



08 July 2011

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Director's Message

Congratulations to the following officers who have been selected for promotion!

To be Captain
RICHARD R. WINGROVE
JOHN J. ADLER
ERIC W. BERKOWITZ
JON D. SWALLOW
JOSEPH A. PICA

To be Commander
MARK M. SWEENEY
DEVIN R. BRAKOB
JOE C. BISHOP
PETER V. SIEGEL
MICHAEL F. ELLIS
NANCY L. ASH
ELIZABETH I. JONES

To be Lieutenant Commander
CHRISTIAN J. SLOAN
JUSTIN N. KIBBEY
DONALD E. BEAUCAGE
PATRICK D. DIDIER
NICOLA S. VERPLANCK
COLIN D. LITTLE

To be Lieutenant (junior grade)
STEVEN T. LOY
ALEXANDER G. JOHNSTON
ALICE E. DRURY
LEIGH C. HEDGEPEETH
ADAM C. PFUNDT
AMBER M. PAYNE
JASON P. WILSON
ALISE N. PARRISH
LINH K. NGUYEN

CDR Anne K. Lynch, NOAA
Director, Commissioned Personnel Center

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PCS Vouchers

Officers submitting vouchers for PCS must submit the **original form and receipts** to CPC for processing. The appropriate form for [PCS Vouchers](#) is located on the CPC website. Faxed copies, scanned pdfs, and photocopies are **not** acceptable in the processing of PCS Vouchers. Additionally, for all PCS related travel questions please contact [Tracey Peterson](#) or [Gregory Raymond](#).

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Suggestions for the Betterment of CPC Services

CPC has been continuously monitoring the comments and suggestions related to the betterment of CPC's services. Several suggestions in the past few months have related to improvements online resources. The first relates to required training taken online annually or for promotion, along with the tracking of required training. As reported in previous CyberFlash issues CPC's Officer Career Management Division created a training portal on the Commerce Learning Center (CLC) website that links to all required training online. The next step is to connect the CLC My Transcript folder to the OPF Online removing the need for officers to submitted certificates to their OPF Online. This next step will take some time, but we are working towards a solution to automate the process. The second, suggestion was to add a "Download All" button to the OPF on-line so officers can have a digital copy of their OPF easily accessible. This suggestion is under consideration and a resolution should be reported on in an upcoming CyberFlash. The third suggestion was about creating an online forum for officers to share "lessons learned". This forum does exist in the Fleet Wiki, and is accessible to all officers with their email user ID and password. These suggestions are just a sample of what CPC has received this quarter and we thank officers for taking the time to submit constructive suggestions for the betterment of CPC's services.

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NOAA History- Extracts from Field Reports

From the 1953 Special Report of Capt. L. S. Hubbard

(The JOURNAL, Coast and Geodetic Survey, August 1955, Number 6)

The ship was engaged on hydrographic operations in the Gulf of Mexico, midway between the Yucatan Peninsula and the mouth of the Mississippi River, the evening of September 24th, when a radio news broadcast flash at 2000 stated that a hurricane was forming west of Cuba in the Yucatan Channel. The ship was immediately headed east-northeasterly pending further information which would be received at 2230 on the regular schedule of Weather Bureau hurricane advisory reports. The 2230 report stated that the hurricane was now in the Gulf of Mexico and was moving towards the northwest. After considering several factors it was decided to continue on in an east-northeast course and then on an easterly course. The next report at 0600 on Friday morning indicated that the hurricane was advancing at great speed, was recurving to the east, and would pass somewhere near the ship's position.

Everything about deck was secured as well as possible and lifelines strung out on the boat deck. By eight o'clock wind and sea were increasing heavily and coming from the south-southeast. The vessel was steered to keep the seas on the starboard bow, but the waves soon became so tremendous that it was necessary to head directly into the seas. The anemometer indicated that the wind was blowing 60 knots most of the time and 70 knots during the heavier squalls, although some were estimated at 80 knots. The wind was a low-pitched roar with the

sound like the steady beating of drums.

The waves were streaked with white spindrift and crested with foaming breakers. Scattered everywhere on the dark surface of the sea were large patches of light-green water. The seas were a succession of walls of water 25 to 35 feet high, each following wall unbelievably close to the preceding wall. The vessel no sooner mounted one wave and plunged down into the following trough when it shot up the steep slope of the next wave. In the dense and furious rain squalls, which hit us at times, the next oncoming sea could barely be seen. The vessel had been filled to capacity with fuel oil and fresh water before leaving port 5 days before, so it was still fairly well burdened. Under these conditions, the *Hydrographer* proved to be an excellent sea boat, riding wave after wave in a superb manner.



The 1100 Weather Bureau report on Friday, September 25th placed the center of the hurricane 90 miles away and on our starboard beam. This relieved our anxiety somewhat, for if everything went according to the books the conditions would become no worse. The wind and seas continued at gale or hurricane force until about four in the afternoon, then decreased. The seas, although less in size, were confused, coming from two or three directions. At intervals, fierce rain squalls blotted out all visibility. It is estimated that the eye of the storm passed closest to the vessel at 1400 on the 25th and was approximately 67 miles west-northwestward. The lowest recorded barometer reading was 29.45 inches at 1500 and 1600, after which it started to rise slowly. Conditions improved gradually Friday night and by Saturday morning the vessel was able to proceed towards St. Petersburg and to tie up at the dock on Sunday.

The position of the vessel was known exactly at all times because the EPI equipment operated perfectly during the hurricane. When the vessel was headed south-southeast directly into the heavy seas, hourly EPI positions showed that our progress southward was zero and our progress eastward three knots. The eastward progress was probably due to the northeasterly current which was known to exist in the area of the ship's position.

On the Horizon

10 July 2011 - 22 November 2011	BOTC 118 (tentative schedule)
12 July 2011	Uniform Awards Board
02 August 2011	Uniform Awards Board
02 September 2011	Promotion Selection OPB for Grade: O-3
06 September 2011	Uniform Awards Board
13 - 21 September 2011	Mid-Grade Leadership Training (tentative)

01 October 2011	Tucked ODU no longer authorized
17 October 2011 – 10 November 2011 (Travel Dates 16 October & 11 November)	REFTRA 71

Approved Resignations, Separations, and Retirements

The following officers have approved retirements, resignations, or separations. Be sure to thank them for their service to NOAA and nation.

LT James T. Falkner	14 July 2011
LT Natasha R. Davis	15 July 2011
CAPT Michael S. Gallagher	01 August 2011
LCDR James A. Illg	01 August 2011
LTJG Kevin W. Adams	31 August 2011
CAPT Michael D. Francisco	01 September 2011
LT Kent A. Stein	06 September 2011
ENS Alise N. Parrish	20 September 2011
CAPT Christopher S. Moore	01 October 2011
CAPT Guy T. Noll	01 October 2011
CAPT Raymond C. Slagle	01 October 2011
LT Kelley E. Sage	07 October 2011
LT Elizabeth Crapo	30 October 2011
LT Victoria E. Zalewski	31 October 2011
LTJG Bennie N. Johnson	01 November 2011
CDR Karl F. Mangels	01 August 2012

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