



# NOAA CORPS BULLETIN

Official Information for NOAA Commissioned Officers

Volume 36, Number 2

Second/Third Quarter, 2006

## FROM THE DESK OF THE DIRECTOR

In 2006, OMAO has experienced our share of unfortunate setbacks—from the fire at the Marine Operations Center-Pacific (MOC-P), to the ongoing issues on the fisheries survey vessels, to the P-3 taking six months for a standard depot-level maintenance. On the management side, we’ve had an unfair labor practice ruling (ULP) against the Aircraft Operations Center for flying the Gulfstream-IV jet near the core of hurricanes, and software problems in the new time and attendance computer program causing errors in wage mariner pay.

The fire at MOC-P that destroyed the piers and facilities buildings was not only a huge disruption to personnel and operations, it has forced us to find temporary berthing space for our Seattle-based ships during the upcoming winter inport period. At this point we don’t know what the owners of the MOC-P property are planning to do with it and how that will affect us. Ship commands will face additional logistical challenges and crew issues by berthing away from MOC-P. I am confident that we will prevail over these hardships. My thanks to all of you at MOC-P who rallied through the initial disaster, the temporary moves, the damage assessments and cleanup, the media interviews, the investigation, and the sheer enormity of logistics that had to be coordinated and carried out to recover from the fire. I would also like to thank MOC-A, whose personnel picked up management of our west coast ship operations while MOC-P recovered.

With regard to the ULP, the G-IV will continue to fly regular hurricane surveillance missions as before. However, the opportunity to acquire new data that will help scientists better understand and predict the track and intensity of tropical cyclones has been postponed. We will continue with the installation of the new tail Doppler radar on the G-IV. This new radar will provide a wealth of valuable information, even if it isn’t utilized in the core flight missions as originally intended.

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**FROM THE DESK OF THE DIRECTOR** (continued)

Unfortunately, OSCAR DYSON's #2 motor failed recently, which further delays in getting the ship back on track with its mission. The failure is being thoroughly investigated. We expect to get to the root cause of the problem and then correct it on DYSON so the ship can resume its operational missions. Before HENRY B. BIGELOW sails it will receive the same corrections. We will correct this problem so NOAA will have a class of ships that sets the standard for fisheries survey science and allows the agency to efficiently and accurately manage our sustainable resources for generations to come.

When serious setbacks like these happen, they affect all of NOAA, not just OMAO. While upsetting at the time, such setbacks also give us opportunities to test our resolve, rise above challenges, reflect on "lessons learned," and put more effective processes in place. This helps us grow personally and professionally, and makes future successes all that much sweeter.

Your hard work, professionalism, and competency will prevail and we will get beyond these setbacks. Certainly, the NOAA Corps and our civilian colleagues continue to do great work across NOAA as we support the agency's diverse and important missions. We just passed three more ship milestones with the keel laying of PISCES, cutting of steel for the construction of FSV 4, and delivery of HENRY B. BIGELOW. The hurricane aircraft are now primed and ready for what will probably be another rough hurricane season. A newly acquired jet prop Commander aircraft is now operating in the field. A budget supplemental appropriation has authorized us to to acquire and convert a third P-3. We also have an additional appropriation to replace the aging Citation aircraft. Headquarters successfully and on time completed an Office of Management and Budget program assessment rating tool under extremely short notice and during the height of the PPBES (planning, programming, budgeting, and execution system) process, demonstrating that we meet OMB's requirements for a well-managed organization. Headquarters also worked intensively on the FY 09-13 planning phase of the PPBES process. A great deal of assistance from the Centers allowed OMAO to complete this effort, which will set the stage for a healthy operating budget in the out years. Fleet inspection marches on in an effort to keep our sea-going teams safe. Our ships and aircraft continue to safely accomplish their missions. All of these successes are a collective achievement

If you have found yourself on the downside of these setbacks, keep on fighting and doing your job with utmost professionalism and commitment. This shall pass, we shall learn from our shortcomings, and we will be a better and stronger organization because of it. NOAA is depending on you to proceed with unyielding focus and quiet determination. We all should adhere to the words of Dr. Martin Luther King, Jr.: "The ultimate measure of a man is not where he stands in moments of comfort and convenience, but where he stands at times of challenge and controversy."

I firmly believe together we'll overcome these trials and become best in class across the organization. I am proud to lead this diverse and talented organization in Service to our Nation. Stay safe!

RADM Samuel P. De Bow, Jr.

## **UNIFORM OF THE DAY**

All NOAA Corps officers shall wear the uniform properly and adhere to appearance standards in the NOAA Corps Uniform Regulations.

The winter uniform of the day for the NOAA Corps is as follows:

Washington, D.C. & Boulder, CO	October 2, 2006	Prescribed: Alternate:	Service Dress Blue Service Khaki
Seattle, WA	October 2, 2006	Prescribed: Alternate:	Service Dress Blue Service Khaki/Winter Blue
Norfolk, VA	October 9, 2006	Prescribed: Alternate:	Service Dress Blue Service Khaki/Winter Blue
Tampa, FL	Year Round	Prescribed: Alternate:	Flight Suit Service Khaki

The prescribed uniform for officers working at the Herbert C. Hoover Building, conducting official business in non-NOAA facilities, and conducting official business on Capitol Hill to include attending or testifying at Congressional Hearings will be Service Dress Blue without substitutions and regardless of command.

Working Khaki is authorized only in the appropriate shipboard or field environment, and when traveling directly to and from work. Foul weather gear, coveralls, and command ball caps may be worn with the working khaki uniform as weather and circumstances dictate.

## **BILLET LIST**

Attached to this Bulletin is a current NOAA Corps Billet List. The list has been updated from PCS orders received by CPC through September 30, 2006.

### **I. PROMOTIONS**

Philip A. Gruccio	CDR	09/05/06
Richard R. Wingrove	CDR	09/05/06
Randall J. TeBeest	CDR	09/05/06
John J. Adler	CDR	09/05/06
Julie V. Helmers	LCDR	09/05/06
Mark A. Wetzler	LCDR	09/05/06
Kurt A. Zegowitz	LCDR	09/05/06
Timothy J. Gallagher	LCDR	09/05/06
Joe C. Bishop	LCDR	09/05/06
Paul W. Kemp	LT	09/05/06
Katherine R. Peet	LT	09/05/06
Michael G. Levine	LT	09/05/06
Bryan R. Wagonseller	LT	09/05/06
Allison B. Melicharek	LT	09/05/06
Earl M. Spencer	LT	09/05/06
Jeffrey D. Shoup	LT	09/05/06
Hector L. Casanova	LT	09/05/06

Amanda M. Bittinger	LT	09/05/06
Nicole M. Manning	LT	09/05/06
Eric T. Johnson	LT	09/05/06
Jasper D. Schaer	LT	09/05/06
Jessica E. Daum	LT	09/05/06
Daniel E. Orr	LTJG	09/05/06
Rebecca J. Almeida	LTJG	09/05/06
Tony Perry, III	LTJG	09/05/06
Jonathan R. French	LTJG	09/05/06
Amy B. Cox	LTJG	09/05/06
Paul S. Hemmick	LTJG	09/05/06
Matthew J. Jaskoski	LTJG	09/05/06
Stephen C. Kuzirian	LTJG	09/05/06
Lindsey M. Vandenberg	LTJG	09/05/06

## II. TEMPORARY APPOINTMENTS

Llian G. K. Breen	ENS	08/18/06
Kyle A. Byers	ENS	08/18/06
Paul M. Chamberlain	ENS	08/18/06
Andrew R. Colegrove	ENS	08/18/06
Julie L. Earp	ENS	08/18/06
Harold B. Emmons III	ENS	08/18/06
Loren M. Evory	ENS	08/18/06
Laura T. Gallant	ENS	08/18/06
Patrick B. K. Jorgensen	ENS	08/18/06
Colin T. Kliewer	ENS	08/18/06
Nicholas C. Morgan	ENS	08/18/06
Michael W. O'Neal	ENS	08/18/06
Andrew J. Ostapenko	ENS	08/18/06
Jeffrey G. Pereira	ENS	08/18/06
Anna-Elizabeth B. Villard-Howe	ENS	08/18/06

## III. PERMANENT APPOINTMENTS

Christiaan H. Van Westendorp	LT	05/26/06
Mary A. Barber	ENS	05/26/06
Matthew P. Berg	ENS	05/26/06
Christopher W. Daniels	ENS	05/26/06
Matthew C. Davis	ENS	05/26/06
Nathan P. Eldridge	ENS	05/26/06
Francisco J. Fuenmayor	ENS	05/26/06
Matthew Glazewski	ENS	05/26/06
David M. Gothan	ENS	05/26/06
Sarah A. T. Harris	ENS	05/26/06
Meghan E. McGovern	ENS	05/26/06
Damian M. Ray	ENS	05/26/06
Lecia M. Salerno	ENS	05/26/06
Raul Vasquez Del Mercado	ENS	05/26/06
William G. Winner	ENS	05/26/06
Victoria E. Zalewski	ENS	05/26/06

#### **IV. APPROVED RETIREMENTS**

John W. Humphrey	CAPT	02/01/07
Thomas G. Callahan	CDR	11/01/06
Philip S. Hill	CDR	11/01/06
Stacy L. Birk-Risheim	CDR	11/01/06
Frank A Wood	CDR	03/01/07
Matthew H. Pickett	CDR	04/01/07
John E. Herring	CDR	04/01/07
Jeffrey K. Brown	LCDR	08/01/07
Douglas R. Schleiger	LCDR	08/01/08
Ralph R. Rogers	LCDR	09/01/08
Alan C. Hilton	LCDR	08/01/09
Richard A. Fletcher	LCDR	09/09/09

#### **V. APPROVED RESIGNATIONS/SEPARATIONS**

Russell C. Jones	LT	12/01/06
Louis E. Novak	LT	12.01/06
Jennifer N. Dowling	LT	03/01/08
Seung H. Suk	LTJG	12/01/06

#### **VI. RETIREMENTS**

James C. Gardner	CAPT	04/01/06
John C. Clary	CAPT	04/01/06
Roger L. Parsons	CAPT	06/01/06
Craig N. McLean	CAPT	08/01/06
Daniel R. Herlihy	CAPT	08/01/06
Daniel S. Morris	CDR	08/01/06

#### **VII. RESIGNATIONS/SEPARATIONS**

William D. Whitmore	LT	08/18/06
Jonathan G. Wendland	LT	09/14/06
Michael S. Snow	LTJG	09/04/06
Sarah E. Jackson	LTJG	09/15/06
Jessica M. Futch	LTJG	09/29/06
Damian M. Ray	ENS	06/26/06
Michael J. Stevenson	ENS	09/01/06

#### **VIII. OTHER CHANGES TO THE LINEAL LIST**

Mark M. Sweeney	LCDR	05/31/06	Inter Service Transfer
Albert M. Girimonte	LCDR	07/01/06	Inter Service Transfer

#### **IX. ON BOARD STRENGTH AS OF 30 SEPTEMBER 2006: 294**