

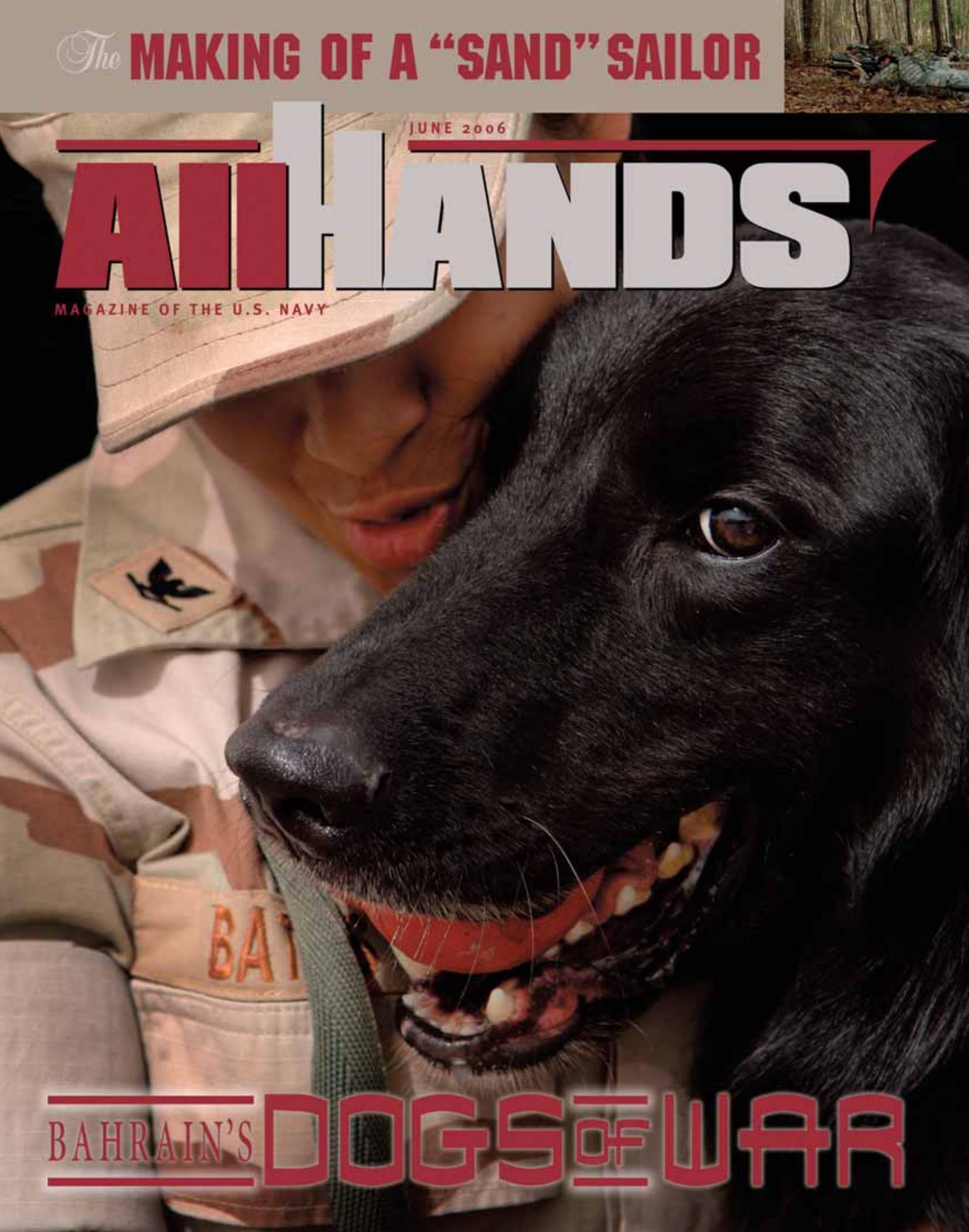
*The* **MAKING OF A "SAND" SAILOR**

JUNE 2006

# **All HANDS**

MAGAZINE OF THE U.S. NAVY

BAHRAIN'S **DOGSOFWAR**





### **[On the Front Cover]**

MA3 Equita Bates celebrates a job well done with her dog, "Schecker." Bates is an MA stationed at the Navy's Military Working Dog Kennel at Naval Support Activity (NSA) Bahrain.

Photo by PH2 Todd Frantom

### **[Next Month]**

Turn to *All Hands* to learn what the Navy's doing in Afghanistan.

## **22 Dogs of War**

Today, even with advanced technological tools, the Navy working dog is irreplaceable. Why? Because a dog's nose is thousands to millions of times more sensitive than a human's. "The nose knows" is the motto among master-at-arms Sailors stationed aboard the Navy's Military Working Dog Kennel at Naval Support Activity (NSA) Bahrain. It's that mind-boggling sense of smell that aids Sailors in apprehending criminals, searching for drugs and locating bombs.

Photo by PH2 Todd Frantom

## **[Departments]**

**Around the Fleet — 6**

**Focus on Service — 38**

**History — 40**

# June



## 14 The Making of a “Sand” Sailor

Army Staff Sgt. David Lyle has seen a lot in his Army career, but never did he think he would be training a platoon of U.S. Navy Sailors who would, in a matter of days, be transported over to Iraq and Afghanistan to provide his Soldier brothers with some much-needed assistance in the long war against terrorism.

## 30 Training our Newest Aviation Sailors

When Hurricane Ivan destroyed the “A” school in Pensacola, Fla., where five aviation ratings were taught, the instructors at the Center for Naval Aviation Technical Training Unit (CNATTU) Oceana Naval Air Station, Va., quickly implemented the Sea Warrior Training and Recruiting for the 21st Century (STAR 21) program and cut the time it takes for a Sailor to start boot camp and reach his or her ultimate command from 180 days to 90 days.

## 34 To Burn Another Day

In the midst of Hurricane Katrina, *Shadwell*, a working laboratory for Naval Research Laboratories with sophisticated systems for testing “real world” shipboard fire environments, was lifted violently from her home just off the shore of Little Sand Island in Mobile Bay, Ala., and deposited firmly aground. Seven months later, her seven-degree list was corrected to put her back in business.

Photo by PH1(AW) Shane T. McCoy



LT John C. Laney, assigned to Explosive Ordnance Disposal Det. 9, looks out the window of an SH-60F *Seahawk* helicopter assigned to Helicopter Anti-Submarine Squadron (HS) 2 prior to landing on the flight deck aboard USS *Abraham Lincoln* (CVN 72).

Photo by PH3 James R. McGury





# Speaking with Sailors

Master Chief Petty Officer of the Navy  
MCPON (SS/AW) Terry D. Scott

## Predatory lending and the importance of financial readiness

**M**aintaining a high level of financial fitness is a big part of personal readiness to meet the Navy's mission, whatever and whenever duty calls. Taking the steps to remain financially fit helps develop the character and habits that can keep Sailors and their families financially secure the rest of their lives. But not knowing how to manage money effectively can lead to stress and poor decisions.

One of the worst decisions a Sailor can make in a time of need is to turn to a lender which preys on those who lack savings in the bank or a credit card to handle unexpected expenses such as car or home repairs. These predatory loan outlets, often located just outside the gates of our bases, offer quick, no-questions-asked, short-term loans for Sailors to carry them to the next payday – but for a hefty price.

Sailors often find themselves on a course of spiraling debt that is very difficult to recover from. If a Sailor lacks the cash to stretch between paydays, it is unlikely that Sailor will have the cash to stretch to the next payday – and pay off a super-high-interest loan as well.

The fees these lenders charge can add up quickly, but the lenders have an easy answer for that by rolling over those fees into a new loan. In doing so, a Sailor will find paying an annual percentage rate in some cases of more than 2,000 percent. As a result of turning toward the predatory lenders, Sailors often end up far worse off financially than before.

While junior Sailors with families often are easy targets for these predatory lenders, more senior Sailors have been caught in the spiraling interest trap of payday loans. In one survey of aspects of financial fitness in San Diego among our military members, 21 percent had used a

predatory lender for a short-term loan, and 80 percent of those who did were in pay grades E-4 to E-6.

There is no doubt Sailors and their families who turn to the easy loans of payday lenders often suffer personally from the extremely high interest rate and fees charged on these loans. But there is a bigger concern in light of the long war in which we're fighting; Sailors performing the important missions we do shouldn't be distracted by the debt incurred from predatory loan establishments. In fact, the biggest factor in Sailors losing security clearances crucial to doing their jobs are financial problems.

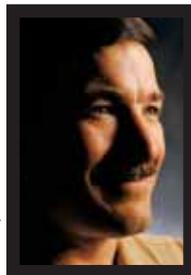


Photo by JO1 Preston Keres

Fortunately there are alternatives to predatory lenders for Sailors and families who find themselves in need. There is help available and Military One Source ([www.militaryonesource.com](http://www.militaryonesource.com)) has some great tips and advice on how to handle being overextended with unexpected bills without turning to a payday lender. In addition, your local Navy/Marine Corps Relief Society can help with low interest rate loans and grants when the financial need is most urgent. These should be a first resource, not the last resort. Payday loans are worse than a last resort, and are never a smart option.

Another way Sailors and families can avoid the temptation of turning to a predatory lender is building and maintaining an emergency savings account to help meet those unexpected expenses. While it may be challenging to save a small amount from each payday on a regular basis, an emergency fund also offers the peace of mind that comes with knowing you can weather a financial emergency. This could also prevent many Sailors from turning to a predatory lender in the first place.

To build an emergency fund, Sailors have to involve their whole family, explain the importance of emergency savings and have everyone help contribute in whatever way they can. Not only will that help you handle those emergency expenses, but it helps build a sense of teamwork in handling your financial fitness and a sense of confidence and freedom you and your family will enjoy. 

*Speaking with Sailors* is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

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# All HANDS

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# ALL HANDS

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## VA Urges Caution After Theft of Personal Information

**V**eterans Affairs officials recently announced the theft of personal information on up to 26.5 million veterans. However, VA Secretary R. James Nicholson stressed there's no indication the information is being used for purposes of fraud.

"We at the VA have recently learned that an employee here, a data analyst, took home a considerable amount of electronic data from the VA, which he was not authorized to do," Nicholson said. "His home was burglarized, and this data was stolen. There is no indication that any use is being made of this data or even that (the thieves) know they have it."

The compromised data includes names, Social Security numbers and birthdates of veterans separating from the military since 1975, he said. The information also may have included data

on veterans who separated before 1975 but who submitted a claim for VA benefits.

No medical or financial information was compromised, though the files might have contained numeric disability ratings in some cases, Nicholson added. A statement issued by the department indicated that spousal information also might have been compromised in some cases.

The VA is working through a number of channels, including the news media, to make veterans aware of the situation. Individual notification letters also will be mailed to veterans.

The department is providing more information through the [www.firstgov.gov](http://www.firstgov.gov) Web site and call centers that can be reached at (800) 333-4636. The call centers will be able to handle more than 250,000 calls a day.

The department also is encouraging veterans to watch their financial accounts carefully for any signs of fraud or identity theft. If suspicious activity is detected, veterans should contact

the fraud department of one of the three major credit bureaus: Equifax, Experian or TransUnion.

Nichols said the Federal Trade Commission has alerted credit bureaus of a potential increase in requests for fraud alerts and for requests for credit reports.

Any accounts that have been tampered with or opened fraudulently should be closed, and the veteran should file a report with local police or the police in the community where the identity theft took place. Those who suspect identity theft also are encouraged to contact the Federal Trade Commission via its identity-theft hotline at (877) 438-4338, or through its Web site. **SN**

*Story by Samantha L. Quigley, American Forces Press Service, Alexandria, Va.*

**Editor's Note:** According to the VA, anyone who has/had a VA home loan or who has registered for VA benefits should also be on the alert for fraudulent activity.

## Navy Spells Out Policy on Tattoos, Body Art, Piercings

**C**hief of Naval Personnel VADM John C. Harvey Jr. recently released a message clarifying the Navy's regulations regarding tattoos, body art and/or mutilations and dental ornamentation.

The message underscores Navy policy that already prohibits any body art deemed prejudicial to good order, discipline and morale or of a nature to bring discredit upon the naval service.

"This is directly tied to the public appearance of our personnel," said RADM Gerry Talbot, director, Military Personnel Plans and Policy Division, Chief of Naval Personnel. "How we look in uniform, how we represent our Navy and our nation should be something we consider on a daily basis, on duty or off."

Navy policy stipulates that any tattoo/body art/brand that is obscene, sexually explicit or advocates discrimination of any sort is

## Ricky's Tour

By J01 Mike Jones



prohibited. Administrative separation could result for personnel disregarding this guidance.

Four criteria have been issued to commanders to assist them in determining whether a tattoo, body art or brand should be permitted: content, location, size and whether the item is required for cosmetic purposes.

"It is important to clarify our policy to ensure everyone understands the criteria," said Talbot.

Location is as important as the content of the tattoo. Tattoos/body art/brands cannot be visible through the white uniform and cannot be on the head, face, neck or scalp regions. Items on the lower arm can be no larger than the wearer's hand, fingers closed.

The message also points out Navy policy restricting intentional mutilation of any sort. This is defined as radical alteration of the body, head, face or skin for the purpose of an abnormal appearance.

Dental ornamentation – the use of gold, platinum or other veneers or caps for decorative purposes is also prohibited.

Waivers for pre-existing conditions will be considered on a case-by-case basis by local commanders. They have discretion to determine whether removal is required, but items may be waived if they are not prejudicial to good order, discipline and morale.

Even if body art/tattoos/branding/mutilation occurred prior to the Navy's original guidance released in January 2003, commanders still have the option to recommend separation if medical authorities determine removal is not feasible.

Amplification on this policy, waiver applications and waiver eligibility can be found in NAVADMIN 110/06. **SS**

*Story by JOCS Bill Houlihan, public affairs office, Navy Personnel Command.*

## Officials Report No Cases of ID Theft Involving Pay System

**N**o cases of computer scamming or identity theft involving DOD's computerized pay services system have been reported, a Defense Finance and Accounting Service (DFAS) spokeswoman said recently.

"There has not been any identity theft and/or 'phishing' scams with the 'myPay' site," DFAS spokeswoman Carol Garcia said in a phone interview with American Forces Press Service from her office in Denver. DFAS provides pay services to members of the military and DOD civilians.

Phishing is sending e-mails falsely claiming to be a legitimate enterprise as part of a scam. Information obtained this way is often used in identity-theft crimes.

Garcia said DFAS has received feedback from concerned customers about the security of financial information on the myPay Web site after the publication of a news release that offered tips on avoiding being scammed by con artists who cruise the Internet in search of the unwary.

"I think they took that one message and misread it," Garcia said of the DFAS release.

The myPay system safeguards customers' financial information using up-to-date encryption methods and security firewalls, officials said. Customers access myPay using a personal identification number.

"DFAS continues to stress the security of our systems and the privacy measures we take in protecting pay information," a DFAS statement said.

DFAS employs secure technology that "meets or exceeds

**Hospital Corpsman 2nd Class (FMF) Juan M. Rubio** was awarded the Silver Star Medal for conspicuous gallantry against the enemy while serving as a Marine Platoon Corpsman with 4th Platoon, Small Craft Company, 1st Marine Division, I Marine Expeditionary Force, in support of Operation *Iraqi Freedom*. Rubio earned the Silver Star for his actions when his team was ambushed along the Euphrates River. While injured, Rubio low-crawled through enemy fire to simultaneously take care of three urgent casualties, and coach Marines as they assisted with other casualties. After stabilizing the wounded for evacuation, Rubio began moving injured Marines from the ambush site, while exposing himself to enemy fire.



security requirements in private industry worldwide," according to the statement. **SS**

*Story by Gerry J. Gilmore, American Forces Press Service, Alexandria, Va.*

## Navy Boosts Enlistment Bonuses for SpecWar, SpecOps

**T**he Navy recently implemented a new Naval Special Warfare/Naval Special Operations (NSW/NSO) enlistment bonus program.

The new program offers a \$40,000 enlistment bonus for those who sign up and qualify for a SEAL (Sea, Air, Land) contract.

"The intent of the increased bonuses is to attract and pay for the high quality of candidates that would apply for these programs," said ETCM(SEAL) Victor Licause, Naval Special Warfare program manager, Commander, Navy Recruiting Command. "These are

tough training pipelines and we are paying for America's best."

After enlisting in the Navy, there are two ways a recruit can enter one of the NSW/NSO programs. First, while the candidate is in the Delayed Entry Program (DEP) and successfully passes the Physical Standards Test (PST), he can be guaranteed a SEAL contract before boot camp. The second is by volunteering to take the SEAL Challenge during recruit training. Once basic training is completed, they begin the NSW/NSO training pipeline.

During different training milestones, candidates will begin receiving partial payments of their respective bonuses. If a candidate passes the PST for their particular program, they will receive \$1,000 of their bonus when they complete boot camp. If they pass the PST with a higher score (compared to a previously-established level) they will be given \$2,000 at the completion of boot camp.

The maximum bonus is slightly different for each program: SEAL – up to \$40,000;

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# Around the Fleet



▲ **Fire party members help MT2 Holly Gardner to safety during a general quarters drill aboard USS *Abraham Lincoln* (CVN 72).**

Photo by PHAN James R. Evans

◀ **Pilots sit in an EA-6B *Prowler* assigned to Tactical Electronic Warfare Squadron (VAQ) 129, while flight deck crew members prepare the aircraft for night flight operations aboard USS *John C. Stennis* (CVN 74).**

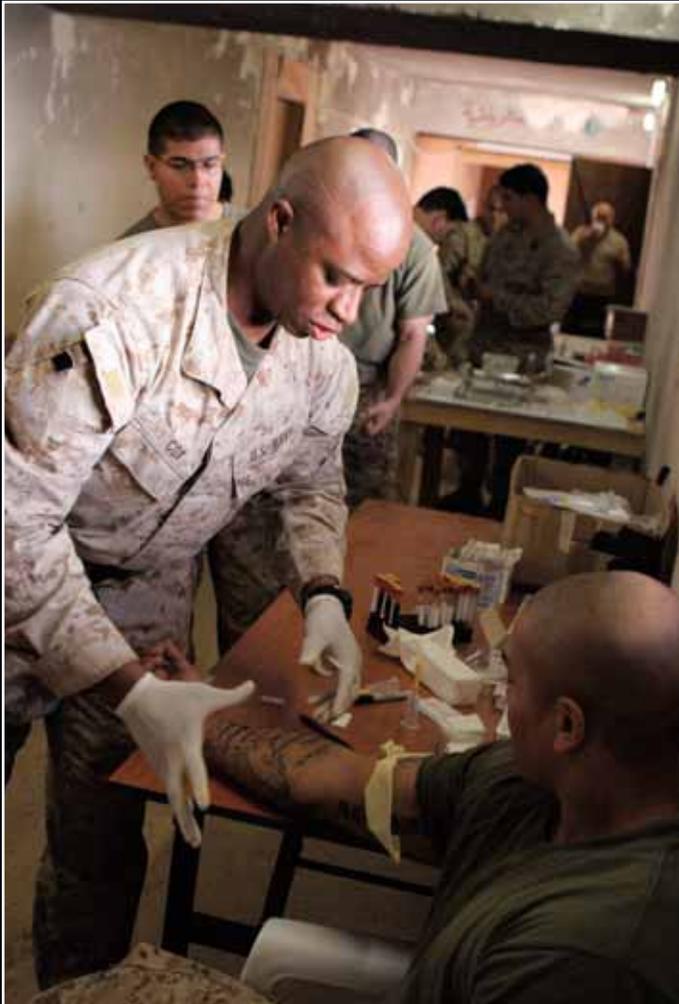
Photo by PH2 Mark J. Rebillas



## ▼ HM1 Samuel Cox, Preventive Medicine Technician with

Battalion Aid Station, Headquarters and Service Company, 1st Battalion, 1st Marine Regiment, Regimental Combat Team 5, draws blood from a Marine at Forward Operating Base (FOB) Abu Ghraib.

Photo by Lance Cpl. James J. Vooris



To be considered for the "Around the Fleet" section, forward your **high resolution (5" x 7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station** to: [navyvisualnews@navy.mil](mailto:navyvisualnews@navy.mil)

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*continued from page 7*

Explosive Ordnance Disposal - up to \$30,000; Diver - up to \$25,000; and Special Warfare Combatant-Craft Crewman (SWCC) up to \$18,000.

For more information on becoming a SEAL, visit [www.navy.com/about/navylife/oduty/seals/](http://www.navy.com/about/navylife/oduty/seals/). 

*Story by Jeffrey Nichols, public affairs office, Commander, Navy Recruiting Command, Millington, Tenn.*

*Story courtesy of DOD.*

## DOD Web Site Links Service Members to Deployment Medical Research

**D**OD announced a new Web site, DeployMed ResearchLINK, recently for service members, veterans, their families and other members of the public to access medical research information in a unique and innovative way.

By mid-summer, the site will include information related to the most recent military deployments, such as Operation Iraqi Freedom and Operation Enduring Freedom.

"This Web site reflects the Department's commitment to research that addresses deployment-related health concerns," William Winkenwerder Jr., Assistant Secretary of Defense for Health Affairs said.

Information on the new site combines two Web sites, DeployMed and Medsearch, and is organized to ensure ease of navigation. Visitors can access medical research information by geographic region, major deployment or health topic of interest.

"DeployMed ResearchLINK is an easily accessible research tool for service members, veterans and their families to link to deploy-

ment medical research," Ellen P. Embrey, deputy assistant Secretary of Defense for Force Health Protection and Readiness said.

Embrey also emphasized that the department remains committed to keeping veterans informed on deployment issues and information that most affects them. 

## Virginia to Offer In-State Tuition Rates for All Military Family Members

**S**tarting July 1, all family members of military service members stationed in Virginia are eligible for in-state college tuition rates, a move that should save military families thousands of dollars in higher education costs.

According to the text of the bill recently signed by Virginia Gov. Tim Kaine, family members of military members permanently stationed at any of the number of military bases in the state will be considered residents of Virginia for the purpose of eligibility for in-state tuition rates. Previously, a military member had to establish official residency at least a year prior to enrollment for a family member to be eligible for in-state tuition at a state-supported university in Virginia.

No member or dependent will be required to change their official residency to Virginia from another state to receive in-state tuition rates, as long as the student remains enrolled in school. The in-state tuition rates remain even if a student transfers between two Virginia schools.

"This move is great news for military families stationed in

*continued on page 11*

# Around the Fleet



◀ **AN Jacob Feliciano**, holds up the safety shot line and signals “all clear” during no-load steam-powered aircraft catapult tests on the flight deck aboard USS *Enterprise* (CVN 65).

Photo by PH2 Milosz Reterski

▼ **Chief of Naval Operations ADM Mike Mullen** speaks to members of the Brigade of Midshipmen during the Forrestal Lecture Series at the U.S. Naval Academy, Annapolis, Md.

Photo by PHC Johnny Bivera



## ◀ Seabees assigned to Naval Mobile Construction

Battalion (NMCB) 7 smooth out a hard pad during a concrete pour at Camp Arifjan, Kuwait. This will be the foundation of a maintenance structure for the U.S. Army to perform maintenance on convoy vehicles.

Photo by PH3 Paul D. Williams



## ▲ MM3 Cody Grett and MM3 Edgar Ayonque perform

routine maintenance on a weapons elevator in the hangar bay aboard USS Ronald Reagan (CVN 76).

Photo by PHAA Benjamin Brossard

## ▼ Sailors assigned to Mobile Security Squadron

(MSS) 7 kneel in front of a Russian KA-27 Helix helicopter as it lands aboard Naval Base Guam, during a joint humanitarian assistance/disaster relief exercise.

Photo by PH2 Edward N. Vasquez



*continued from page 9*

Virginia,” said MCPON (SS/AW) Terry D. Scott. “It’s often difficult and time-consuming to change an official residency, and many of our families have selected the state for their official residency for a good reason. Now they no longer have to make a choice between changing residency and taking advantage of Virginia’s in-state tuition rates.”

Active-duty members will continue to be eligible for in-state tuition rates in Virginia by using the Tuition Assistance education benefit.

The difference between in-state tuition rates and out-of-state is substantial in Virginia. According to figures from the State Council of Higher Education for Virginia, out-of-state tuition rates for state-funded universities can be nearly three times as much as in-state rates.

“This is going to make a big difference in the quality of life of military families in Virginia,” Scott said. “This is going to ease the financial burden of sending a student to college, and open up greater opportunities to attend school in the state for our families.”

*Story by JOC Michael Foutch, public affairs office, Master Chief Petty Officer of the Navy, Washington, D.C.*

## Military, Families Can Get Online Mental Health Screening

Military members and families coping with the stress of overseas deployments and other potential health-threatening issues can log on to the Internet to get help, a U.S. military psychologist said recently.

Service members from all components and their families can obtain a mental health self-assessment or screening through a Web site co-sponsored by DOD and Screening for Mental Health Inc., a nonprofit organization, said Air Force Col. Joyce Adkins, a psychologist with the Force Health Protection and Readiness directorate at the DOD Health Affairs office.

“The [online] screening actually gets you to where you need to be in terms of counseling,” Adkins said. “Once you do one of the screening checklists, it will give you the benefits that are available to you.”

The Web site, brought online in January, augments other DOD mental health assistance resources, Adkins said. People logged onto the site are asked to answer a series of questions. The program “grades” the completed survey, Adkins said, and gives people an evaluation of their present mental health and provides assistance resources, if deemed necessary.

Other DOD-endorsed health sites tell customers how to access mental health counseling services but do not provide an online mental health screening program, Adkins said.

National Guard and Reserve members returning from overseas deployments also are authorized to use the Web site, Adkins said. Returning Reserve component members have two years of health benefits provided by the Department of Veterans Affairs.

“And it’s totally free to them,” the colonel pointed out.

Such services are especially important today, Adkins said, because of the potential stressful effects deployments can have on both military and family members.

“It’s a concern that people don’t understand what their thoughts and feelings mean as they come back from deployment,”

*continued on page 13*

# Around the Fleet



◀ **ETSN Brad Murphy admires his new baby girl, with his wife by his side,** just moments after returning to San Diego from deployment aboard *USS Topeka* (SSN 754).

Photo by JO1 Kristina Brockman

▶ **Marines depart the amphibious dock landing ship *USS Juneau* (LPD 10 )** during the Reception, Staging, Onward Movement and Integration phase of *Foal Eagle 2006* in the Republic of Korea.

Photo by JO3 Adam R. Cole

▼ **During a general quarters (GQ) fire drill aboard *USS John F. Kennedy*** (CV 67), the team leader of Repair Locker 7F surveys the area with the Naval Firefighting Thermal Imager to search out hot spots where a potential fire could be located.

Photo by PH2 William R. Heimbuch



## ▲ **AW1 Ryan Johnson of Fleet**

Aviation Specialized Operational Training Group demonstrates how to cut into a needle cactus for food to survive in the wilderness. Sailors from the Survival, Evasion, Resistance and Escape (SERE) detachment recently donated their time and expertise on wilderness survival techniques to train Boy Scouts from Troop 170 of Baypark, San Diego.

Photo by PH3 Sally Mendez





*continued from page 11*

Adkins said. "As they re-integrate with their families, there may be conflict in the family that's not easily resolved."

The mental health screening Web site and other related programs available to service members and their families provide "a level of benefits and a level of service to help them understand what services are available to them for mental health issues," Adkins said.

To access the Mental Health Self-Assessment Program, visit <https://www.militarymental-health.org/welcome.asp>. 

*Story by Gerry J. Gilmore, American Forces Press Service, Alexandria, Va.*

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## Military Housing Offers Reduced Rent in Some San Diego PPV Communities

**M**ilitary Family Housing and Lincoln Military Housing are improving the quality of life for San Diego Sailors and their families by offering rent reductions and other incentives in designated properties around the San Diego area.

The reductions and incentives are being used to increase occupancy levels in certain housing areas.

"We had to find something to make it worthwhile for the military members to stay in these harder-to-rent areas," said Susan E. Andres, Community Referral Director for Military Family Housing.

Lincoln Military Housing Regional Manager Kimberlee Dobbs said the incentives were initiated last year because an increase in gas prices made it more expensive to commute to

work from outlying areas, some 40 miles from San Diego bases.

"This is a great offer because the lower rent means more money in my pocket which I can use for daycare, household expenses or for investing in my Thrift Savings Plan," said PS2 (SW/AW) Patricia L. Pachecho, assigned to Commander, Naval Surface Force.

In addition to the commuting cost from the affected communities, Military Housing was concerned about the occupancy levels of the apartments, since they were under-competing against the occupancy levels of the newer town homes. Family housing officials attributed this to a disparity between the amenities offered in the apartment-style properties and those in the newer town homes.

Dobbs said that even though a Sailor may pay less rent in these selected communities, they have the same benefits as other public/private venture housing areas, including free monitored alarm systems, free Internet access, free utilities and free community activities.

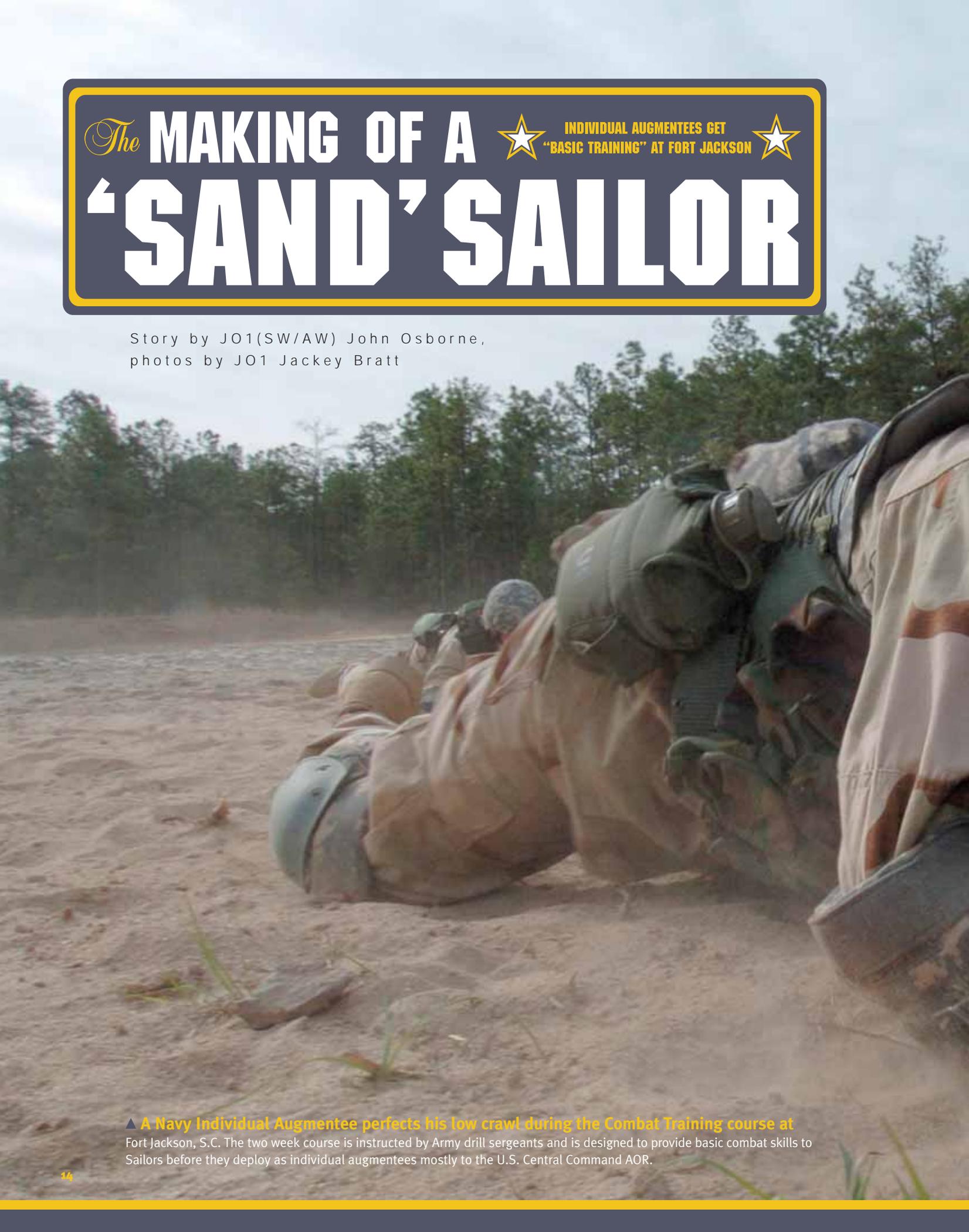
Contact local Military Housing and Lincoln Family Housing representatives to find out which incentives apply, or log on to [www.cnrswhousing.navy.mil](http://www.cnrswhousing.navy.mil) for details. 

*Story by PH2(AW) Charles E. Alvarado, Fleet Public Affairs Center, Pacific.*

# *The* MAKING OF A INDIVIDUAL AUGMENTEES GET "BASIC TRAINING" AT FORT JACKSON

# 'SAND' SAILOR

Story by JO1(SW/AW) John Osborne,  
photos by JO1 Jackey Bratt



▲ A Navy Individual Augmentee perfects his low crawl during the Combat Training course at Fort Jackson, S.C. The two week course is instructed by Army drill sergeants and is designed to provide basic combat skills to Sailors before they deploy as individual augmentees mostly to the U.S. Central Command AOR.



**T**he crisp staccato of an M-16 rings out, punctuated by the ominous cannonade of several more machine guns and explosions. An Army drill sergeant shouts instructions over the tumult of fighting as armed Sailors dressed in desert camouflage and body armor hit the dirt and prepare to engage the enemy as the serenity of a peaceful spring morning at Fort Jackson, S.C., is transformed into a realistic battlefield.

“A doorway is a fatal funnel! You never, never stop there! Hooah?” instructs Alpha Company Task Force Marshall (TFM) Army Staff Sgt. David Lyle, as the dust and smoke clear and silence descends. “Hooah!” Come the echoes of understanding from most Sailors, with a few “Aye, Ayes” thrown in. The drill sergeant surveys his platoon of trainees who are picking themselves up off the ground and notices someone grimace in mild discomfort.

Lyle has seen a lot in his Army career, but never did he think he would be training a platoon of U.S. Navy Sailors who would, in a matter of days, be transported over to Iraq and Afghanistan to provide his Soldier brothers with some much-needed assistance in the long war against terrorism.



▲ Discarded smoke canisters can be found on the simulated battlefield at the Navy's Individual Augmentee Combat Training course, Fort Jackson, S.C.

Yet here he and his fellow drill sergeants are, leading Sailors onto the firing range, putting them through the paces of convoy operations, drawing in the sand with sticks to illustrate points and moving sequences inside a mock village created for practicing urban combat operations. The soldiers will also pose as hostiles and friendlies to make the training scenarios more realistic.

Army First Sgt. Kevin Bramlett, senior enlisted soldier in Alpha Company, is in charge of 18 Army drill instructors of TFM who have been tasked with training the Navy's Individual Augmentees (IA). The Sailors will supplement Army troops worldwide as part of a joint-service operation

called U.S. Navy Individual Augmentee Combat Training (USNIACT).

"I've benefited from getting to work with another service," Bramlett said. "As I've learned how a different service processes information, I've had to adjust my training style to get them to understand."

Active-duty Sailors and Reservists, ranging in rank from E-3 to O-6, undergo the two-week training at McCrady Training Center on Fort Jackson and then are sent directly to theater in Iraq, Afghanistan, Kuwait, the Horn of Africa (Djibouti) and other dangerous regions in the world.

But Sailors abandoning the relative safety of their ships to walk around with weapons among improvised explosive devices (IED), ride in convoys and clear buildings of enemy insurgents?

"When I joined the Navy as a Personnel Specialist, I never imagined I would be here preparing to fight on the ground, but I left my options open, knowing that I had to be ready to do whatever was asked of me," said PS3 Mark Hutchinson, who was going through IA training at Fort Jackson in preparation for deployment to Kuwait.

Like many of the Sailors undergoing IA training, Hutchinson was selected by his

## "HOOAH!" COME THE ECHOES OF UNDERSTANDING FROM MOST SAILORS, WITH A FEW "AYE, AYES" THROWN IN.



command, but he has always viewed himself as a volunteer by virtue of taking the enlistment oath and wearing a Navy uniform. "When they said they needed me, I was prepared to go," he said.

Hiking through woods thick with pine needles, crawling through deep sand, sweltering in heat under 66 pounds of clothing and equipment and riding in a convoy that culminates in entering a village made of battered, faded Connex boxes is a drastic change from Hutchinson's previous job at Personnel Support Detachment in Pensacola, Fla., but his attitude personifies what the Chief of Naval Operations (CNO) was looking for from Sailors when he said he wanted the Navy to get into the fight.

"The first four words in the National Security Strategy are 'America is at War,'" said RADM Dave Gove, commander, Naval Personnel Development Command (NPDC) and Navy Personnel Command (NPC), who oversees this IA training program. "We have to be ready to support the combat service support missions that the CNO has pledged to make sure we help cover for the ground forces in country."

There are approximately 10,000 Sailors serving in IA billets, split equally between



active duty and Reserve components. The majority of IAs receive orders to Central Command in Iraq and Afghanistan.

"We're obligated to make sure our Sailors who are helping support the ground forces of the Marines and the Army have the correct understanding to be able to deal with their environment and be effective in accomplishing their mission," Gove said.

Enter Fort Jackson and its cadre of Army drill instructors. Under the watchful eye of TFM Battalion Commander Lt. Col. Doug Snyder and the commanders of Alpha, Bravo and Charlie Companies, instructors and students alike must in many ways discard what they have been taught since their respective recruit training to effectively train and be trained.

"The biggest obstacle for Sailors is the shock of being a land-combat Soldier," said Alpha Company Commander Army Capt. Jim Hulgan, who will help deliver roughly 3,700 trained IA trained Sailors to battalion commanders this fiscal year. "In some cases they pick it up easily, in others they don't. We use some of the Sailors' own jargon and try to relate the training to something they are more familiar with. In the Army we turn civilians into Soldiers, but that's not what we're doing here.

▲ **An Army sergeant demonstrates** the proper techniques to use when conducting a search.

"First, we introduce them to Army tactics and doctrine so they become familiar with how the Army does business on the ground and understand what the Soldiers are doing so that they can provide effective help," said Hulgan. "Second, they get a sense of confidence that they can actually do the missions they are being sent to do."

But the road Sailors have to travel to get there is not easy. From the moment they hit Fort Jackson, the pace is fast and intense. Sailors arrive with nothing but the shirts on their backs and are immediately indoctrinated into the Army atmosphere. It begins with the uniform issue, either desert camouflage or the Army's new combat uniforms, and Interceptor Body Armor (IBA). The ensemble is then completed by the Rapid Fielding Initiative, which includes the new Advanced Combat Helmet, infantry combat boots and Wiley X Goggles.

From that point on, the drill sergeants have the primary goal of putting the IAs into the mindset of a Soldier. The combat training scenarios are designed to teach Sailors critical thinking skills so they are more adept



◀ **Sailors participate in combat training scenarios to better prepare them for** what they may actually experience in other areas of operation.



▲ **Sailors participate in combat**

scenarios and “urban” operations to better prepare them for what they may actually experience in other areas of operation.

▼ **An Army instructor trains Sailors**

on take-down and arrest procedures.

decision makers, especially in high-stress and crisis situations. That means, among other things, getting Sailors familiar, comfortable and as proficient as possible with the various weapons they will use in theater.

In addition to providing weapons training, the drill instructors push the Sailors to organize and operate as teams. Basic instruction is given in a variety of combat areas, including patrol techniques, communications, land navigation, first aid, MEDEVAC, cultural awareness and urban assault scenarios. The idea is to ensure that if they are in a combat situation, they’ll at least have some of the training to help them react and hopefully keep them alive.

Senior Chief Yeoman Larkin Whetstone, leading chief petty officer of the Navy Liaison Office for the course, said Sailors must never forget that they are only receiving a foundation in combat skills training that will be built upon by further training when they reach theater.

“We are teaching initial combat and survival skills,” he said. “We are not trying

to turn Sailors into infantrymen.”

Maybe not, but an IA’s typical training day is nothing to scoff at, either.

“You’re tired, but it’s an incredible training experience,” said CAPT Marcus Fisk, a Reservist and leader of Class 506. “We’re up at 5 a.m. and put in 18-hour days sometimes, but the instructors are outstanding and I’m having a lot of fun.”

Whetstone is quick to praise the Army instructors for the life-saving training they are providing, but he also wants his shipmates to understand how appreciative the Soldiers are for the Navy’s service.

“We asked the Army to perform this service so we expected to be treated like a customer, but they have treated the Navy like a partner,” Whetstone said. “The drill instructors are very motivated because they realize what they are here to do, which is to save lives. They know that every time they send a Sailor into theater it means another Soldier gets to take a break.”

Fisk sees this training as a direct reflection of the increase in joint service operations



► **Sailors man their M-16s and sit a vigilant watch as they conduct convoy exercises during the Navy's Individual Augmentee Combat Training course.**

to meet changing military requirements. "I think this training brings with it an awareness and understanding that what we used to do in the Navy is changing," said the surface warfare officer who spent 10 years in Navy Special Operations. "When you consider that 85 percent of the world's population lives within 200 nautical miles of the sea and there are over 900,000 miles of navigable rivers in the world, you see it's crucial for the Navy to be involved on the ground as well. I think in the future this type of training is going to become the rule rather than the exception."

"The Sailors had no idea how difficult some of these tasks are, such as being an effective stacking team in urban operations," Snyder said. "I cannot stress enough how critical Sailor readiness is in this training. IAs need to arrive here ready to train. That means they have all of their medical and dental requirements completed, their paperwork is in order and they are prepared physically, mentally and personally."

"Taking five or six Sailors with no combat experience and molding them into a functional and coherent team so they can meet their mission objective is a lot to ask in such a short time," Snyder continued. "We are teaching them how to crawl, walk and maybe start to jog. Once in theater, they take it to the next level, but they must have something to work from and they will get that here." ❧

*Osborne is assigned to the public affairs office, Naval Personnel Development Command, Millington, Tenn. Bratt is assigned to Combat Camera, Atlantic, Norfolk.*

► **Website Exclusive**

Find more photos online at [www.news.navy.mil/media/allhands/flash/ah200606/feature\\_1/](http://www.news.navy.mil/media/allhands/flash/ah200606/feature_1/)





Story and photos by JOSN Matthew D. Leistikow

# UNITED WE STAND

**S**enior Chief Storekeeper (SW) Ronnie Keene can remember when the Navy called to tell him he was going to Afghanistan to join more than 150 Reserve and active-duty Sailors in the mission to help the Afghan National Army (ANA) become more self-sufficient.

“It was right before Christmas, but you just accept the fact that you’re going,” Keene said. “It’s probably one of the best Christmases I ever had.”

The Sailors called up this time became Embedded Training Teams (ETT) Juliet and Lima.

In an effort to prepare teams Juliet and Lima for any situation, the Soldiers at Camp Shelby, Miss., took the challenge to teach the Sailors the skills they might need to survive in the combat theater.

One reason Camp Shelby was chosen as a training site was the experience of the trainers.

“Previous trainers from Camp Shelby sent five brigades to combat,” said Army Col. Mark Fields. “So in terms of setting up experiences with the Sailors so that they walk out with the right intuition, this is the climax of experience.”

“We wouldn’t send anybody into a situation where they could potentially get hurt and not give them the skills to take care of themselves or their friends,” said Army Col. John Hadjis, 3rd Brigade, 87th Division Commander.

“We aren’t training to become Soldiers, nor do we profess to be Soldiers upon completion of this training,” said CAPT Joe Green, commander of the Navy Embedded Training Team. “But if we were to get into a situation where we have to act as backup or take the front line, we need to be trained to meet that capability.”

▲ **Army Master Sgt. Leeroy Jackson** teaches Sailors from Navy Embedded Training Team Lima the differences between cover and shelter during a class at Camp Shelby, Miss.

Green and his Sailors have a lot to learn and very little time to practice the skills they’re learning.

“They know they have to teach us in two weeks what most of the Army does in six,” said Keene, a Sailor with Embedded Training Team Lima. “Of course, we’re a little bit older than some of the Army folks.”

Keene and the rest of Lima hit the ground running since they arrived at Camp Shelby in March.

“We usually get up about five in the morning and muster at about six,” said Senior Chief Storekeeper Rod Khothsymuong, a member of ETT Juliet. “We don’t usually get back until 7 p.m., sometimes later.”

Even working seven days a week, the trainees’ days are completely consumed



▲ **Sailors from Navy Embedded Training Team Lima sit down together for breakfast** at Camp Shelby, Miss.

▶ **The fast-paced, two-week course is instructed by Army drill sergeants and** designed to provide Sailors with basic combat skills training.

with their mission. The Army built the schedule using information from service members already overseas.

“Because regardless of whether it says U.S. Army, U.S. Marines, U.S. Navy, U.S. Air Force or U.S. Coast Guard,” explained Hadjis, “basic survivability tasks, and basic take-care-of-myself-and-my-buddy drills have got to be known by everyone.”

“We’ve had classroom instruction so far on what happens when a HumVee rolls over,” said Green. “What if one of them goes down into the water? Because when you’re in these things, you’re strapped down. You’re wearing your heavy gear. You could get trapped. Plus the enemy could come up on you.”

“It’s all new,” said Khothsymuong, “and we have to learn quickly. I really liked a lot

▼ **CTO<sub>1</sub>(SW) Bobbie White passes** her rifle night shooting qualification as part of her training.



of stuff that we learned, and it’s something we’ll be able to use in country.”

“At this point in the training I would probably have made as many mistakes fighting a fire on board ship as they have learning to use the M-16,” said Hadjis.

“Actual combat is very rarely sighting the target and shooting,” added Hadjis. “The weapon comes up, you don’t sight. You look right down the rifle, look for the zone of lethality, and fire two quick shots.”

The ETTs put their skills to use in an urban environment built in Camp Shelby to simulate an Afghan city. There are also instructors who teach the ETTs basic communication and customs skills they’ll need to communicate in Afghanistan.

“Study after study talks about how vulnerable you are in theater the first 30 days,” said Fields. “Once we get them through the first 30 days of combat safely, they’ll be a little bit better.”



“It’s very good training,” said Khothsymuong, “I really appreciate the Army. These guys are awesome.”

The Army is just as proud of the Sailors’ efforts.

“Their attitudes couldn’t be better,” said Fields. “They ask for very little, and they look to try to figure out how to get more training out of it.”

“I don’t think we’re really going to appreciate this mission until we come home and have that sense of satisfaction,” said Green.

The entire team shares the primary goal of returning home safely.

“The goal is to get over there, do the job, and get back,” said Keene. “Hopefully along the way we can make a difference for somebody over there.”

*Leistikow is assigned to the Fleet Public Affairs Center Atlantic, Norfolk.*





Story and photos by PH2 Todd Frantom

# BAHRAIN'S DOGS OF WAR

**Grrrrrr ...**

With one swift lunge, military working dog “Rocky” is off in a flash and reaches his target in a matter of seconds. The reward for his speed and agility is a nice oversized sleeve, worn by one lucky “victim.”

Rocky, a Belgian Malinois, delivers an impressive 900 pounds of pressure per square inch – enough to knock a full-grown man off his feet.

“Rocky is no joke,” exclaims his partner, Master-at-Arms 2nd Class Johnny Mitchell.

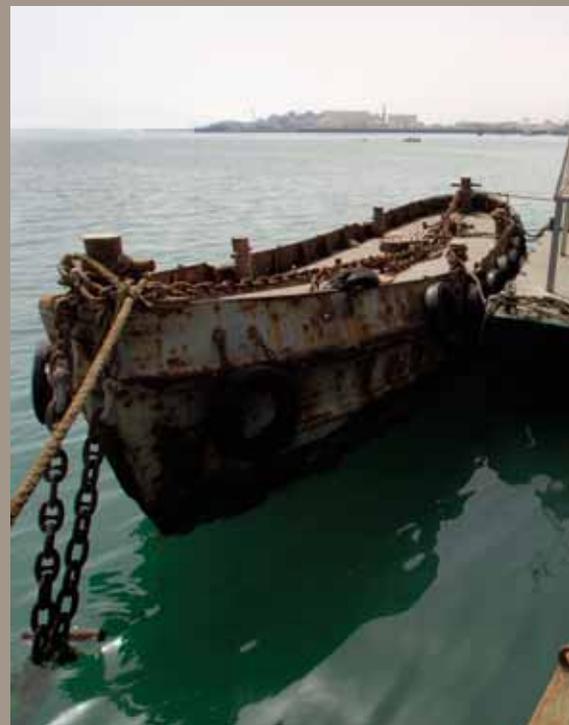
The presence of an intimidating canine is threat enough, although their most important duty is to sniff out the bad guys and things that could go “Boom!”

“The nose knows” is the motto among Master-at-Arms Sailors stationed aboard the Navy’s Military Working Dog Kennel, at Naval Support Activity (NSA) Bahrain.

“The dog’s nose is absolutely amazing,” said Leading Petty Officer MA1 Valerie Valdivia. “We put a lot of trust in their ability to know what is there when we don’t.”

Today, even with advanced technological tools, the Navy working dog is irreplaceable. Why? Because, according to Valdivia, “a dog’s nose is thousands to millions of times more sensitive than a human’s. It’s the mind-boggling sense of

◀ Rocky, a Belgian Malinois, demonstrates his awesome biting ability by holding on even as a trainer tries to free himself from the bite.



▲ “Trust is everything with this job,” said MA3 Lisetta Gonzales L. Perez as she rewards Rhondo for a job well done.





◀ **MA3 Lisetta Gonzales L. Perez**

spends a humid day with her dog, Rhondo, searching cargo that has arrived at the Bahrain Air Field.

▼ **MA3 Equita Bates and Schecker**

check for anything out of the ordinary while searching aboard a barge located off the coast of Bahrain.



smell that aids Sailors in apprehending criminals, searching for drugs and locating bombs.”

It’s a dog’s incredible ability to separate odors that gives its handlers confidence enough to do their jobs and risk their lives.

“Dogs don’t generalize smells. For example, if a human smells a hamburger, they receive the whole smell,” MA3 Lisetta Gonzales L. Perez said. “A dog smells the parts of the burger individually, the bun, the pickles and the burger. How cool is that?”

At NSA Kennel Bahrain, MAs know just how important their canine partners are.

“Searching through strange vehicles can be real scary,” said MA3 Equita Bates. “You never know when something might go terribly wrong. If I didn’t have my furry partner ‘Schecker’ next to me, I don’t think I could do it.”

This was all too often the case for MAs prior to 9/11. Now the Navy is more focused on anti-terrorism and force protection. The Navy’s law enforcement community can now better search out the bad guys and possibly save Sailors’ lives in the process.

Training is the name of the game for success at the Bahrain kennel. Learning how to prepare for the worst is up to both the handler and the working dog.

“Trust is everything with this job,” said Perez. “You must first build a rapport, a bond with the dog. Not like, ‘Here Rover. Go fetch,’ but more of an understanding and respect for my authority.”

Even the breed of dog can have an effect on that dog’s nature.

According to Perez, her dog, “Rhondo,” a longhaired Labrador retriever and German shepherd mix has a low working drive, which means it takes some coaxing to get him to work. This can usually be accomplished by simply talking in a childish voice while making goofy faces, among other things.

“You gotta love him to make him work,” said Perez. “I have to act like a fool so that he understands I am proud of him for doing something right.”

Shepherds, Labradors and the Belgian Malinois are the primary breeds of dogs used, and they all have their own personalities.

“Rocky is definitely a biter,” said Mitchell. “Malinois are like the wolves of the dog-handling world. Once they’re properly trained, they don’t forget or complain about working.”

Other breeds respond best to their handlers when they are shown affection.

“Schecker, a black retriever, is almost half my weight but he is such a ham and as affectionate as a kitten,” said MA3 Equita Bates. “He’s my trained love hound!”

Establishing a working relationship between each dog and handler is the most important aspect in training up a handling team. This concept is specifically addressed when adding new dogs to the kennel or simply matching up a Sailor to a dog.

According to Valdivia, working relationships between handler and dog work much better when personalities of both are matched as close as possible, such as a big, intimidating man being matched to a more aggressive dog.

“Obedience is the first element to be taught,” said Valdivia. “The dogs are our lifeline. You have to be with a dog that is obedient and loyal or it’s like mixing oil with water.”

Together handler and dog establish a partnership or working relationship through constant training.

“Rhondo can sniff out trouble better each time we do a simulated bomb search,” said Perez. “The weekly train-ups are usually held in one of the many rustic warehouses behind the kennel. By using bomb components Rhondo gets a nose full of what the bad stuff smells like and how to react if he is to ever smell it again.

“That definitely helps my confidence level when it comes to not knowing what could explode in my face,” said Perez.

Unlike a Sailor’s PQS, a dog learns through simple repetition. Learning to differentiate smells and responding to the commands of “sit,” “stay,” “attack” and “search” become second nature to the dogs through a repetitious reward system.



“I don’t know how many times I have said, ‘Good boy,’ but when I do, you can see his eyes light up with happiness each and every time,” said Bates. “This isn’t work for him, it is all so that I give him a big smile when the job is done.”

A tasty rubber ball on a string is used in the reward process as well, the dog knows it did something right.

At NSA Bahrain the Sailors and their partners have numerous duties as MAs. Anything that comes in the AOR by air, land or sea is subject to a check by the canine units.

Dogs’ noses are put to the test when they have to search the smorgasbord of

scents located in and around ships.

“I remember the first time I took him out to the docks. Schecker wanted nothing to do with water or boats,” said Bates.

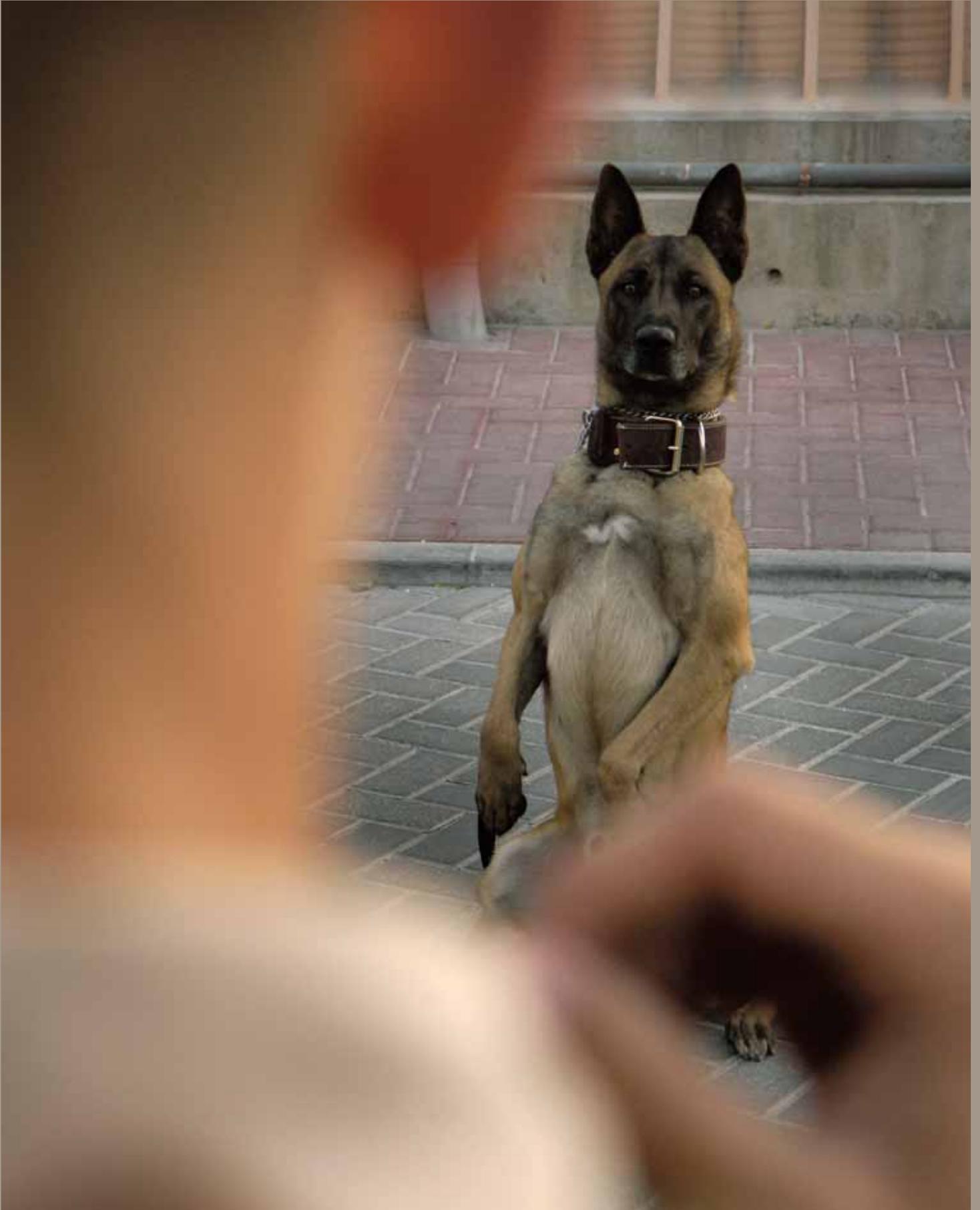
“Now he seems almost enthusiastic about our trips on the ocean. I can only imagine all the stuff that he smells out there. I bet it’s like standing in the middle of an enormous trash dump.”

Teams are also deployed to the local airfield to search the cargo bays of landed aircraft.

“There is no telling what people would try to smuggle into this area, especially from the air,” said Perez. “I am definitely on my Ps and Qs when Rhondo is looking

▲ **At the kennel, the dogs are** treated as well as any Sailor in berthing. In fact, each dog has his or her own room furnished with a shiny bowl and plenty of paw room.

► **Leo demonstrates his special** abilities during a training session with his partner, MA3 Benito Olson.





▲ **“I am having a hard time leaving Britta,”** said MA2 Christopher Reduc. “She has been with me for more than a year. ... I’m getting a more experienced dog at the kennel, but it’s like I’m losing a best friend.”

◀ **“The weekly train-ups are usually held in one of the many rustic warehouses behind the kennel,”** said MA3 Perez. The weekly training keeps the dogs and handlers sharp and ready for anything.





for trouble on the landing pad.”

The primary duty for the working dog teams is patrolling the base and checking entering vehicles. Day in and day out, SUVs with these important shaggy passengers travel from one side of the base to the other.

“It takes time getting used to the doggy smell but just knowing that I have my buddy to help me out is well worth the odor,” said Bates.

Back at the kennel, the dogs are treated as well as any Sailor in berthing. In fact, each dog has its own room furnished with a shiny bowl and plenty of paw room. MAs cater to these hairy Sailors, tending to their every need free of charge.

“I’ve always been a dog lover,” said Bates. “I come from a family that raised chow-chows while I was growing up.

“This job, and having a constant companion, makes the working day go by that much easier,” Bates said. “Funny thing is, I sometimes catch myself talking to Schecker like he was human.”

That bond, built while working with the dogs can be a hard one to let go of, when the time comes.

“I am having a hard time leaving Britta,” said MA2 Christopher Reduc. “She has been with me for over a year, but for me to advance as a handler, I am getting a more experienced dog at the kennel. The new dog will probably be more aggressive, but right now, it’s like I am losing a best friend.”

According to Reduc sometimes you just have to let go and remember that your loyal friend is just another Sailor. “It’s like leaving your best buddies when you change duty stations – it can hurt just as much.



▲ MAs cater to these hairy Sailors, tending to their every need free of charge.

Working dogs and their handlers have a very important job on the front lines. For the working dog kennel in Bahrain, the threat is relentless, and there are some pretty good noses to the grindstone on that sandy island.

“We’re all dogs of war here,” said Perez. ☞

*Frantom is a photojournalist assigned to All Hands.*

Website Exclusive

Find more photos online at [www.news.navy.mil/media/allhands/flash/ah200606/feature\\_2/](http://www.news.navy.mil/media/allhands/flash/ah200606/feature_2/)



# Training through STAR 21

Story by JOSN Matthew D. Leistikow

Photos by PH1(AW) Shane T. McCoy

In early October 2004, instructors at the Center for Naval Aviation Technical Training Unit (CNATTU) Oceana Naval Air Station, Va., received news that would change the school forever.

Master Chief Avionics Technician (AW) John Cochran told his instructors they had to convert a “C” school for F-14 *Tomcats* into an “A” school for five different ratings, and they had less than a month to do it.

Cochran and his instructors had little choice in the matter. Hurricane Ivan had destroyed the “A” school in Pensacola, Fla., where the aviation machinist’s mate, aviation electrician’s mate, aviation structural mechanic, aviation structural mechanic (safety equipment) and aviation electronics technician ratings were taught.

“They realized the damage was so

extensive that they were not going to start teaching again anytime soon,” said Cochran, leading chief petty officer in charge of the schoolhouse.

“We were just [dumbfounded]. ‘What do you mean? We’re not prepared for that,’” said Aviation Structural Mechanic 1st Class (AW) John Nevin, “We all just had to buckle down and make it happen.”

It wasn’t the transition alone that caught CNATTU off guard, but also the magnitude of the change. The school had plans to begin a pilot program under Sea Warrior Training and Recruiting for the 21st Century (STAR 21).

Known as “Street to Fleet,” the STAR-21 program is designed to streamline the detailing and training processes for aviation ratings. It also streamlines the

recruiting process to cover everything from a person being hired off the street for a specific rating, to a specific job, at a specific squadron.

Designed to save the Navy money and travel time by reducing permanent change-of-station moves, it is also easier and more cost effective for Sailors, who will attend all training in one spot – go straight to the fleet, be fleet available, ready to go, ready to do his or her job.

“The captain [at the schoolhouse in Pensacola] called up all the CNATTUs and said, “‘We’re going to accelerate STAR 21. Not only that, but we’re going to take STAR 21 to its full potential as fast as possible’” said Cochran.

A short timeline was a necessity. While Hurricane Ivan effectively put a stop to the

## ◀ AME1(AW/SW) John J. Ladd teaches

his class of soon to be AMEs in a room previously used to teach “C” school for F-14 *Tomcats*. Many of the training aids were retained from the “C” school including a cockpit for use in training on ejection seats.

training of the aviation ratings, that didn't stop Recruit Training Command at Great Lakes, Ill., from producing young Sailors who needed to go to “A” school, or the fleet's need for those Sailors to fill their rates.

“We needed to make it happen so we could get this backlog out of Great Lakes, and get trained Sailors to the fleet where they need to be,” said Cochran. “And we were to expect students around the middle of October.”

Oceana had to find room for their new flow of students while continuing to instruct the F-14 classes they already had.

Coordination with the other CNATTUs became crucial. Originally, they planned to rotate the students from one unit to another in one-week intervals. “But, it wasn't cost effective to send someone to Jacksonville for “A” school, then send them to Norfolk for “C” school and then transfer them to San Diego for their billet,” Cochran noted.

## ▼ AME1(AW/SW) John J. Ladd explains

how to fill a liquid oxygen (LOX) bottle to his class.

By rotating the students to different CNATT areas at Oceana, they realized the Navy could further streamline how they distributed the graduates to the fleet. A student could go to one location to receive their “A” school, “C” school and orders, thus saving thousands of dollars as well as streamlining the process.

Oceana's next challenge was creating an “A” school living environment where the students could continue to develop as Sailors. Initially, students who arrived for “A” school received barracks in the same buildings as “C” school students.

“That was unsuitable for an “A” school environment,” said Senior Chief Aviation Electronics Technician Matthew Anderson, TSC's LCPO. “‘A’ school barracks should be where Sailors can get the training, supervision and mentorship that they're supposed to get under the Sailor Development Continuum Program.”

The Training Support Center (TSC) in Hampton Roads, Va., acquired two additional buildings, and the “A” school students moved in. The buildings needed a bit of work before the students could move in. “The physical structure of the barracks was a problem because it hadn't been used in a long time,” said Anderson.

“We got the students waiting to class up involved in the process.”

“It was a lot of cleaning, getting those barracks ready to go,” said AEAN Ryan Rider, “I can't say that I was thrilled about it. But it's more of a dorm situation.”

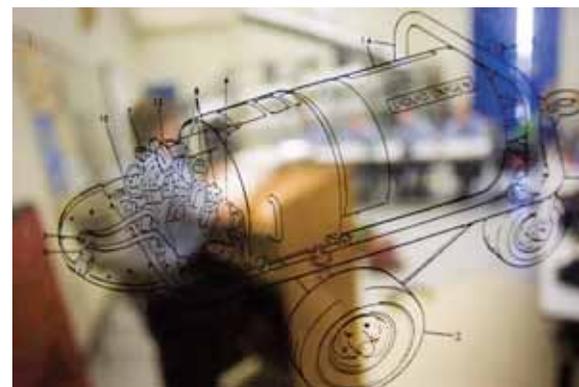
CNATTU sent some of their own personnel to man the “A” school barracks and worked with TSC to provide the level of supervision needed until people from TSC could fill the billets.

“We sent over some people who had previous recruit division commander experience who we knew could handle that type of duty, and be able to set up policies and stuff like that,” added Cochran,

“Now it's kind of a seamless integration of TSC and CNATTU personnel,” added Anderson.

The instructors who stayed at CNATTU needed to prepare for their new curriculum. Instructors from the “A” school in Pensacola were sent TAD to Oceana to pass on the curriculum.

The next challenge was finding the materials they needed to help the students meet their learning objectives. “One particular lab we had was a safety wire lab and we didn't have anything,” said AM1 John Nevin, CNATTU's LPO. “So we took pieces



▲ The majority of items received from the school's previous location in Pensacola were lesson plans, overhead projections and power point presentations, making it necessary for the five new “A” schools in STAR-21 to find their own training aids for lab requirements.

of wood and screwed them together and put some bolts in it and there you go! Safety wire.”

Instructors at Oceana quickly learned to make use of the *Tomcat* equipment they had on hand, which would be phased out with the *Tomcats* in the next year. “If the lesson is about fire control radar, I don’t really have this little lab trainer for them to use,” said Cochran, “but I certainly have a fire control radar here and it’s this big long *Tomcat* trainer.”

Oceana used several smaller parts from their *Tomcat* equipment in addition to the

▼ **AM1(AW) John Nevin assists an instructor with teaching third week students during a safety wire lab. The school keeps a ratio of one instructor to every 10 students.**

*Tomcat* trainer to adjust for materials they didn’t have, and the AME classroom holds another piece of the *Tomcat* “C” school that helped supplement the students’ learning objectives.

“The nose of a *Tomcat* is in there with maintenance platforms built around it,” said Cochran, “The current ejection seat that the F/A-18 *Hornets* use is very similar to what the “A” schools were using anyway.”

Despite all of their ingenuity, the instructors still lacked one of the most important components for their school.

“If you’re going to be an air framer you need to know how to do certain things,” said Cochran.

The instructors needed to find a way to teach metal fabrication without a metal

fabrication lab until they could build one of their own.

“We took the students over to Aircraft Intermediate Maintenance Department in Oceana,” said Nevin, “We worked out with their chain of command to set aside certain days to go over to their metal shop and use their equipment, tools, metal and everything to actually do a lab.”

The crew at AIMD even helped instruct the class – 10 students at a time.

“Those guys were great,” said Nevin. “The students could actually see how the tools we talked about in class worked.”

Meanwhile, AM1(AW) Kelbin Suero researched what CNATTU would need for their own lab.

“He compiled lists and researched what



Photo by JOSH Matthew D. Leistikow

he could buy locally and how much it would cost," said Cochran. "Our metal lab is as good as you can get," he added.

The instructors said the first "A" school class required their largest learning curve.

"It was all learn as you go," said AM1 (AW/SW) John Ladd, one of the instructors "We had to run through the course and see if we could teach it, and then critique it."

"I remember our first class," said Nevin. "We were talking about torque wrenches. I asked, 'Who doesn't know what a torque wrench is?' and four or five hands went up. That's when I realized I have to go way back and rethink everything. It was like that for all the instructors."

Many instructors had to change how they taught the students. "'C' school students had more experience so they would understand aviation lingo and respond to sea stories," said Nevin. "Sometimes with 'A' school students, you could be telling a sea story and they wouldn't have a clue what you're talking about."

The first class taught in Oceana also provided the school a timeline for how long it would take to teach the courses.

"We didn't know when they were graduating," said Ladd, "We taught eight hours a day, five days a week until we were done with the course. That's how we established the training time."

"A" school brought a new challenge to Naval Air Station Oceana's community as a whole. "A" school students are required to march to class every day as well as to PT. "We had traffic issues," said Rider. "Soon signs went up and reminders appeared in the base paper."

When it came to PT, instructors volunteered their time to help ensure the students received the physical training they needed.

"AT1 James Porta and I started the PT program along with several of the AM instructors before I became LPO of the schoolhouse," said Nevin. "But we had a hard time watching 220 students at one time with five of us until we got other instructors to come help."

The total number of students at CNATTU can range from as low as 70 to more than 170.

The instructors answered each new challenge with creativity, standard operating procedures the Navy had in place, and the help of the instructors from Pensacola.

"I don't think I could have gotten a better education somewhere else," said Rider.

Some students are already starting to understand their role in STAR 21.

"I didn't find out I was even in STAR 21 until I got my orders at boot camp," said AN Anthony Gist, class leader for AM Class 035, "When I learned I was part of it and I learned some of the advantages I thought it was great."

Ladd says CNATTU is fairly close to reaching STAR 21's full potential.

"We used to graduate students and not know where they were going," he said, "Now we're usually graduating students with orders in hand to 'C' school and their ultimate command, and the time it takes for a Sailor to start boot camp and reach his ultimate command has been cut from 180 days to 90 days."

Cochran says the Navy is testing a Personal Computer Simulation lab where the students will have a structured lab environment in which to perform their tasks at a computer station. "The next step is to merge this



▲ Some of the equipment acquired from the nearby Oceana squadrons was made safe for teaching and has proven most valuable for students to be able to put their hands on the equipment they will be using in the fleet.

track with the "C" school," Cochran added.

CNATTU continues to bring in new training aids and programs, and each new step brings them closer to fulfilling the vision of STAR 21. ■

*Leistikow is a journalist assigned to Fleet Public Affairs Center Atlantic, Norfolk, and McCoy is a photojournalist assigned to All Hands.*

#### Website Exclusive

Find more photos online at [www.news.navy.mil/media/allhands/flash/ah200606/feature\\_3/](http://www.news.navy.mil/media/allhands/flash/ah200606/feature_3/)

▼ While not entirely out of the water, most of *Shadwell's* weight is currently on Little Sand Island, Mobile Bay, Ala.

# *to Burn*



# ANOTHER DAY

Ex-USS *Shadwell* (LSD 15) recovers from beaching

Story and photos by PH1(AW) Shane T. McCoy

In the midst of Hurricane Katrina, one of the most valuable training, testing and evaluation centers in the Navy was lifted violently from its home just off the shore of Little Sand Island in Mobile Bay, Ala., and deposited firmly aground.

*Shadwell*, a working laboratory for the Naval Research Laboratory with sophisticated systems for testing “real world” shipboard fire environments, became another victim of Katrina.

According to Arthur Durkin, a mechanical engineer on board, “The current condition of *Shadwell*, with her seven degree list and the way in which we have to board her, has caused us to cease all operations. We haven’t performed any tests since July 2005, and until the vessel is righted, re-moored and we can check all our systems, we will not be back in business.”

Not having *Shadwell* open for business is a big deal to the Navy. As a trainer, its compartments are set on fire to help the Navy see which firefighting systems will work in which situations. This information has saved many lives during the years of *Shadwell’s* service as a trainer and laboratory.

“*Shadwell* has been responsible for the evaluation of systems, tactics, equipment and clothing that have been used by damage control and fire-fighting personnel aboard a wide range of vessels to include DDG, DD(X), CVN, LHA and submarines as well,” Durkin said.

In fact, *Shadwell* has parts of the ship specifically dedicated to classes of ships and a mock up of several levels of a submarine.

“You might wonder why it’s worth salvaging a ship built in 1944 and decommissioned in 1970,” said Durkin. “It comes down to a simple matter of numbers. To recover her would cost only a fraction of the money that it would cost to replace her.”

“*Shadwell* became a research vessel in 1987, and 19 years later, the rough estimate for the amount of money that has been put into this program is \$70 million,” Durkin noted. “It will cost the Navy approximately \$1.3 million to re-float the ship. If everything goes



▲ *Shadwell’s* list is the reason all fire research came to a halt after Hurricane Katrina. The list prevents fire training and is dangerous because of the way trainees and assigned personnel have to board her.

right, the money that was put into all of those systems will be ready to go back to work. So it’s clearly more financially viable to recover her than replace her.”

Acknowledging that the ship needed to be recovered and actually recovering her were two totally different matters.

The first thing that had to happen was for salvage experts and marine architects to get to Mobile Bay and measure her current structural condition. Then they had to predict what kind of ground reaction existed between the ship and the island – in other words, how much friction the ground would cause if a tug tried to pull on the ship to upright it.

They also checked what kind of strain the ship was under, if the hull was sagging and if she would be strong enough to be recovered. On top of all that they also had to figure in the *State of Maine*, another test ship next to *Shadwell*, that had been grounded but not to the same degree.

They came up with a plan involving the use of dredging, heavy machinery and the skills of Naval Mobile Diving and Salvage Unit (NMDSU) 1.

“We are doing everything from diving and pulling up debris and doing underwater surveys to lancing, which is using hoses to blow out all the dirt and mud from under the ships,” said Machinist’s Mate 2nd Class (DV) Eric Cornelison.

Before the divers even entered the water, they needed to use an explosive charge to remove a mooring line under too much strain to allow it to be released from the bits.

“Nobody felt safe trying to release the line by hand, and it was stretched way beyond its limits,” said LT Steven Schwedhelm of NMDSU 1. “We used a shaped charge to part the line where it would cause the least damage.”

The dredging and removal of debris was much less explosive, but the dark waters off Mobile Bay made finding underwater obstacles difficult.

“There is no visibility at all in this water. You might as well



close your eyes,” said Cornelison. “We are working on our hands and knees feeling for everything. I stepped on a catfish yesterday and it scared the hell out of me.”

Catfish are not the worst thing the divers might have to face in the brackish water. There are several alligators that call Little Sand Island home in the spring and summer months, and some of the obstacles found in the water were definitely large enough to hide one.

“We pulled out a large tree weighing a few tons, roots and all, several ladders and walkways and part of a shed,” said Cornelison. “We didn’t know how much was down here. It wasn’t until we got in the water and started feeling around that we saw the extent of the job.”

The divers also had to remove several large cement pilings either by crane or explosives.



“At one time there were three ships here, and we knew that they had these pilings,” said Schwedhelm. “We just had to find exactly where and then figure out how to remove them.”

After all the major obstacles had been removed the dredging could begin. A combination of dredging and the digging out of the ship on the island side was used to get *Shadwell* upright again. All of the

▲ **Diver MA2 (DV) Timothy Mitchell** fixes a helmet problem before returning to work measuring the distance from the waterline to the mud under *Shadwell*.

◀ **Before any of the salvage** operation could begin detailed maps were made showing the position of the ships and the depth of the surrounding water.

▶ **As dredging began around** *Shadwell* and *State of Maine* all of the sand, silt and mud surrounding the ships was pumped onto Little Sand Island.

# to Burn ANOTHER DAY

► **The floating dock and ladder used to board *Shadwell* were destroyed** and are somewhere in the mud, silt and sand below the ship. The crew had to enter through an exhaust port.

silt removed from the inlet was deposited in Little Sand Island to keep it from back-filling the hole.

Finally, after months of calculations and logistics nightmares, moving day arrived.

The final stage of recovery was to hook up a shore-anchored hydraulic puller to the bow and a tugboat to the stern. With both pulling on the ship, *Shadwell* moved to her new mooring position a few hundred yards away.

“Our breadth of [fire] research is extensive at 19 years and growing” said Durkin. “*Shadwell* is an asset that is valuable to the past, present and future of Navy operations.”

This Navy asset, while a little behind schedule, is currently floating in her new

mooring almost a year after she was grounded. New fire-fighting systems are being tested, and this floating laboratory will live to burn another day. ☞

*McCoy is a photojournalist for All Hands.*

*To read more about the former USS Shadwell look in the November 2004 online version of All Hands at [www.navy.mil](http://www.navy.mil)*

#### Website Exclusive

Find more photos online at [www.news.navy.mil/media/allhands/flash/ah200606/feature\\_4/](http://www.news.navy.mil/media/allhands/flash/ah200606/feature_4/)



# King of Oil

Story and  
photo by  
PHAN Joshua  
Valcarcel

KING

U.S. NAVY

**Focus on**  
**Service**



**M**achinist's Mate 1st Class Kellie L. King maintains boiler chemistry in the pit of an industrial underworld aboard USS *Boxer* (LHD 4).

Several decks below, clad in a pair of pit coveralls, he navigates a network of valves and threaded piping with only moderate lighting. King takes a knee on the greasy walkway, having pinpointed the valve that would provide him with a one quart sample of feed water.

"Unsatisfactory water chemistry will start to corrode boiler tubes and contaminate other things in the engineering plant," said King. "Without the boiler being lit-off we won't be able to get underway."

As the ship's "oil king," the 10-year veteran works 12- to 15-hour days while underway, ensuring chemicals in the boilers are within limits.

King's dedication and pride in service recently played a part in *Boxer*

earning an Engineering Readiness Award.

"The 'Ready' [Engineering Readiness Award] tells the rest of the ship and our higher chain of command that the engineering department is running efficiently, and doing things by the book," said King.

In addition to King's primary duties, he is also a part of the ship's fuel conservation program, which records trends in all fuel expenditures to determine how much money the ship will receive for fuel the next fiscal year, and works with other ships during replenishment at sea evolutions.

"I coordinate with the other ship on how much fuel they're going to give us during re-fueling, and keep an eye on the tanks to make sure we don't spill fuel," said King.

"The most important part of my job is being successful underway, and making sure my guys get the [recognition] they deserve. I wouldn't want any other job." ❧

*Valcarcel is assigned to the Fleet Public Affairs Center, Pacific, San Diego.*

## Turning the Tide of War

**E**arly in World War II, a strong Japanese thrust in the central Pacific to occupy Midway Island was led by a four-carrier mobile force, supported by heavy units of the Japanese 1st Fleet, and covered by a diversionary carrier raid on Dutch Harbor in the Aleutian Islands of Alaska in May 1942.

The Japanese attack on Midway was met by a greatly outnumbered U.S. carrier force composed of Task Force 17, commanded by Rear Adm. Frank J. Fletcher, with *USS Yorktown* (CV 5) and Task Force 16, commanded by Rear Adm. Raymond A. Spruance with *USS Hornet* (CV 8) and *USS Enterprise* (CV 6).

Early in the morning of June 4, 1942, the Japanese sent in their torpedo (horizontal and dive) bombers against targets on Midway. *Hornet*, *Yorktown* and *Enterprise* launched strikes as the Japanese carriers were preparing their planes below deck for a second strike on Midway.

*Hornet's* dive bombers missed contact, but 15 planes comprising her Torpedo Squadron 8 found the enemy and pressed home their attacks. They were met by overwhelming fighter opposition about eight miles from the three enemy carriers and were followed all the way in and shot down one by one.

Ensign George H. Gay, a Reservist and the only surviving pilot, reached the surface as his plane sank. He hid under a rubber seat cushion to avoid being strafed and witnessed the greatest carrier battle in history as he floated nearby.

Of 41 torpedo planes launched by the American carriers, only six returned. Their sacrifices drew enemy fighters away from dive bombers of *Enterprise* and *Yorktown*, which then sank three of the four Japanese carriers (*Akagi*, *Kaga* and *Soryu*) with an assist from the submarine *USS Nautilus* (SS 168). The fourth Japanese carrier, *Hiryu*, was sunk the following day.

On June 6, 1942, *Yorktown* was attacked by Japanese *Vals* and *Zeros*. Intense anti-aircraft fire greeted these planes as they approached *Yorktown* but three *Val* dive bombers scored hits, each sending a bomb into the carrier. One bomb blew a 10-foot hole in the flight deck and started fires. The second pierced the flight deck and exploded in the lower part of the smokestack. A third ripped through the No. 1 elevator and exploded on the fourth deck. Within an hour, the crews had the fires sufficiently contained and were refueling aircraft.

Fueling had just begun when the ship's radar picked up more attackers. In minutes, Japanese torpedo planes struck. Although the



U.S. Navy Photo

**USS Yorktown (CV 5)**

ship was maneuvering radically, two torpedos tore into her port side and she went dead in the water, listing to port. Without power, the list worsened and all hands were ordered to abandon ship.

When the ship stubbornly remained afloat, a salvage party was organized to save *Yorktown*. Power was supplied by *USS Hammann* (DD 412).

Just as it looked like *Yorktown* could be saved, a Japanese submarine fired four torpedoes at the carrier and her assisting destroyer. One torpedo hit *Hammann* directly amidship and broke her back. She jackknifed and went down rapidly. Two torpedoes hit the carrier, and moments after *Hammann's* stern slid beneath the waves, her depth charges exploded, killing men in the water and further damaging *Yorktown*.

Although the carrier stayed afloat throughout the night of June 6, men on the ships nearby noted her port list increasing rapidly. At 7:01 a.m., June 7, the valiant flattop rolled over on her port side and sank in 3,000 fathoms of water, her battle flags still flying.

Midway was one of the decisive battles of history and had far-reaching and enduring influence the Pacific War. The island of Midway was saved as an important base for operations into the western Pacific. Likewise saved was Hawaii. Of greatest importance, however, was the crippling of Japan's carrier strength, a severe blow from which the Japanese navy never fully recovered. Midway became known as the turning point of the war in the Pacific. **✠**

It's your ship,  
how long will you let it burn?



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