in service for decades, but the components may be manufactured for only two years.

"And the fact that we frequently buy in small quantities doesn't make it economical for larger manufacturers to continue producing the parts," she added.

Problems with counterfeit parts in the military supply chain became widely known in 2008 with the release of a Business Week news article detailing how counterfeit computer components were getting into aircraft and ships.

"It got the attention of everyone who worked in the quality-assurance area, and we realized the problem was bigger than anybody had imagined," Metz said. "Since then, DLA has worked hard to detect counterfeits and stop them from getting into the supply chain."

In 2009, DLA created the DoD Counterfeit Parts Integrated Project Team to help develop anti-counterfeiting guidance. DLA's Electronic Product Testing Center in Columbus, Ohio, has also increased testing of high-risk commodities. And in March, Metz's team expects to release a one-hour, computer-based course that will help DLA employees with certain job specialties recognize counterfeit parts.

Metz said DLA is one of a handful of defense organizations, which include the Missile Defense Agency and the Navy, that are leading the effort to eliminate counterfeits from the military's supply chains. During a Senate Armed Services Committee hearing on counterfeit electronic parts in November, defense manufacturers were criticized for not being proactive against counterfeits. Since then, Metz said, large manufacturers like Northrop Grumman and Raytheon have teamed up with DLA to discover how they, as system integrators, might also benefit from DNA marking.

"If we're going to be successful, it's because industry has picked it up and said they want to use it voluntarily," Metz said, adding that while botanical DNA is easy and inexpensive to apply, more testing is needed.

The Defense Logistics Agency is working with commercial manufacturers and independent distributors to determine whether DNA marking could prevent counterfeit parts from entering the military supply system.

# NACRA: can you see me now? Smart phone technology takes leap to battlefield

*NAWCAD Public*

A joint demonstration involving multiple defense agencies and several aerospace companies proved that smart phone technology can be used to improve battlefield awareness.

A tactical digital network, featuring advanced digital radios, hand-held cellular smart phones, a helicopter-mounted "cell tower in the sky" and a boarding party in the Chesapeake Bay recently completed a joint interoperability demonstration.

"This is a big deal because until recently, we've not been able to communicate between devices in a tactical networked environment without extensive preplanning and coordination," said Cmdr. Chris McMahan, Naval Aviation Center for Rotorcraft Advancement demonstration coordinator. "Today's data links are mostly point-to-point networks where ad hoc connections aren't possible."

Participating teams displayed ad hoc data sharing on a simulated battlefield in a December exercise by using hand-held cellular smart phones to send and receive real-time video, voice and text sharing between a small-boat team on the Bay and the Naval Air Warfare Center Aircraft Division's Surface/Aviation Interoperability Laboratory.

The participating teams included NACRA, SAIL, Defense Advanced Research Projects Agency and aerospace companies Northrop Grumman and Rockwell Collins.

"It's the same idea as accessing the Internet from a smart phone or a Wi-Fi-capable notebook to share email or a video with a friend," explained McMahan. "The Internet doesn't care what your device is as long as it uses the right protocols. This is the same thing, only we're doing it encrypted in a tactical environment where we have to bring our own mobile cell tower mounted on the helicopter."

And while that might seem routine for civilian Internet users, it's challenging in a secure tactical arena.

"We're trying to achieve 'platform agnosticism,' where you don't have to preplan participation," McMahan added. "Much like how we're able to access the Internet via any number of available devices and modes, we wanted to demo an encrypted tactical network where the data is important and the devices are relatively transparent."

Specific network capabilities included Quint Networking Technology, 4G/LTE wireless networks, L band, C band and UHF radios, PRC-117G radios, Blue Force Tracker and a 3G/4G LTE transmitter mounted on one of NACRA's testbed helicopters.

Key to the demo was DARPA's Tactical Targeted Network Technologies -- an Internet Protocol (IP) based, high-speed, dynamic, ad hoc network hosted by the Rockwell-Collins QNT networking radios. The Naval Air Warfare Center's SAIL acted as a ship, providing a sea-based node to the network, demonstrating the ability to access an IP-based network from the sea.

Using commercially available "smart phones," NACRA project coordinator Ashley Morgan sends and receives streaming video, voice and text across an encrypted/tactical 4G network during a recent demonstration of digital interoperability technologies hosted by NACRA and the NAWCAD's Surface-Aviation Interoperability Lab. Hovering near him, NACRA's testbed helicopter provided the 4G "cell tower in the sky" for the demo.

# War of 1812 Bicentennial Commemoration Update

**Posted by ADM J.C. Harvey, Jr USN on U.S. Fleet Forces Command Blog --- http://www.usfleetforces.blogspot.com/**
Dec. 22, 2011

Team,

With the War of 1812 Bicentennial quickly approaching, I want to give you a brief update on our Navy's commemoration program and then share a document with you I recently received from a member of my staff.

The War of 1812 Commemoration program is on track and we're making good progress. The Naval History & Heritage Command (NHHC) did an excellent job building the commemoration program and putting all the pieces in place over the past two years to get us where we are today. Fleet Forces now has the lead (with NHHC support) and we'll be executing a very robust program of events.

Our Navy has partnered with many cities and communities across the nation as well as national and international non-profit organizations such as Operation Sail (OpSail), the Navy League, the Naval Historical Foundation, and the International Council of Air Shows (ICAS), to commemorate our nation's "second war of independence." There will be celebrations in many cities across our nation with "Signature Events" in New York, Baltimore, Norfolk, New Orleans, Boston, Chicago, and Cleveland. The Signature Events are the largest of the planned events and will include aviation displays, aerial demonstration by our Navy's Blue Angels and Leap Frogs (our Navy's parachute team), participation from U.S. Navy, U.S. Coast Guard and foreign Naval ships, as well as some of the world's largest and most impressive Tall Ships.

For those of you in the Hampton Roads area, our Norfolk commemoration will take place next June and there will be plenty to see and do. Virginia Beach will host the event's air show with our Blue Angels on 2-3 June, and Norfolk and the Port of Hampton Roads will host our Navy and foreign military ships as well as the OpSail flotilla of Tall Ships from 6-12 June 2012 in conjunction with Norfolk's annual Harborfest celebration. Our Navy has been working very closely with the region to coordinate these events and I'm certain you will not be disappointed.

You can stay up to date with all the War of 1812 events by checking the commemoration website at www.ourflagwasstillthere.org.

Finally, attached is a transcript of correspondence between Secretary of the Navy Paul Hamilton and Commodore John Rodgers (the first of many Naval officers from the famed Rodgers dynasty) shortly before the Congress declared war on Great Britain. The dialogue, particularly from Rodgers, gives a good sense of what they were thinking (strategically and tactically) at the onset of the war. Rodgers, the battle-hardened veteran of the First Barbary War, was of course supremely confident in our small Navy's ability to outthink and defeat the much larger British Navy. In fact, despite the overwhelming odds against our Navy, our Sailors and Officers remained confident and determined to win throughout the entire war (and I truly believe that made the difference!). As I read the document, I realized not much has changed over the years; our Sailors today are just as confident, skilled, and have the same fighting spirit as the many who have served before us. All the best, JCHjr

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**For more information regarding OpSail 2012 Virginia, visit www.opsail2012virginia.com/tall-ships-navy-ships/parade-of-sail**

# War of 1812

*Continued from Page 10*

SECRETARY OF THE NAVY HAMILTON TO COMMODORE JOHN RODGERS

Comre Rodgers — Nav: Dep'mt
N York — 21 May 1812

As a war appears now inevitable, I request you to state to me, a plan of operations, which, in your judgment, will enable our little navy to annoy in the utmost extent, the Trade of Gt Britain while it least exposes it to the immense naval force of the Government. State also the Ports of the US which you think the safest as asylums for our navy, in time of war.
P. Hamilton

COMMODORE JOHN RODGERS TO SECRETARY OF THE NAVY HAMILTON

U.S. Frigate *President*
Staten Island June 3d, 1812

Sir,
I have the honor to acknowledge the receipt of your letter of the 21st ult, and in answer to your enquiries permit me to state, that in my humble opinion to annoy the trade of Great Britain with the greatest effect would be at the commencement of a War, to dispose our comparatively very small force, in such a way as to harass her W India commerce by our lightest vessels: and her coasting trade, East India trade & other foreign trade by our Frigates & one or two of our fastest sailing sloops of war: our small vessel to be disposed in a way, according to circumstance, to annoy to the greatest extent all the avenues leading to & from her West India Islands, Surinam, Berbice, & Denamara: a small squadron of two, or three of our fastest sailing frigates & a single sloop of War, to cruise on the coasts of England, Ireland & Scotland; & the residue of our frigates to act separately, or in squadron on our own coasts to harass the enemy by cruising in the tracts of his ships trading between him & his colonies of Canada, Nova Scotia & Newfoundland: and occasionally to unite all our Frigates & attack his East India convoys. This, Sir, would in my opinion, be the most advisable disposition that could be made of our little navy, at least for the first six months, perhaps during the whole of the War: as it would be menacing them in the very teeth, & effecting the distruction [sic] of their commerce in a manner the most perplexing to their government, & in a way the least expected the nation generally, including those belonging to the Navy: the self styled Lords of the Ocean!!
Such a view as I have taken of the subject may, at first sight, appear chimerical: particularly if we reason arithmetically, & take into consideration that we have only a dozen vessels in commission & they five hundred: but this is the very reason, I think, why such dispersion should be made, as by the like, it would require a comparatively much greater force to protect their own trade, even at the mouths of their own harbors, than it would to annihilate ours, & our little navy with I; was such a dispositions to be exercised as to invite their whole disposable force to our coast, or even to any considerable distance from their own.
By this I am not to be understood, Sir, as saying that our vessels ought to remain stationary at any one point; but, on the contrary, that they ought to be kept moving from one part of the coast to another; particularly those stationed on the coast of England from one part of that coast to another, until the attention of a large portion of their most active force has been drawn to the protection of their own commerce, in their own waters: having effected this, our vessels ought then to leave the coast and not return to it again until they had drawn the enemy off to protect his trade in some other quarter.
It is very generally believed that the coasts of England, Ireland & Scotland are always swarming with British Men of War, and that their commerce would be found most amply protected against any force as I have mentioned: this however I well know by experience in my voyages when a youth, to be incorrect and that, it has always been their policy, to keep their enemies as far distant from their shores as possible; by stationing their ships as the commencement of a War, on the enemies coasts, & in such other distant situations, as to render its effect nugatory, & thereby be enabled to protect their own commerce in a two fold degree – This however they have been enabled to do, owing as well to the inactivity of the enemy, as to the local advantages derived from their relative situations, and to support what I now say, I do assert, that in the event of a War, it will be found, that the largest force they will soon be able to send to our Coast, will not prevent the few vessels we have, from getting to sea, and annoying their Commerce to an extent not only to make them feel their effect most seriously, but at the same time in a manner to astonish all Europe – In time they will soon find that we are neither Frenchmen, or Spaniards, Hollanders, or Danes.
Permit me, Sir, to say, that in the event of a war it would be particularly gratifying to me to command, on the coast of England, such a squadron as I have mentioned; as I conceive that, barring unforeseen accidents, such as ought not to be expected, I may with propriety pledge myself to make the commerce of that arrogant nation feel its effects to the very quick – They have already I perceive honored me with a place in their lying naval chronicle with the title of Buccaneer, and nothing on this side of the grave would afford me more satisfaction, than to have

# War of 1812

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such an opportunity, as I have mentioned, of affording them a more bitter subject for their still more bitter & illiberal animadversions.
In the event of a War with England, should our small vessels be employed in the W Indies: Charleston & Savannah, would be the most eligible places of rendezvous for them; as well because these places would be nearest to the enemy, as on account of the inaccessibility of the coast to strangers; & for the same reasons would be found the safest port, to send their prizes into: Charleston would I think be found the most suitable of the two, as the enemy could not calculate on Blockading it with any degree of effect.
Our Coast from Cape Hatteras to Passamaquoddy affords almost numberless good ports for our small vessels in time of War; any of which that are fortified, would answer perfectly well: New York I think however the most preferable, as on account of its easy access & egress, by way of the sound & Sandy Hook, they would find no difficulty in getting out or in at any time; neither any in equipping their vessels with the greatest dispatch.
There are no ports south of Cape Hatteras except it be Port Royal (S.C.) (and that is not fortified) capable of being made a suitable place of rendezvous for our frigate in time of War; neither are there many even north of that in the present state of our country, but what present some obstacles- no ports either in the Chesapeak or Delaware would be suitable, as the entrance of either might be blockaded with much effect by a superior force: and there is almost an equal objection to New York on account of its inaccessibility, there not being more than one hour in the twenty four that affords sufficient depths of water to admit of our larges frigates Sandy Hook Bar:-As a rendezvous for our frigates I must therefore say that , from any knowledge I possess of the several ports north of the Chesapeak, New Port & Boston are the most suitable; & of the two, New Port the most as it is most easy to access & egress at all seasons of the year; and our revolutionary war furnishes proof that a superior force would find it very difficult, if not impossible to prevent, for any length of time, an inferior one from getting to sea: I should therefore recommend New Port as the most suitable rendezvous for our frigates in time of war. With the greatest respect [&c.]
Jno Rodgers

PS Sir
Previous to the commencement of war permit me to suggest whether it might not be advisable to remove our frigates from Norfolk, as the enemy might with a superior force, Blockade them from Hampton Road
N.B. I have a lame finger which makes my writing even more unintelligible than it generally is; but owing to the subject of this scrawl I did not like to have it copied by any one else

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