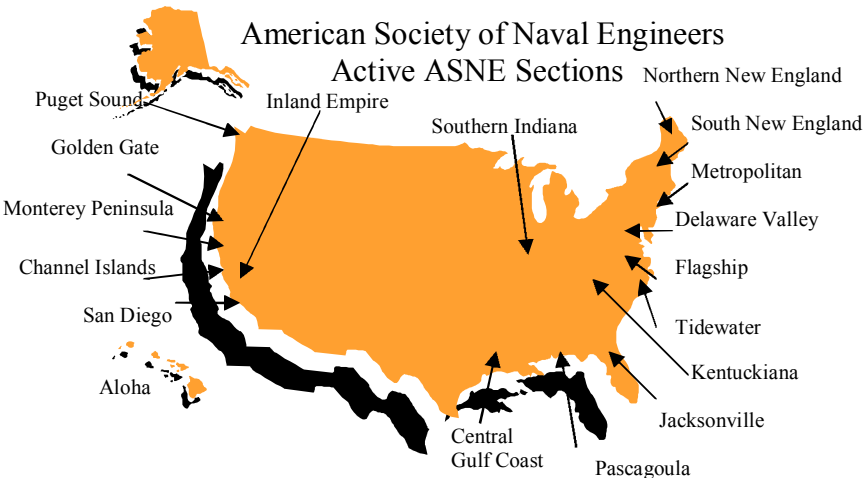


ASNET News



The American Society of Naval Engineers (www.navalengineers.org)

September 2005



Picture of Officers/Council by CAPT Joe Yurso, USN (Ret.)

ASNE Section Officer Results

The following Section officers for all eighteen sections and the two Chapters and one Student Section in the ASNE organization assumed office 1 July and will be serving for the 2005-2006 fiscal year. Good luck to each and every one of them.

Aloha Section (Hawaii)

Chair – Mr. James T. Savage
Vice Chair/Treasurer/Secretary – TBD

Central Gulf Coast (New Orleans)

Chair – CDR David W. Wood, USN (Ret.)
Vice Chair – CAPT Jeff Gamble, USCG (Ret.)
Treasurer – Mr. John T. Lair
Secretary – Mr. Guy Hardwick

Channel Islands (Port Hueneme-Oxnard-Ventura, CA)

Chair – CAPT Stephen K. Ellison, USN (Ret.)
Vice Chair – CDR Alfred M. Joseph, USN (Ret.)
Treasurer – Mr. Joel D. Johnson
Secretary – Mr. Robert F. Beleu, Jr.

Delaware Valley (Philly-South NJ-Delaware Area)

Chair – Mr. Stephen M. Michetti
Vice Chair – Mr. C. Richard Orth
Treasurer – Mr. Richard W. Whealton
Secretary – CDR Michael J. Mielnik, USN (Ret.)

New ASNE Council Meets

The new 2005-2006 Council met on 12 July and had a full agenda of items to discuss. The new President, CAPT Rick Hepburn, USN (Ret.), gave his goals for his term and ran the Council meeting. Here is just a quick summary of some of the items that were on the agenda.

1. Vacant VP and Region II Council Positions – The Council elected CDR Rich Celotto, USN (Ret.) to fill a one year vacancy in a VP position. RADM Tom Seigenthaler, USN (Ret.) was appointed to fill a one year vacancy as Region II Council member.
 2. Various Meetings & Symposium Discussions – Many of the ASNE events have gone well but some were under budget expectations. A shortfall in the fiscal year (FY) 2006 budget is projected for the year due to the cancellations of a few planned events. Efforts are underway to identify new events for the year.
 3. ASNE/SNAME Joint Strategic Alliance Efforts – A new committee is forming to explore this alliance further. CAPT Paul Roden has agreed to be ASNE co-chair for this new committee.
 4. Audit Committee – Update to Recommended Plan – A review engagement will be conducted for FY 2005 to provide the basis for a full audit in FY 2006.
 5. Various Committee Reports – The goal is to have all committees provide periodic reports at Council meetings either written or verbal on the status and the actions ongoing. New Committees are also planned.
- Note: For more information contact ASNE National.

Continued on Page 2

Section Officers (Continued from Page 1)

Flagship (Washington, DC-Baltimore-Northern Virginia)

Chair – Mr. Douglas L. Donegan
Vice Chair – LCDR Joseph A. Dugan, III, USCG
Treasurer – Mr. James Chris Dowd
Secretary – Mr. Budd Haemer

Under Flagship Section Is:

Annapolis Student Section (USNA)

Chair – Dr. Jennifer Kehl Waters

Dahlgren/Rappahannock Chapter

Chair - Mr. Paul Ackman

Golden Gate (San Francisco Bay area)

Chair – CAPT Philip H. Sullivan, USCG
Vice Chair – LCDR James D. Lyon, USCG
Treasurer – Mr. Edward K. Lortz
Secretary – Mr. Gary M. Thompson

Inland Empire (Corona, CA area)

Chair – CAPT Dennis D. Antonio, USN (Ret.)
Vice Chair – Mr. Bruce Galloway
Treasurer – Ms. Rosenda Pineda
Secretary – Ms. Michaelle Landais

Jacksonville (Jacksonville, FL area)

Chair – Mr. William H. Hightower, III
Vice Chair – TBD
Treasurer – SCPO William G. Grubb, USN (Ret.)
Secretary – Mr. James M. Spain

Kentuckiana (Eastern Kentucky)

Chair – Mr. Eric L. Waggoner, PE
Vice Chair – Ms. Julie A. McDearman
Treasurer – Mr. J. Dan Holmes
Secretary – Mr. Thomas V. Barker, Jr.

Metropolitan (New York-Northern New Jersey area)

Chair – Dr. John C. Daidola
Vice Chair – Mr. John H. Higginbotham
Treasurer/Secretary – Mr. William G. Goodenough

Monterey Peninsula (Monterey, CA area)

Chair – LCDR Bradford P. Bittle, USN
Vice Chair – LCDR Andrew G. Grant, USN
Treasurer – LT Hannah A. Kriewaldt, USN
Secretary – LT Derek T. Peterson, USN

Northern New England (North New England area)

Chair – CAPT Michael B. Stanton, USN
Vice Chair – Mr. Eric M. Cargill
Treasurer – Mr. Jon R. Haider
Secretary – LT Julie A. Kitchenka, USN

Pascagoula (Pascagoula, MS area)

Chair – Mr. William C. Williston
Vice Chair – TBD
Treasurer – CDR James Hopper, USN (Ret.)
Secretary – Mr. Ronald W. Wood

Puget Sound (Bremerton-Seattle-Tacoma area)

Chair – CAPT Daniel J. Peters, USN
Vice Chair – LT Chris Churhan
Treasurer – Mr. Larry Elliott
Secretary – LT Bill Nytko

San Diego (San Diego, CA area)

Chair – CDR John P. Spencer, USN
Vice Chair – TBD
Treasurer – Mr. Philip E. Ziegler
Secretary – Mr. Guy L. Johnson

Southern Indiana (Central Indiana area)

Chair – Mr. Cary W. Bledsoe
Vice Chair – Mr. Bradley D. Secrest
Treasurer – Mr. Gregory M. Reece
Secretary – Ms. Stacey A. Skinner

Southern New England (South New England area)

Chair – CDR Marianne Molchan, USN (Ret.)
Vice Chair – Mr. John P. Manning
Treasurer – Mr. C. Clifford Ness
Secretary – Mr. John W. Tressel

Tidewater (Norfolk-VA Beach-Newport News area)

Chair – Mr. Michael D'Amato
Vice Chair – CDR William R. Yoshida, USN (Ret.)
Treasurer – CDR Renee B. Reedy, USN (Ret.)
Secretary – Mr. Ronald Spano

Under Tidewater Is Wallops Island Chapter

Chair – Mr. Michael E. Jump

RECENT SYMPOSIUMS

Intelligent Ships VI Symposium



The Intelligent Ships VI Symposium was held 1-2 June at Villanova University in Philadelphia, Pennsylvania. It was an outstanding event in all regards and the new location provided a cozy and collaborative environment.

Human Systems Integration Symposium (HSIS) 2005

The HSIS 2005 was held on 20-22 June at the Sheraton National Hotel in Arlington, Virginia. It was a fantastic event for exchanging of information and networking about the latest in effective use of HSI technology.



High Speed/High Performance Ship and Craft Symposium 2005

This event was held at the Quality Inn Hotel and Conference Center in Everett, Washington on July 19-20, 2005. This was a very education event that also gave attendees a briefing and tour of *USS Sea Fighter (X-Craft)* mission bay at Everett Naval Station. See the Puget Sound Section News for more information on this outstanding symposium.

Fleet Maintenance Symposium 2005



Held in beautiful San Diego, California this was a great event held at the Town & Country Hotel in Mission Bay on August 30-1 September. The panels, technical papers and exhibitors were top notch and everyone enjoyed themselves and hopefully learned something new or at least made a new business network contact.

ASNE Call for Papers

All of the current Call for Papers are listed on the ASNE website and are also listed at the end of this newsletter. We need your papers to exchange your thoughts and ideas on naval engineering. Please consider writing a paper for a symposium, this newsletter or the *Naval Engineers Journal (NEJ)*. There are many other events and the NEJ that you should start submitting your papers or articles to on any subject regarding naval engineering. Also give your thoughts and ideas of events that ASNE should sponsor in the future. Please consider submitting a paper on one of these Calls for Papers.

On the Horizon - Schedule of Upcoming Events/Meetings

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- | | |
|------------------------|--|
| September 20-22 | <i>Defense Transformation Through Collaboration</i> , Southern Indiana Section, Bloomington-Monroe County Convention Center, Bloomington, IN (with exhibits) |
| Nov 8-9 | <i>Launch and Recovery of Manned and Unmanned Vehicles from Surface Platforms: Current and Future Trends</i> , Flagship Section, Annapolis Sheraton Barcelo Hotel, an ONR supported event |
| <u>2006</u> | |
| January 23-24 | <i>Marine Environmental Engineering Technology Symposium 2006 (MEETS)</i> ; Flagship Section, Crystal City Hilton, Arlington, VA (with exhibits) |
| May 1-3 | <i>Engineering the Total Ship 2006</i> ; Flagship Section, Westin Arlington Gateway, Arlington, VA (with exhibits) |
| May 22-24 | <i>Electric Machines Technology Symposium 2005 (EMTS)</i> ; Delaware Valley Section, Location TBD, Philadelphia, PA area (with exhibits) |
| June 19-20 | <i>ASNE Day 2006</i> , Hyatt Regency Crystal City, Arlington, VA (with exhibits) |
| September 19-20 | <i>Ships and Ship Systems Technology Symposium</i> , Flagship Section, NSWC Carderock Maritime Technology Information Center (MTIC) West Bethesda, MD |
| October 4-5 | <i>Wallops Island Symposium</i> , Chincoteague, VA |
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Section/Chapter News

Please submit Section/Chapter news articles and pictures to: asnetd@navalengineers.org for publication into the newsletter. For publication in the NEJ continue to submit inputs to Susan King at sking@navalengineers.org.

Aloha Section

Jim Savage is taking over the Section as chairman and is aiming to have stimulate more interest in the Section. ASNE National would love to have a symposium in Hawaii!

Central Gulf Coast

On June 23, 2005, Brandon Taravella, Naval Architect from Northrop Grumman Ship Systems presented "Comparison of Methods for Fatigue Analysis of Double Hull Tankers to a joint ASNE / SNAME meeting in New Orleans. His presentation was drawn from his successful thesis for his Masters Degree in Naval Architecture from the University of New Orleans awarded earlier this year.



Mr. Brandon Taravella of Northrop Grumman Ship Systems accepting an ASNE plaque from Central Gulf Coast Chapter Chair, Dave Wood

Channel Islands

See the Spring 2005 edition of the *NEJ*.

Delaware Valley Section Events

The Delaware Valley Section is busy planning for the Electric Machines Technology Symposium (EMTS) 2006 being planned for May 2006 in Cherry Hill, New Jersey. Delaware Valley had a very successful Intelligent Ships VI symposium held at Villanova University.



Delaware Valley Chair, Steve Michetti, CAPT Rick Hepburn, USN (Ret.), Mr. Don Collins, Head, Machinery Research and Engineering Department and Dean Barry Johnson, Dean of Engineering at Villanova cut the ribbon at Intelligent Ships VI

Flagship Section Events

The Flagship Section has been busy planning for events for their upcoming Technical Program monthly meetings. Also being planned by a committee is the Launch and Recovery of Manned and Unmanned Vehicles from Surface Platforms: Current & Future Trends to be held 8-9 November at the Sheraton Barcelo Hotel in Annapolis. Also being planned by a Joint ASNE/SNAME Committee is the Marine Environmental Engineering Technology Symposium (MEETS) on 23-24 January 2006 at the Hilton Crystal City.



Flagship Chair, Doug Donegan, provides a naval engineering lesson to rising seniors from Alexandria High Schools Working as Interns

**Golden Gate/Inland Empire/
Jacksonville/Kentuckiana/
Metro/Monterey Peninsula/
Pascagoula**

Maybe next time we will get some news from these.

Puget Sound Section

High Speed/High Performance Symposium was a good event and the tour was excellent. The symposium started out with a briefing by RADM Jay Cohen, USN, Chief of Naval Research and a panel discussion of the evolution and construction of X-Craft. Twelve presentations were given and a dinner with RADM Anthony Lengerich, USN and a lunch presentation by CDR Gregory Glaros, USN, Office of Transformation on the topic of Stiletto and Wolf Pack Program. The highlight of the event was the briefing by the Commanding Officer of the X-Craft and tour of the mission bay of the ship.

San Diego Section

The Fleet Maintenance Symposium (FMS) was held on 30 August – 1 September and was deemed very successful. It was held at the Town & Country Hotel in San Diego.



Southern Indiana Section

Getting ready for the *Defense Transformation Through Collaboration* Symposium to be held September 20-22, 2005 in Bloomington.

Tidewater/Wallops Island Section

Opinion Column:

“No Bucks – No Buck Rogers” ASNE Discussion

In last issue of the ASNET News the article published in the May 2005 edition of *Proceedings* by CAPT Dave Lewis, USN was opened up for discussion and the following comment was provided.

“Judging by the summary in ASNET, Capt. Lewis's article partakes of notions that are, I think, out of step with reality. While naval shipbuilding seems to be in a near-terminal decline in the US, I think the recipe presented for improvement will not work.

The design/production of warships is not a free market, and it is also a very small market. Only a few yards are capable of doing the work, and there is military need for only a few units.

Therefore, traditional American concepts of industrial production are unsuitable as a paradigm for the economics or technical process involved. While a stable workload (a backlog) is certainly an advantage to a shipyard in hiring and keeping a good work force, this does not justify notions of mass production that have no place in naval shipbuilding.

Both the scale and volume of warship production have little in common with factory processes. To give some idea what I mean, the most successful high seas warship design of all time, the "Four Piper" destroyers of WWI, had a total production run of 267 units between 1917 and 1922. By contrast, Honda produces about 300,000 Accords per year for the US market alone. The economics of producing warships is more like a craft shop than a modern factory.

Furthermore, a warship is the instrument of national policy, with performance requirements determined by Government agencies. It is hard to imagine what role free enterprise or a capitalist market system has, or could have, in the design of a warship from the requirement-setting phase on. The warship is the product of a different system entirely, a relic of the mercantilist age. Only in the bidding process may capitalism have its say, and with so few bidders, even the cost side of the equation can barely be addressed. Would it make a difference whether there were two bidders, or one? In many recent designs I've worked on, OPNAV issued a list of military requirements that were non-negotiable. While these requirements supposedly resulted from a cost-effectiveness analysis, they too frequently resulted in much larger ships than the "customer" apparently expected. Without feedback into the requirements, the contractor could do nothing to ameliorate this. Often, Congress had to exercise the control by just voting "no"...even though the new ship was badly

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needed. The present system lacks an effective feedback loop between designers, builders, requirements-setters, cost estimators, and the ultimate "owner". Such a loop would make individual warships more affordable and lead to more units being produced; this would help in maintaining the industrial base.

I do not think the literature on civilian economics is helpful in addressing these structural problems in the ship production business.

Also, looking back on what production strategies were successful in the past shows that modern industrial notions applied to devices that took years to produce in series often results in the last few members of a class being obsolescent, or requiring substantial running changes in the production process. Such methods result in ships that are second rate in design; and production costs show no sign of leveling off. By contrast, ships built in very small batches of 2 to 8 (incorporating lessons learned from previous ships in each subsequent batch) between 1934 and 1940 catapulted the USN from an also ran into a world leader in warship design in just a few years.

The foregoing is a perspective of my ongoing research on the history of ship design (producing two articles on WW II destroyers in the Naval Engineers' Journal) and my own analysis of current problems. It does not reflect the opinion of my employer or any official source."

Steven Toby
Naval Architect
Alion Science and Technology Corp
JJMA Maritime Sector-Alexandria

CAPT Lewis provided this rebuttal:

"I would like to thank Mr. Toby for taking the time to comment on my May, 2005 *Proceedings* article. I especially appreciate the fact that he has authored several articles in a related Naval Engineering topic, and thus brings self confidence along with his expertise.

First, Mr. Toby correctly deduced the two principle differences in production processes today: *manufacturing* vs. *building*. Making 300,000 Hondas is *manufacturing*, warships are *built*. At first blush, process rules, especially economic rules, that apply to one might not seem to apply to the other, due to scale and customer base. However, many other items are built, including homes, bridges, dams, commercial buildings, oil rigs, specialty machines, etc. Most are custom designed and custom built to their customer's unique specifications, often in production quantities of only one or two. Many serve very small, niche markets. Yet these products all have a competitive, economic market associated with them, and their producers make cost-driven production efficiency improvements on a frequent basis. That is because their buyers make cost, schedule, and performance tradeoffs, just as the U.S. Navy does in warship acquisition. Customer driven efficiency in production processes within the context of

www.navalengineers.org

a capitalist market is not the sole purview of manufacturers of thousands of identical widgets; it also extends to custom designed, hand made, "built" products as well.

With regard to technical obsolescence, the issue is a bit muddier, which is why I brought out the contrast between SSN and Aegis ship construction in my article. Both types of ships saw significant technical and requirements growth between 1985 and 2005, but they handled the economics of the changes differently. One saw cost increases of 300%, one saw cost increases of roughly 4%. The difference was economics, not requirements or technology. Major changes in warship design or capability are as often accompanied by cost *decreases* (or minimal cost increases) as by major cost increases. H.M.S. DREADNOUGHT was only 20% more expensive than its immediate predecessor battleship class (LORD NELSON), yet she carried three times the armament, was faster, and had better armor. In fact, DREADNOUGHT was procured as a result of a cost reduction strategy by the Royal Navy, and series dreadnought production was a central component of a successful budget reduction plan by Admiral Fisher. In a time of fast changing technology, obsolescence is an issue, but, with proper economic controls, the effects can be mitigated, or even turned to the advantage of the Navy.

It is possible, and tempting, to ignore basic economic principles because warships are "special", and because centrally managing an entire economic system like American naval shipbuilding today is a difficult challenge that requires special skills. However, ignoring economics will, as I pointed out, maximize the cost of an already expensive product. This either drains the Treasury unnecessarily or creates an undersized Navy. Both are undesirable outcomes.

I appreciate and welcome Mr. Toby's incisive comments. Only by engaging in a thorough, complete discussion of all the issues, from all viewpoints, can we as a nation develop a shipbuilding plan that effectively and efficiently supports our Maritime Strategy."

CAPT David Lewis, USN

ASNE/SNAME Strategic Alliance

Soon on the ASNE website there will be two documents that better discuss what this alliance with SNAME is all about. These will be located at www.navalengineers.org website under ASNE/SNAME Strategic Alliance. A Charter has been signed forming a committee to look at this alliance further. But one of the immediate benefits of this alliance is that ASNE members are encouraged to join the following committees and panels. Please read the Technical and Research (T&R) Trial Alliance and then visit www.sname.org website to learn more how you can contribute to this T&R Program. Please ask ASNE National if you have any questions or would like to participate in these committees or panels that are listed below.

Committees

- Ship Production
- Ships' Machinery
- Hull Structure
- Hydrodynamics
- Ship Technical Operations
- Ship Design
- Ship Repair and Conversion
- Small Craft

Panels

- Ship Production
- Fiber Optics (M-34)
- Gas Turbines (M-46)
- Human Factors and Manning (O-38)
- Sealift (O-41)
- Weights Engineering (SD-1)
- Arrangements (SD-4)
- Forensics (SD-7)
- Sea Keeping (H-7)
- Maneuverability (H-10)
- Standards (S/C)
- Parametric Roll (AHP 13) Ad Hoc Panel
- Oily-Water (AHP 14) Ad Hoc Panel
- Test & Trials (M-19)
- Machinery Vibrations (M-20)
- Fuels & Lubricants (M-24)
- Diesel Power Plant Automation (M-36)
- Fuel Cells (M-45)
- Nuclear Propulsion (M-48)
- Fire Protection & Safety (O-45)
- Computer Supporting Design (SD-2)
- Stability (SD-3)
- Advanced Surface Ships & Crafts (SD-5)
- Icebreaker Technology (SD-6)
- Hull Loadings (HS-1)
- Impact Loadings (HS-2)
- Stress Analysis & Structures (HS-3)
- Hull Materials (HS-9)
- Hull Instrumentation (HS-12)
- Planning Craft (SC-1)
- Productivity – small, medium-sized yards (SC-6)
- Specifications, bidding and contracts (SRC-1)
- Sub-contractors and Pricing (SRC-3)
- Ferry Transit – High Speed (AHP-9) Ad Hoc Panel

Note: Some of these committees and panels may be inactive and may need assistance in reactivating them. Also new committees and/or panels could be formed if a need is determined.

**ASNE
Trivia Winners & a New
Quiz Question**

Trivia Contest Winners



Mr. John Nachtsheim

Congratulations to both Dr. Al Skolnick and Mr. Michael Ales who both guessed correctly that Mr. John J. Nachtsheim was both the Presidents of ASNE (1976-77) and SNAME (1981-82). He has since past away but Dr. Al Skolnick still remembers him as an old friend and a great story teller.

New Quiz Question

Be the first ASNE member in good standing to answer the following question and receive \$20 in cash. Send your answer by e-mail to:

asnetd@navalengineers.org

What is the full name (first, middle, and last) of the very first author who was published in the 1889 edition of *Naval Engineers Journal (NEJ)*?



Contest

ASNET is considering changing its official name to something else and we are considering holding a contest to come up with this new name. If you have suggestions or ideas please send them in.

Quick Book Review:

The World Is Flat: A Brief History of the Twenty-First Century written by Thomas L. Friedman

Reviewed by David R. Stevenson, ASNE

This book provides a wake up call to the world that the global economy is upon us whether we are ready or not. It provides some of the key ingredients that companies and individuals will need to develop for future business success. A stark warning was made that America is no longer the leader in many technologies and that we had better start waking up and become more competitive.

Read any good books lately that you would like to pass along to fellow members? Send in your quick book reviews to: asnetd@navalengineers.org

Welcome to the new Director of Business & Operation, Asst. Secretary & Treasurer, Mr. David E. Woodbury, Jr.



ASNE National is proud to announce the hiring of Mr. Dave Woodbury to replace Dennie Pignotti as the Director of Business & Operations. Dave has had substantial

experience contributing to non-profit organizations. He was previously with DAMAX International, a start-up company, out of Las Vegas. He also previously worked for Clarion Management Resources in Alexandria, Virginia. Before this he worked as a Political Consultant and Campaign Staff Members for the National Republican Congressional Committee and as a Legislative Assistant in the Office of Representative Ron Marlenee (R-MT). Dave has a Bachelor of Science in Political Science and National Security Affairs from Ohio State University and an MBA from George Washington University. He served in the U.S. Army and reserves in the elite special operations unit. He is a member of the American Society of Association Executives, Boys & Girl Club of Alexandria, and The American Legion. ASNE welcomes Dave Woodbury to our Society.

ASNE Staff Spotlight on: CAPT Dennis A. Pignotti, USN (Ret.) Departing Assistant Secretary & Treasurer and Director of Business & Operations

CAPT Pignotti went by Dennie, to differentiate between himself and Denny Kruse, Executive Director. Dennie has been with ASNE since February 13, 1995 after he retired from the U.S. Navy after 30 years of service to our country.



Dennie is a Naval Academy and Naval Postgraduate School graduate and was designated as a naval aviator. He was a patrol plane commander and mission commander flying P-3 Orion aircraft. Throughout his Naval career, Dennie was awarded three Legions of Merit, the Meritorious Service Medal, the Navy Commendation Medal, the Navy Achievement Medal, the Navy Commendation Medal, the Meritorious Unit Commendation and various campaign and service medals. This Navy hero has also been an ASNE hero for the past ten years as a behind the scenes Director responsible for meeting arrangements, membership databases, facilities, marketing, awards, scholarships, financials, strategic planning, and staff administration and training. He was the official Assistant Secretary & Treasurer for the Society and the Director of Business & Operations for ASNE over this entire 10 years. He will be sorely missed as he officially retired at the end of August.

The entire ASNE staff and Society would like to wish Dennie and his wife Dotti the best of health and happiness as they begin this new phase of their lives and as they plan their move to Illinois. We hope Dennie will join up with a Section and keep involved as best as he can. Fair wind and following seas and please keep in touch with us all!

Closing Comments

ASNET Editor-in-Senior Chief Danny Martin dmartin@navalengineers.org

Members Only

After more than two years of promises, the Members Only section on the ASNE web site is active. While some services are or will be available to non-members, the intent was to provide better service to our members. Instead of publishing a paper member directory, which was always out of date before it left the printer, you can now look up contact information on an individual member or an entire section. If you have received a dues notice, rather than mail your credit card information, you can make payment online. You can also review past payments and print receipts for your records. Soon, after a bit more testing, you will be able to register for upcoming events online. But from my point of view, the most significant feature is that you can update your member profile online to ensure you receive advance notice of upcoming events and that your membership renewal is mailed to the correct address. Far too many of our members are dropped from the rolls because of a household move. Moving changes most if not all contact information, so once the forwarding order has expired you may be impossible for us to locate.

Membership Cards and Dues Notices

We stopped sending membership cards when we had to retire the old dot matrix printer and the continuous form dues invoices. There are now options for membership cards that can be completed on a standard laser printer. Once we settle on one of the many styles available, dues invoices will again include an ASNE Membership Card. On that card will be printed the information needed to log in to the Members Only portion of the web site. We will soon be mailing membership cards to our Life Members who no longer have the pleasure of receiving a dues notice every year with a brand new card. In the meantime, your dues notice will have a simple label attached to the bottom with your login information. When you receive your dues notice, even if you do not intend to pay online, please take the time to log in to Members Only and update the current information in your member profile.

Publicity Committee Chairman Dennis Chaney dchaney@csc.com

If you have any comments or would like to join the Publicity Committee please contact Dennis Chaney.

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Statements contained herein are private opinions and assertions and should, therefore, not be construed as reflecting the views of the American Society of Naval Engineers or any other organization with which the writers are or were affiliated. The Society as a body is not responsible for the statements made by individual members and is also not responsible for the opinions expressed by members, but merely puts them on record.



CALL FOR PAPERS / PRESENTATIONS
ASNE Joint Sea Basing Symposium 2006



March 2006, Arlington, VA

SEA POWER 21's Sea Basing operational concept envisions enhanced operational independence and support for joint forces provided by networked, mobile, and secure sovereign platforms operating in the maritime domain. The Second ASNE Joint Sea Basing Symposium 2006 will focus on the operational, technological, engineering and platform design developments that have occurred in the Joint Sea Basing community over the past year and the vision going forward making a more affordable Joint Sea Base.

Sea Basing presents many operational, technological, and engineering and design challenges. Government and industry have developed and are formulating solutions to overcome these challenges. The past year has seen developments in the US Navy's shipbuilding plans for many ships that will form the Joint Sea Base. The LHA 6, formerly LHA(R), has emerged as a key Marine aviation asset in the Sea Base. Development continues on the LHD 8 amphibious assault ship that will project power both over the beach and to targets inland. A rapid strategic lift ship (RSLs) will provide a platform to surge non-repositioned USMC aviation assets. A new joint maritime & assault connector craft (JMACC), formerly LCAC(X), that will forge forces, equipment and supplies ashore is beginning its development. The US Navy continues to study modified repeats of both the large medium speed RO-RO (LMSR) and auxiliary cargo ammunition (T-AKE) ships to provide sea base logistical support and sustainment. The US Navy also plans to introduce new platform designs into the Sea Base, including a mobile landing platform (MLP(X)) ship as an equipment and cargo transfer interface between larger sea base ships and smaller connector craft as well as MPF(F) with the US Marine Corps. The US Navy and US Army are jointly developing one of these high speed connectors in the JHSV program. Both NSWC and ONR are experimenting with the innovative naval prototype concepts and advanced technologies that will enable the future Sea Base. Hurricane Katrina relief efforts have shown the peacetime benefits of current US Navy, US Marine Corps, and US Coast Guard Sea Base assets. Additionally, the US Air Force is considering a mobile platform to land its venerable C-130 airlift asset and how a Sea Base will support future US Air Force operations. The US Navy, US Coast Guard and US Army continue to pursue advanced high speed ships to very rapidly move forces, equipment and supplies to crises areas and to sustain them for long periods of operations.

These exciting new technologies, operational concepts, and Sea Base assets will be the focus of the ASNE Joint Sea Basing Symposium 2006 to be held at an Arlington/Alexandria, Virginia hotel in mid March 2006 timeframe.

TECHNICAL PAPERS & PRESENTATIONS

Technical papers or presentations that are suitable for group presentation that are not marketing or commercialism in nature are sought concerning any appropriate aspect of Sea Basing Operations, Enabling Technologies, Naval Engineering, or Platform/Vehicle Design.

Please submit proposals for papers or presentations on any related Joint Sea Base topic including but not limited to the following:

- Joint Sea Base Force Concepts
- Joint Sea Base Operations including CSG and ESG Operations
- Future Combat, Support, Amphibious & Auxiliary Ship Designs for a Joint Sea Base
- High Speed High Performance Vehicle and Craft Designs and Operations into and out of a Joint Sea Base
- Lighterage and Connector Craft and Vehicles into and out of a Joint Sea Base
- Equipment and Cargo Handling & Transfer – Both Within and To/From the Joint Sea Base
- Sea Shield and Force Protection Operations in Support of the Joint Sea Base
- JLOTS, UNREP and Joint Focused Logistics & Sustainment Issues for a Joint Sea Base
- Commercial Standards for Naval Ships, Compliance and Environmental Issues in a Joint Sea Base
- Joint Sea Basing Experimentation, Optimize Manning, Battlespace Dominance, Sustained Forward Presence Factors
- US Navy, US Marine Corps, US Coast Guard and Joint Operations and Interoperability from the Joint Sea Base
- FORCenet, C4I, and Combat Systems in the Littorals and in the Joint Sea Base.

Please submit via e-mail a one-page Microsoft Word format abstract to the Symposium Technical Papers committee co-chairs before **October 31, 2005**. Abstracts should include:

- Paper title
- Name(s) of principal author(s) and organization(s)
- Whether you propose to submit a complete paper or only a presentation
- Primary point of contact, address, telephone and e-mail address
- Text providing sufficient detail for the Technical Papers Committee to perform a review. The text should include a problem statement or introduction, an outline of the key points to be made in the paper, and conclusions or recommendations.

Please forward your abstracts to: Technical Papers committee co-chairs: Jeff Hough (jeffrey.j.hough@navy.mil) and Mark Bebar (email: mbebar@csc.com). Selected authors will be notified no later than **November 18, 2005**. Draft papers/presentations for review will be due **December 16, 2005**. ALL PAPERS/PRESENTATIONS WILL BE SUBMITTED ELECTRONICALLY.

More information on this symposium will be located at www.navalengineers.org in the future.



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“ACQUIRING THE FUTURE SEA FORCE – BALANCING CAPABILITY AND AFFORDABILITY”

While the U.S. Navy is unmatched on the open ocean, and her warships are generally recognized as the most capable in the world, the fleet is confronted with an affordability crisis that could challenge future capabilities. The outgoing Chief of Naval Operations speaks of a 260 to 325 ship future Navy, but the current warship build rate does not support such a fleet. To address this affordability challenge, the Navy has explored design options to dramatically increase the capabilities and reduce the operational costs of individual warships (e.g. DD(X), CV21) – to enable the future Navy to do more with less – and developed new types of warships (e.g. LCS, SSGN) to operate forward in the littorals in support of the Global War on Terror. The Coast Guard has similarly structured their Deepwater Program to affordably acquire next generation sea and air capabilities. This symposium aims to stimulate a robust professional exchange of ideas from government and industry resources, open to all Services and coalition partners, and we seek proposals for papers on the naval engineering implications of capability and affordability aspects of the future Navy including all types of platforms, aviation and combat systems.

SUGGESTED TOPICAL AREAS

- Engineering Challenges of Force Transformation
- Proven & Emerging Fleet Maintenance Processes
- Challenges Raised By Fleet Response Plan And Sea Swap
- Fleet Modernization Requirements & Strategies
- Reduced Manning Enablers
- Zero Maintenance Quest
- Industrial Base Challenges & Reducibility Enablers
- Acquisition Strategies
- Mission Readiness Support System Concepts
- Core Design Expertise
- Modeling & Simulation For Force Architecture And Ship Design
- Naval Systems Innovations & Technology Challenges

SUBMIT ABSTRACTS BY SEPTEMBER 30TH, 2005
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SHIPS & SHIP SYSTEMS (S3) TECHNOLOGY SYMPOSIUM

Sept 19-20, 2006

UNCLASSIFIED



The *Ships & Ship Systems Technology Symposium* is a national forum sponsored by the American Society of Naval Engineers and supported jointly by the Naval Surface Warfare Center, Carderock Division and Ships & Ship Systems Product Area Director of the Naval Sea Systems Command. The Symposium is intended to provide an open technical forum for interdisciplinary exchange among personnel from government, industry & academia who are engaged in supporting US Navy ships & ship systems.

The theme for the S3 Technology Symposium is “*Changes, Challenges & Constants*” with a focus on the Core Equities that define the Ships & Ship Systems Product Area. The seven Core Equities are:

- *Ship Integration and Design*
- *Hul Forms and Propulsors*
- *Machinery Systems*
- *Structures and Materials*
- *Environmental Quality Systems*
- *Vulnerability and Survivability Systems*
- *Signatures, Silencing Systems, and Susceptibility*

Papers – Technical papers are requested on engineering & technology subjects related to the theme and focus of this Symposium. The papers must be suitable for publication in the Naval Engineers Journal. The distribution level of accepted papers for the Symposium is limited to UNCLASSIFIED papers approved for unlimited release. Accepted papers will be presented at a technical or poster session as determined by the S3 Technical Symposium Committee. All papers presented will be placed in the Defense Technical Information Center (DTIC), and will also be published by ASNE as part of the S3 Technology Symposium Proceedings.

Abstracts - Abstracts should be unclassified, limited to about 500 words, and should clearly describe the content of the intended paper. The S3 Technical Symposium Program Committee will accept only papers that contain original, previously unpublished, technical work. Papers that deal with planned or proposed work will not be accepted. Abstracts must include:

- Title of the paper
- Name, organization, mailing address, email address, and telephone and FAX numbers of all authors (the principal author should be listed first and will be used as the point of contact by the Committee)

Abstracts may be sent to either of the co-chairs of the Papers Team listed below.

Schedule - Abstracts are due not later than Oct 31, 2005, preferably via email in Microsoft® Word format, to either of the co-leaders below. Authors will be notified of the acceptance of their proposed paper by email not later than Nov 30, 2005. Draft papers for committee review are due by Mar. 31, 2006 and final papers including DTIC Form 298 are required by July 31, 2006. Final papers must be accompanied by an approval from the author’s Government employer, company, and/or sponsoring agency as well as by a completed authorization for public release. Authors are reminded that it may take several weeks to complete the company plus Government review and approval process.

S3 Technology Symposium Papers Team Co-Leaders

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