



Navy Lessons Learned

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Navy Lessons Learned Program

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STENNIS CSG Deployment Lessons

The JOHN C. STENNIS Carrier Strike Group (JCSCSG) recently returned from the 5th Fleet area of operation, where it experienced many notable events. The Chief of Naval Operations, Adm. Jonathan Greenert, embarked for a transit through the increasingly contentious Strait of Hormuz, while its air wing, Carrier Air Wing 9, flew the last Navy air mission over Iraq in Dec. 2011. Additionally, while assigned to Combined Task Force 151 in the Arabian Sea, USS KIDD (DDG 100) and USS PINCKNEY (DDG 91) successfully retook merchant ships from pirate control, while also disrupting other piracy incidents. Prior to getting to the 5th Fleet AOR, the JCSCSG participated Exercise Talisman Sabre 11 with Australian and Canadian forces while operating the 7th Fleet AOR.

Other units in the JCSCSG included: COMDESRON

21, CVW 9, USS MOBILE BAY (CG 53), USS KIDD (DDG 100), USS DEWEY (DDG 105), USS WAYNE E MEYER (DDG 108), and USS PINCKNEY (DDG 91).

Here are a few sample lessons that the strike group submitted upon its return:



120105-N-ZZ999-003 ARABIAN SEA (Jan. 5, 2012) The guided-missile destroyer USS Kidd (DDG 100) responds to a distress call from the master of the Iranian-flagged fishing dhow Al Molai, who claimed he was being held captive by pirates. Kidd's VBSS team, boarded and detained 15 suspected pirates, who were reportedly holding the 13-member Iranian crew hostage for the last several weeks. (U.S. Navy photo/Released)

- Observations regarding the operation, supply, and support of the MH60R. (SIPR LL #55676)
- Bring a hard drive with a copy of your address book on it when conducting the continuing operation exercise COOPEX, so you don't lose your contacts during relocation. (SIPR LL #55930)
- One pack-up-kit for two versions of the MH60 is insufficient for effective multi-airframe operations. (SIPR LL #55677)

Details on the pack-up-kit and the rest of the lessons can be found on SIPR at <http://www.jllis.smil.mil/navy>.

Director's Corner

The CNO established the Navy Lessons Learned program in 1991 to collect, validate and distribute Fleet feedback from operations, training, and experimentation.

Currently, there are over 75,000 recommendations and lessons learned on the Navy tier on the Joint Lessons Learned Information System (JLLIS). These observations are based on

after action reports, port visit reports, post deployment briefs, and other relevant data. JLLIS is available to anyone with a CAC, and we welcome requests for information (RFIs).

Please contact us with any of your lessons learned needs at navylessonslearned@navy.mil.

-CAPT Randy "Astro" Ferguson

If the past cannot teach the present and the father cannot teach the son, then history need not have bothered to go on, and the world has wasted a great deal of time.
-Russell Hoban

MQ-8B Fire Scout - USS HALYBURTON (FFG 40) Deployment

The MQ-8B Fire Scout is one of three Navy unmanned aerial platforms. It is designed to provide reconnaissance, surveillance, and target acquisition (RSTA), intelligence, surveillance, and reconnaissance (ISR), and communication relay capabilities. Fire Scout is part of a Military Utility Assessment (MUA) effort and is still in the Test and Evaluation stage of development. Its projected missions include Maritime Interception Operations, Anti-Submarine, Surface and Mine Warfare.

The Fire Scout has now completed two successful deployments as part of the HSL detachment onboard USS MCINERNEY (FFG 8) and USS HALYBURTON (FFG 40). The post-deployment lessons for both deployments can be found on SIPR at <http://www.jllis.smil.mil/navy>.

Sample lessons from USS HALYBURTON's (FFG 40) last deployment with a combined SH-60/MQ-8B detachment include:

- Air Vehicle Operator (AVO) pre-deployment simulator training needs consistent incorporation of emergency scenarios. (LL #6663)
- Implementing existing SH-60 flight deck safety procedures mitigated any safety concerns while operating with the Fire Scout. (LL # 6655/6660)
- Until the Fire Scout system is integrated into the ship's combat systems suite, a radio relay via the Anti-Submarine Tactical Air Controller (ASTAC) was the best way to provide situational awareness between the AVOs and ship's Tactical Action Officers (TAO). (LL #6654/6659)

The Navy continues to deploy the Fire Scout capability with the idea that it will eventually be added to the LCS platform.

How to submit a Request for Information (RFI) :

For complex, time intensive observation and information requirements, let the Navy Lessons Learned Program Team research, analyze, and format the information for you. Simply logon to: <https://www.jllis.mil/navy>, select Request for Information (RFI) > Submit RFI on the left side of the page, and complete the required fields.

Featured Port Visit Report: Port Victoria, Seychelles

A Port Victoria
Beach on
Mahe island,
Seychelles

Yahoo.com
31JAN2012



Located in the Indian Ocean, northeast of Madagascar, Port Victoria, Seychelles, is well known for its hospitality, white sandy beaches, varied cuisines, and crystal clear waters. However, you may encounter strong high pressure systems in the area, as one U.S Navy ship reported in its port visit report dated 08 SEP 2011.

According to the report, weather was a significant factor in anchoring and getting to the beach. A strong high pressure system to the southeast created southeasterly winds throughout the entire stay. Wind speeds averaged between 15 and 20 knots, with gusts up to 25 knots generating

two to three foot seas. These winds and seas were insignificant pier side, however, during the anchoring evolution and while anchored, both the wind and seas created some challenges. Approaching the drop point from the southeast made it very difficult to slow and back down and drop anchor. Once at anchor, small boats (i.e., CHT, trash, and liberty) experienced rough rides to and from the ship and had a very difficult time remaining steady while alongside.

Despite the rough seas, the ship reported temperatures in Port Victoria ranging from 77 to 83 degrees, making for a very pleasant stay. Many of the hotels that populated the island have direct access to the beaches. Sailors enjoyed Italian, Chinese, and Indian dishes. The local specialties are a fruit bat curry and Takamaka Rum, and both are not to be missed. Seafood was abundant and fresh. Morale was also positively impacted by tours that included fishing, diving, snorkeling, and more.

Read the entire port visit report at: <https://www.jllis.mil/NAVY/portvisits/index.cfm?pvid=1465&doit=view>

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