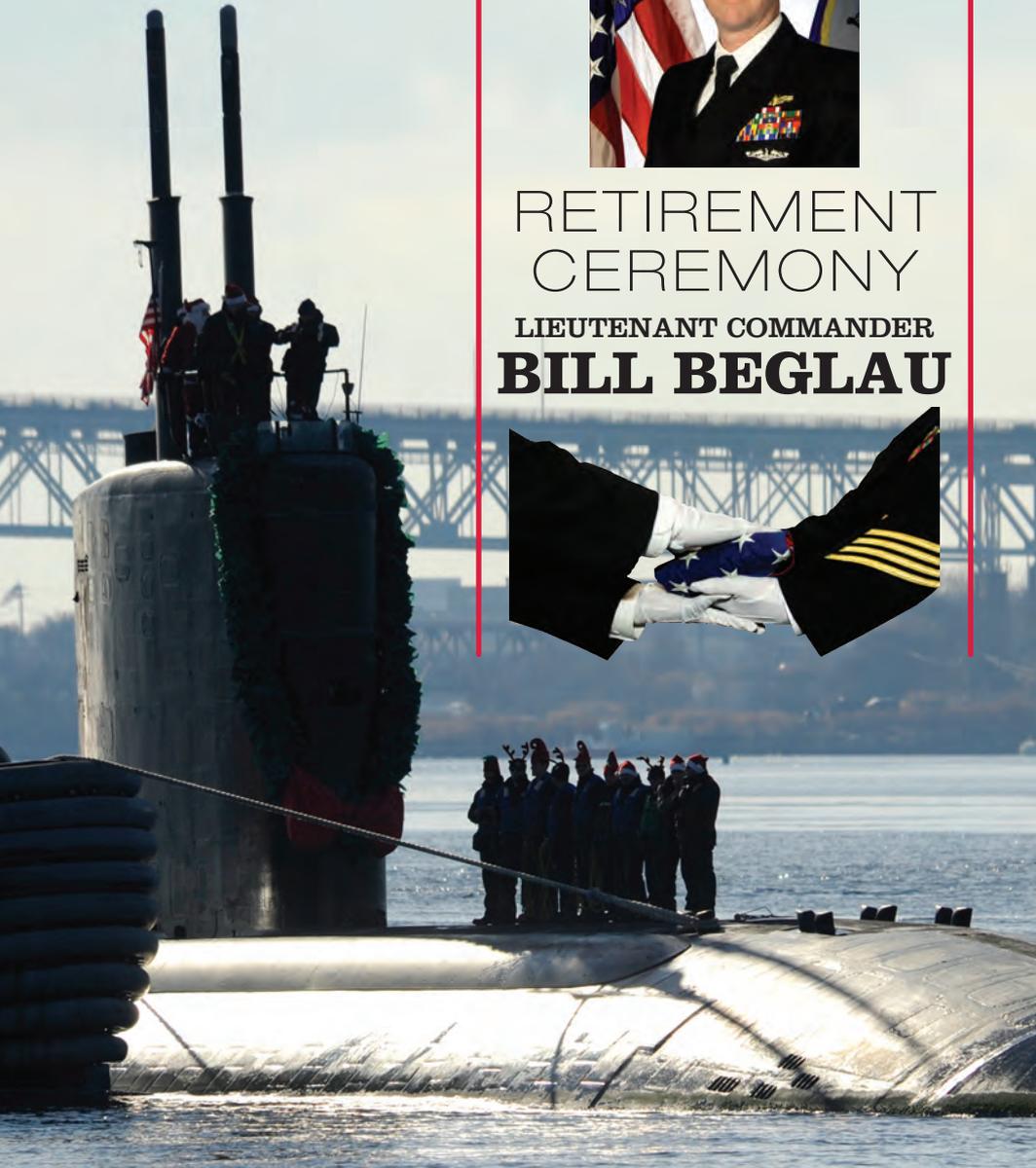




RETIREMENT  
CEREMONY  
LIEUTENANT COMMANDER  
**BILL BEGLAU**



September 7, 2012

Naval Submarine Support Facility Weapons Compound

Submarine Base New London, Groton, CT



★ "All that I am, or hope to be, I owe to my angel mother." ★

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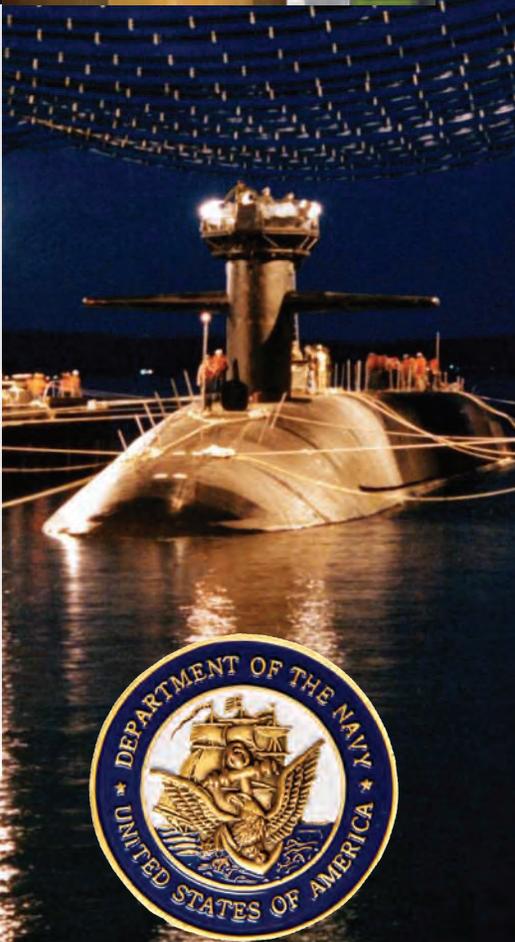
"Be sure you put your feet in the right place, then stand firm."

★ ~ PRESIDENT ABRAHAM LINCOLN ~ ★



## SCHEDULE of Events

- ★ Arrival of the Official Party
- ★ National Anthem
- ★ Invocation
- ★ Guest Speaker  
CAPT Charles E.A. Baker
- ★ Presentation of Awards
- ★ Retiree Remarks
- ★ Relieving the Watch
- ★ Benediction
- ★ Pipe Ashore



CAPTAIN  
**CHARLES E.A. BAKER**

Captain Charles Baker, raised in Baltimore, MD, entered the Navy on 16 June 1976 and subsequently completed the nuclear power training pipeline. His first sea tour was aboard *USS Thomas Jefferson (SSBN-618(G))* homeported in Guam.

From January 1981 to October 1985, he served at Nuclear Power Training Unit Idaho Falls, ID, assigned to the S5G Prototype. He qualified as Engineering Officer of the Watch (EOOW) and was promoted to Electricians Mate Chief Petty Officer. He transferred to *USS Long Beach (CGN-9)*, homeported in San Diego, CA, where he qualified as an enlisted EOOW.

Commissioned as an Ensign on 1 July 1987 under the Limited Duty Officer Program, he reported to *USS McKee (AS-41)*, homeported in San Diego, CA, where he served his first division officer tour as Repair Department Quality Assurance Officer.

In 1992 he reported to Naval Submarine Support Facility in New

London, CT, performing duties as the Electrical Repair Division Officer, Quality Assurance Officer and Planning Officer. In April 1995 he reported to the staff of Commander, Submarine Development Squadron Twelve as the Assistant Material Officer. In the summer of 1997, he assisted in the stand-up of the New London's Submarine Squadron Support Unit.

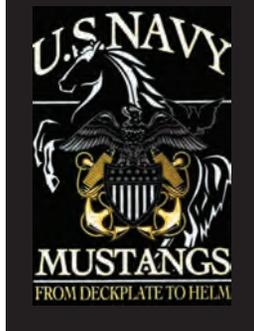
In October 1997, he reported as Production Management Assistant (PMA) on *USS Simon Lake (AS-33)*, homeported in La Maddalena, Italy. In 1999 he remained in La Maddalena assigned as the PMA aboard *USS Emory S. Land (AS-39)* when *E. S. Land* relieved *Simon Lake*. He returned to San Diego in June 2001 and assumed command of the floating drydock *Arco (ARDM 5)*.

Following his command tour, Captain Baker served as the Submarine Repair Officer at Southwest Regional Maintenance Center, San Diego, CA, from May 2003 to October 2006. He earned a



*Billy, we don't need "good guys," we need "Great Sailors"!*

CAPT CHUCK BAKER



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Master's Degree in International Business from the University of San Diego in 2004.

He served as Chief Engineer of *USS Nimitz (CVN 68)* from October 2006 to July of 2009.

From August 2009 to March 2010 Captain Baker served as an Individual

Augmentee in support of overseas contingency operations, assigned to Detainee Affairs, travelling between Washington, DC, and Guantanamo Bay, Cuba. In April 2010 he then reported as the Special Assistant to Commander, Submarine Squadron Eleven.

Captain Baker reported as the Commanding Officer of the Naval Intermediate Maintenance Facility, Pacific Northwest in Bangor, WA, in May 2011.

Captain Baker is authorized to wear numerous personal and unit awards to include five Battle "E"s.

## LIEUTENANT COMMANDER BILL BEGLAU

**L**ieutenant Commander Bill Beglau was born in Cornwall, NY, entered Naval service in August 1982 and completed Nuclear Propulsion Pipeline training as an Electrician's Mate in July 1984.

He was promoted to Chief Petty Officer in 1991 and was subsequently commissioned as a Nuclear Power Limited Duty Officer in February 1998.

His operational assignments include service in both attack and ballistic missile submarines, including *USS Buffalo (SSN 715)*, *USS Alexandria (SSN 757)*, *USS Bergall (SSN 667)*, *USS Michigan (SSBN*



*727)*, and *USS Miami (SSN 755)*. Additionally he has served onboard two submarine tenders, *USS Simon Lake (AS 33)* and *USS Emory S. Land (AS 39)*.

His shore assignments include instructor duty at Naval Submarine School, Executive Officer of Historic Ship Nautilus, Material Officer at Submarine Squadron Support Unit/Regional Support Group, and Executive Officer at Naval Submarine Support Facility.

LCDR Beglau is authorized to wear numerous personal and unit awards to include five Battle "E"s.



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## THE NAVY MUSTANG

The term "Mustang" refers to a Naval Officer who has risen from the enlisted ranks to officer status. Like the Mustang horse, it is a wild animal and therefore not a thoroughbred.

A Mustang, after being captured, can be tamed and saddle broken but it will always have a bit of a wild streak. Since the Mustang was formerly a wild animal, it is smarter, more capable and has better survival instinct than a thoroughbred.

The Mustang can take care of itself when things get tough, thriving on rough treatment, while a thoroughbred, having been pampered its whole life, cannot.



“At ease, sailor!”





*I am convinced that the most powerful way to spend your time as a leader is not in front of people, above people or on a computer or on a cell phone with people – it is down on the deck plates, as they say in the Navy, it is where you can listen and learn from people.*

★ ADM MIKE MULLEN

# THE WATCH



This order has been passed on naval ships from the 1500's through today. Spanish, French, English, Dutch...yes, all navies of the world use the Boatswain, sideboys and call to bring aboard or send ashore all ship's company officers, visiting officers, dignitaries, and VIPs. The sideboys would haul on the ropes and raise or lower the boarding platform so officers would not have to climb the rat lines (which were hanging over the side and used by the enlisted crew) when going ashore or to get aboard. This honor was extended to visiting officers, dignitaries, and port officials.

It was not uncommon for the commanding officer of a ship to order up the jolly boat, a crew of eight strong backs, sideboys, and boatswain...to send an old shipmate to his shore retirement... home...never to sail on naval ships again. "All hands on deck" was

passed, speeches were made about great victories, battles fought upon the open sea, raging storms weathered, and voyages to distant and strange lands with ports-of-call others only dreamed about.

Today our navy has given most of the pomp and circumstance, the honors, traditions, and ceremonies back to history...time does not give us the freedom to do these things from the past...but, we still have to stop all engines, lay about smartly, and drop anchor to pay homage to one of our shipmates going ashore. To honor the years served, the guidance, the leadership, the friendship and the expertise that this shipmate has freely given these 30 years.

For thirty years, this Sailor has stood the watch. While some of us were in our bunks at night this Sailor stood the watch.

While some of us were in school

learning our trade, this shipmate stood the watch.

Yes, even before some of us were born into this world... this shipmate stood the watch. In those years when the storm clouds of war were seen brewing on the horizon of history, this shipmate stood the watch.

Many times he would cast an eye ashore and see his family standing there... needing his guidance and help... needing that hand to hold during those hard times ... but he still stood the watch.

He stood the watch for thirty years, he stood the watch so that we, our families, and our fellow countrymen could sleep soundly in safety each and every night knowing that a Sailor stood the watch today we are here to say – "Shipmate, the watch stands relieved. Relieved by those you have led, guided, and trained. Shipmate you stand relieved. We have the watch."

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# THE SUBMARINER



**ONLY A SUBMARINER REALIZES** to what great extent an entire ship depends on him as an individual. To a landsman this is not understandable and sometimes it is even difficult for us to comprehend, but it is so!

A submarine at sea is a different world in herself, and in consideration of the protracted and distant operations of submarines, the Navy must place responsibility and trust in the hands of those who take such ships to sea.

In each submarine there are men who, in the hour of emergency of peril at sea, can turn to each other. These men are ultimately responsible to themselves and each other for all aspects of operation of their submarine. They are the crew. They are the ship.



This is perhaps the most difficult and demanding assignment in the Navy. There is not an instant during his tour as a submariner that he can escape

the grasp of responsibility. His privileges in view of his obligation are almost ludicrously small; nevertheless, it is the spur which has given the Navy its greatest mariners – the men of the Submarine Service.

It is a duty which most richly deserves the proud and time-honored title of – Submariner.

