

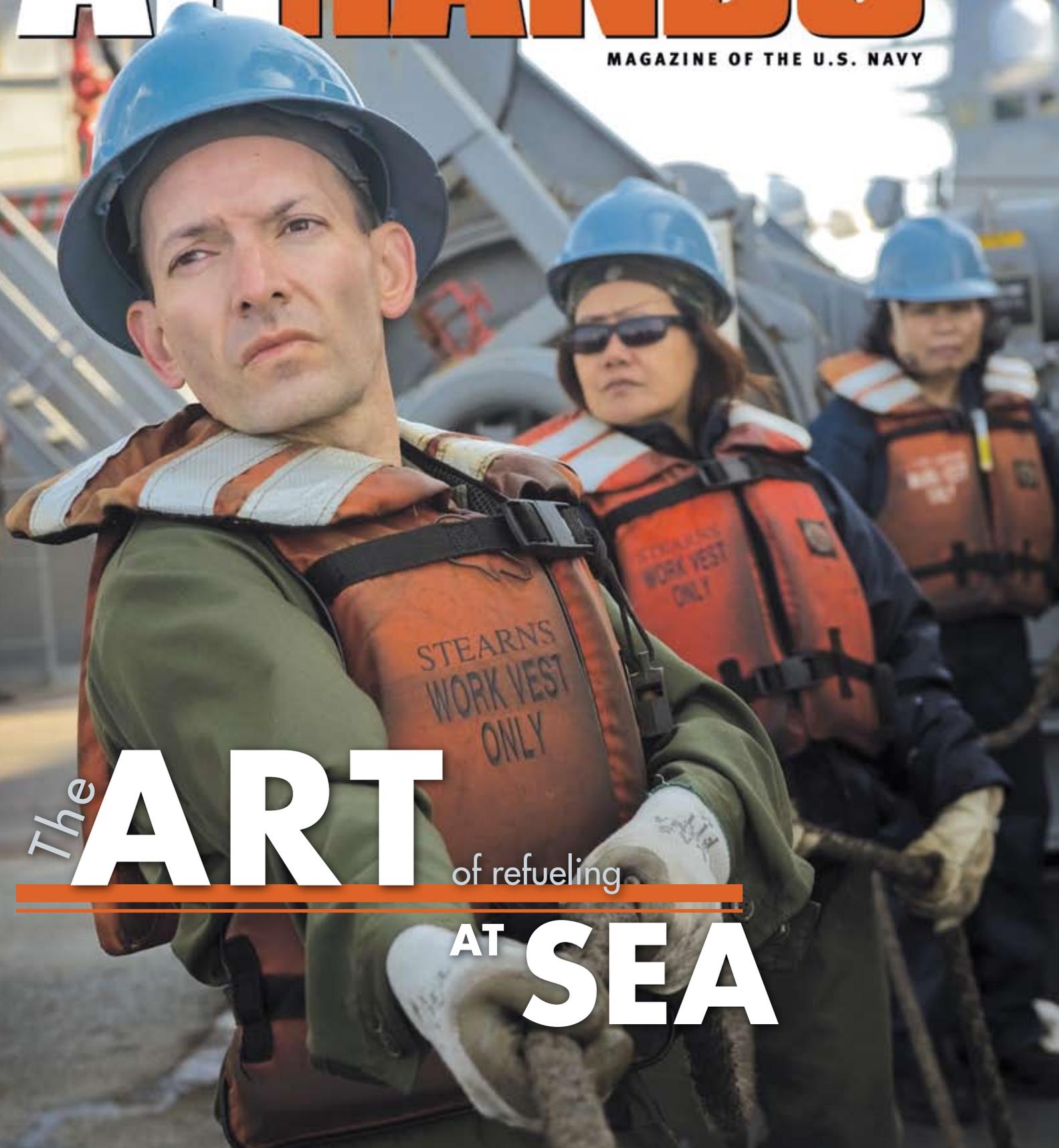
PRIMED AND POLISHED TO SERVE



JUNE 2008

ALL HANDS

MAGAZINE OF THE U.S. NAVY



The **ART** of refueling
AT SEA



[On the Front Cover]
Civilian crew members from USNS *John Lenthall* (T-AO 189) secure a line while conducting a refueling-at-sea with USS *Mason* (DDG 87).

Photo by MC2(AW/SW) Jason McCammack

[Next Month]
Learn more about the heritage of the first class petty officer and see how the Navy shows its colors.

[Departments]

- Around the Fleet — 6
- Something to Think About — 36
- Focus on Service — 38
- History — 40

[Number 1095]

AllHANDS

June

18 Primed and Polished to Serve

Representing the Navy at funerals, inaugurations, sporting and other high-profile events and other ceremonies, the Ceremonial Guard is always out front. That responsibility and honor demands dedication from some of the finest Sailors entering the Navy.

Photo by MC1 (AW) Brien Aho



24 Charting a New Course

The *San Antonio* (LPD 17) class of amphibious dock landing ships are designed to support embarking, transporting and landing elements of a Marine landing force. They are at the forefront of the Navy's next generations of warships — a class of amphibs with a strikingly different appearance and level of capability than its predecessors.

Photo by MC2(AW/SW) Jason McCammack

30 Operating Side by Side

For the Navy to operate globally at full-capability, its ships must be capable of staying at sea for extended periods of time, often where it isn't possible to resupply in a friendly port. To do this, they must be replenished at sea. The Military Sealift Command plays a critical role in providing fuel, ammunition, provisions and spare parts to Navy ships across the globe.

Photo by MC2(AW/SW) Jason McCammack



12 Security Force Builds Front-Line Defenders

This Basic Security Reaction Force class is no ordinary shipboard instructor. It is designed to give the next generation of Ship's Self Defense Force members the tools they need to be on the "front line" of shipboard physical security.

Photo by MC1(SW/AW) Michael E. Miller Jr.



USS Abraham Lincoln (CVN 72) steams in the western Pacific Ocean while on a scheduled seven-month deployment to the U.S. 5th Fleet area of responsibility.

Photo by MC2 James R. Evans



Speaking with Sailors

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

The Making of the Mess

Chief petty officers (CPO) around the fleet are making preparations to train and develop a new generation of CPOs. This August, when the results come out, induction will begin and every one of you will see bits and pieces of it.

It is a time-honored process that has gone by several names and has changed over the years. The most traditional title was "initiation." For decades the term carried with it an air of mystery and even a little fear for those who were on the brink of going through it. Hundreds of thousands of chief petty officers can proudly claim to be initiated, and their pride is justified. To be initiated meant you had been challenged, you had passed - then you had been accepted. More than that, you had proven yourself worthy to join the Navy's chief's mess.

Initiation was effective because a chief selectee was intentionally taken out of his comfort zone and asked to accomplish things that would have been impossible without all their energy, initiative and, most of all, the collective efforts of all the selectees with whom he was being initiated.

Induction is how we refer to the process now, and it's what we use to prepare our selectees to enter our mess. It was built on the traditions and the qualities we value most from initiation. Both processes challenge a selectee. Both carry with them a feeling of acceptance, and both terms will never be confused with anything passive or easy.

Those initiated CPOs who have gone before us left a remarkable legacy of leadership. They were - first and foremost - deckplate chiefs who were connected to their Sailors. The induction process should build upon that and focus on a continuum of training from throughout the year and the passing of knowledge from one generation of chiefs to the next.



Last year we brought some of the initiation traditions back. We invited our retired, initiated, CPOs back into the process and we stressed the value of our heritage as chiefs. This year, we'll do the same. I've emphasized to our chief's mess that we should recall the good things about initiation, the serious tone and the challenge that accompanied that term. And I've asked that our chiefs bring that tone back.

A chief selectee who wears anchors for the first time, Sept. 16, 2008, will know that they have earned them. He or she will know they've been accepted by the mess. A new chief will be ready to lead Sailors on the deckplate and advise our leadership without hesitation. They'll do that because induction trains them to. It's something I hope all of you strive for. Wearing anchors is a noble goal, shipmates. Part of that goal is proving yourself for the six weeks leading up to that pinning ceremony.

If there are first class petty officers in your command selected to chief this summer, watch them during induction. See how they progress and grow as leaders. It's an inevitable transformation, one that benefits the entire fleet. It's a tradition I'm proud of and hope you are as well. ⚓

AllHANDS

Number 1095 • June 2008
www.navy.mil

Secretary of the Navy
The Honorable Donald C. Winter

Chief of Naval Operations
Adm. Gary Roughead

Chief of Information
Rear Adm. Frank Thorp IV

Commander, Naval Media Center
Capt. Gordon J. Hume

Chief of Production
Richard D. Welsh

Chief of Publishing
Lt. Cmdr. Fred Kuebler

EDITORIAL

Editor
Marie G. Johnston

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

Photo Editor
MC1(AW) Brien Aho
MC1(AW) R. Jason Brunson

Editorial Staff
MC2 David Beyea
MC2 Washington Caicedo
MC2(AW/SW) Jason R. McCammack
MCSA Richard J. Two Bulls

LAYOUT & WEB DESIGN

Slice
Design + Project Management
Richard Rabil
Greg Aylsworth, Tory Hobson

AllHANDS

Recipient of the Thomas Jefferson
Award for Excellence



2005

All Hands (USPS 372-970; ISSN 0002-5577) Number 1095 is published monthly by the Naval Media Center, Production Department, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices. **Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call 202/512-1800. Subscription prices \$45 (domestic)/\$54 (foreign); \$7.50 (single copy domestic)/\$9 (single copy foreign). **Postmaster:** Send address changes to All Hands, Naval Media Center, Production Department 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. **Editorial Offices:** Send submissions and correspondence to Naval Media Center Production Department, ATTN: Editor, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819 Tel: DSN 288-4171 or 202/433-4171 Fax: DSN 288-4747 or 202/433-4747 E-Mail: allhandsmagazine@navy.mil Message: NAVMEDIACEN WASHINGTON DC //32// **Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

Lost Relationships

Substance abuse

Depression

Financial trouble

Stress

Giving away possessions



SUICIDE

has been a leading
cause of death among
both Sailors and Marines.

Learn how to help your shipmate.

suicide prevention hotline
1-800-784-2433

www-nmcphec.med.navy.mil

Navy Reestablishes U.S. 4th Fleet

Chief of Naval Operations (CNO) Adm. Gary Roughead recently announced the reestablishment of U.S. 4th Fleet and assigned Rear Adm. Joseph D. Kernan, currently serving as Commander, Naval Special Warfare Command, as its first commander.

U.S. 4th Fleet will be responsible for U.S. Navy ships, aircraft and submarines operating in the U.S. Southern Command (SOUTHCOM) area of focus, which encompasses the Caribbean, Central and South America and the surrounding waters.

Located in Mayport, Fla., and dual-hatted with Commander, U.S. Naval Forces Southern Command (COMUSNAVSO), U.S. 4th Fleet reestablishment addresses the increased role of maritime forces in the SOUTHCOM area of focus, and demonstrates U.S. commitment to regional partners.

"Reconstituting the 4th Fleet recognizes the immense importance of maritime

security in the southern part of the Western Hemisphere, and sends a strong signal to all the civil and military maritime services in Central and Latin America," said Roughead. "Aligning 4th Fleet along with our other numbered fleets and providing the capabilities and personnel are a logical execution of our new maritime strategy."

U.S. 4th Fleet was originally established in 1943 as one of the original numbered fleets, and was given a specific mission. During World War II, the United States needed a command in charge of protecting against raiders, blockade runners and enemy submarines in the South Atlantic. U.S. 4th Fleet was disestablished in 1950 when U.S. 2nd Fleet took over its responsibilities.

Initially, the new 4th Fleet will be headquartered with COMUSNAVSO and take advantage of the existing infrastructure, communications support and personnel already in place in Mayport. As a result, U.S.

4th Fleet will not involve an increase in forces assigned in Mayport.

"As a numbered fleet, we will be in a better position to ensure the Combatant Commander has the right assets available when needed," said Rear Adm. James W. Stevenson Jr., Commander, U.S. Naval Forces Southern Command (NAVSO).

U.S. 4th Fleet will retain responsibility as COMUSNAVSO, the Navy component command for SOUTHCOM. Its mission is to direct U.S. naval forces operating in the Caribbean, Central and South American regions and interact with partner nation navies within the maritime environment. Various operations include counter-illicit trafficking, theater security cooperation, military-to-military interaction and bilateral and multinational training. **S**

Story by MC3 Alan Gragg, U.S. Naval Forces Southern Command, Mayport, Fla.

MCPON Stresses Navy's Expectations To First Class Petty Officers

MCPON(SW/FMF) Joe R. Campa Jr. has made his expectations of the Navy's first class petty officer community a public priority of his the last six months.

"During the annual Petty Officer First Class Leadership Symposium, recently held in Washington, D.C., he left no doubt in the minds of more than 400 attendees that the Navy expects them to meet the responsibility of being first class petty officers and that Sailors depend on their first line leadership.

Campa used the opportunity to remind the first class petty officers what their first priority should be.

"You are in the best position to influence Sailors," said Campa. "I want you to look at those expectations (of the first class petty officer) and use them to determine whether you're doing everything to meet your individual responsibilities and your responsibilities as a first class mess."

Campa said that since the document was released in February, he's seen results around

the fleet. He also said he agrees with feedback he's received that the points discussed in the Expectations of the First Class Petty Officer are not new concepts.

"These expectations aren't anything new and some have asked why we have to put these out. My response to that is that it is a chief's responsibility to define expectations for those they lead. I was inspired by what I'd seen across the fleet and that led to their development. I believe the great majority of you understand them and have taken them on board."

The expectations, said Campa, are not a request. They are what the Navy needs enlisted leaders to do to ensure Sailors are professionally and personally successful. He added that within the Navy's first class mess there is an abundance of talent and experience.

He said that more is being expected of the Navy, which has placed a greater strain on the Sailor and their families.

"We have come to a point where we don't have any leaders to spare," said Campa. "We

have to make the best possible use of your experience and put those skills to work on the deckplate. If you're doing those things, it will better prepare you to be a chief petty officer, but first and foremost you will be one outstanding first class.." **S**

Story by MCCS(SW/AW) Bill Houlihan, who is assigned to Master Chief Petty Officer of the Navy, Washington, D.C.



▲ MCPON Joe R. Campa Jr. talks about the importance of deckplate leadership to the first class petty officers attending the sixth annual Baltimore-Washington Metropolitan First Class Petty Officer Association Leadership Seminar at Andrews Air Force Base.

Photo by MC1 Jennifer A. Villalobos

Navy College Centers to Resume ACT, GED and SAT Exams

Sailors can again take ACT, General Educational Development (GED) and SAT exams at their local Navy College Center after Defense Activity for Non-Traditional Support (DANTES) officials gave the authorization to restart the testing.

Other DANTES paper-based testing for the Navy, both ashore and afloat, has not resumed. Sailors may take these tests electronically at National Testing Centers (NTC) located worldwide on numerous military installations.

ACT, GED and SAT tests are available only on paper.

"It was very important to start administering these tests again so our Sailors can continue their education plans. We will continue working closely with DANTES to reestablish these testing privileges on shore and on ships," said Ann Hunter, voluntary education service chief.

Sailors applying for the Seaman-to-Admiral (STA-21) program should contact their local Navy College Office immediately to schedule the appropriate exam, she added.

All paper-based DANTES testing was halted in late February after tests were lost at some Navy installations and ships.

"The Navy is aggressively pursuing electronic testing through on-base NTCs," said Hunter. "The advantages of on-base NTCs are numerous, but the most significant to our Sailors is that they are able to deliver the results of the test immediately."

For more information call toll free the Navy College call center at 1-877-253-7122 or go to <https://www.navycollege.navy.mil/>. **S**

Story by Sharon Anderson, Chief of Naval Personnel, Washington, D.C.

Sailors Work with Habitat for Humanity to Build Homes in El Salvador

Sailors and U.S. contractors assigned to Forward Operating Location (FOL) Comalapa, El Salvador, continued their mission with Habitat for Humanity by recently completing the construction of four new homes for Salvadorans.

Sailors permanently stationed at the FOL, and deployed Sailors from Patrol Squadrons 4 and 40, Carrier Airborne Early Warning Squadron 77 and Consolidated Maintenance Organization 2, built the new homes for three families in the town of San Luis Talpa.

"I love to volunteer for such a great cause. The families were so grateful to us they tried to offer the little they had to us such as water and some lunch to try to show their appreciation," said Master-at-Arms 2nd Class (SW) Joseph Zaccagnino, a member of the FOL's security team. "You definitely got a good work out digging the ditches and shoveling dirt to lay out the foundation for the walls."

The Sailors worked four consecutive Saturdays to ensure all those who wanted to volunteer from the current deployed

Chief Fire Control Technician (SS) Willie H. Corey, assigned to the Program Executive Office Submarines, Washington, D.C., was recently recognized by the Leukemia & Lymphoma Society (LLS) Program in Cincinnati, for his participation in the National Bone Marrow Donor (NBMD) Program.

Corey has been a participant in the blood marrow donor program since Fall 2006.

"When I found out that the potential recipient was a little girl (having a daughter myself), it was a no-brainer to enroll in the program," said Corey. "They wouldn't tell me her name, but they told me her age. They really respect the privacy of the recipient. If both parties agree, identities are exchanged after 12 months."

Earlier this year Corey and the bone marrow recipient were introduced over the phone. "I talked to her and her aunt. They sent me before and after photos from the operation. The positive changes in her were incredible."

Corey finally met his bone marrow recipient at the LLS Program in Cincinnati.



Story and photo by Alan Baribeau, Naval Sea Systems Command, Washington, D.C.

squadrons had the opportunity to participate.

Habitat for Humanity's site supervisor and mason worked with roughly two dozen Sailors

ready to help build the new homes. Habitat for Humanity provided the oversight, supervision and instructions to Sailors as well as tools, safety gear,



▲ Consolidated Maintenance Organization (CMO) 2 Sailors AT3 Jennifer Lynn Ross, AT2 John Evans and ADAN Nilda Alvarez-Ruiz work together to smooth a wall surface before it gets painted. CMO 2, deployed to Forward Operating Location Comalapa, El Salvador, is working with the Habitat for Humanity organization to build three new homes for local residents.

Photo by MC2 Joseph Studdart



▲ Navy Seabee Jean Joseph, assigned to Combined Joint Task Force-Horn of Africa cooks goat meat for dinner during a 10-day French tactical desert survival training course. Forty U.S. Military members stationed at Camp Lemonier, Djibouti, volunteered for the 10-day course taught by French marines of the 5th Regiment Overseas Infantry.

Photo by U.S. Air Force Tech. Sgt. Jeremy T. Lock

► YN2 Miguel Tafoya, a visit, board, search, and seizure (VBSS) team member assigned to USS *Chung-Hoon* (DDG 93), watches for opposing forces during non-compliant boarding training aboard the decommissioned ex-USS *Duluth* (LPD 6). The drill tests weapons handling techniques, tactical team movement, clearing rooms and passageways, tactical communications, intelligence gathering and combat first aid.

Photo by MC3 Juan Antoine King



▲ Sailors from the supply department S-6 division aboard USS *Abraham Lincoln* (CVN 72) attach bundles of cargo netting to an AS-332 *Super Puma* helicopter on the flight deck during a vertical replenishment with USNS *Niagara Falls* (T-AFS 3).

Photo by MC3 Juan Antoine King

continued from page 7

and building materials.

"I really enjoy these builds coming from a Seabee unit. It is a great opportunity for the FOL to get involved with the local community to show that we care about the people that live around us and want to help in any way possible to make life better for them," said Utilitiesman 2nd Class (SCW) Joseph Rubino.

FOL Comalapa's primary mission is to provide logistical support to aerial counter-drug aircraft and crew from U.S. military and government law enforcement organizations. Promoting Theater Security Cooperation like community relations events in the El Salvador area is also a large part of the mission. ■

Story Courtesy of Forward Operating Location Comalapa, El Salvador.

Navy Tests New Technologies for Maritime Interception Operations

The Navy successfully demonstrated a biometrics tool set and wireless link interface for the fleet's Expanded Maritime Interception Operations (EMIO) teams aboard USS *Howard* (DDG 83).

This demonstration tested the Navy's new EMIO technologies for collecting biometric identification data and globally sharing the intelligence during maritime interdiction operations during visit, board, search and seizure (VBSS) missions at sea.

Cmdr. John Funn, PEO LMW's

assistant program manager for expeditionary systems, explained the Navy's maritime interception operations involve monitoring and disrupting the movement of terrorists and terrorism-related materials at sea. Specially trained (VBSS) teams deploy from an EMIO capable U.S. ship. After they stop, board and secure a suspect vessel, they may use portable identity data collection devices, including digital cameras and fingerprint scanners, to identify persons of interest. They also conduct methodical searches for weapons or weapon materials.

"EMIO is a key maritime component of the global war on terrorism," said Funn.

The demonstration test on *Howard*, under the direction of Program Executive Office for Command, Control, Communications, Computers and Intelligence (PEO C4I), focused on EMIO's technology components and represented a major leap toward a broader use of the wireless capability. Currently, biometric data collected aboard a suspect vessel is physically brought back to the parent platform and transmitted through shipboard communication systems and satellite networks to the Biometrics Fusion Center (BFC), a DOD facility in Clarksburg, W.Va. At the BFC, the information is matched against data in the DOD's Automated Biometric Identification System (ABIS). The ABIS search results are relayed back to the ship, where the onsite commander uses that information in deciding whether to detain the vessel or individuals found on board.

Wireless communications significantly improve the transfer

continued on page 11



▲ Flight deck personnel prepare to launch the next aircraft in the cycle, after successfully catapulting an F/A-18 *Hornet* from USS *Harry S. Truman* (CVN 75) during flight operations in the Persian Gulf.

Photo by MCSA Matthew A. Lawson



▲ Lt. Leah Ocampo, a Navy dentist assigned to the 11th Marine Expeditionary Unit (MEU), prepares to numb the mouth of a patient for a tooth extraction during a Medical Civil Action Project (MEDCAP) in the village of Goubetto, Djibouti, Africa. During the first two days of the six-day MEDCAP, the 354th Civil Affairs Brigade treated more than 500 patients.

Photo by Air Force Tech. Sgt. Jeremy T. Lock



▲ Seabees assigned to Naval Mobile Construction Battalion (NMCB) 7 carry fellow Seabees during a training course event at Camp Shelby, Miss. All NMCB-7 commissioned officers and chief petty officers participated in a weeklong field exercise to build teamwork and practical knowledge.

Photo by MC2 Michael B. Lavender



▲ An aircraft director signals to the student pilot of a T-45C *Goshawk* to stop on the flight deck of USS *John C. Stennis* (CVN 74).

Photo by MCSN Walter M. Wayman



▲ HM3(FMF) Matthew J. Tricarico maintains security with 3rd Battalion, 5th Marines, Regimental Combat Team 1 while on a patrol in the Al Sina district of Fallujah, Iraq.

Photo by Marine Corps Lance Cpl. Grant T. Walker

continued from page 9

rate of EMIO information. Wireless capability allows the boarding team to check and verify the identities of crew members and passengers and confirm false identity documents while remaining in control of the suspect vessel and communicating with the onsite commander.

“This saves time and provides an important strategic advantage for our VBSS teams,” said Funn.

PEO LMW is managing the acquisition of the portable tool set used by VBSS teams to collect digital identity data. This kit comprises a water-resistant, “ruggedized” computer with a touch-sensitive screen, a camera for taking digital photos, a digital fingerprint scanner and pen, and a scanning device to input identification documents, cargo manifests and other information.

Future technology upgrades to the EMIO tool set will include a lighter weight integrated configuration and eventually additional biometric modalities such as iris recognition. ❧

Story courtesy of the Program Executive Office Littoral Mine Warfare, Washington, D.C.

DSU Prepares for Submarine Escape and Rescue Exercise

Deep Submergence Unit (DSU), the Navy’s only worldwide deployable submarine rescue capability command recently loaded equipment and support personnel aboard a Russian aircraft at Naval Air Station North Island, San Diego, in preparation for the NATO exercise *Bold Monarch* (BMH) 2008.

BMH 2008 is a joint Allied Command *Submarine Escape and Rescue Live Exercise* (LIVEX) designed to train and demonstrate that NATO, in participation with other submarine operating nations, can perform life-saving operations from a distressed submarine including all medical aspects involved in a submarine disaster.

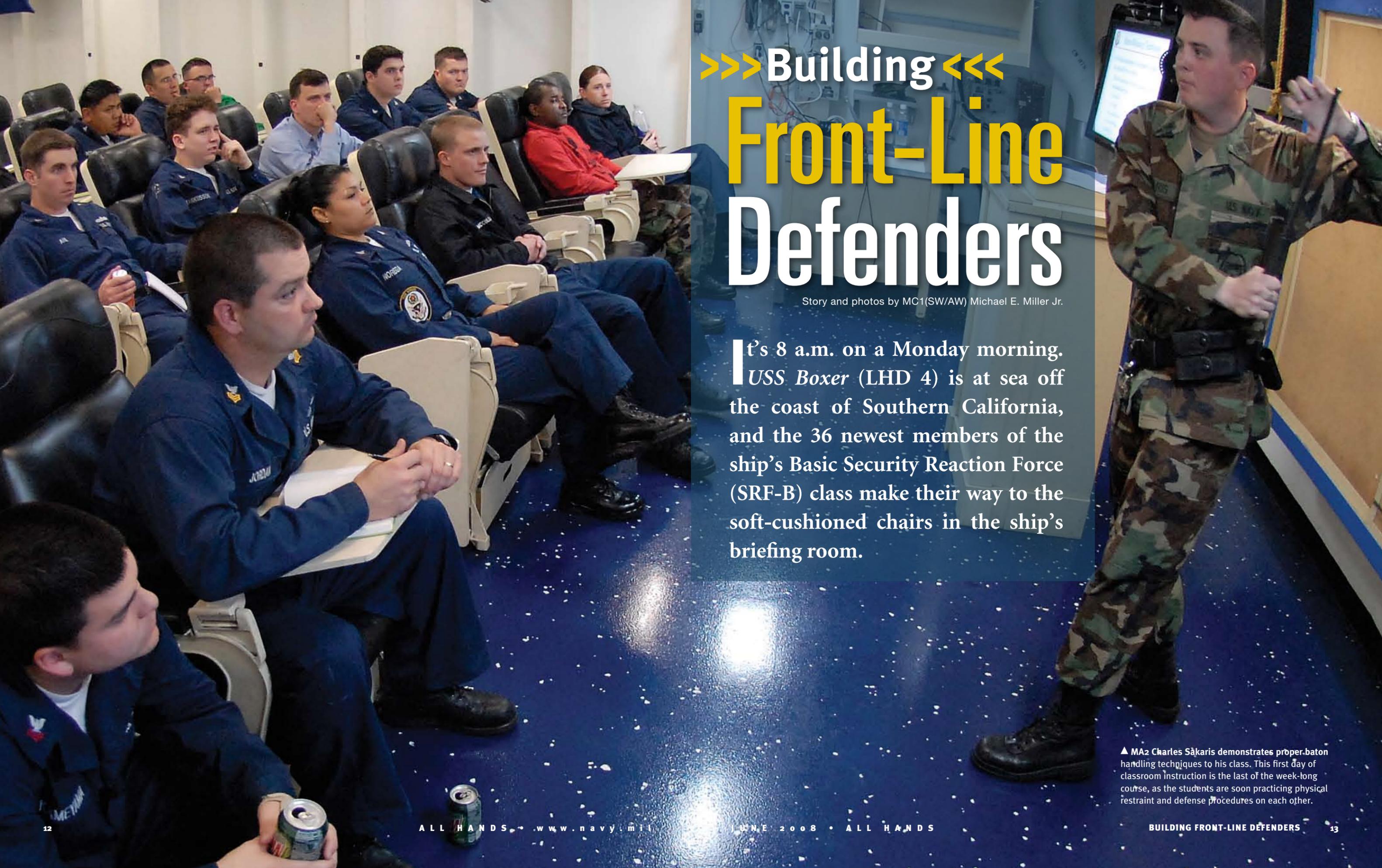
“This is the first time Russia will participate in this exercise; and it is a significant step forward in the development of a truly international rescue capability,” said Bill Orr, U.S. submarine force escape and rescue officer. “Other nations such as Canada, France and Germany will be participating.”

The U.S. Navy will be mobilizing the submarine rescue system-rescue capable system (SRS-RCS), which is a next generation, state-of-the-art submarine rescue system. The SRS-RCS is comprised of two main systems, the pressurized rescue module system and the submarine decompression system.

“This phase is very important, because we will be able to demonstrate that we can take the system anywhere in the world to rescue Sailors in distress,” said Orr.

The program is designed to be a government-owned, commercially operated system, consisting of military personnel and civilian contractor support and operation. ❧

Story by MC2(SW) Alexia M. Riveracorrea, Fleet Public Affairs Center Pacific, San Diego.



>>> Building <<< Front-Line Defenders

Story and photos by MC1(SW/AW) Michael E. Miller Jr.

It's 8 a.m. on a Monday morning. *USS Boxer* (LHD 4) is at sea off the coast of Southern California, and the 36 newest members of the ship's Basic Security Reaction Force (SRF-B) class make their way to the soft-cushioned chairs in the ship's briefing room.

▲ MA2 Charles Sakaris demonstrates proper baton handling techniques to his class. This first day of classroom instruction is the last of the week-long course, as the students are soon practicing physical restraint and defense procedures on each other.

The mood is light because the Sailors are expecting an easy week of slide show presentations on instructions and regulations putting them asleep. The seemingly oblivious students are soon attentively leaning forward in their seats, as the course instructors reveal a curriculum filled with topics like physical takedown procedures and terrorist cell activities.

This SRF-B class is no ordinary shipboard instruction. It is designed to give the next generation of Ship's Self Defense Force (SSDF) members the tools they need to be on the "front line" of shipboard physical security.

"We teach a tough hands-on overview on how to maintain a tactical posture for shipboard security posts," said Master-at-Arms 2nd Class Charles J. Sakaris, SRF-B instructor aboard *Boxer*. "Seamen and Chiefs are in this class; rank doesn't matter – pride and professionalism does."

It's that same pride and professionalism combined with keen vigilance that MAs like Sakaris count on. The ship is only allotted a certain number of specialized MAs, so ensuring these Sailors from various job backgrounds give their all in the training helps put the most qualified Sailors on SSDF posts around the ship.

"These Sailors qualifying helps them understand how to do what we do," adds Sakaris. "And that helps us do our job."

Boxer MAs teach the class that covers everything from unarmed self defense and vehicle searches to rules of engagement and anti-terrorism. Since many Sailors in the course have never been through any physical security training before, instructors emphasize intensity to prepare students for the gravity of the hostile situations they may face.

"The instructors are intense," said Air Traffic Controlman 1st Class (AW/SW) Chris Chitwood, a student in the class. "They're very confident and proud of what they do, so we have to take it seriously."

The group spends very little time in this classroom environment. Before the

Sailors have a chance to get comfortable in the plush chairs, they are quickly moved to another room empty of desks and stand in rows side-by-side. Here they are shown how to best defend against physical attack and threats to the ship itself.

The students begin practicing control holds and strikes on their classmates, a big shift from their day-to-day jobs.

"A class like this teaches things you can't get anywhere else," said Chitwood. "It gets you out from behind a desk or radar screen and shows you that you've got your shipmates' back and they've got yours."

Sailors who volunteer and are selected for SSDF are required to attend the course

and must be outstanding Sailors in daily performance and physical fitness.

"These Sailors are the ones who go above and beyond," adds Sakaris. "They've all got their heads in the game."

The first round of striking and blocking drills has finished and it feels like the temperature in the room has risen at least 10 degrees. The looks on their faces say one thing – this is true training. The mood has shifted from light-hearted morning conversation to determination and focus, which is just what the instructors had planned.

"This is the kind of training you go to and walk away with battle scars,"



▲ MA1(SW) Jorge Schulz demonstrates striking techniques to AETM1(AW) Judith Garza (left) and SK2 (SW/AW) Erika Noriega (center).

▼ MA1(SW) Jorge Schulz instructs his students on how to properly restrain an uncooperative person.





▲ MA1(SW) Jorge Schulz uses a class student, FC3 John Lesh, to demonstrate proper restraint techniques. Class participation reaches a new level in this course.



▲ YN1(SW) Beverly J. Ellis demonstrates a restraint technique on AC1(AW/SW) Chris Chitwood. Students practice the restraint techniques on each other so they can give an accurate assessment of the technique's effectiveness.

said Aviation Electricians Mate 1st Class (AW/SW) Shana Svedberg. "They beat you up, but it's good training and you learn a lot."

A few days into the course, the Sailors move from physical self-defense to the most anticipated event of the course. It's the day they've all heard about; the day with a legacy of storytelling around the ship. Today they learn how to employ and respond to oleoresin capsicum (OC), better known as pepper spray.

All SRF-B students are required to be sprayed in the face with OC and then demonstrate many of the physical defense techniques they've learned to help ensure they can defend themselves while partially impaired.

It's barely early morning, but *Boxer's* MAs, SRF-B students and crowds of supporting shipmates are already gathering on the flight deck for the day's popular evolution.

"I'm really nervous," said Svedberg, awaiting her turn. "Everyone says it hurts, but I'm not going to quit."

Each Sailor stands face-to-face with an instructor as they're sprayed with OC. They are then guided from event to event as they

"These students are highly dedicated and hands-on with this training. They've taken time from their normal jobs to learn and understand a different type of training from their day-to-day environment."

— MA1(SW) Jorge Schulz

scream commands to "get back" to Sailors acting as potential threats. The students move through the stations as the sensation from the OC spray worsens, driving them to focus even more. Their shipmates echo cheers across *Boxer's* flight deck as the students near the end of the obstacles.

"You just block out everything," said Chief Aviation Electrician's Mate (AW/SW) Michael Dover, as he recovered from his run through the evolution. "It's like swimming through salt water with your eyes open and having the worst sunburn all over your face."

As the day comes to a close, the yells and cheers die down as the crowd clears and the students head off to clean up. The MAs look at each other and smile, holding their heads high, filled with pride and accomplishment

based on the events over the past few days.

"These students are highly dedicated and hands-on with this training," said MA1(SW) Jorge Schulz. "They've taken time from their normal jobs to learn and understand a different type of training from their day-to-day environment."

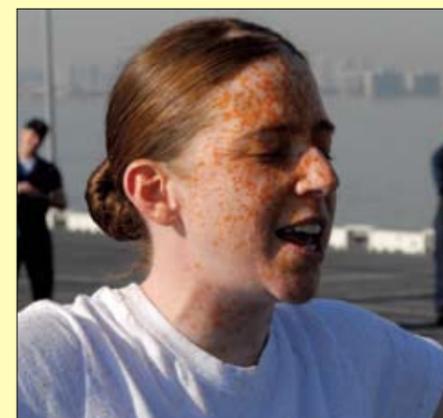
The final day of the course ends back in the ship's briefing room, the students in the welcome comfort of the cushioned chairs filling the space. It's graduation day, and the formal SRF-B training has come to an end. The mood is now justifiably light as the Sailors cling tightly to their graduation certificates.

"It's really effective training," said Dover. "Now the Force Protection watches begin." ❏

Miller is assigned to USS Boxer (LHD 4).



▲ MA2 Charles Sakaris demonstrates proper striking techniques required of Sailors making their way through the obstacle course. The SRF-B students will have to demonstrate these techniques at various stations with pepper spray in their eyes to pass the course.



▲ AE1(AW/SW) Shana Svedberg counts to 10 after being sprayed in the face with Oleoresin Capsicum (OC), better known as pepper spray. Students are required to count to 10 before making their way through the obstacle course to ensure the spray has taken effect. It's not until they open their eyes that they feel the true effect of OC.



▲ Svedberg demonstrates baton striking techniques at the last obstacle of the day as course instructor, MA2 Charles Sakaris, yells commands and cheers her on.



▲ She can finally rinse her face in a bucket of water after making her way through the obstacle course. Even after dunking their heads in water, most students feel the affect of the spray over the next day.



Primed and Polished

T O S E R V E

Story and photos by MC1 (AW) Brien Aho

▲ Students spend hours making sure that all the pits, nicks, dings and discoloration are polished out of their brass and insignia every day during training.

The sound of hooves echo in the stillness between the rows of engraved white marble headstones. An abrupt crack of a rifle and the notes of a lone bugler playing “Taps” pierce the air. As you approach, you witness the final farewell for a hero who gave their lives in the name of Duty, Honor, Country.

Carrying out the ceremony is a squad of individuals wearing crisp, white uniforms that match the sea of tombstones laid before you. They stand silently on the manicured field of grass, moving as one as the ensign is folded above a casket before being placed in the hands of a grieving family member.

Those words - Duty, Honor, Country - embodied by the men and women who join the military and it's only fitting their passing be recognized with distinction. For Sailors, that respect is extended by the Sailors of the United States Navy Ceremonial Guard.

Representing the Navy at funerals, inaugurations, sporting events and other ceremonies, the Ceremonial Guard is always out front. That responsibility and honor demands dedication from some of the finest Sailors entering the Navy.

“We are the face of the Navy and are always standing in front of the families, brass and cameras. We have to [be perfect] at all times” said Seaman Paul Gomez, a casket bearer for the Guard. “We spend countless hours practicing, and working on our appearance.”

Representing the Navy is what is expected of the Guard and when a family has to say good-bye to a loved one, the solemn task falls

to the Navy's Casket Bearer Platoon.

“It's an honor for me to be standing there representing the Navy and the country before the family,” said Seaman Apprentice Matthew Glenn Hale, a casket bearer. “That's one reason why I wanted to be a guardsmen. I wanted to be out front and I believe if you want something done right - like delivering honors to the grieving - I have to do it myself. I take pride in that.”

Finding Sailors who might make the cut starts in boot camp. Candidates are selected from the different divisions and are required to attend meetings where they learn about the rigors of becoming a member of the Ceremonial Guard.

“I was approached by the Recruit Division Commander and was asked why I wasn't attending the Ceremonial Guard meetings,” said SN Cedrick Dickinson leading seaman of the Casket Bearers. “I had no idea they existed and was pretty much signed up on the spot.”

After boot camp the candidates arrive in Washington, D.C. where they begin a two-year assignment as a guardsmen in one of the platoons as a casket bearer, firing party, drill team or colors platoon.

Arriving for the first time at the Ceremonial



▲ Students polish their brass in the Ceremonial Hall of the headquarters building as their shoes hang from their neckerchief which keeps them taut and ready for inspection.

Guard headquarters located aboard Anacostia Annex, is an eye-opening experience for most. They left boot camp thinking that the hardest part of training was over.

“Guardsmen meet you at the airport and are talking to you as though they were your friend. They’re telling you about the different sites on our way to the base and then it becomes very apparent once you step off that van and onto the sidewalk in front of the headquarters building that this is not going to be what you thought it was,” said Dickinson. “They were up in our faces and yelling at the top of their lungs to straighten up and get in to proper ranks. It was boot camp times 10.”

Thus begins the day-after-day rigors of constant shining, ironing, buffing and drilling that will prepare the Sailor for the next two years of high-profile duty.



▲ Fellow students help SR Miguel Mora prepare for for one of many daily inspections.

But, according to Dickinson, there are misconceptions about the guard.

“People think we only go to sporting events and present the colors or fly to different areas around the country for holiday celebrations. That’s just not the case,” said Dickinson. “This is harder than the three-a-day football practices when I was in high school. The fact that we can have up to eight funerals in a day and we train constantly is extremely draining.”

The long hours of continuously making sure their uniform is inspection-ready, that they are always in front of families and the nation’s leaders, teaches them a level of responsibility and attention to detail that was only touched on in boot camp.

Guardsmen find themselves attending events at the White House or at the Pentagon on a weekly basis. But before they get to meet the President or the Secretary of Defense, they will find themselves in an intense four-month training period that is broken up into two parts.

Candidates spend their first two months learning the basics of making their uniforms look like they were sculpted out of granite. They polish the brass that goes with the uniform to a shine so highly reflective it could be used as a signaling device.

“It takes an incalculable amount of hours to make our brass and uniforms sharp,” said

Hale. “We can easily go through five cans of starch a day, and every piece of metal has to be pristine - no pits, streaks or discoloration.”

Training doesn’t finish after those two months. Once they are in one of the platoons, there are better refined toward meeting the platoon’s mission.

For casket bearers, that means becoming very familiar with not-so-average size boxes - longer than seven feet and weighing hundreds of pounds. For the Navy, who uses six people to carry a casket, training is a night and day operation to learn to work fluidly as a team.

“We wake up everyday at 4 a.m., and are ready for inspection and training by 5 a.m.,” said Hale. “We place weights in the caskets and proceed to the river walk where we march for more than a mile and back conducting different drill movements.”

Being able to lift and carry extreme weights is only part of the duty that the guardsmen face. Each movement has to be executed flawlessly and with precise synchronized movements.

According to Gomez, the guard trains daily. Even though casket bearers have performed the ceremony hundreds of times they still practice every day.

“I have performed honors more than 1,000 times,” said Gomez. “We still practice every day and before each funeral.”

Their stony look that never shows any expression is taught during the training before becoming a full-time guardsmen. They call it breaking tightness when a guardsmen moves in anyway or shows emotion while performing their duties - that is strictly forbidden.

Honoring so many Sailors who have passed away can take a toll on the guardsmen, too. According to Hale, conducting so many funerals can be depressing, but that service member and their family deserve to have the ceremony performed perfectly and respectfully each and every time.

“Even though we’re tired from the funerals we did earlier in the day we have to perform perfectly every time,” said Dickinson “We never show we’re tired or it was an emotional event to the point where I would break tightness.”

The number of funerals the Casket Platoon conducts has risen through the years. Between current events, the World War II veterans



▲ SN Eric Bates inspects a student’s gloves before allowing them to move on.

passing every day and the Korean War and Vietnam-era generation getting older, the requests to be buried with honors have been rising.

“The amount of funerals does have an effect on us” said Dickinson. “To relieve the stress we try to joke around - pulling pranks on one another and we also work out heavily to relieve stress.”

The group is really close knit and often is heard telling other guardsmen about the funerals they have done in the past. According to Hale it is a way of taking that burden off your shoulders so that you don’t carry it on to the next event that will be in less than an hour from the last.

“It can get emotional at times,” said Hale “like the time I had to present the flag to a child. I never broke tightness, but when we were finished we talked among each other to share the moment and that helped get me through to the next event.”

Guardsmen must dedicate two years away from their rate which can be an issue if they’re

not working and learning for advancement. To offset that, a guardsmen can choose a different rate than what they signed up for as long as their ASVAB scores are high enough and the rate is not over-manned. But the

leadership at the Guard also urges the Sailor to keep studying during their off time. When the opportunity arises, they allow guardsmen to do a little on-the-job training.

“I’m slated as a CS,” said Hale, “and I had the honor of being able to cook at the Vice President’s house where I learned a lot.”

Another misconception according to the

Guard is the time you are here is a detriment to one’s career. The Guard combats that by making sure that the Sailor gets the rate they are qualified for and the A-school that corresponds with it.



▲ Casket bearers train by marching with a casket full of heavy items for more than a mile along the river walk along the Potomac.



▲ Casket bearers escort a veteran as they march to the final resting place at Arlington National Cemetery.

“We are fortunate to have an excellent learning lab with two classrooms in our training building that allows the Guardsmen 24/7 access to NKO,” said Command Master Chief (AW/SW) Christopher Adams. “All Sailors are able to obtain rating manuals and Basic Military Requirements through NKO, in addition to our staff-led weekly GMT.”

According to Adams, the Guard makes a trip to the Norfolk area for a familiarization run where they visit different ships and they have an opportunity to speak with Sailors in their respective rates.

“All in all, we devote a great deal of time and energy, particularly in the last six months of a Guard tour. We prepare them for the

changes they can expect when transitioning to the fleet,” said Adams.

Guardsmen who enter the fleet have found that the transition is very smooth and that they have a leg up on most of the other E-3s in their shop.

“The guard taught me discipline and pride in the Navy’s heritage,” said Personnel Specialist 3rd Class Rickey Stuckey a returning guardsmen who was aboard USS *Eisenhower* (CVN 69). “I stood out because my uniform was always squared away and I was motivated the second I walked aboard.”

According to Aviation Electronics Technician 1st Class (AW/SW) Thomas J. Quassy, Recruit Division Commander at

Recruit Training Command, Great Lakes and former Ceremonial Guard member, “The guard taught me my work ethic, maturity and pride in appearance. The leadership training I received helped me to focus on my studies at both A and C school, when other 18-year-olds were fooling around and getting into trouble.”

Another benefit for guardsmen that you won’t find anywhere else in the fleet is that E-3s are leading at the top level. Once a guardsmen has worked in a platoon and has excelled in that role they move up to a training position called “Blue Dot Trainer” where they may teach up to 40 candidates.

“It’s really rewarding being able to demonstrate to the students in training

what I have learned while I have been here,” said Aviation Support Technician 3rd Class Ryan Borgeson, a Blue Dot Trainer. “I think it prepared me to enter the fleet and it has helped me build self-pride.”

Self-pride is something that the Navy Ceremonial Guard is not lacking in. They are some of the best of the best and try to project that at every event they are part of.

“We are here to help shipmates,” said Gomez. “A Sailor never goes here alone. We take them to their final resting place with the dignity befitting a hero.”

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

Program Teaches Standardized Funeral Honors

Ten Sailors and two Department of the Navy civilians recently graduated from the Navywide Funeral Honors Training Program at Naval Support Facility Anacostia, Washington, D.C.

The graduation included a display of skills learned during the five-day-long program. Graduates performed a mock-funeral with honors, which was critiqued by Cmdr. Chris Higginbotham, commanding officer of the U.S. Navy Ceremonial Guard.

The training program, spearheaded by Commander Naval Installations Command, Vice Adm. Robert Conway, is conducted by the Ceremonial Guard throughout the fleet in an effort to standardize Navy funeral procedures and to ensure that all fallen shipmates are properly honored.

“This is the Navy way as per Navy instruction and Navy tradition,” said Higginbotham. “It’s what the Navy does and will do around the country in every funeral we perform. It won’t matter if you go to Hawaii or if you go to Minnesota, you will see the same performance, the same ceremony, performed every single time and the same honors rendered.”

Regional representatives who attended the course were able to apply the training to their prior experience with funeral honors and perfect the details.

“I found that every region was pretty much doing their own thing,” said Personnel Specialist 2nd Class Fletcher Stiff, who attended from Naval Operational Support Center (NOSC) Houston. “Everyone was doing something differently and it kind of brought a perspective to the training.”

Program graduates represented regions from across the country and were tasked to take the knowledge they absorbed during

the course back to their commands and train others.

“I was doing it as close to the right way as I knew how before,” said Storekeeper 2nd Class Anthony Carrigan, Navy Operational Support Center Tampa, Fla. “Now I’ll be able to go back and tweak it to make it as close to perfect as possible.”

The Ceremonial Guard is now largely responsible for the training and implementation of Navy funeral honors. But, the transition to this standard process is multifaceted.

“It is being put out through all the regions, through the regional Casualty Assistance Calls Offices (CACO), that there is a requirement now to receive standardization training from the Guard,” said Higginbotham. “This happens one of two ways: with trainers coming to us [for training]; and we are standing up mobile training teams that will travel to all the regions providing this same training throughout the country and throughout the world.”

Though training is now in progress, Higginbotham acknowledges that implementation of standard practices won’t happen overnight.

“The intent is to go to each region twice a year, and it’s incumbent upon the regions to provide the right bodies when we go there so that the right people are trained in the right procedures so that this continues on,” said Higginbotham. “And, this only lasts as long as you have people who are qualified to continue the training, which is why it never stops.”

Personnel interested in volunteering for funeral honors service should contact their command or regional CACO for more information. **SN**

Story by MC3(AW) Jesse Awalt, Naval District Washington, Washington, D.C.

CHARTING A NEW COURSE

Story by MC2(SW/AW) Jason McCammack, photos by MC1 Erik Hoffmann

Each new generation of Navy ship uses the latest technology as the world's navies compete for dominance at sea. Every so often a ship comes along that is a quantum leap ahead in both design and capability, and alters the entire landscape.

▲ Marines return to *San Antonio's* well deck aboard rigid hull inflatable boats. The ship was built with the needs and requirements of the Marine Corps in mind.



▲ A *San Antonio* sailor waits for an order to fire at a gun mount during small boat attack training aboard the ship.

The *San Antonio* (LPD 17) class of amphibious dock landing ships are designed to support embarking, transporting and landing elements of a Marine landing force. They are at the forefront of the Navy's next generations of warships – a class of amphibs with a strikingly different appearance and level of capability than its predecessors.

The multi-mission *San Antonio*-class is designed and engineered to operate either as a critical part of a group, or alone. The LPD 17 has a reduced vulnerability in the littoral environment by minimizing its radar cross section signature using a streamlined topside design. Combining this significant improvement with state-of-the-art command and control, communications, computers, intelligence, surveillance and reconnaissance capabilities and upgraded self-defense systems significantly improves the ship's ability to defeat threats.

USS *San Antonio* (LPD 17) was the first of the class and recently completed her Operational Evaluation in preparation for her maiden deployment. The crew of *San Antonio* is still getting used to the many creature comforts their new ship offers including sit-up racks, wider passageways and stairwells and very reliable internet access.

"We call it the 'Cadillac,' because it has a very smooth ride," said *San Antonio* Command Master Chief (SW) Thomas Meglen.

The ships of the LPD 17-class are replacing four retiring amphibious ship classes. With a length of more than 680 feet and a beam of 105 feet, the LPD 17-class is substantially larger than the LPD 4-class. It can carry approximately twice the number of Marine vehicles, along with approximately the same number of troops, cargo and ammunition space as the older Austin-class. The increased beam size permits a larger flight deck able to support, from its aviation spots, all aircraft in the Marine inventory.

"If you look at the CNO's new policy and naval strategy, the maritime strategy right now, we've got six core competencies [to meet] from presence all the way through humanitarian efforts and disaster relief operations," said Cmdr. Kurt Kastner, USS *San Antonio's* commanding officer. "This ship, with the number of things we can put in the well deck, the number of aircraft we can operate on the flight deck, the number of people we can embark and disembark – we fit that new maritime strategy."

LPD 17's well

deck, stern gate and ballast system support, to the amphibious penetration point, either traditional landing craft (LCUs) or two air-cushioned landing craft (LCAC) loaded with cargo and Marine vehicles and tanks. The well deck is also compatible for launch and recovery of the Marine Corps' 21st century amphibian, the Expeditionary Fighting Vehicle (EFV). The ship's ability to simultaneously operate a combination of MV-22 *Osprey*, LCAC and EFV even under night vision device conditions greatly extend Navy and Marine Corps capabilities.

Despite the expanded capabilities, Sailors still do the heavy lifting in the well deck.

"We can use technology to do ship control, to navigate and help us fight in the combat systems world, but being a straight-stick amphib guy my entire career, when it comes down to operating a well-deck, you can't use a whole lot of technology down there," said Kastner.

The LPD 17-class has significant survivability features and the latest in computer technology. In addition to Rolling Airframe Missile (RAM) protection from air threats, the ship was designed to minimize its appearance as a target. Using radar cross-section (RCS) reduction techniques, the ship will not only have a new look, but will be more difficult to locate and target.

Realizing that continuous leaps in technology are expected over the next 50 years, LPD 17's fiber optic shipboard-wide



▲ The many new technologies installed aboard *San Antonio* have reduced watchstanding requirements in many areas, including the ship's bridge.

area network (SWAN) connects onboard-integrated systems. Computers resident on the ship are in a "plug in and fight" configuration, allowing hardware to be more easily and appropriately replaced by newer technology as necessary over the ship's lifetime. Moreover, LPD 17 has extensive communications, command, control and intelligence systems to support expeditionary warfare missions.

"Something we have here that we didn't have on my last ship, USS *Trenton* (LPD 14), is the Voyage Management System," said Quartermaster 1st Class (SW) William Bratcher. "What the system does is integrate the engineering plant with the steering console and the navigation track. Essentially, we can put this ship on autopilot. We can put in a start time and an end time and it will do all the work for you."

Optimum Manning

A distinct advantage of installing cutting-edge technology aboard *San Antonio* and the LPD 17-class is a reduction in the manning requirements for the new amphibs. The new ships are applying a concept called optimum manning, which is revolutionizing the way Sailors work aboard Navy ships.

Optimum manning is a combination of three variables: reducing total ownership cost, achieving the right manning level and taking advantage of the ship's capabilities. At first glance, it would appear that technology and automation are simply reducing the manning requirements aboard Navy ships, but there are other factors involved.

Ship design, enhanced crew capabilities and organizational support are the three main areas where an optimum manning ship must excel.

During the shipbuilding and design process the cost versus capability of each piece of new technology was analyzed and the level of human interaction was assessed. But, with *San Antonio* recently completing her Operational Evaluation, the real-world application of the LPD 17-class is on the horizon.

"We've got a lot of high-tech systems that allow us to do more with less people. After we go on deployment we'll have to come back



▲ A *San Antonio* crewmember is taken away on a stretcher during a medical drill.



▲ A simulated trauma wound is treated in *San Antonio's* advanced medical facilities.

and do a re-evaluation of what the manning capabilities should be on this particular class of ship," said Meglen. "We're still getting new systems added but we're not getting any bodies to come with it. We'll have to see if the threshold has been exceeded already or if we're about where we should be."

A Sailor's effectiveness on a ship with optimized manning is mission critical.

Training, appropriate detailing, quality of life factors on the ship, the design of human-machine interfaces and career progress are among the many factors that play into an individual Sailor's efficiency onboard.

"I've been through a lot of training courses and schools since the beginning of the pre-commissioning for the ship until now," said Electronics Technician 2nd Class



▲ A large wave rises above *San Antonio's* bow. Even in rough seas, the LPD 17-class has a very smooth, stable ride for a ship of her size.



▲ *San Antonio* may be loaded with cutting-edge technology but there is no replacement for the hard work done every day on the deckplates.



▲ A RIM-7P NATO *Sea Sparrow* is inspected aboard *San Antonio*.

(SW) Christopher Derron, Combat Systems E4 Division work center supervisor. "All of that training was the foundation for most of my collateral responsibilities. I'm on the ship's Security Reaction Force and Backup Reaction Force, which is our first line of response for an emergency when the ship is in port. I'm also a member of the Combat Systems Training Team where I'm basically training the new guys to do the job that I do every day."

Welcome aboard, Leathernecks

"This ship was built with the Marine Corps in mind," said Kastner. "The feedback we received [from the Marines] has been very good. From the wider passageways to the sit-up berthings and the continuous meal hours we went to on the mess decks, the Marines absolutely love this ship from an embark and a debark standpoint and also from an operational standpoint.

San Antonio takes the strengths of previous amphibians and builds upon their legacy, according to Kastner.

"This is not your father's gator. From command and control to signals and exploitation spaces to intelligence capability to just the sheer amount of equipment and supplies that we can carry, this ship brings a lot to the table in the amphibious warfare

world and the Marine Corps feedback has been excellent."

"The passageways are much better," said Meglen. "Being able to move Marines around the ship is so much easier. They can carry their packs on their backs and get around most of the ladderwells instead of stopping to throw them up and carrying on."

Life on the 21st century deckplate

The new technology installed aboard the *San Antonio*-class ships is changing the way Sailors respond to some shipboard emergencies.

"It's a whole new culture in some ways," said Engineman 1st Class (SW) Andrew Ellis, M-Division. "On older ships we went to GQ (General Quarters) for certain shipboard casualties. On this new ship, a Class Bravo fire or a major fuel leak is easier to contain damage control-wise and we are able to have a much more targeted response with our shipboard damage control teams. We're able to handle a lot of shipboard casualties locally."

The everyday responsibilities of *San Antonio* crew members may be changing with the times, but in most respects the role of a deckplate Sailor stays true to Navy tradition.

"There are responsibilities, from keeping

the ship clean to accomplishing preventive maintenance, that haven't changed all that much with optimum manning," said Kastner. "It has changed for some of the engineers, when you look at our engineering spaces being unmanned, they aren't down in a hot space. I've got a rover that walks port and starboard side of the ship, but for the most part it's done through television cameras and sensors that feed into a nice, air-conditioned central control space. For those types of things, their life has changed."

One of the challenges presented to *San Antonio's* galley crew was an entirely new messing process. The new approach allows for longer chow hours for the crew despite a smaller galley crew.

"We serve the officers, chief and crew from the same galley and I think everyone has been very pleased with how it has gone

so far," said Damage Control Fireman Mariarica Ambid, who works in the ship's galley. "We are able to keep the galley open longer hours so people can finish their watch and still get some chow when they're done."

Eliminating a fixture of old Navy galleys has reduced man-hours while improving the overall health of *San Antonio* Sailors.

"In the galley we don't have the deep-fat fryers anymore so that reduces the requirements for maintenance and cleaning," said Kastner.

As with every first of its class ship, *San Antonio* has had its share of birth pangs as new and existing technologies are integrated and put to sea. The hard-earned lessons learned aboard *San Antonio* are being applied to each successive LPD 17-class ship that comes online.

"We've had wonderful communication with *USS Mesa Verde* (LPD 19). Before they got commissioned we took *Mesa Verde* riders wherever we went, which benefited both of us," said Kastner. "Being a leader of the class, we're able to give them a whole lot of information ahead of time and a lot of issues were resolved before they were even commissioned."

The *San Antonio*-class amphibians are truly a revolution in ship design and human engineering, but some Navy traditions remain constant from generation to generation.

"The Sailors are what brings this ship to life," said Meglen. "Every time something is asked of them, they far exceed our expectations." ■

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

Photo by MC2(SW/AV) Jason McCammack



▲ The *San Antonio*-class represents a new dawn for Navy amphibious warfare.

The ART of refueling AT SEA

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

► A *Lenthall* civilian mariner tends to a line during one of 17 RAS operations during the ship's recent 10-day underway period.



The 20th century has been called “the American Century.” One of the primary reasons for America’s ascent to its current status as the lone superpower in this new century has been its ability to project power abroad with the unmatched power of its Navy. An integral part of the Navy’s vast reach is its ability to replenish its ships at sea.

For the Navy to operate globally at its full-capability, its ships must be capable of staying at sea for extended periods of time, often where it isn’t possible to resupply in a friendly port. The Navy’s Military Sealift Command (MSC) leads the effort to refuel, arm, replenish provisions and spare parts at sea.

A total of 29 MSC ships

support the fleet by supplying Navy warships around the world, 14 of these are underway replenishment (UNREP) oilers that provide fuel to Navy combat ships and jet fuel to aircraft carriers at sea.

USNS *John Lenthall* (T-AO 189) is one



▲ Refueling is a dirty job.

of MSC’s oilers. Fewer than 100 personnel crew the ship on most occasions, mostly civil service mariners complemented by a handful of Navy Sailors.

“We go wherever the Navy goes,” said *Lenthall*’s First Officer, Gene Lovitt. “Our job is to replenish Navy ships at sea and we support them around the world.”

The goal of the ship’s team is to make the extraordinary seem routine. Like firefighters or high-rise construction workers, the men and women working aboard *Lenthall* do a complex, dangerous job with such precision and consistency that it becomes second nature.

In their book, *Keepers of the Sea*, Fred Maroon and

Edward Beach described the scene aboard a replenishment ship:

“... In no fleet maneuver is the steering ability of the helmsman, indeed, the exercise of pure seamanship by all hands so demanding. No evolution is so fraught with potential danger as the high-speed maneuvering of huge ships in close quarters, where the knowledge of one’s ship, of the action of the wind and sea, and the laws of physics is crucial. At replenishment stations, some individuals seem to have an intuitive awareness of what is happening around them. Such men never seem to lose sight of the ponderously certain outcome of the events

they have set in motion. They have eyes in the backs of their head, a feel for the sea in the tips of their fingers, and the born confidence of a professional juggler or racing car driver. It shows in the way they handle their heavy gear and in the way they drive their ships. ...”

Wide Open Spaces

During a recent two-week underway period four Navy Sailors were aboard *Lenthall* as she departed Norfolk on a brief, but busy, replenishment mission. For any Sailor who has spent a significant amount of time at sea aboard a U.S. Navy ship, life aboard an MSC ship is a whole new world.

“The Navy element of the crew is very small compared to the 80 or so civilian mariners

we have aboard right now,” said Operations Specialist 1st Class (SW) David Shepherd, *Lenthall*’s leading petty officer. “It’s a much different environment on an MSC ship than you would have aboard a ship full of Navy personnel. We all work together as a team to get the job done.”

One striking difference for Sailor’s assigned to *Lenthall* and many other MSC ships, are the accommodations. Every crew member, regardless of rank, civilian or uniformed, is provided their own stateroom.

“It’s a little hard to adjust,” said OS2(SW) Victor Vazquez. “You have to be mature enough as a Sailor to come to this platform because you really get pampered compared to other ships. You have your own room, which is very unusual in the Navy, especially for junior personnel. You even have your own head or you have a head that you only share



▲ USS Theodore Roosevelt is alongside USNS John Lenthall for a refueling-at-sea (RAS). Roosevelt was one of 17 ships refueled by the Lenthall crew during a recent 10-day underway period.



▲ OSC(SW/AW) Arlene Rodgers trains OSSN Emmett Jackson during a refueling-at-sea operation with USS Theodore Roosevelt (CVN 71).

with one other person.”

Navy Sailors understand how good they have it aboard *Lenthall*. The civil service mariners and the Navy Sailors interact at work, share the same dining facility and, generally, get along quite well.

“We have an excellent relationship, we work very closely together – honestly [the Sailors are] just part of the crew,” said Lovitt.”

The Building Blocks of Refueling-at-Sea

The first noteworthy U.S. UNREP was in 1899 with a transfer from the collier USS *Marcellus* to the warship USS *Massachusetts*. During this time, the process was lacking any clear direction or standards. The century that followed would eventually bring UNREPs to the forefront of naval planning and the results for the U.S. Navy – and the country’s



▲ Sailors heave in a line during a refueling-at-sea. The U.S. Navy’s unmatched ability to refuel and resupply its ships is one of its greatest strength.

influence abroad - were immeasurable.

When fuel oil became the leading power supply for Navy ships, the Navy commissioned a diesel-powered oiler, USS *Maumee* (AO 2) in 1916. The ship was only designed to transfer fuel to ships while at anchor, but necessity spurred innovation. *Maumee’s* crew developed a plan to refuel ships at sea, as America realized its potential as a global power. At the outbreak of World War I they were sent to a rendezvous point 300 miles south of Greenland to refuel U.S. destroyers headed for England. Despite having never tested their method for UNREP, *Maumee’s* crew successfully re-fueled 34 destroyers using a four-inch fueling hose supported by a wooden saddle suspended from cargo booms.

Maumee’s success was a great leap forward in the history of underway replenishment, but after the war ended the operation was seen as something that should only be conducted in an emergency or during wartime because of its inherent dangers.

During World War II, as the Navy fought its way toward Japan in the Pacific, the technology of resupplying ships at sea had not progressed

much beyond innovations shaped by *Maumee*. Friendly islands and atolls were used as the primary supply stations. Supplies were brought to the forward bases on the islands. Small craft would sometimes take provisions to ships and resupply them while at anchor. In some limited cases, aircraft carriers and their escorts were resupplied by oilers of the fast attack carrier forces using *Maumee’s* method.

It was the Korean War that demanded further innovation in underway replenishment because the Navy had very few logistics ships and the methods used during World War II were now seen as insufficient to properly handle the persistent pace of naval operations to support the Korean War effort.

Because of the significant hurdles faced by Sailors in the Korean War during UNREPs, a conference was convened at San Francisco Naval Shipyard in 1952 to address the issues of resupplying-at-sea. It was the Navy’s first major push for innovation in this area since 1913.

During this conference a new Navy shipbuilding program was implemented that created the first “Designed-for-Purpose” UNREP ships, including new oilers, stores

ships and ammunition ships. Despite the initiative, the same methods for moving fuel from ship to ship were still largely in place.

In 1957, then-Chief of Naval Operations Admiral Arleigh Burke called for a “new underway replenishment system that minimized the time for UNREP and could be conducted day or night, in fair weather or foul.” The multi-product concept was born allowing ships to go alongside an UNREP ship and get everything they needed, all at once, instead of rendezvousing with several different ships. The speed of an UNREP on an aircraft carrier was reduced by almost 70 percent as a result and the U.S. Navy was now at the forefront of UNREP technology and performance.

“The [current] system allows the Navy to safely and efficiently conduct this vital requirement while at sea,” said USS *Theodore Roosevelt* (CVN 71) First Lieutenant, Lt. Cmdr. David Tarwater. “If we lost the ability to conduct these operations, we would have to place the Navy’s greatest assets, its warships, at a greater risk by pulling into port to refuel – taking away precious time that is needed to conduct maritime security operations.”



▲ A board posted beneath *Lenthall's* bridge keeps track of the crew's hard work.

The American's ascent in this critical capability was a debilitating blow for the former-Soviet Union during the Cold War. The Soviet Navy consistently failed to match U.S. prowess at resupplying their ships. To compensate, they resorted to harassment of the U.S. resupplying efforts

"The Russians never did master the art of underway replenishment – much to their disadvantage," said Lovitt. "They used to try to disrupt us while we were UNREPPing. They would cut across our bow, which is something we called 'chicken of the sea.' They were trying to see what we were doing, but they never did quite master the art."

UNREP in the 21st Century

Today's UNREP process is a well-oiled machine, a constantly rehearsed ballet of mechanization and professional seamanship with safety at the forefront of everyone's mind.

"Safety is at the heart of the whole operation," said *Lenthall's* Cargo Officer Andres Echeverria. "We are constantly training and each crew member knows how to do each and every job on the deck. We cycle each person through the different jobs because that way everybody has a sixth sense of where everyone is on deck and what they are doing. We really have to have each others' backs out here."

Safety during a refueling operation is paramount on both sides of the spanwire. The *Lenthall* team must be in sync with the crew on the receiving ship for the operation to be successful.

"Replenishment-at-sea (RAS) is one of the most dangerous evolutions we conduct in surface warfare," said Tarwater, who supervises RAS operations aboard *Theodore Roosevelt*. This system places two or three very large ships in close proximity. [There

are] high tension wires and various high pressure machinery pumps to maintain our connections. Our ships and young Sailors are in hazardous positions during the operation. Our expertise, training and safety programs ensure that we can complete these operations in a highly proficient manner."

The Navy personnel aboard *Lenthall* all hail from the operations specialist rating. Their primary responsibility is initiating communication messages with ships requiring UNREP and making the necessary rendezvous arrangements and scheduling them with those vessels.

"It starts off with the message we receive about the requirements a ship has for UNREP," said Echeverria. "Then, when we know what stations we'll use and whether they're getting fuel, cargo or both. If they're getting cargo, the message will also tell us whether we're going to use CONREP



▲ OSSN Emmett Jackson drives to the hoop on the fantail of USNS *John Lenthall* (T-AE 189) at day's end.

(connected replenishment) or VERTREP (vertical replenishment using helicopters).

Lenthall is a full-service floating gas station and convenience store. Navy ships communicate with the Navy operations specialists aboard *Lenthall* and put in their order. Then the crew prepares for the rendezvous and sets everything up prior to the UNREP. The customer comes alongside, receives their necessary provisions and fuel and is on the way.

The mechanical aspects of an UNREP are quite complex, but if you compare an UNREP to going to the local gas station, the trolley going across the span wire with the fuel probe serves as the driver's arm when supporting the nozzle into your car's gas tank opening. It's a little more complicated across 150 feet of ocean, though. A single hose can deliver about 8,500 pounds of pressure at this pump.

Lenthall holds approximately 7.5 million gallons of fuel (both DFM diesel for powering ships and JP-5 jet fuel). Before any UNREP evolution, careful analysis is made of cargo tanks and the amount and type of product each holds. Consideration is given to the stability of the ship in light of the stresses and strains placed upon the hull while fuel is being

pumped to the receiving vessel.

The UNREP ship can also provide fresh milk, vegetables or most anything else with which a hard-working crew needs to be resupplied.

"We have eight refrigerated containers that hold something like 16 regular pallet-sized loads of frozen or chilled goods," said Echeverria.

Sailors are deployed at sea around the world, and around the clock. Some are on training missions off the coasts of Florida and California while others are on-station in the Persian Gulf. The support of MSC and their unmatched ability to resupply the Navy – whenever, wherever – is the lifeblood that keeps our Sailors-at-sea ready and able. ☞

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

Lessons from the Great White Fleet

Sixteen battleships departed Norfolk, Dec. 16, 1907, on a peacetime maritime expedition that would last 14 months and forever change the perception of American sea power. President Theodore Roosevelt sent the ships on the around-the-world mission that newspapers dubbed the "Great White Fleet."

Beyond the worldwide recognition of American military strength that the Great White Fleet showcased, the massive undertaking highlighted the challenge of global logistics that would prove to be immensely important in the 20th century and beyond.

The Navy employed private colliers from destinations far and near to power the steam-driven warships of the Great White Fleet. Essentially, the Navy was buying coal from contracted suppliers around the world.

Because the Navy was using private colliers from numerous countries including, Peru, Australia and Japan, during this peacetime mission, a clear question emerged:

What would happen if the Navy needed to resupply its ships during wartime and the contractors weren't willing or were unable to contract with the American Navy?

"What the Navy learned from the Great White Fleet from a logistics perspective was the need to be able to plan far ahead and to be able to provide for the logistical support of the fleet," said Secretary of Navy, Donald Winter. "Whether that had to do with providing coal for the ships, providing for spares and refurbishment capability as the ships went around the world, refurbishing to a great extent with the Sailors around the world, as opposed to going into dry dock."

The answer was inescapable, but it took decades for Congress to be convinced to act. By the 1930s the logistics lesson culled from the Great White Fleet expedition led to the funding and development of support ships that could resupply the Navy's warships while they were patrolling the world's oceans. The ships would be part of a dedicated Navy auxiliary. The rest, as they say, is history. ☞

Story by MC2(SW/AW) Jason McCammack, Naval Media Center, Washington, D.C.

Credentialing Opportunities On-Line

Story by MC1(SW/AW) John Osborne

At first glance on a typical Navy day, Machinist's Mate 1st Class (SW) Justin Roberts, Hospitalman (FMF) Natashia Libby and Chief Culinary Specialist (SS) Kenneth Denney don't appear to have much in common.

Out to sea and tucked away in USS Theodore Roosevelt's (CVN 71) reactor department, Roberts has just started his second enlistment and is currently serving as the leading petty officer and quality assurance supervisor of Reactor Mechanical Division's Number 2 Propulsion Plant. Libby is working on patients half a world away at Naval Hospital Camp Pendleton, Calif., and Denney just arrived at Submarine Base New London, Conn., as the complex manager.

Three different Sailors, doing three different jobs at different points in their careers, yet they have all taken the initiative to better themselves and better those with whom they serve by taking advantage of one of the Navy's newest and greatest career-enhancing tools, Navy Credentialing Opportunities On-Line (COOL).

Launched in June 2006, Navy COOL is a one-stop shop for information that will light the path for Sailors who wish to obtain civilian credentials related to their Navy career field and a chance to continue and enhance the training they began in their service schools. What should be even more enticing to Sailors, is that many of the credentials offered can be obtained at little or no cost to them. In fact, earlier this year Navy COOL issued its 1,000th voucher to fund a Sailor's pursuit of certification.

COOL is applicable to any Sailor in any rating at any stage of his or her career. No one is a bigger believer in this than Roberts, who is using Navy COOL to become a Certified Quality Technician through the

American Society for Quality. In fact, he believes in it so much that he started a Navy COOL program on his ship, making him the first Sailor to be a Navy Credentialing Program Coordinator at sea.

He made it clear that he wasn't looking to distinguish himself as the first of anything. As he puts it, not taking advantage of COOL or making an effort to get other Sailors involved is a failure of his leadership responsibilities and equivalent to a starving man turning down free food.

"So much time and effort and money was put into creating the Navy COOL program and it was all done to help us increase our in-rate knowledge," said Roberts, who is also working on his bachelor's degree in Nuclear Engineering Technology. "How can we not take advantage of something that makes us better at our jobs and helps to prepare us for the time when we transit out of the Navy? The program was put together in such a way that we can clearly see the path to getting the credentials we want without spinning our wheels trying to figure out how the process works."

Roberts says the Web site is very user friendly. From the Navy COOL homepage at <https://www.cool.navy.mil>, click on the Credential Search tab at the top of the screen and on the next screen select the appropriate rating from the Rating Drop-Down menu. The next screen will display all of the credentialing opportunities and civilian job equivalents available to that particular rating.

The simplicity of the program led the Web site to log 350,000 visits and 20,000,000 hits during the six-month period from October 2007 through March 2008. As of April 1, 2008, more than 1,006 certification exams have been funded for 30 different ratings with a pass rate of 96.7 percent, well above the national average of 85 percent.

Culinary specialists in particular have achieved a 97.5 percent pass rate when taking the American Culinary Federation and International Food Service Executives Association certifications. Sailors on shore, at sea, and overseas (to include Bahrain, Kuwait and Baghdad) are taking full advantage of the opportunities this program is providing.

Libby counts herself among those impressive numbers after earning her Emergency Medical Technician (EMT) certification through Navy COOL. Like Roberts, she saw in Navy COOL a golden opportunity to broaden her horizons and raise her level of job performance while simultaneously enhancing her resume for a commissioning program for which she will soon be applying.

"I wanted to further my education and in the process make myself more capable of helping my patients," said Libby, who learned how valuable her training is when she served with an explosive ordnance disposal team as an individual augmentee in Iraq last year. "The course was challenging in a good way and

broadened the spectrum of my education in the medical field and educated me in a different way than the military that I found refreshing."

And it wasn't just all sitting in a classroom or completing a course online, Libby said. There were practicals and ride-alongs in an ambulance with paramedics that earned her a certification that is good throughout the United States, but more importantly, it gives her more confidence that pays off in her daily duties and validates her reason for joining the Navy in the first place.

"The EMT certification sheds some light on things that were previously a little bit of a mystery and opens up some doors on how to approach certain situations and treat patients," Libby said. "I wanted to be a corpsman so I could help people and learn about the medical field. I feel now that I am not just limited to the scope of the corpsman training I received upon graduating A School. I also found questions on my Navy advancement exam that I was able to answer because of the knowledge I gained in my EMT course."

Best of all, Libby said, is that she paid for nothing, not even her books. Navy COOL hosts links to credentialing organizations and cross-references programs such as, Montgomery G.I. Bill, and the Defense Activity for Non-Traditional Education Support (DANTES), that may help Sailors pay for those credentials that require fees. There are also links to the United Services Military Apprenticeship Program (USMAP) and other Web sites that provide information on other certifications and college programs available to Sailors.

So, why isn't everyone using Navy COOL? Libby admits that had the program not been brought to her attention by her leadership, she would not have known about it, and she encourages everyone up and down every chain of command to learn as much as they can about what Navy COOL can do for them and their Sailors.

"Here at Naval Hospital Camp Pendleton, the leadership wants us to have our EMT certification and I had the full support of the command in every possible way," she said. "Ideally, every command should encourage their Sailors to enroll in courses through Navy COOL because the better they understand their job, the higher their morale and the more productive they will be."

It is important for all Sailors interested in pursuing certifications and licenses through Navy COOL to remember that the program is



administered on a first-come, first-serve basis, with funds being released at each quarter of the fiscal year. This method of allocation is used to ensure that Sailors who were unable to participate due to deployment, manning issues, or time constraints will have funding available to them at all times of the year.

"The strong usage statistics on Navy COOL indicate that Sailors are very interested in taking advantage of credentialing opportunities to build their professional qualifications," said Capt. Connie Frizzell, program manager for Navy COOL and commanding officer for the Center for Information Dominance in Pensacola, Fla. "The funding policy makes credentialing even more appealing, and is a significant step forward in the professionalism of our Navy workforce. We're presenting Sailors with another key to career success that will benefit them while they're serving in the Navy and beyond."

'Beyond' is what is on Denney's mind these days. With the experience of 20 years and tours on four separate submarines to back him up, he can, without hesitation, say it's been a memorable and rewarding career, and while many Sailors at this same stage in their careers are starting to get nervous about their post-

Navy employment, Denney has prepared for his transition by using Navy COOL to become a Certified Food Executive, Certified Professional Food Manager and earn a certification in Hazard Analysis & Critical Control Point.

"Navy COOL made it possible to take a high-quality class at no cost to me that earned me civilian certifications," said Denney, who acknowledged that his desire for the certifications was all planning for the future. "Every Sailor should earn credentials in the civilian world regardless of their intentions to make the Navy a career because it will show them a different aspect of their job."

For those Sailors on ships with low bandwidth or slow connectivity on shore, COOL to Go is downloadable from the COOL Web site to a hard drive via CD-ROM or thumb drive. It offers the same information, minus the connectivity to external sites, if used offline. The Navy COOL program is constantly expanding and improving. In addition to expanding the numbers of credentials for more rates within the Navy, COOL is developing its ability to offer credentialing to officers and DOD civilians in the future. **NS**

Osborne is assigned to Naval Personnel Development Command, Norfolk.

The Right Place at the Right Time

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

Working aboard a Military Sealift Command vessel is a unique experience for a Sailor with previous fleet experience. There are perks of the job that make life at sea a bit more comfortable while underway, but there are also new challenges and hurdles to overcome – and they usually arrive when they're least expected.

Operations Specialist 2nd Class (SW) Victor Vazquez is one of only four Navy Sailors stationed aboard USNS *John Lenthall* (T-AO 189), a replenishment oiler. The remainder of the crew (usually just under 100) are civilian mariners.

"I served on USS *Spruance* (DD 963) and also on USS *Shreveport* (LPD 12) so I was accustomed to the traditional Navy way of life and it was a real adjustment when I got to *John Lenthall*. You really get pampered on this ship," said Vazquez.

The four-man Navy team, all operations specialists, make sure that *Lenthall* and the ships she is scheduled to replenish are in the right place at the right time.

"About an hour-and-a-half before an UNREP starts we establish

communications with the ship on the radio telephone and by computer," said Vazquez. "Basically, we just want to go over everything on the schedule to make sure it is going to be a smooth evolution."

Vazquez's friendly personality and willingness to reach out to junior Sailors have really set him apart and strengthened the *Lenthall* team.

"When he got to *Lenthall* he adapted quickly and grasped all of the operational message tasking with very little supervision," said *Lenthall* Navy Detachment's Officer-in-Charge, OSC(SW/AW) Arlene Rogers. "He's really the go-to-guy when it comes to our replenishment-at-sea (RAS) requirements and operational summaries and he's a great example for junior personnel to model themselves after. Our seaman can come to him with questions and he can usually handle it before it needs to get up to the chief."

For most ships an UNREP is something they are on the receiving end of, but not for *Lenthall's* crew. They conduct multiple UNREPs on a normal day – on their most recent underway period they did seven

UNREPs in a single day.

"On my first two ships, you had a pretty routine schedule that you went by," said Vazquez. "You would have regular hours and then you had some free time to yourself. On this platform we're on call 24/7. Anything can happen. We could have a RAS opportunity happening in less than an hour, even at two a.m. We're here to supply whatever the Navy needs whenever they need it."

Vazquez said he has enjoyed the opportunity to serve on an MSC ship because it's a chance few Sailors will get in their career. He said working side-by-side with the ship's civilian mariners was one of the highlights of his tour aboard *Lenthall*.

"We get along pretty well," said Vazquez. "They're doing their job just like we are. We have a few extra rules to live by because the Navy folks are in the military and the civilian crew isn't, so it's important to keep your military bearing and professional attitude." ❧

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

Focus on
Service

The Logistical Triumph of Operation Overlord

Compiled by MC2(SW/AW) Jason McCammack

Although not as popular or widely studied as tactics, logistics has been the key to every major conflict since the dawn of modern warfare. World War II provided the backdrop for the biggest logistics operation ever attempted. The D-Day landing and force buildup alone involved millions of tons of supplies, thousands of ships and hundreds of thousands of personnel. To carry out this massive logistics operation, planners stockpiled supplies, transported them to forward depots and moved them to the forward ships and units.

The invasion plan was named Operation *Overlord* and its overall commander was Army Gen. Dwight D. Eisenhower. The planning and logistics behind *Overlord* were unparalleled in history. The Allies had to ensure that none of the plan was released – above all, the desire to fool the Germans into thinking that Pas de Calais, France, was the main target as opposed to the real target, Normandy, France. The military deception was helpful in weakening German readiness to repel the Allies' assault in Normandy.

For the actual invasion, 6,000 ships were needed for D-Day and for future cross-channel trips carrying troops and equipment.

In advance of such a massive undertaking, bases were constructed across Great Britain to stage the troops, armament and supplies necessary to for the massive invasion force.

As soon as some of the bases began operation in the summer and fall of 1943, it became apparent that a central supply base was needed from which distribution to the many amphibious and naval operating bases. Such a base was established at Exeter, which had advantages of location, space and excellent transportation facilities by both road and rail. This base would come to be



A convoy of attack transports (APA) and LSTs anchored off shore in preparation for the invasion of France. (80-G-59406)

U.S. Navy photo

considered the most valuable United States naval activity in Europe at the time.

The construction work of building the U.S. naval bases, warehouses, industrial and housing facilities, and hospital space was principally done by the Seabees from naval construction battalions. The work of approximately 350 officers and 11,000 enlisted in this effort was a historic achievement.

The vast amount of stores supplied, the intricate arrangements for maintenance work, for the handling of troops, for housing and quartering were feats to be remembered and lauded. All future logistical missions would be judged against the efforts before and immediately following the D-Day invasion on the beaches of Normandy. 

Excerpted by MC2(SW/AW) Jason McCammack from Ships, Salvage, and Sinews of War by Rear Admiral Worrall Reed Carter (Ret.) and Elmer Ellsworth Duvall (Ret.) and The Logistics of Invasion by Frederick V. Godfey.

NAVY KNOWLEDGE ONLINE YOUR SINGLE POINT ACCESS
TO PERSONALIZED LEARNING AND CAREER RESOURCES

Navy News

U.S. Navy Recruiting

Freedom of Information Act (FOIA)

Contact Us

FAQs

Welcome to NKO

YOUR SINGLE
POINT ACCESS

N@VY Knowledge Online

☆ Educational Sites

- > Electronic Training Jacket (ETJ)
- > Navy Advancement Center
- > Navy College Program
- > SMART Transcript
- > CMS / Interactive Detailing

☆ Navy Sites

- > Navy Personnel Command
- > BUPERS Online
- > NETC
- > NPDC
- > Delayed Entry Program (DEP)
- > US Navy
- > US Navy Blue Angels
- > US Navy Reserve
- > US Marine Corps

☆ Other Government Sites

- > Dept. of Defense (DoD)
- > myPay
- > US Air Force
- > US Army
- > US Coast Guard



NKO User Name:

all lower case

NKO Password:

case sensitive

I have read and accept the terms of the [PRIVACY POLICY](#).

[LOG IN TO NKO](#)

NKO Login Help

- [My Account](#)

- [Reset Password](#)

New Users

- [Register as a new user](#)
- [Register as a new guest user](#)
- [Download security certificate](#)
- [View the Registration tutorial](#)

Help Desk Contact

COMM: (850) 452-1001, Option 1
DSN: 922-1001, Option 1
Toll Free: (877) 253-7122, Option 2
netc.helpdesk@navy.mil

NKO

WWW.NKO.NAVY.MIL

NAVY

Enterprise

“It’s about collaborating, sharing and enhancing our business practices. Not to turn the Navy into a business, but to understand the business of the Navy so that we remain the most effective and efficient Navy in the world.”

— CNO Admiral Gary Roughead
March 2008

To learn more and share your Success Stories, visit:

www.navyenterprise.navy.mil