

Security Forces Change Course



MARCH 2008

ALL HANDS

MAGAZINE OF THE U.S. NAVY



Sampson 4.0

Bringing the fourth generation to life



[On the Front Cover]

Everything is clean and bright aboard USS *Sampson* (DDG 102), including the purple uniforms of the refueling team. *Sampson* was recently commissioned in Boston and set sail for her new homeport of San Diego, the following morning.

Photo by MC2(SW/AW) Jason McCammack

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All Hands finds out what life is like aboard a submarine and has a heart-to-heart talk with the Chief of the Boat.

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[Number 1092]

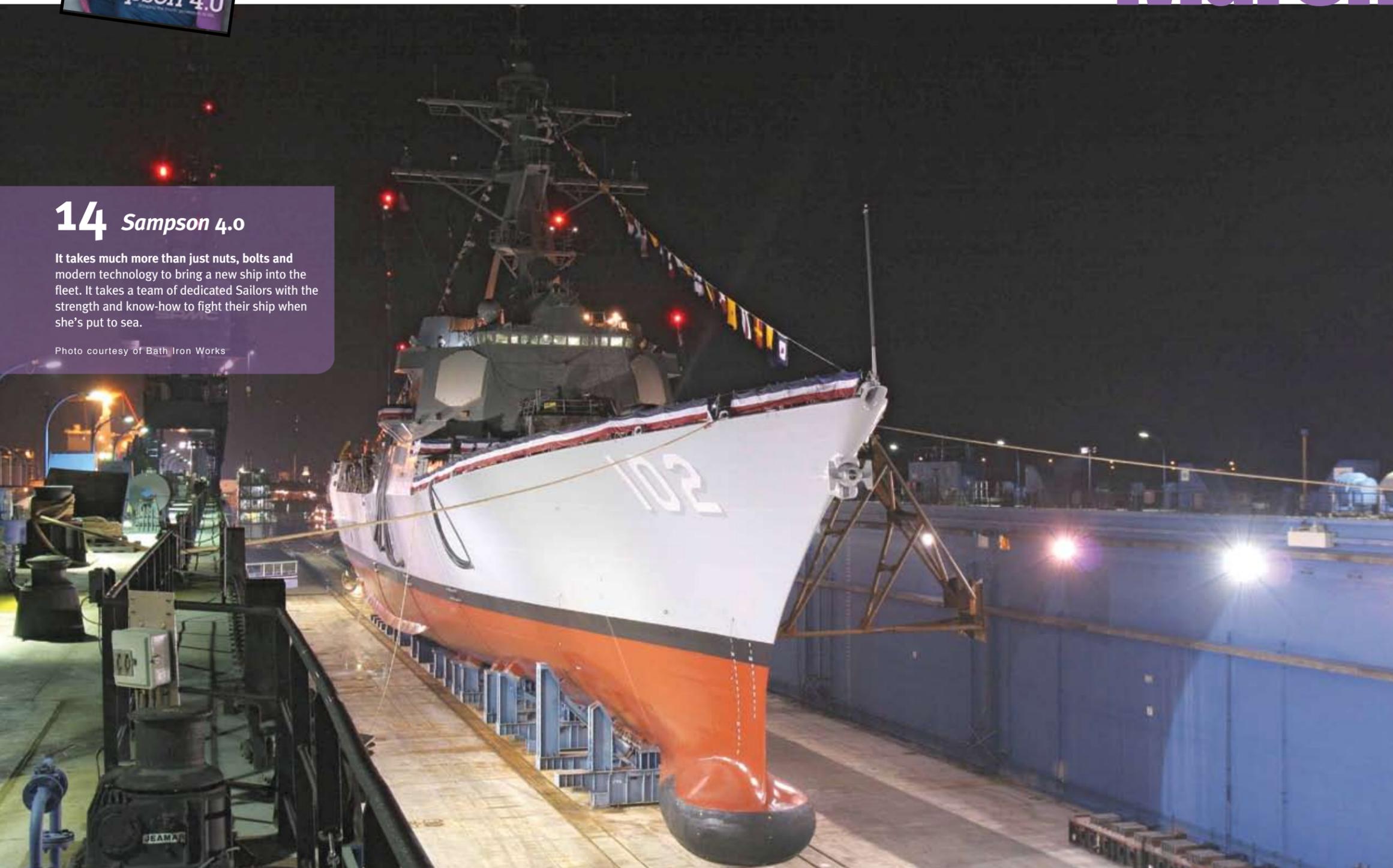


March

14 *Sampson 4.0*

It takes much more than just nuts, bolts and modern technology to bring a new ship into the fleet. It takes a team of dedicated Sailors with the strength and know-how to fight their ship when she's put to sea.

Photo courtesy of Bath Iron Works



20 Leaving Lasting Footprints

Throughout West and Central Africa, the Africa Partnership Station (APS) leaves lasting "footprints" behind while delivering maritime safety; security; and promoting regional and worldwide stability. Achieving common maritime goals through partnership is what the APS initiative is all about.

Photo by MC2(SW/AW) Elizabeth Merriam



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The bombing of USS *Cole* (DDG 67) arguably transformed our peacetime fleet into a wartime Navy in an instant. Nowhere has that been more evident than in the master-at-arms community.

Photo by MC1(SW) Margaret J. Tyler



An F/A-18 *Hornet* launches off the flight deck of
USS *Harry S. Truman* (CVN 75).

Photo by MC3 Ricardo J. Reyes



Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SW/FMF) Joe R. Campa

April 1st marks the 115th birthday of the United States Navy Chief Petty Officer (CPO). Chiefs around the Navy will pause that day to recognize the history and traditions of the fouled anchor and the honor associated with leading Sailors.

I've never viewed this day as a celebration independent to the Chief's Mess. The CPO birthday is an annual recognition of who we are as Sailors, and a tribute to a service that realized long ago that chiefs must be visible leaders on the deckplate, developing Sailors and enforcing standards.

A chief can only be effective if they've established a relationship of trust and confidence with the wardroom and the Sailors they lead and develop. The credibility of our mess rests with strong engaged leadership – on and off duty.

Every year in August and September chiefs all around the Navy bring our new selectees into the mess through Initiation. The intent is two-fold. First, we challenge those Sailors and prepare them to function as chiefs. Secondly, it's a time for all chiefs to recommit ourselves to the values and traditions that have kept us relevant for more than a century.

This year I expect our chiefs around the Navy to recognize our birthday in a similar way and in the most visible manner possible. The CPO birthday should be a time of year when Chiefs re-commit themselves to the brand of deckplate leadership that has defined us for more than one hundred years.

The CPO birthday should feature events conducted with one goal in mind: public emphasis on the values and principles that have kept our community strong and united for 115 years. Chiefs continue to impact our Navy because we have not lost sight of what makes us relevant – strong knowledge of the Navy and of our rate. We apply this knowledge to

lead our Sailors to success and mission accomplishment.

Safety, conduct, customs and traditions fall under the watchful eye of the chief. Our birthday serves as a reminder to all chiefs that those anchors carry with them an expectation to enforce and abide by the high standards our Navy has entrusted to us. My direction to every mess in the Navy is this: on this birthday and every one that follows, demonstrate that honorable service to country and to our Navy is more than just adhering to regulations.

Wearing the uniform of a United States Sailor means following a personal code of ethics that doesn't end with liberty call. I expect our chiefs to live that ideal, to emphasize its importance in the fleet, and to show that there is a vast difference between a chief petty officer and an E-7. Chiefs are visible deckplate leaders who set the tone.

All year long I expect Navy chiefs to focus on the rich and proud history of our mess, but added emphasis should be placed on that April 1, 2008. I highly recommend that chiefs include our retired community so that they can pass on parts of our history and learn that many of the challenges of leading sailors at sea have endured from one generation to the next. The men and women who served before us always seem to prove that many of the best lessons are those told informally and by word of mouth.

The chief's birthday is a time-honored day for all CPOs. That will never change, and the history and heritage that go along with it will always have a place in our Navy. The standards set over a century ago are the foundation upon which our mess thrives today. 



AllHANDS

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Editor
Marie G. Johnston

Assistant Editor/LCPO
MCC(AW/SW) Ernest W. Frazier

Photo Editor
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MC1(AW) R. Jason Brunson

Editorial Staff
MC1(SW) Margaret Tyler
MC2 David Beyea
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MC2(AW/SW) Jason R. McCammack
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SECNAV Observes ASW Exercise During Joint Exercise

Secretary of the Navy, The Honorable Donald C. Winter, and several reporters recently visited USS Abraham Lincoln (CVN 72) Carrier Strike Group (CSG) to observe how the Navy conducts Anti-Submarine Warfare (ASW) training using mid-frequency, active sonar while protecting marine life.

The strike group was off the coast of Southern California conducting the training under the terms of a preliminary injunction that was partially and temporarily stayed in federal district court.

Winter visited command and control spaces on the aircraft carrier and on USS Momsen (DDG 92), and flew an ASW mission with Helicopter Anti-submarine Squadron (HS) 2.

"It is incredibly important for me to stay current on what is happening and see the changes that are implemented," Winter said. "It has helped establish a perspective for me that I can use in terms of future briefs, testimony and discussions with the press."

Members of the press observed the Navy's protective measures to preserve marine life while staging meaningful exercises in the area.

"I think this is a great opportunity to be able to actually demonstrate to the press something outside of the courtroom," Winter said. "This puts into context what it means to be able to provide proper protection for marine mammals and other elements of the environment at the

same time we are conducting what really are some complex and demanding exercises."

Before the helicopter flight with HS-2, Winter and the press were invited to the squadron ready room where a pre-flight brief was held, which also allowed time for the press to ask pilots and aircrew questions about marine life and ASW missions.

"Part of our mission is to report any activity, even if that may be marine life," said Cmdr. Terence Hoeft, HS-2 executive officer. "If we are going to use sonar, it is required that we start looking for any marine life 10 minutes prior to dipping. If we see marine life, we report it to the controlling unit and tell them the location, direction and type of marine life."

Hoeft said the controlling unit takes that information and shares it with other ships. He assured the press in an event any kind of mammal breaches while sonar activities are going on, it is required that the helicopter crew take action to protect it.

"We have to stop if any mammal is spotted 200 meters from the sonar dome," Hoeft said. "At that point we will go passive on the sonar dome."

Aboard Momsen, Winter and visitors were given the rare opportunity to watch the glow of consoles in the ship's bridge, Combat Information Center, and Sonar Control spaces as Sailors relayed information about a sighting and the ship reduced active sonar output to maintain a safe buffer zone.

"What we simulated today was powering down our sonar as we closed within 1,000 meters of a whale," said Lt. Cmdr. Marc Deltete, Momsen's operations officer. "When that happens we power down to 6 decibels, a 75 percent reduction in strength and range."

Deltete said ASW is a core mission that the strike group must be able to practice to do well.

"It's a science but it's also an art and if we don't have an opportunity to practice it we'll stagnate," he said. "At the same time, we have to strike a balance between our training and the environmental requirements of operating in this area." ❧

Story by MC2 James Evans and MC3(AW/SW) Patrick Bonafede assigned to USS Abraham Lincoln (CVN 72).

Houston Hosts First "Conversation with the Country" of 2008

The home of one of the largest seaports in the United States recently hosted the first "Conversation with America" symposium of the year to discuss a new military strategy – "A Cooperative Strategy for the 21st Century Seapower," at the Federal Reserve Bank of Dallas, Houston Branch.

Adm. Thad Allen, Commandant, United States Coast Guard, along with Vice Adm. John Morgan, Vice Chief of Naval Operations, Information, Plans and Strategy were among several top military officers who addressed the audience during the event.

Over 150 local residents from all walks of life, including civic leaders, scholars and policy makers attended the event.

"Conversations with the Country" is a series of outreach discussions around the nation designed to communicate the new strategy and create awareness and discussions with the American people.

The new maritime strategy recognizes changing trends in global socio-political, military landscape and draws the Navy, Marine Corps and Coast Guard closer together to provide a layered defense of the homeland, and work to protect and sustain the American way of life. The new strategy provides the right balance of forces to conduct traditional combat missions while raising the prevention of war to a level equal to the conduct of war.

Allen said the strategy also focuses on promoting a sustainable economy by detecting elements that will otherwise threaten peace and security around the world.

"American's interests are better served through humanitarian assistance, projection of sea power and crime deterrence," Allen said."

While addressing the audience, Vice Adm. Morgan explained that this maritime strategy is important to the national economy and security. He noted that a sustainable economy correlates with a strong national defense.

"About 90 percent of the world's commerce crosses the oceans, and world prosperity and security depend on the free use of the seas," he said.

Houston is one of many cities that will benefit by the new strategy. The city is a major economic hub with more than 200 million tons of goods shipped through its port in 2007.

"Global economies have become increasingly interconnected," said Allen. "As such, new challenges have emerged. This is why I believe in this cooperative strategy. It will enable us to do our job better and to defend our national security. I am looking forward to this joint effort."

The audience weighed-in on the impact of this new strategy, the nation's security, global interest and the economy.

Upcoming meetings will be held in Portland, Ore.; Denver; Los Angeles; and Raleigh, N.C. ❧

Story by MC1 Igo Wordu, Navy Office of Information, Houston.

CNP Announces New NASCAR Fleet Honoree Program

Vice Adm. John C. Harvey, Chief of Naval Personnel (CNP), recently announced he is seeking nominations for the Navy Motorsports 2008 Fleet Honoree Program (FHP) to highlight the accomplishments of Sailors in the fleet.

In conjunction with its sponsorship of the Dale Earnhardt Jr.-owned JR Motorsports No. 88 "Accelerate Your Life" Monte Carlo SS in the NASCAR Nationwide Series (NNS), Navy motorsports will

HM3 Melanie A. Mendez, leading petty officer for the Obstetrics and Gynecology Department, Naval Health Clinic, Great Lakes, was recently selected as Navy Region Midwest's 2007 Blue Jacket of the Year. Mendez achieved certification as a Prenatal Counselor, a position normally held by an officer. She streamlined the Prenatal Clinic appointment process, reducing patient wait times from two weeks to one day. She expertly led and mentored more than 100 Hospital Corps School students and five junior corpsmen in the delivery of quality health care to 8,000 patients.



honor hard-charging commands, squadrons, ships, and more, with a full-immersion racing experience during 33 race weekends this season.

"We've enhanced this year's program to truly honor our top-performing commands," Harvey said about the FHP, which offers those commands selected the opportunity to experience a NNS race from the team's vantage point. "There is tremendous similarity in the type of teamwork that exists in the JR Motorsports team and that on the flight deck of a carrier, or the bridge of a ship or submarine, and this experience is designed to highlight that synergy and reward our top performers."

Highlights of the FHP include: Six credentials for Sailors to view a NNS race from the team pit area, with two Sailors serving as team honorary pit crew members; pre-race garage tours;

placement of the command name on the race car; potential autograph signing with the team driver, and more.

"Through our partnership with the U.S. Navy, we have had the distinct pleasure of meeting many of the hard-working men and women of the Navy each weekend at the race track," said Dale Earnhardt Jr., team owner of JR Motorsports. "We have a mutual respect for each other. Their face of excitement when they're at the track is the same as mine when I'm on a ship or in their backyard."

"I'm really proud to be part of the Navy team and honored to be a part of an incentive program that will bring more deserving sailors to NASCAR Nationwide Series races throughout the season." ❧

Story courtesy of Chief of Naval Personnel, Washington, D.C.

Ricky's Tour

By MC1 Mike Jones



Around the Fleet

► **Adm. Gary Roughead, Chief of Naval Operations (CNO),** talks with candidates from Basic Underwater Demolition/SEAL (BUD/S) Class 268 and other members of the special warfare community during an all-hands call at Naval Special Warfare Command. Roughead was in the region touring major public and private shipbuilding sites to deepen his understanding of shipbuilding, develop the Navy's relationship with industry and hear perspectives from various shipbuilders.

Photo by MC1 Tiffini M. Jones



▲ **Snow falls on USS Constitution in Boston.**

Photo by MC1 Eric Brown

► **Sailors assigned to Air Department, V-2 division,** prepare catapult 2 for the last launch of the evening on the flight deck of USS Harry S. Truman (CVN 75) while in the Persian Gulf.

Photo by MC3 Ricardo J. Reyes



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

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New Wharf Hosts Navy's First SSGN on Guam

A ribbon-cutting ceremony was recently held to mark the completion of upgrades to Bravo Wharf at Naval Base Guam, providing the capability to host the Navy's newest guided-missile class (SSGN) submarines.

In addition to marking a significant infrastructure milestone, the ceremony served as an opportunity to welcome USS *Ohio* (SSGN 726), the first of four Navy submarines in the SSGN class, and her crew who arrived in Guam for a scheduled maintenance period.

The \$50.7 million military construction project entailed dredging of the channel and turn basin at inner Apra Harbor, strengthening of existing wharf foundations, extending the wharf to accommodate SSGNs, as well as upgrading the fire protection, lighting, anchoring and water distribution systems. The newly improved wharf can also accommodate ships as large as Ticonderoga-class cruisers.

With *Ohio* visible in the background, Naval Base Guam Commanding Officer, Capt. Scott Galbreath, related the importance of Bravo Wharf relative to the nation's maritime strategy.

"Our ability to provide forward presence, deterrence, sea control, and power projection has always been strong; Bravo Wharf makes it stronger," said Galbreath.

The maintenance period on Guam marks the middle of *Ohio*'s maiden deployment following retrofit and reconfiguration. The capability to host and provide a complete range of shore services to the SSGN on Guam allows for longer-term submarine presence, as well as a more robust range of sub-surface mission packages available in the Pacific theater of operations.

"This event is not just the addition of a wharf; it is the commencement ceremony for the nation's newest addition to the security and stability of the region and the globe," Galbreath said.

Lt. Cmdr. Rich Massie, executive officer of *Ohio*, related the importance of the wharf project in Guam from an operator's perspective.

"This capability allows us to do our job more effectively with fewer disruptions. We're glad to be here, and SSGNs in the Pacific will look forward to stopping in Guam for the foreseeable future," Massie related.

A complimentary Alpha Wharf improvement adjacent to Bravo Wharf is scheduled to be completed in summer 2008. ☞

Story by Kyra Hawn, Naval Facilities Engineering Command Marianas, Santa Rita, Guam.

Rollout of New Navy Uniform Adjusted

The Navy announced a revised rollout plan for the new uniforms in NAVADMIN 004/08 (on the Web at www.npc.navy.mil), which will push back the release of the all-ranks Navy Working Uniform.

Also referred to as the blue digital camouflage uniform, it will be released to the fleet in winter 2008 and to Recruit Training Command in spring 2009. The service uniform launch for E-1 through E-6 will begin late this summer.

Delayed due to contracting and manufacturing issues, the new uniforms will be made available through Navy Exchange uniform centers and temporary off-site locations until all regions have been fully outfitted. Outfitting of accession commands will occur separately and independent of regional rollouts.

Each uniform rollout will take 24 months from the start of the uniforms availability to

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▲ A jogger uses the bike path along Cabrillo Blvd. in Santa Barbara, Calif., as USS Ronald Reagan (CVN 76), sits anchored offshore while on a scheduled port visit to the city.

Photo by MC1 Michael Moriatis



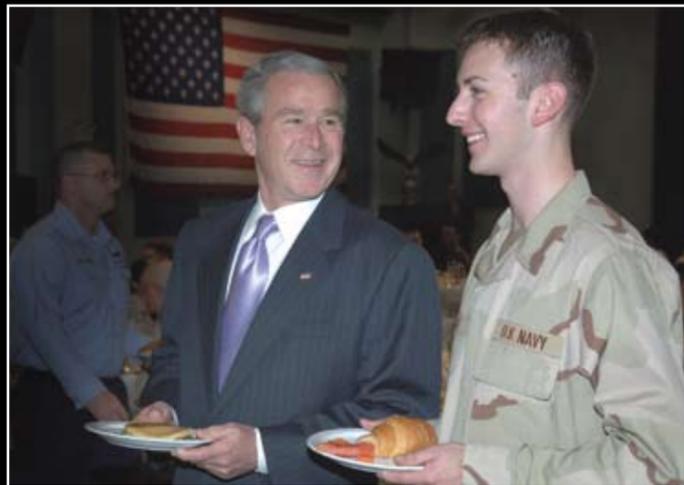
▲ HM2 Jason M. Delonais, assigned to Naval Mobile Construction Battalion 5, removes an ingrown toenail from a patient's foot in the Camp Shields Medical Clinic, Okinawa, Japan.

Photo by MC3 Patrick W. Mullen III



▲ Boats from Riverine Squadron (RIVRON) 2, Det. 3 prepare to insert members ashore at Lake Qadisiyah near the Haditha Dam in Al Anbar, Iraq. RIVRON-2 regularly patrols the lake and the surrounding inland waterways, protecting its use for legitimate commerce.

Photo by MC2 Paul Seeber



▲ President George W. Bush talks with ISSN Juston Geigley during a visit to Naval Support Activity Bahrain, home of U.S. Naval Forces Central Command, 5th Fleet headquarters. Bush met with service members representing more than 25,000 Sailors serving in the 5th Fleet area of responsibility.

Photo by MCC Robert G. Inverso



▲ BU3 Justin O'Donnell, a Seabee with U.S. Naval Mobile Construction Battalion (NMCB) 1, Task Force Sierra, uses a rake to help level out freshly poured concrete. NMCB 1 deployed to several locations in the Middle East and Afghanistan providing construction support to U.S. military operations.

Photo by MC2 Demetrius Kennon



▲ OSSN Cody Thompson dives to block a soccer ball while playing with CM1 Eric Dickinson and local children in Takoradi, Ghana. Thompson and fellow Africa Partnership Station volunteers spent the day painting at the Essikado Hospital next to the soccer field before taking time to play with the local children.

Photo by MC2 Elizabeth Merriam

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completion. The sequence and timeline for the rollouts will be announced later this year by NAVADMIN. During the phase-in period both old and new uniforms are authorized for wear.

Rollout of the Navy physical fitness uniform is on track for Spring 2008. ❧

Story courtesy of the Chief of Naval Personnel, Washington, D.C.

Foreign Language Tools Expand through Audio Books Program

Learning a foreign language just got a little easier for the thousands of Sailors and their families currently overseas or preparing to deploy.

From German to Swahili, self-study materials for more than 25 languages are available for download through Navy Knowledge Online (NKO) by all active-duty, retired, reserve and family members of the Navy, Marine Corps and Coast Guard.

"The downloadable Audio Book program is made available through Morale, Welfare and Recreation (MWR) funding," said Nellie Moffitt, the head of the Navy General Library Program in a recent interview. "Giving Sailors the opportunity to practice their language skills and if they improve, they get money for this new skill; [it] improves their morale. Of the more than 40 languages on the 'Approved Department of Defense Strategic Language List for FY07,' nearly all are in the collection."

Although the online library is an MWR initiative, the implications for mission readiness are also important to active-duty personnel.

"The Navy has become more technically sophisticated, as well as more demanding for cultural/

linguistic understanding of adversaries and allies," said Capt. Connie Frizzell, commanding officer of the Center for Information Dominance (CID).

CID houses the Center for Language, Regional Expertise, and Culture, and remains at the forefront of language training throughout the service.

Currently, the online library houses more than 8,000 audio books, 400 e-Books, 600 videos and 1,400 albums. More than 400 titles were selected specifically for children. New titles are added to the library regularly, in categories ranging from "classic literature" and "juvenile fiction," to "business and finance" or "comic and graphic books."

To access the Audio Books program, log into www.nko.navy.mil, then click on the link to "Navy Library E-content" on the right side of the page under the "reference" section. Next, click on the banner that reads "Download e-Books, Audio Books, Music, and Video," to access the many available titles. A user account must be established within E-content to check out materials.

There are several guidelines for use of the library. Titles are served through the Overdrive Media Console, and so cannot be downloaded to Navy computers, or used on iPods, Macs or Zunes. Items may be downloaded to personal computers, non-iPod listening devices or even CDs.

Five items may be downloaded at a time. Due to high customer demand, all Audio Book and music titles are available to the user for 10 days, and video titles may be checked out for five days; after that period, the title must be checked out again.

For more information or to establish an account, visit Navy Knowledge Online at www.nko.navy.mil. ❧

Story by Ensign Jan Shultis, Naval Education and Training Command, Pensacola, Fla.

2007 Recruiters of the Year



(From Left to Right)

Photo illustration by MC1(AW) Brien Aho

MM1(SW/AW) Philip R. Wharton
Enlisted Recruiter of the Year (AC)
Navy Recruiting District Ohio

MM2(SW) Jeffrey L. Harp
Enlisted Recruiter of the Year (RC)
Navy Recruiting District Raleigh

CTRC(SW/AW) Alan K. Hardrick
NSW/NSO/AIRR Coordinator of the Year
Navy Recruiting District Michigan

Lt. Christopher J. Carmichael
Officer Recruiter of the Year (AC)
Navy Recruiting District Michigan

PS1(SW/AW) Renaldo T. Hall
Classifier of the Year
Navy Recruiting District Dallas

ETCM(AW) Stanley E. Olsen
Nuclear Field Coordinator of the Year
Navy Recruiting District San Francisco

NCC(SW) Frank P. Caronia
Zone Supervisor of the Year
Navy Recruiting District Pittsburgh

NC1 Christopher C. Torres
Recruiter in Charge of the Year (RC)
Navy Recruiting District Pittsburgh

Lt. Michael M. Kerley
Officer Recruiter of the Year (RC)
Navy Recruiting District Chicago

NC1(AW/SW) Louis D. Garza
Recruiter in Charge of the Year (AC)
Navy Recruiting District Minneapolis

Lt. Martin F. Fajardo
Diversity Officer of the Year
Navy Recruiting District Houston

Lt. Jill M. Maldarelli-Drey
Medical Officer Recruiter of the Year
Navy Recruiting District New England

YN2(SW/AW) Lashandra L. Tart
Diversity Recruiter of the Year
Navy Recruiting District Chicago

Not pictured:
STG1(SW) Eric N. Hartley NSW/NSO/Recruiter of the Year
Navy Recruiting District Ohio
CSC(SS) Rudolph D. Summers LEADS Production Team Supervisor of the Year
Navy Recruiting District Philadelphia
Ms. Patricia A. Thompson Support Person of the Year
Navy Recruiting District St. Louis



Sampson 4.0

Bringing the fourth generation to life

Story and photos by MC2(SW/AW) Jason McCammack

The U.S. Navy is steeped in tradition and every Sailor who is bestowed the honor to help bring a new ship to life will bear witness to many of the Navy's greatest customs. But, it takes much more than nuts, bolts and modern technology for a ship to be worthy of being welcomed into the fleet – it takes a team of dedicated Sailors with the strength and know-how to fight their ship when she's put to sea.

A Crew Takes Shape

As with all ships, USS *Sampson* was known as Pre-Commissioning Unit (PCU) *Sampson* prior to her commissioning.

"I think the pre-Commissioning process is one of the closest things you can get to training to qualify," said Cmdr. Philip Roos, *Sampson's* commanding officer. "We did a lot of our training on the beach to get us ready to be where we needed to be. We got a lot of support from Afloat Training Group, Pacific, and we took advantage of our Navy schools. Many of our Sailors spent a lot of their time in San Diego, our homeport city. They took advantage of the training support centers there as well

as attending a number of schools. We did a lot of firefighting and damage control training there. When they arrived [in Maine] they did ship-specific training."

Every commanding officer tries to develop a sense of ownership between the crew and their ship. Aboard *Sampson*, it's evident the goal has become a reality. Some of *Sampson's* crew have been with the ship since the keel was laid March 17, 2005, and many others were welcomed aboard during the months that followed. This gave *Sampson* Sailors a unique perspective and understanding of their ship. They have seen it rise from mere sheet metal into the Navy's most modern warship.

◀ USS *Sampson* (DDG 102) at Bath Iron Works, Bath, Maine, before her midnight launching following her christening in September.



▲ GSEC(SW) Salvador Salarda, YN1 Harry Tatekawa and DCC(SW) Johnny Harvey look on as GSE1(SW) Melvin Jaymalin start *Sampson's* gas turbine generators for the first time.



▲ *Sampson* Sailors conducted damage control training and practiced hose techniques in the Pre-Commissioning Unit Building in Bath, Maine, while their ship was still under construction.

"The Sailors just love this ship," said *Sampson's* Command Master Chief Sandra Huffman. "They love learning about her. They love being part of something new. When they were building the ship, all of the Sailors would come down because they wanted to see what they were doing. Compared to other ships I've been on – there's just something different about being

on a brand new ship that makes people take pride in her and take better care of her. This is truly their ship."

Quartermaster Seaman Jessalyn Glasgow joined *Sampson's* crew more than 18 months prior to commissioning.

"When I got to *Sampson* we were stationed in a building in San Diego," said Glasgow. "It was definitely weird, because this was my first ship and there really wasn't a ship because it was being built across the country in Maine. That time was great, though, because it gave everyone a chance to come together. We were all learning about our ship and we really kind of became a family during that time period."

As *Sampson* was being built in Maine, most of her San Diego-based crew were being trained and qualified both locally and in schools across the country.

"I came to *Sampson* in June 2006 and got about two months of damage control and firefighting training while I was there," said Fire Controlman 3rd Class Matthew Danucci, Gun Division workcenter supervisor. "Then I went to Norfolk for even more training. A lot of people went [on temporary assigned duty] to ships at sea while we were in San Diego to get



hands-on experience."

Personnel Specialist 2nd Class (AW) Shari Fletcher from *Sampson's* Ship Office said the task of putting the ship's administrative plan together was as great as building the actual ship.

"When you come to a ship that is already established you're just taking over a job from someone else and you figure out your role through turnover or just getting your feet wet. With a PCU, it's a totally different challenge. You're building everything from scratch and finding your own way. Every program and procedure has to be developed and the decisions that are made will have an impact for years."

▲ *USS Sampson's* (DDG 102) crew manned the rails of their new ship during commissioning despite the weather.

▲ ▲ Attendance at *USS Sampson's* (DDG 102) commissioning was strong despite the blustery Boston weather. She sailed for her new homeport, San Diego, the following morning.

Roos said the pre-commissioning period was a unique opportunity to instill a standard of excellence among the crew.

"I recognize the importance of setting the spirit and the tone of a new command and the impact it will have on successive crews," said Roos. "When you have a crew in tip-top fighting condition, you set a high standard and establish a solid reputation.

What's In a Name?

At more than 509 feet long with a displacement of 9,200 tons, the current *USS Sampson* (DDG 102) is without a doubt, the most powerful *Arleigh Burke*-class destroyer ever put to sea. But *Sampson's* forbears dominated the 20th century and were more than worthy of their distinguished namesake.

Rear Adm. William T. Sampson entered the U.S. Naval Academy Sept. 24, 1857, and graduated first in his class. He later served as Naval Academy superintendent.

Sampson was made President of the Board of Inquiry to investigate the destruction of the battleship, *USS Maine* in February 1898.

The United States declared war against Spain, April 21, 1898. *Sampson*, in flagship *USS New York*, put to sea from Key West in search of Spanish Admiral Pascual Cervera's fleet.

A close and efficient blockade surrounded the Spanish fleet in the harbor of Santiago. July 3, 1898, Cervera's fleet attempted to come out of the harbor and was completely destroyed in a running battle that lasted five hours.

Sampson sent this famous message: "The fleet under my command offers the nation, as a Fourth of July present, the whole of Cervera's fleet."

DDG 102 is the fourth ship with the honor of having Adm. Sampson as her namesake. Here is a brief history of her predecessors.

USS Sampson (DD 63) – Commissioned, June 1916

In May 1917, the ship steamed across the Atlantic to the European combat zone of World War I. For

the rest of the war *Sampson* was based at Queensland, Ireland, from which she conducted anti-submarine patrol and convoy escort missions. DD 63 was decommissioned in June 1921.

USS Sampson (DD 394) – Commissioned, August 1938

As relations with Germany deteriorated in late summer of 1941, the destroyer began convoy escort duties. The ship conducted anti-submarine patrols for a month after the U.S. entered World War II in December 1941.

Early in 1942 *Sampson* was sent to Panama where she spent the next year on escort and patrol service. By May 1943 her convoy escort duties had been extended to the southwest Pacific. DD 394 was decommissioned in November 1945.

USS Sampson (DDG 10) – Commissioned, June 1961

The third incarnation of *USS Sampson* was the ninth ship in the *Charles F. Adams*-class of guided-missile destroyers and was last homeported in Mayport, Fla. The twin screw, 437-foot destroyer had a crew of 24 officers and 330 enlisted and was powered by four 1,200 PSI boilers. DDG 10 was decommissioned in June 1991. ⚓

McCammack is a photojournalist assigned to Naval Media Center, Washington, D.C.



▲ *USS Sampson* (DD 63) at anchor. (NH 51829)

► A new dawn emerges for the crew of the Navy's newest warship while sailing for her new homeport.

It's [then] easier to have new crew members come aboard and get swept up in that momentum."

Breaking the Pennant

Sampson was commissioned in Boston amidst a fierce storm with the hallmark of a classic Nor'easter. In fact, Hurricane Noel had brought 70 to 90 mph winds to nearby Cape Cod and sheets of rain made umbrellas the order of the day at the city's Black Falcon Cruise Terminal.

Icy temperatures and wet raincoats did little to dampen the spirits as the fourth *Sampson* received her commission. Dozens of veterans, who once roamed the decks of the third ship named *Sampson* (DDG 10), were on hand to see their beloved ship's legacy live on as a new generation of Sailors took the helm.

The men and women assigned to *Sampson* during her commissioning are her "plank owners." The term's history is rooted in ships that had wooden "plank" decks. Plank owners from those wooden ships were eligible to receive a small piece of decking. Today, the term still implies that a crew member was assigned when the ship was built and commissioned, and is therefore entitled to lay claim to the prestigious designation.

The spirit of being a *Sampson* plank owner is evident from the deckplates all the way up to the bridge.

"I'm going to look back on this so fondly until the day I die," said Roos.

A ship's commissioning is a time-honored naval tradition. The act of placing a ship in commission marks her entry into active Navy service. At the moment when *Sampson's* commissioning pennant was broken at the masthead, the ship became an official Navy command and took her place among the other ships in the fleet.

Shift Colors

Sampson's crew began their trek to the ship's homeport in San Diego the day after



her commissioning. It was *Sampson's* first major underway period and for many of the ship's younger crew members, it was the first time they had gone to sea for a significant amount of time.

"It's great to finally get the ship underway and [head] to San Diego," said Glassgow. "Now that we're underway and the ship has been commissioned, it all seems more real and you can see the results of all our hard work."

One of the biggest challenges facing *Sampson* as she entered fleet status was training Sailors who have little or no previous shipboard experience.

"A minority of this crew has been to sea before and has experience and qualifications in their ratings," said Roos.

"There is a great level of reliance placed on our experienced crew to build the proficiency of our junior Sailors."

Sampson leadership placed an emphasis on empowering junior Sailors and encouraging them to take ownership of their systems and leadership among their peers.

"I think a lot of our junior crew really were looking forward to getting underway," said Huffman. "Now they're actually getting to experience life at sea first hand and put their training into action. It's not an easy process when you're a PCU and I think that it's a relief to get underway and show what we can do." ☞

McCammack is a photojournalist assigned to Naval Media Center, Washington, D.C.



▲ Learning tried and true navigation techniques remains an important part of the ship's advanced technology.

► QMSN Jessalyn Glassgow prepares to hoist the National Ensign.



▼ **USS Fort McHenry (LSD 43)** sits anchored off the coast of Limbe, Republic of Cameroon. As part of the Africa Partnership Station (APS) initiative, *Fort McHenry* is hosting an international team of trainers to build cooperative relationships between the United States, Europe and Africa to improve regional maritime safety and security. During a seven-month deployment, several APS platforms will conduct engagements with 14 West and Central African partner nations, which includes more than 20 humanitarian assistance projects.

Africa

Partnership Station: *Leaving Lasting International Footprints*

Story and photos by MC2(SW/AW) Elizabeth Merriam

In Dakar, Senegal, a young orphan receives new shoes from new friends. In Limbe, Republic of Cameroon, a youth organization has a new poultry house to help kids learn a trade and improve local economic prosperity. In Accra, Ghana, a petty officer is applying the training he learned from his new friend in the U.S. Navy to prevent maritime crimes. Throughout West and Central Africa, these are the lasting “footprints” that Africa Partnership Station (APS) leaves behind as it delivers maritime safety and security, while promoting regional and worldwide stability.



▲ Lt. j.g. Colleen Bowers explains to Junior Lieutenant Epee Guy Robert of the Cameroon Navy, how the Sailors of USS *Fort McHenry* (LSD 43) moor the ship to the pier as APS pulls into Port Gentile, Gabon.

Achieving common maritime goals through partnership is what the APS initiative is all about. As part of the U.S. Navy's new Cooperative Maritime Strategy, the APS deployment began November 2007 when USS *Fort McHenry* (LSD 43) arrived off the west coast of Africa.

"The primary purpose of APS is to provide training to various African military and civilian units so they can learn better ways to patrol their own waters," said Electrician's Mate 1st Class (SW) James Lamberson assigned to *Fort McHenry*. "I love going out to visit new countries, interacting with new navies, teaching them what I know about small boats, maintenance and hopefully learning things from them as well."

While APS is not the first time the U.S. Navy has conducted training in this region, it is the first to provide training and assistance with an international team that included ship riders from numerous African nations, six European military

commands, as well as interagency and non-governmental organizations (NGOs).

"APS creates partnerships among myriad organizations that have not traditionally worked with each other in the past to achieve common interests through collaboration,"

said Capt. John Nowell, Commander, APS. "The nations of West and Central Africa, America, Europe, NGOs, international agencies and private industry share a common vision of regional prosperity,



▲ Senegalese sailors receive hands-on training from EM1 James Lamberson while Lt. Cmdr Fru Fon Clement, a Cameroon naval officer embarked with the Africa Partnership Station international staff, translates during basic approach drills.

security, stability and peace. These goals benefit everyone and we can achieve more by working together to achieve them than by working alone."

Nowell and his international staff of military and civilian maritime professionals



▲ Gabonese sailors are trained by SN Perry Bishop on basic visit, board, search and seizure techniques aboard *Fort McHenry* while in Port Gentile, Gabon, to enhance their regional and maritime safety and security.

are embarked aboard *Fort McHenry*, which constantly moves from port to port and on any given day resembles a floating maritime university.

"The training was a pleasure, every one was friendly and we enjoyed our time on board," said Cameroon Navy Junior Lieutenant Ndongo Ethme Hermann, who received training aboard *Fort McHenry* during a two-week port visit to Limbe, Republic of Cameroon. "This new approach improved our skills on maritime operations and planning; visit, board, search and seizure; maintenance; and leadership management. This is something we need in stopping unlawful fishing, weapons selling and drug trafficking."

Such maritime security threats not only jeopardize long-term stability and economic development, but also create opportunities for organized crime and extremism to flourish. By increasing African capabilities and the capacity to secure their own maritime environment, APS is responding with the assistance their leaders have requested.

The training and professional exchanges – on everything from basic seamanship to more advanced response capability – are having an affect.

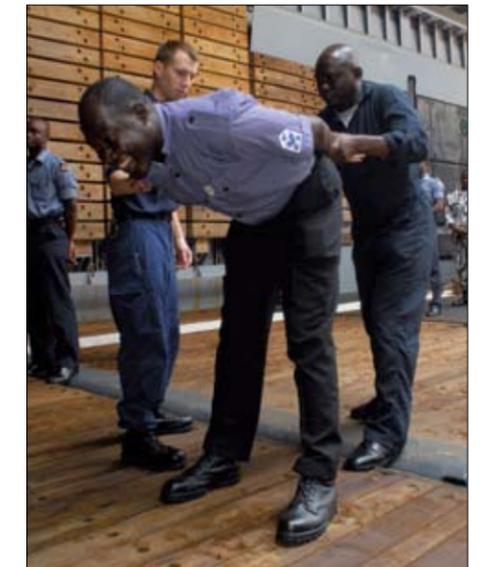
"We have some students we've worked with before in our class and we've asked them how the training was and how they've put it to use," said Chief Boatswain's Mate Anthony Cirillo, a U.S. Coast Guard representative to APS. "We've seen improvement in what they're doing and they've given us feedback on how it's influenced how they conduct business."

During this inaugural deployment, 14 African nations will be engaged by APS platforms. In addition to *Fort McHenry*, HSV 2 *Swift*, USS *Annapolis* (SSN 760), USS *San Jacinto* (CG 56), and P-3 detachments from Sigonella, Italy will conduct more than two dozen visits to coastal cities in West and Central Africa. Multiple visits to the same ports not only allow trainers to assess the abilities of their students, but also builds the trust that enables more effective training.

"I think APS is a marvelous program,"



▲ BM1 Tracy Bivins explains basic knot tying techniques to Gabonese sailors during the Africa Partnership Station visit to Port Gentile, Gabon.



▲ Nigerian Petty Officer James Ma allows Nigerian Petty Officer Ameh AJ to practice hand cuffing during an officer-boarding course taught by the U.S. Coast Guard International Training Division. The Coast Guard taught students from seven African countries about boarding operations and maritime awareness as part of APS.

said the Honorable Janet Garvey, U.S. Ambassador to the Republic of Cameroon. "It brings a lot of skills needed in this part of the world and I think one of the best aspects of APS is the opportunity for African nationals to meet their U.S. and European counterparts. To share experiences, train together — this is what is so wonderful about APS. It gives militaries in countries like Ghana, Senegal and Cameroon a chance to learn how they can work together. I think that is the future we all want."

Working and training alongside each other not only builds important personal relationships, but also helps identify additional areas where assistance can be provided. In Dakar, classroom time was rescheduled so APS personnel could provide on-site small boat maintenance training that helped the Senegalese Navy get their own vessels up and running.

“We are very happy to receive you and enjoy working with our international partners,” said Mechanic 1st Class Diaga Faye of the Senegalese Navy. “We are pleased to have you here to assist us in maintaining our boats – and ensuring that they are operational.”

Flexibility like this is a key factor to success. Another important element that makes the training effective is the cultural awareness briefings all APS team members undertake before meeting their African counterparts, which includes instruction on regional customs.

“It seems to me that you can’t be partners with people unless you know something about them,” said APS civilian staffer Leonardo Villalón, a senior African analyst. “APS is based on the premise that strong, transparent partnerships will enhance Africa’s regional maritime security and stability. Knowledge about the people you’re working with is crucially important if you hope to be effective in working with them.”

Building mutual trust among Africans, Americans and Europeans is not only being accomplished through professional exchanges, but also through community outreach. Whether it’s Nowell conducting office calls with key decision makers in Equatorial Guinea; embarked Seabees building a new boat ramp on the island nation of Sao Tome and Principe; Annapolis submariners playing a soccer match against a community team in Cape Verde; the Naval Forces Europe-Africa band playing a concert in a Gabonese public park; *Swift* holding a reception for community leaders in Togo; or *Fort McHenry* Sailors conducting charity work in Liberia; these interactions are making



Photo by MCS(AW/SW) R.J. Stratchko

▲ Gabonese Navy Quartermaster 1st Class Mavoungou Souamy Armstrong climbs a ladder while learning basic visit, board, search and seizure techniques from APS Sailors to enhance their regional and maritime safety and security aboard *Fort McHenry*.

a huge difference in the lives of everyday Africans.

“We’re trying to make the kids feel better about their environment as they learn and I’m just proud to be a part of it,” said *Fort McHenry* Storekeeper 2nd Class Daniel Silva, who volunteered to paint a school in Dakar. “These kids don’t have much to look forward to and they can at least feel better in an environment where they’re learning. You’d be surprised that they do know some words in English. They’re pretty smart kids. They want to give you

high fives and give you thumbs up.”

At each community project, locals help APS volunteers build shelves, paint walls and fix vehicles. Everyone benefits from these interactions, as volunteers learn new ways to mix paint and cement while the people they meet get a chance to help improve their own environment.

“They’re very eager to lend a hand and pitch in when ever they can and some of them are quite skilled,” said Construction Mechanic 1st Class (SW) Eric Dickinson, assigned to the APS team from Beachmaster

“APS creates partnerships among myriad organizations that have not traditionally worked with each other in the past to achieve common interests through collaboration.”

— Capt. John Nowell, Commander, APS



▲ Military members from Senegal, Ghana and Nigeria work together to plot out small boat movements during a training exercise lead by the U.S. Coast Guard International Training Division aboard amphibious dock landing ship *Fort McHenry*. The Coast Guard is working with the Expeditionary Partnership Teams to support the APS by giving training on small boat operations.

Unit 2, Little Creek, Va. “I think they just need some guidance and the tools we brought with us to help them out.”

During many community projects, the APS volunteers have discovered their efforts can extend into unexpected arenas. Children gather around, eager to meet the volunteers and show them how well they can speak English. Often, impromptu soccer matches and even dance contests, take place between the children and the APS project team. Most volunteers forge bonds with the people they meet.

“I met a boy named Farra when he came to watch us paint the school in Dakar,” Lt.j.g. Alexa Forsyth said. “He gave us his contact information so we could send him pictures of his school. We’ve traded E-mails and I’m really excited to make a connection and hope to keep that going.”

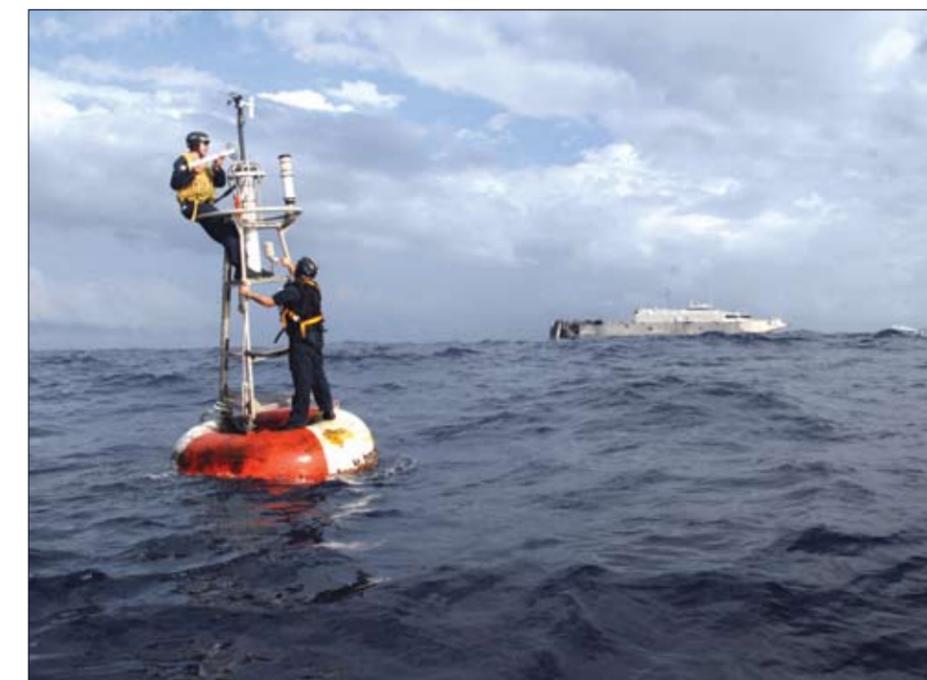
With each community project the word about APS reaches new ears and the improvements and friendships are available for all to see.

“We are happy our request was given positive acceptance as this will create an impact in the Limbe community,” said Peter Kum Geh, of the Organization of Limbe United Youth Associations which helped build the new poultry house. “This will

strengthen friendly ties between the youth of Limbe and the U.S. Navy and also establish partnership between our two agencies.”

Most of the volunteer projects last only a few days. But, members of Naval Mobile Construction Battalion 40, a Port Hueneme-based command participating in

APS, have taken on a full time community relations project building a medical clinic in Tema, Ghana. The hospital is set outside the Ghanaian Navy base and upon completion will provide enough room to treat members of the local community better than the base’s current facility.



▲ MM2 Matthew Rishovd (top) works with MM2 Kody Egelhoff, both assigned to high speed vessel HSV 2 *Swift*, to repair a Pirata bouy for the National Oceanic and Atmospheric Administration (NOAA). Fixing these bouys is part of *Swift*’s mission for the Africa Partnership Station to help NOAA collect weather data that may help predict hurricanes and other inclement weather.



▲ Students in Ahmmadou Mbacke help members of APS paint a classroom in Dakar, Senegal.



▲ CE2 Jose Castillo, takes time as an Africa Partnership Station (APS) volunteer to show local host nation volunteers how to secure chicken wire in Limbe, Republic of Cameroon.



▲ Rear Adm. Anthony Kurta kicks out the first ball at a soccer game in Lome, Togo, between members of the Togolese 1st Infantry Regiment and Sailors stationed aboard the (HSV) 2 *Swift* during the vessel's first port call for Africa Partnership Station (APS).



▲ Lt.j.g. Erica Goodwin visits the children going to school next door to Essikado Hospital in Takoradi, Ghana.

“It is very gratifying that after all the visits, our interaction in the partnership has yielded something very good,” said Ghanaian Navy Commodore Matthew Quashie, Eastern Ghana Naval Command.

“Once the medical clinic is completed, it will be the center of a community outreach performed jointly through the international NGO Project Hope and doctors from the U.S. Navy,” said U.S. Ambassador to Ghana Pamela E. Bridgewater.

Interagency and NGO involvement is another unique aspect that sets the APS initiative apart from previous U.S. Navy maritime cooperation activities. In coordination with organizations like the U.S. Agency of International Development, UNICEF, Catholic Relief Services and Project Handclasp, APS will deliver hundreds of thousands of fortified meals to health services in several African countries, including Ghana.

“This kind gesture is in line with the rationale behind the establishment of the nutrition and rehabilitation centers, which is to meet the nutritional needs of children, especially to severely undernourished children. It is our hope that this will ultimately restore the health and mental alertness of Ghana’s malnourished children,” said the Honorable Dr. Gladys Ashitey, Ghanaian Deputy Minister of Health. “Ghana and the United States has

a long-standing relationship in this light, we hope to build a sustainable partnership with the Africa Partnership Station and the Project Handclasp program.”

Although these APS “footprints” may seem to be small steps towards improving regional maritime safety and security, they are significant for the future they represent. While the inaugural APS deployment will end this April, this is only the beginning of a long-term commitment to help African partners generate a more indigenous, and therefore, more sustainable peace and security on the continent.

“We are not going to help these nations build their own maritime security and stability over night, so I think we’re going to see more missions to Africa in the future,” said Commander, U.S. 6th Fleet Vice Adm. Sandy Winnefeld Jr., during his visit to *Fort McHenry*. “It will take a sustained effort in which we help our African partners build maritime professionals, response capabilities and maritime domain awareness. It’s going to challenge all of us to be more creative and to do things that we haven’t had a lot of experience in. But that’s what makes it exciting, and it’s going to be a real privilege to be part of it.”

Merriam is a journalist assigned to Africa Partnership Station.



▲ Africa Partnership Station volunteer, EM3 Jermario Gordon, holds an infant at La Pouponniere, an orphanage in Mbour, Senegal.

◀ A student from Belise Elementary School, Port Gentile Gabon, dances with MU1 Luslaida Barbosa and MU3 Tobias Ramu Jaeger during a community outreach band concert. The U.S. Naval Forces Europe-Africa band, based in Naples, Italy, is part of the APS international team that is building important friendships throughout Africa.

Photo by MOC Jason Morris



Security forces Change Course

Story and photos by MC1(SW) Margaret J. Tyler

Sailors remember “back in the day,” when the master-at-arms (MA) force was a group to be reckoned with. Although they were your shipmates, they were the ones who enforced rules and regulations and were sometimes disliked for it.

◀ Master-at-arms and gunner's mate instructors work together, not only teaching skill sets and techniques to be applied in the fleet, but also pride and professionalism behind the badge.



▲ ICC(SW) Gerald Thomas monitors a mock inspection during the Basic Corrections Ashore course.

Law enforcement was the foremost activity for these “military police.” Duties included routine traffic stops with the occasional traffic citation; investigations on and off base (with the inevitable paperwork to be completed and filed); urinalyses; and taking charge of restricted personnel. That notion wasn’t too far off, until October 2000 with the bombing of USS *Cole* (DDG 67). That bombing, reverberated throughout the fleet and struck a nerve with all those who stood for freedom.

For years before the attack, changes in the MA rating had been debated. Overnight, it became clear just how dramatic that change would need to be.

Prior to December 2000, only active-duty Sailors, E-5 or above, could submit a package to the Bureau of Naval Personnel to join the MA force. As 2001 began, recruits E-4 and below could become MAs. Since then the community has grown from about 1,000 members to approximately 9,500 today.

MA duties became still more complex as



▲ Master-at-Arms “A” school students receive training on weapons handling in the classroom before heading out to the range for live-fire exercise.

the detention of suspected terrorists fell to the community.

MAs have assumed a more visible, powerful presence as the anti-terrorism (AT) and force protection (FP) experts

for our maritime nation who monitor the waters and escort our vessels as they transport mission essential items,

Like many of the MAs who served before 2000, Master-At-Arms 1st Class (SW)

Johnathan McCord, the leading petty officer of the non-lethal weapons course at Naval Technical Training Command (NTTC), Lackland Air Force Base, San Antonio, had a hand in the redesign of the MA community. McCord, who enlisted in the Navy as a cryptologic technician in 1996, remembered the mindset of the military police force.

“When I went through here in 2000, we were mostly law enforcement oriented,” said McCord. “Our job was strictly patrol, responding to domestics, traffic stops. Now we’ve moved to a security force posture.

“We still have those law enforcement billets out there, but that’s a small percentage of what we do. The large percentage of what we do now is anti-terrorism force protection. That’s something the Navy needs,” McCord added.

MAC(EXW/SW) Thomas Hammond, small arms instructor at NTTC, noted the various changes the MA rating underwent.

“Terrorism changed everything,” said Hammond. “Before, you used to be able to go on a Mediterranean cruise and go port to port. Now, you’re out guarding the oil platforms, you’re perimeter security. We have MAs on the oil platforms, training Iraqis.

MA1(SW/AW) Robert Miller, instructor for the AT/FP portion of the MA “A” School, agreed.

“I’m teaching totally different techniques from what I did before,” said Miller. “We really didn’t have a major focus on improvised explosive devices, or setting up our primary and secondary response forces.”

The expansion of responsibilities meant calling upon an experienced civilian force to bring their expertise into the mix. Most of the civilian contractors had prior military experience ranging from weapons handling to AT/FP measures and controls. They teamed with the MA instructors and designed a well-rounded curriculum for future MAs.



◀ Some courses have become multi-force to better align the security posture of the Navy, Marine Corps, Air Force and Army.

▼ Students practice exiting a cell during the cell extraction exercise during the Basic Corrections Ashore course.



► **Students receive** direct sprays of oleoresin capsicum, widely known as pepper spray, to build endurance and confidence.



▲ **A student douses his entire face in a bucket of pure water for comfort** after enduring a blast of oleoresin capsicum, an agent that renders its victims powerless.



▲ **During the three-day field exercise during the last block of instruction, anti-terrorism and force protection, students go through a series of scenarios ranging from pier sentry to civilian threats.**

The curriculum is broken down and taught in five phases to complete the basic knowledge of AT/FP and how to achieve it. The curriculum still incorporates fundamentals like cardio-pulmonary resuscitation and first-aid administration; hand-to hand combat; and lethal and non-lethal weapons.

This lead to a new portion in the “A” school curriculum with real-time scenarios designed to give the student practical experience. The use of non-lethal techniques, such as using a baton or oleoresin capsicum (OC) spray or pepper spray, are being encouraged more than ever.

“OC [training] is necessary because the military is employing more non-lethal

weapons every year and to train these guys on OC gives them another weapon on their tool belt,” said McCord. “That gives them more options instead of just having to pull out their firearm and use deadly force. Now, they have other tools that can help them save their lives without causing death or serious bodily harm to suspects.

“This [training] is 100 percent realistic to what they can encounter in the fleet. We

set the training up to give them the biggest advantage to better their success out in the fleet. If they happen to employ the baton or OC, then they’re going to know how it works and how to use it out in the fleet,” said McCord during an OC demonstration

and utilization course, where students are put through a number of tests.

Instructors hope to determine whether potential MAs can survive a blast of OC, engage four different opponents and secure two opponents using mechanical advantage take-downs even after they’ve been sprayed with the pepper spray.

“We’re showing the trainees that they can spray somebody and know how it affects the person they’re spraying,” said McCord. “But if it happens that they get contaminated during the struggle, they can actually fight through, get the suspect in custody and they’re not going to end up dying. It’s letting them know that just because they’re sprayed, it’s not the end of

the world; that they can actually have the power to fight through it and accomplish the mission to get home safely.”

At the schoolhouse, the training tests more than a mechanical responses to a single threat. After all, the enemy is no longer familiar, making security more dangerous and less predictable. The training is s complex, thought-provoking environment, authentic enough to raise the blood pressure, get the adrenaline pumping and push students past their comfort zone.

“You have to be prepared for that unknown threat out there. Before, it was a predominantly known threat and that’s what they’re teaching us,” said Seaman Patrick Clennon, a student at NTTC.

Clennon, who would later advance to 2nd class petty officer during his graduation from “A” school, thanks to his prior service as an aviation structural mechanic, returned to the Navy after three years as a civilian working for his local sheriff’s department.

“I felt that with everything going on in the world right now, I needed to be here more than I needed to be a deputy sheriff. So, here I am again in the Navy, and finally in the job that I want to do.”

But Clennon did not expect to encounter what had been the MA mission when he first served in the Navy.

“I know a lot of people come into this career expecting law enforcement, but it’s



▲ The last phase of the school incorporates all techniques and skills learned during the 30-day course.



▲ Civilian instructors are an integral part of the "A" school, providing expertise and years of prior military service.



▲ Students practice their mechanical advantage takedowns under distress to prove they are able to still complete a mission after being attacked.

not what our job is now," Clennon said.

The job now provides homeland and harbor security as well as coastal surveillance because the Navy has reevaluated how it conducts maritime security operations in an expanded maritime environment.

"We have a lot more commands that need MA experience. Now [there is] NECC, which handles mobile security,

riverine, and all those commands that need outfitting – 90 percent of them need MAs," said Hammond.

Those MAs assigned to NECC protect "High Value Assets" which includes Navy vessels, detect and deter threats on harbors and port facilities. While they are highly trained to carry out these missions, the foundation is laid at "A" school.

"These are only the basics that we're

teaching [the students] here," said McCord. "When they arrive at their respective commands, that's when they will receive in-depth training on their specific duties. One of the things that we strive for at this school is to maintain consistency as far as overall training for these Sailors."

"Because of all the commands MAs now work in, especially within NECC, they need that foundation, that groundwork," said Hammond. "When they go to their different commands ... the specifics of that mission may be different."

Throughout the intensive month-long course, multiple skill sets are taught to these students. During their 30 days of training students become proficient in AT/FP measures and procedures leaving them prepared to go to defend their shipmates, their units, and in many cases, the victims' interests.

"The most important skill set is going to be judgment and common sense," said

McCord. "We can give them the basics and foundation of how to respond - how to handcuff someone and search them - but if we don't instill in them the confidence level to go out and do the job, then they are not going to be able to perform at the level that we want them to."

"We try to instill pride and professionalism in [today's students]," said MA2 Carlos Garcia, an instructor for the AT/FP portion of the "A" School who spent some time with the U.S. Marine Corps and later with the New York Police Department.

"[Sailors] know our job is very different than the other rates in the Navy. We are on 24/7. There will be holidays and everybody will be on liberty and have days off, but we will stand the watch." ❧

Tyler is a photojournalist assigned to Naval Media Center, Washington, D.C.

"When I came through it was pretty much strictly law enforcement. [What I'm teaching now is] totally different techniques from what I did before."

— MA1(SW/AW) Robert Miller



▲ Master-at-arms throughout the fleet carry their badges, symbolizing their overall mission of maintaining good order and discipline.



▲ Upon graduation, students receive their master-at-arms (MA) badges after which they recite the MA creed.

Dynamic Movements Are the Wave of the Future

Story by Randy Behr, photos by MC1(AW) Brien Aho



▲ Walking Side Lunge, Over & Back - stretches the groin, glutes, hamstrings and ankles.

1. Keep your torso upright and take a long stride out to the side.
2. Lunge out bending your forward knee to 90° while keeping your trail leg straight.
3. Lower your hips and shift your body weight to the opposite leg.
4. Bring your feet together and stand upright.



▲ Walking Straight Leg Kicks - stretches the hamstrings, calves and lower back.

1. Walk forward with front leg straight.
2. Kick your leg up and touch your toes to the fingers of your opposite hand.
3. Repeat the cycle with your opposite leg.



▲ Walking Lunge - stretches the glutes, hamstrings, hip flexors and calves.

1. Step out with a long stride, striking the heel of your forward foot and extending onto the toes of your back foot.
2. Complete the cycle by bringing your trail leg through and standing upright.

Fitness continues to be of major importance to the Navy, and has received increased attention in recent years. Beyond emphasizing accountability for fitness standards, the Navy's committed to hiring civilian fitness professionals to write exercise curriculums, while employing Program Fitness Managers for the Navy, MWR fitness specialists and even civilian afloat fitness directors on ships.

Change and progression is inevitable and the Navy has shown this. The fitness world within the Navy has also changed. The Navy has made a commitment toward a comprehensive fitness program to improve the readiness of Sailors. Since Sailors are now sent to land-based individual augmentee assignments, it is crucial personnel stay in 'fighting' shape.

Not only has the Navy changed, but so has fitness. One of these changes is the shift from static stretching to dynamic movements. In the past static stretching had been used prior to most workouts. This has changed as most people have stopped performing static stretching as part of a pre-workout. Understand this. I am not saying static stretching is bad, but there is a time and place for it. The place is at the end of a workout or on recovery days.



▲ Lying Scorpion - stretches hip flexors, abdominals, quads and shoulders.

1. Lie down in a prone position.
2. While keeping your chest in contact with the ground, cross one leg behind the other to the opposite side of your body.

Most people in the sports and fitness field feel static stretching should not be used prior to working out or performing athletic events as it hasn't proven to increase performance nor proven to decrease athletic injuries, much to most people's disbelief.

We must still warm-up, but warming up and stretching are two different things. Warming up prepares the body both physically and neurologically. Dynamic movements increase blood flow, increase core temperature, mimic everyday movements, increase athletic performance, increase recovery, recruit fast-twitch muscle fibers and stimulate your central nervous system, to name a few.

According to Machinist's Mate 2nd Class Harry Simmons, aboard USS *George Washington* (CVN 73), "I use dynamic movements to warm up before I do my resistance workout. After I warm up, my body is limber and it feels as if more blood courses through me more easily. I'm more pumped and eager to hit the weights."

Dynamic movements for lack of a scientific definition are activities that involve multiple muscles/joints and incorporate everyday activities. It is also sometimes called 'functional training.' In fact, these movements have shown to improve fitness performance by up to 30 percent.

Simmons added, "My power has increased, my endurance soars and I perform the movements with a smoother, more fluid motion." Specific dynamic movements include soldier marches, A-Skips, B-Skips, 'froggies' and the scorpion, to name a few.

By not performing dynamic movements,

your program isn't properly warming up your body to prepare for exercise, which ultimately increases the chance of injury.

Personally, I have used forms of dynamic movements for approximately 20 years and have completely focused on dynamic movements the last few years. As a result I have better workouts and my flexibility has increased substantially. In addition, my recovery time has been much quicker as well.

With today's demanding schedules Sailor's face, we must have more effective exercise programs that allow personnel the most efficient workout, preserves safety and provides a quick recovery period.

"I love the scorpion. It's my favorite," said Senior Chief Information Systems Technician (SW/AW) Amanda Alston. "Normally, when I workout in the morning I have pain and stiffness, but after the movements I feel stretched, [with] no pain and ready to

exercise," added Alston.

Various research has also shown that static stretching increases the chances of dislocating joints because it creates an overstretched feeling in the muscle, which allows the muscle to become too relaxed and produces too large of a range of motion. It also typically causes fatigue and lethargic physical activity.

This change has also been endorsed by other credible sources, such as the National Strength and Conditioning Organization as well as most strength and conditioning coaches in the field of sports medicine.

We must focus on dynamic movements if we want to prepare our Sailors for every situation whether it be land, air or sea based. It's time to take our Sailors to a new level as they deserve the best technologies, fitness equipment and training techniques. And by the sound of the responses of the crew dynamic movements are gaining more popularity and are here to stay! 

Behr is the afloat fitness director aboard USS George Washington (CVN 73). Aho is a photojournalist assigned to the Naval Media Center, Washington, D.C.



▲ Running Butt Kicks (20 reps) - stretches the quadriceps and hip flexors.

1. Begin running by flexing your knee and bringing your heel back and around to your buttocks.
2. Maintain a slight forward lean throughout the drill, and stay on the balls of your feet.
3. Complete 20 kicks within 10 yards.



▲ Walking High Knees - flexes the hips and shoulders, and stretches the glutes, quads, lower back and shoulders.

1. Use an exaggerated high step to drive your knee as high as possible, while pushing up on the toes of your opposite foot.
2. Arm swing should be a 90° angle at the elbows, and hands swing up to chin level and back beyond rear pocket.



▲ Side Bend, Over And Back - stretches the triceps, upper back, abdominals and obliques.

1. Bend to one side while holding your opposite arm overhead, quickly reverse direction and stretch the other side.
2. This drill should be done in a controlled continuous fashion for 10 stretches on each side of your body.

A Believer's Attitude

Story by MCSA Richard Two Bulls, photo by MC1 (AW) R. Jason Brunson

Lt. Cmdr. Muhiyyaldin Ibn-Noel is currently a staff chaplain at Recruit Training Command (RTC), Great Lakes, Ill., which he considers to be a special opportunity. Ibn-Noel is not only the Navy's senior ranking Muslim chaplain; he was also the Navy's first Muslim chaplain. Although being first is something he is proud of, Noel keeps his unique position in perspective.

"I think as chaplains we're ambassadors of faith," said Ibn-Noel. "It doesn't really matter whether you're the first or last, what matters is that you're getting the job done."

According to Ibn-Noel the events of the war on terrorism have bred negative associations with Islam. Through ministry, he is able to educate the Navy's newest Sailors on the true meaning of Islam. This is where he finds the most satisfaction from his job.

"The enemy right now is a radical Islam. I have the opportunity, being here with the recruits, to teach them what true Islam is and to offer them counter-balance to what they may have learned from [the mainstream media]," said Ibn-Noel.

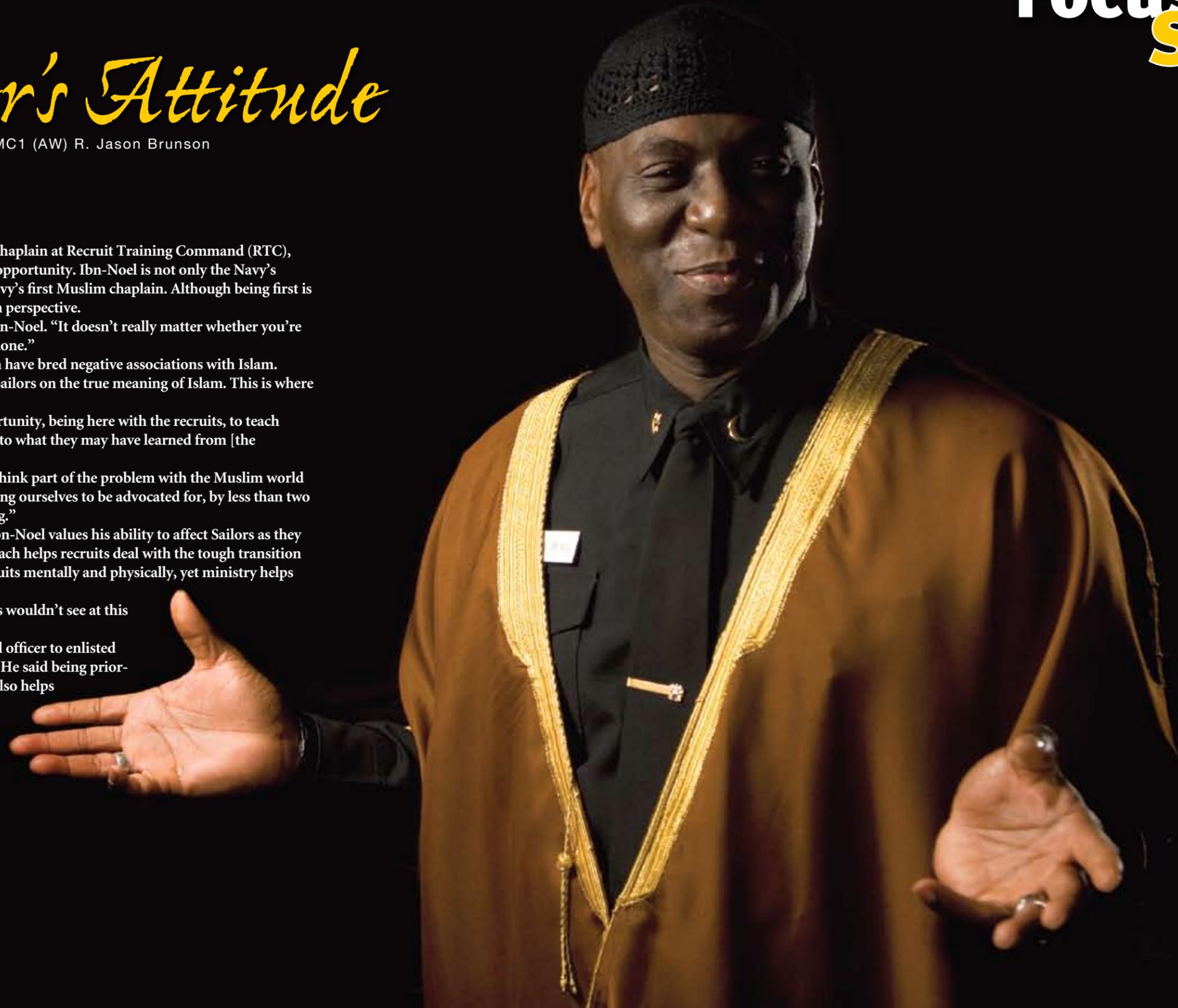
"People just don't understand Islam," Ibn-Noel said. "I think part of the problem with the Muslim world right now is that we are 1.7 billion people and we are allowing ourselves to be advocated for, by less than two percent of the population and no one else is saying anything."

RTC is considered the "Quarterdeck of the Navy," and Ibn-Noel values his ability to affect Sailors as they begin their journey in the Navy. He believes religious outreach helps recruits deal with the tough transition of becoming a Sailor. He said the training at RTC tests recruits mentally and physically, yet ministry helps them see a different side to boot camp.

"There is an autonomous side, a human side that recruits wouldn't see at this particular venue," said Ibn-Noel.

The relationship Ibn-Noel has with recruits isn't a typical officer to enlisted relationship, but one of human fellowship and spirituality. He said being prior-enlisted and actually having graduated boot camp at RTC also helps him relate with the recruits.

To Ibn-Noel, being an ambassador of faith means teaching a clear and true message of Islam. Getting the job done means mentoring and supporting the Navy's future on a spiritual level through fellowship, letting them know that no matter how hard it may seem, they can do this. ❧



History

Nurses of D-Day

Oral History Courtesy of the Naval Historical Center

The Navy Nurse Corps was officially established in 1908. The first 20 women nurses – the first women to serve formally in the Navy – were known as the “Sacred Twenty.” The Nursing Corps’ history is long and distinguished but the nurses who served alongside Allied troops during the World War II Battle of Normandy in 1944 are among its most revered heroes.

Navy nurses Lt. Helen Pavlovsky and Lt. Sara Marcum Kelley, both members of the Naval Reserve, were stationed at Navy Base Hospital No. 12 at Royal Hospital, Netley, England, when Allied forces stormed the beaches of Normandy, France. Excerpts of their oral histories are here.

Ramsey: “We knew ships were gathering for the invasion. It seems to me it took at least a week for all the ships to gather just outside our hospital in Southampton Water. We could go outside and sit on the waterfront and watch. One day it seemed like the whole area was full of ships and the next morning there was not a single one.

“We knew the invasion was beginning. We were on alert. We could not leave and were on duty 24-hours a day. We didn’t know what we were waiting for.

“And then the casualties came. It took about three or four days after the invasion before we started receiving casualties. I remember how busy we were and how they kept coming and coming and we had no place to put them. We put them out in the halls and everywhere.

“We took the casualties, took care of them, removed the bullets and shrapnel. ... Until very recently, I had the first bullet I had removed myself and managed to keep it for many years but I have lost it.

“Anyway, we were busy and we never thought about food or sleep or anything else. The doctors as well as the nurses and corpsmen were taking care of patients. We did not sleep for the first 24 hours, and then finally sleep had to be rationed because no one would leave their work. The captain issued an order. ...

Kelley: “We treated mostly Army personnel but there were also a few Navy men as well. I remember a lot of the casualties were suffering from “shell shock.” Some of them didn’t know who we were. They thought we were Germans and wouldn’t tell us anything except their names and serial numbers. They were classified as mentally ill. Some of them were

just farm boys and the shock of war was just too much for them.”

Ramsey: “I also got to use penicillin for the first time. We had these little tin cans that looked like salt shakers. They contained a mixture of penicillin and, I’m sure, sulfathiazole, and we would use them like salt shakers and sprinkle it into the wounds. And I’ve read since, that it was that mixture of sulfa and penicillin used in those early days that saved many a limb and kept infections down to almost zero. They were both miracle drugs. Of course, we also gave penicillin intravenously.

“We received casualties fairly steadily but not the rate we did at the beginning. As soon as the troops landed on the beaches and went farther inland, the Army went right in and set up their hospitals so they could do a lot of the immediate work that we were having to do at the beginning. And that took a load off of us.”



Navy nurse uniform of World War II (left) and World War I (right). (NH 52975)

Photo courtesy of the Naval Historical Center



This photo of the “Sacred Twenty,” the first 20 Navy nurses appointed in 1908, was taken at the Naval Hospital, Washington, D.C., circa October 1908. Front row (from left to right) are Mary H. Du Bose; Adah M. Pendleton; Elizabeth M. Hewitt; Della V. Knight; Josephine Beatrice Bowman, the third Superintendent of the Navy Nurse Corps, 1922-1935; Lenah H. Sutcliffe Higbee, the second Superintendent of the Navy Nurse Corps, 1911-1922; Esther Voorhees Hasson, the first Superintendent of the Navy Nurse Corps, 1908-1911; Martha E. Pringle; Elizabeth J. Wells; and Clare L. De Ceu. Back row from (left to right): Elizabeth Leonhardt; Estelle Hine; Ethel R. Parsons; Florence T. Millburn; Boniface T. Small; Victoria White; Isabelle Rose Roy; Margaret D. Murray; Sara B. Myer; and Sara M. Cox. (The last two named are on a lower step than the rest of the back row) (H52960)

Photo courtesy of the Naval Historical Center

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