George Washington completes bilateral exercise with ROK navy

By MC2 Dave Reynolds, *USS George Washington* Public Affairs

The *George Washington* Carrier Strike Group (*GW* CSG) completed a bilateral exercise with the Republic of Korea (ROK) navy Oct. 16.

Beginning Oct. 10, embarked ROK navy liaison officers and sailors worked alongside Sailors aboard *USS George Washington* (*GW*) (CVN 73), the Navy's only permanently forward-deployed aircraft carrier. According to *GW* Operations Officer Cmdr. Anthony Calandra, the focus of the exercise was to exchange ideas and operating procedures, so that both navies are better prepared to work together in the event of a crisis.

"ROK officers and sailors did a lot of the command and control for the exercise," Calandra said. "They've been working in the Combat Direction Center and with Destroyer Squadron (DESRON) 15, standing watches alongside our Sailors. The professional exchange included briefings, watchstanding and the same kind of jobs our Sailors on board are doing right now."

Personnel from the ROK navy Task Force 51 also worked with their counterparts from the *GW*CSG DESRON 15.

"We've tried to learn from DESRON 15 and how they conduct carrier strike group operations," said ROK navy Lt. j.g. Jun-Chul Shin, a Task Force 51 liaison officer. "We stood watch with them in the Zulu module and learned how DESRON 15 conducts daily operations."

Additionally, Calandra said ROK navy ships were used to assist the strike group in screening and plane guard procedures.

"They learned those procedures and nuances – some of the things that are specific to what we do – in order to help support us," Calandra said. "In the same way, we learned how they operate so we can better support them."

ROK navy Lt. Tae Sung Kim served as an air intercept controller during simulated tactical air control events alongside *GW* operations specialists.

"It was a great experience to work together with the professionals aboard *USS George Washington* and see the relationship between the AIC (air intercept controller), air operations and [Carrier Air Wing 5]," said Kim. "The crew has been very kind and helpful to us, and it's like we've worked together before – I feel like I'm part of the crew."

"Obviously, it was very exciting for us," added Kim. 'It's the first time for many of us to be on an aircraft carrier, and carrier flight operations is something we've not experienced this closely before. We're learning how the carrier, air wing and strike group conduct flight operations and learning how to work within that system. We now have a better understanding, and that will help us when conducting combined operations."

The aircraft carrier *USS George Washington* (CVN 73) and the Republic of Korea navy Aegis destroyer *Sejong the Great* (DDG KDX 991) are underway in the Yellow Sea during a bilateral exercise Oct. 13. *George Washington* is currently underway supporting security and stability in the region.

U.S. Navy photo by MC3 Jeffrey Stewart

Calandra said bilateral exercises like this are an integral part of *GW*s role as part of the forward-deployed naval forces, and a benefit to both partner navies.

"If we operated as individual units and individual countries, we wouldn't be nearly as strong or nearly as coordinated as we are," he said. "We build that team just like you build a sports team – by practicing together. If we practiced individually, we wouldn't know what to expect from our allies and from our partners and it just makes the operation harder."

The exercise directly supports the nation's maritime strategy by promoting interoperability and cooperation, which serves to enhance stability and security throughout the U.S. 7th Fleet area of responsibility.

Naval history: a look at the birth of the Continental Navy

By Charles Brodine, Naval History and Heritage Command Historian

In October each year, the U.S. Navy celebrates its birthday. It has done so for 234 years, but the birth of the U.S. Navy stems from a very short, frantic, almost panicked 11 days in 1775. The result of that crisis has become the most powerful sea power in the world.

For those Americans who lived on the continent's coastal waterways in the fall of 1775, the question of naval defense was of no small moment. For a maritime people whose prosperity and fortunes were tied to the sea, the prospect of full-scale conflict with the greatest sea power in the world must have been a chilling one indeed. Because Congress had already provided for an army to contend against the Red Coats, those who feared the British trident might reasonably have asked why could not Congress create a navy?

Over an 11-day period in early October 1775, Congress deliberated on just this question, considering several schemes to fund the purchase or building of ships to defend the colonies. A number of congressmen argued vehemently against these proposals. Samuel Chase of Maryland declared one of the plans under consideration "the maddest idea in the world," one that would bankrupt the continent. Edward Rutledge of South Carolina called another plan "the most wild, visionary mad project that ever had been imagined."

He predicted "it would ruin the character, and corrupt the morals of all our Seamen ... [making] them selfish, piratical, mercenary, [and] bent wholly on plunder." These arguments were countered effectively by John Adams and other pro-naval congressmen who forcefully articulated the advantages of a navy not only in "distressing the enemy," but in making possible "a system of maritime and naval operations" to protect the American colonies.

Ultimately Adams and his fellow "navalists" carried the day and on Oct. 13, Congress voted to fit out two sailing vessels, armed with 10 carriage guns, as well as swivel guns, and manned by crews of 80, and to send them out on a cruise to intercept transports carrying munitions and stores to the British army in America. This was the original legislation out of which the Continental Navy grew and as such constitutes the Navy's birth certificate.

Once the decision to purchase a modest size naval force was made, the push within Congress to create a regular naval establishment gained momentum. Before the year was out, lawmakers had authorized the purchase of an additional six ships and the construction of 13 frigates; selected a commander for the Continental fleet, Esek Hopkins; commissioned 18 naval officers; created two Marine battalions; established service pay and subsistence tables; authorized prize moneys for the capture and sale of enemy warships; adopted a naval code of discipline drafted by John Adams; and formed an administrative body, the Marine Committee, to give force, guidance, and direction to the new navy.

The frenetic pace of activity in naval affairs continued through the first months of 1776 enabling Esek Hopkins to have his squadron of eight vessels manned and ready to put to sea on Feb. 17. Hopkins returned less than two months later with a large store of ordnance and munitions taken at New Providence Island in the Bahamas and with two British warships as prizes.

The work of John Adams and others in effecting the creation of the Continental Navy in the fall and winter of 1775-76 was an impressive achievement. In five months, these dedicated men had brought together ships, men, and administrative machinery, and launched a fleet on its first operational cruise. It was a bold signal by America's Continental leaders that they were willing to challenge Great Britain on the high seas.