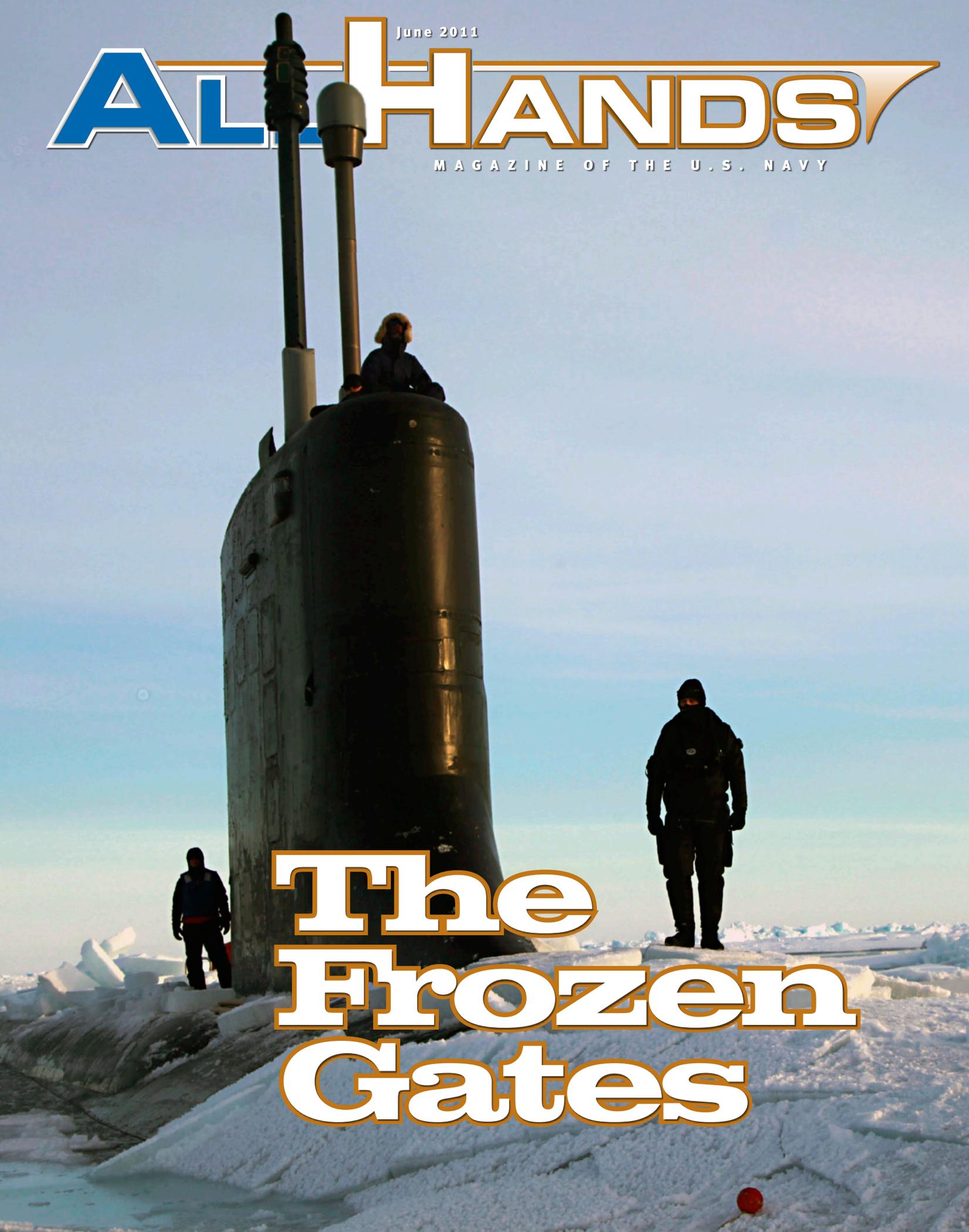


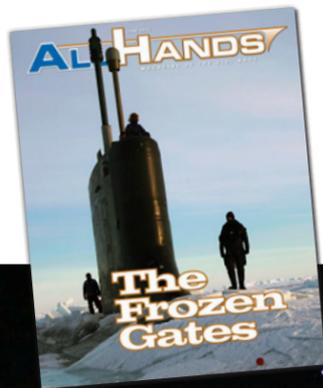
June 2011

ALL HANDS

MAGAZINE OF THE U.S. NAVY



The Frozen Gates



[On the Front Cover]

USS *New Hampshire* (SSN 778) breaks through Arctic ice during this year's ice exercise.

Photo by MC2(SW/AW) Andrew Breese



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SERE: Returning with Honor

All military personnel get their initial code-of-conduct instruction during basic training, where they are taught the legal responsibilities of American service members if captured by enemy forces. But the Survival, Evasion, Resistance and Escape (SERE) course held at the Navy's remote training site in the mountains of Maine goes well beyond that.

Photo by MC2(EXW) Todd Frantom



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P³: From Pound to Prison ... then Paradise

Established in December 1996, Carolina Canines for Veterans is a program dedicated to providing wounded military personnel with highly-trained service dogs. The dog trainers are a select group of prisoners at the Naval Consolidated Brig (NAVCONBRIG) in Charleston, S.C., where the animals become companions for the prisoners, and the prisoners become parents to them before the dogs go to their "forever homes."

Photo by MC2 Shannon Renfroe



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The Frozen Gates

The Arctic is expected to grow in importance in years to come, as the ice gives way to Earth's climate changes. When it does, the area will be of crucial strategic interest. The submarine force's ice exercises (ICEX) in the Arctic continue to ensure access to this unique region.

Photo by MC2(SW/AW) Andrew Breese

[Next Month]

All Hands recently headed to Colorado for the Wounded Warrior Games.



Navy Child of Year Anthony Albright, son of wounded warrior HM2 Stephan Albright, is guest ringmaster for the Ringling Brothers and Barnum & Bailey Circus at the Patriot Center, Fairfax, Va. The Military District of Washington Armed Forces Color Guard kicked off the night's celebration of the Month of the Military Child at the circus.

Photo by MC2(EXW) Todd Frantom

Shipmates,

Throughout history, it has been proven that good relationships with other countries greatly benefited both sides. World War I and World War II brought the United States together with several countries in Europe and Asia to fight against a common enemy. During the Korean War, the United States again aligned itself with the United Nations and other countries in support of South Korea against opposition forces to the North. In the last decade, with the help of our partners throughout the region, thousands of tons of cocaine were seized during counter-drug operations along the United States' southern border.

Partnerships in the U.S. 4th Fleet play a vital role. We enjoy and share common interests with our partners in Central and South America, and the Caribbean. We have a cooperative approach to build and sustain these valued partnerships with the common goal of promoting peace, stability and prosperity in the region. Through a variety of missions that range from counter illicit trafficking (CIT) operations to humanitarian civic assistance (HCA) missions, positive lasting impressions are made that further demonstrate the United States' commitment to our "Partners in the Americas." The possibilities are endless, but can only begin with strong partnerships.

When the devastating 7.0 earthquake struck Haiti in January 2010, it wasn't just one nation that mobilized – it was a collective group of nations from South America, Canada, Mexico and Europe who responded immediately to alleviate the suffering of the Haitian people. Several countries, as well as non-governmental organizations (NGOs) and interagency partners came together bringing food, water and medical care to assist the Haitian government and its people.

These are examples of the benefit of maintaining strong partnerships.

U.S. 4th Fleet continues to strive and work with partner nation navies building capacity and enabling partner nations to provide for the well being of the citizens. Through our on-going missions *Southern Partnership Station*, *Continuing Promise*, *Southern Seas* and exercises *UNITAS* and *PANAMAX*, fostering goodwill and lasting friendships is a positive side effect of all the good work being done in the region.

The partnership teams for *Continuing Promise* deploy each year and provide medical, dental and veterinary care to the local communities who have been without for a very long time, or may have never had any at all. Navy Seabees also deploy and assist with build-



ing community structures like schools and orphanages, allowing women and children to receive an education, housing and basics for living. Without strong partnerships with the host countries we visit, we couldn't help those most in need.

Southern Seas deployments focus on theater security cooperation and subject matter expert exchanges with South American navies. From small boat repair to ship's movement evolutions to live-fire exercises, each is learning something new from the other.

UNITAS, Latin for 'Unity', is divided into two phases; Atlantic and Pacific phase, for each coastal region of South America. *PANAMAX* is an exercise designed to protect the Panama Canal from destruction by terrorists and is the largest joint maritime security exercise in the world. The Panama Canal is a vital artery in the world's trade industry and has a crucial role in the economic well-being of the hemisphere.

Sailors serving today are key in ensuring that positive lasting partnerships thrive and continue. It is through their commitment to the Navy's core values that partnerships are enabled on their missions both ashore and at sea. The ability of Sailors to touch lives will leave an enduring positive impression of what America's Navy stands for.

Through partnerships, we will succeed. Through partnerships we will continue to fight the good fight, keep our nations safe for our future and keep our children and loved ones out of harm's way. Through partnerships we develop a Global Force for Good or Fuerza Global para El Bien to help maintain unity, stability and security with our "Partners in the Americas." AH

ALLHANDS

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★ BATTLE OF ★ MIDWAY

June 4-7, 1942

- The carriers — *Enterprise*, *Hornet* and *Yorktown* were deployed.
- The Japanese lost 248 aircraft, 8 floatplanes and 121 trained pilots.
- The Battle of Midway changed the course of the war in the Pacific.



For more information visit:
www.navy.mil/midway

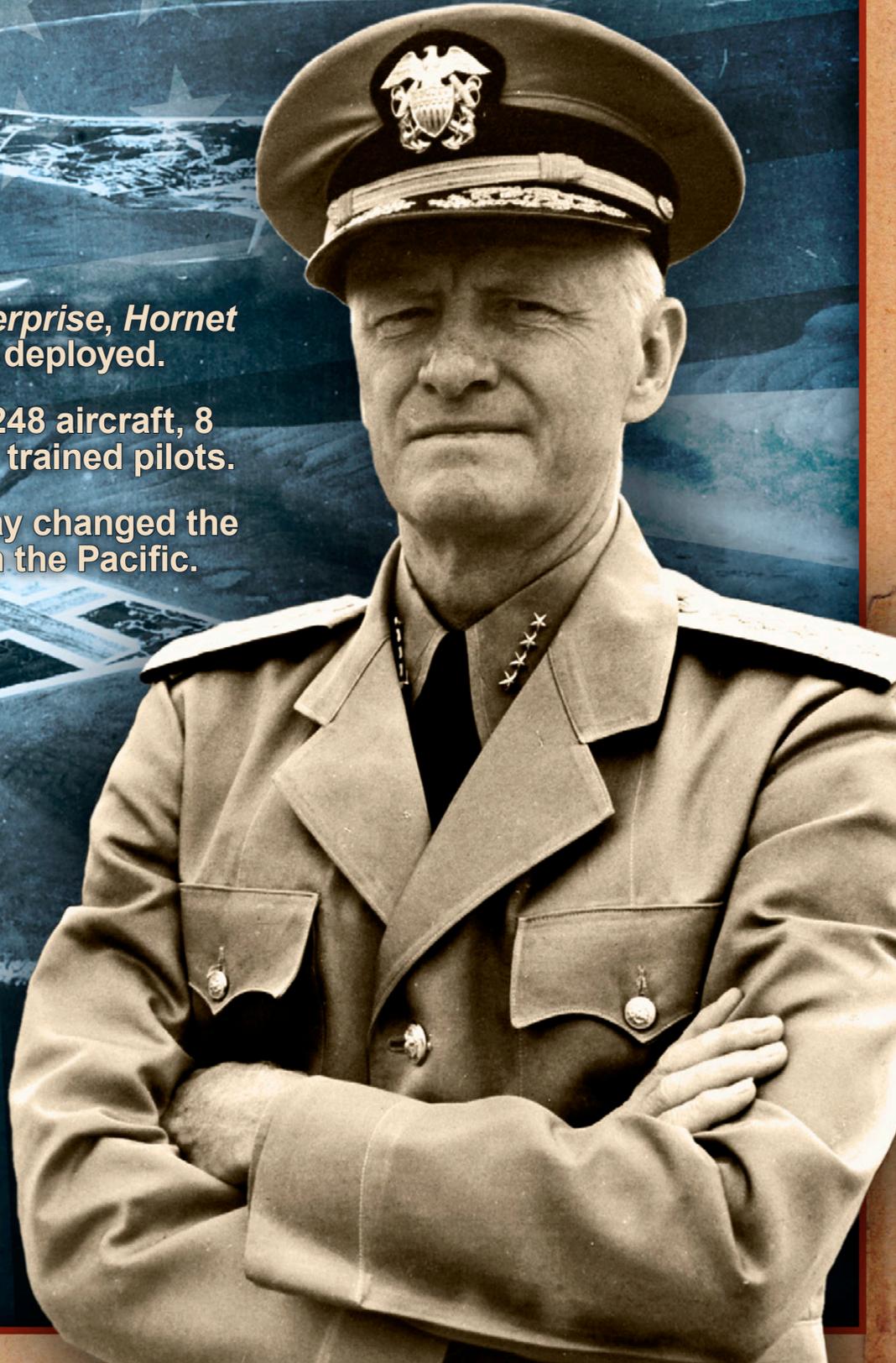


Photo by Air Force Tech. Sgt. Tony Tolley



Seabees assigned to Naval Mobile Construction Battalion (NMCB) 133 and Vanuatu citizens work on an engineering civil action project in BanBan, Vanuatu, during *Pacific Partnership 2011*.

Pacific Partnership Departs Vanuatu

The *Pacific Partnership 2011* team recently departed Espiritu Santo, Vanuatu, aboard USS *Cleveland* (LPD 7) after 10 days of working side by side with the people of Vanuatu. This marked the first time a U.S. Navy vessel has sailed to Vanuatu for a mission since World War II.

Joined by HMNZS *Canterbury* (L 421), HMAS *Betano* (L 133) and HMAS *Balikpapan* (L 126), *Cleveland* arrived in the waters of ni-Vanuatu (as they call themselves) with civilian volunteers and military representatives from five of the U.S. service branches, as well as military personnel from Australia, New Zealand, Canada and France.

The joint, multinational team joined the ni-Vanuatu, engaging in civil action programs for medical (MEDCAP), dental (DENCAP), engineering (ENCAP) and veterinary services. They also participated in subject matter expert exchanges (SMEEs), covering topics like nursing, veterinary medicine and even firefighting.

“It has been a great opportunity to work with the people of Vanuatu,” said Capt. Jesse Wilson, *Pacific Partnership 2011* mission commander and commander, Destroyer Squadron 23. “I am honored that we had the opportunity to renew and enhance our ties with a longtime supporter of the United States, and I am humbled to command the first ever *Pacific Partnership* mission to Vanuatu, the Navy’s first mission here since World War II.”

Wilson initiated another first on *Pacific Partnership*’s mission in Vanuatu. He is the first mission commander to shift his pennant and command to a New Zealand vessel, amphibious support ship logistics HMNZS *Canterbury* (L 421).

The New Zealand Defence Force (NZDF) also brought a surgical team to work with the ni-Vanuatu.

While the mission objectives in an odd-numbered year don’t include surgery, the NZDF’s surgical team, along with each of the partner nations’ and ni-Vanuatu medical professionals proved to be instrumental in saving the life of an injured tourist.

“The entire team, from medics to doctors, saved this patient’s life,” said Cmdr. Steven Gabele, the medical contingent’s officer in charge. “They absolutely proved the value of interoperability. New Zealand surgeons stabilized the patient in a ni-Vanuatu hospital, an American doctor kept the patient stable while flying to the hospital in a French New Caledonian helicopter off of *Canterbury* with an Australian general practitioner coordinating all of the resources.”

Pacific Partnership also began work on the ENCAP part of the mission weeks before *Cleveland* arrived.

“The Seabees worked extremely well with the Vanuatu Mobile Force and the local apprentices,” said Lt. Wesley Howard, officer in charge of the advance echelon Construction Battalion 133 detachment. “With all of us working together, we were able to build water catchments, classrooms and new bathrooms for three of the schools here on Espiritu Santo. “We’re doing it for the kids.”

Humanitarian aid/disaster relief environments may very well bring out the best in people during the worst situations. Even when they work long hours healing the sick and injured, rebuilding what has become broken and giving pets and livestock the care they need, the men and women of *Pacific Partnership* still went out to do a little more.

“The community service projects were very rewarding here in Vanuatu,” said Lt. Philip Ridley, *Pacific Partnership 2011* chaplain. “We had an opportunity to provide hand-pedaled bicycles to children at a special needs school, share music and food and meet the people. I think all of our lives have changed.”

In 10 days, the *Pacific Partnership* team met with local leaders, treated 6,068 medical patients, including 25 surgeries by the NZDF surgical team, saw 676 dental patients, cared for 118 animals, completed four engineering projects, including school buildings, bathrooms and a water catchment system and worked on 13 community service projects.

The team also participated in 23 different SMEEs, that included preventive medicine, veterinary medicine, primary care medicine, dental care and basic damage control. More than 1,600 host nationals came to these events where they and partner nation representatives spent more than 3,100 contact hours together, trading methods and ideas.

This year’s annual *Pacific Partnership* has completed its mission in Tonga and Vanuatu, and will continue on to Papua New Guinea, Timor-Leste and the Federated States of Micronesia. **AH**

Story by MC1(SW/AW) R. David Valdez, *Pacific Partnership 2011, Espiritu Santo, Vanuatu.*

Conversion Opportunities for ERB Eligible Sailors

To provide conversion opportunities ahead of the Enlisted Retention Board (ERB), NAV-ADMIN 160/11 was recently released, to waive some standard conversion requirements and provide Sailors with the guidelines for submitting applications.

The goal of the ERB is to re-balance manning in 31 overmanned ratings, improve advancement rates, and increase Perform to Serve (PTS) opportunity.

“Leadership respects and values the service of our Sailors,” explained Rear Adm. Tony Kurta, head of personnel policy. “By providing increased opportunity to convert to under-

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Photo by MCC Kevin S. O'Brien

Honorary HMC Bill Cosby delivers remarks during his pinning ceremony at the U.S. Navy Memorial, Washington, D.C.

MCPON Designates Bill Cosby Honorary Chief

Master Chief Petty Officer of the Navy (MCPON)(SS/SW) Rick D. West, along with Secretary of the Navy (SECNAV) Ray Mabus recently recognized actor/comedian and former Sailor, Bill Cosby, as an honorary chief petty officer in a ceremony held at the U.S. Navy Memorial and Naval Heritage Center.

Cosby began his relationship with the Navy in 1956 when he joined as a hospital corpsman and attended recruit training at Naval Training Center Bainbridge, Md.

During his four years in the Navy, he was stationed at Marine Corps Base Quantico, Va.; National Naval Medical Center Bethesda, Md.; Naval Hospital Argentia, Newfoundland; USS Fort Mandan (LSD 21); and Philadelphia Naval Hospital.

During his time at Quantico and Bethesda, Cosby worked in physical therapy helping to rehabilitate Korean War veterans, a duty at which he excelled and liked.

He was also an athlete for the Navy playing football, basketball, baseball and running track and field.

Cosby said that the Navy transformed him from an aimless, uneducated kid into a man with drive, discipline and self-respect.

“Bill Cosby is not just a comedian and an actor, although he’s pretty good at both, he’s a tireless advocate for social responsibility and education – and has also been a constant friend to the Navy,” said Mabus. “Last year was the highest compliment I’ve ever received – being made an honorary chief petty officer, and now Dr. Cosby – you’re about to get the same honor.”

MCPON and SECNAV placed chief’s anchors on Cosby in front of a huge gathering of chief petty officers and Sailors. MCPON helped Cosby don a service dress blue jacket of a chief hospital corpsman and SECNAV presented Cosby with a chief’s cover.

“I will tell to you like I tell all of our new chiefs ... when I pin these anchors on you, your job isn’t over and your journey is just beginning,” said West. “There is no greater honor than having earned the title “Chief” and the responsibility to our Sailors and our Navy that comes with it and we will expect more of you.”

“Thank you all,” said Cosby. “The years I spent in the Navy and so many moments remembering that the Navy gave me a wake-up call. The Navy showed me obedience and that’s the thing that pushed me to realize the mistakes I had made in my young life at 19-years-old and that I could do something with myself and become somebody.”

Cosby was honorably discharged in 1960 as a hospital corpsman 3rd class. His awards included the Navy Good Conduct Medal and National Defense Service Medal. He also received the 2010 Lone Sailor Award from the U.S. Navy Memorial. **AH**

Story by MCC(SW/AW) Sonya Ansarov, Office of the Master Chief Petty Officer of the Navy, Washington, D.C.



An F/A-18C *Hornet* assigned to Strike Fighter Squadron 25 is positioned on catapult No. 4 aboard USS *Carl Vinson* (CVN 70) during maritime security operations in the Arabian Sea.

Below left—Sailors assigned to USS *Theodore Roosevelt* (CVN 71), help students with curl-ups at Lindenwood Elementary School, Newport News, Va.

Below—ND1 Bryce Weber, assigned to Mobile Diving and Salvage Unit 1, San Diego, greets visitors at the Denver Aquarium during Denver Navy Week.



Photo by MCSN Cory C. Asato



Photo by MCSN Susan Hammond

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manned rates, our goal is to keep high-performing Sailors in the Navy while increasing competition and advancement opportunity in those overmanned ratings.

“As part of Navy efforts to increase conversion opportunities for ERB eligible applicants, some of the waived conversion requirements include:

- Years of Service: Personnel with greater than 12 years of service will be considered for conversion.
- Paygrade: All personnel, regardless of paygrade, will be considered for conversion.
- Personnel who are more than 12 months from their rotation date will be considered for conversion.
- Minimum activity tour requirements are waived.
- Personnel in receipt of PCS orders will be considered for conversion.
- Existing obligated service requirements incurred as a result of reenlistment, training, or other programs are waived.

Sailors who desire a conversion will need to submit, by June 15, a NAVPERS 1306/7 signed by their commanding officer or officer in charge, a signed memorandum prioritizing conversion requests, copies of all evaluations for the previous three years, a PRIMS (physical readiness information management system) print-out showing PFA scores for the previous four years, a print out of Fleet RIDE (rating identification engine) qualification to the rating(s) they are applying for and any additional documents required for their targeted conversion ratings.

To learn more about the ERB, including eligibility requirements, read NAVADMIN 129/11 on Navy Personnel Command’s website at www.npc.navy.mil.

To learn more about the conversion opportunities available, to include a list of the eligible undermanned ratings, read NAVADMIN 160/11 at www.npc.navy.mil. **AH**

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

ONR Recruits DoD Community for Online Wargame

The Office of Naval Research (ONR) recently launched a new Internet wargame, while recruiting a community of more than 1,000 players to collaborate on solving real-world problems facing the Navy.

Scheduled to run for three weeks, the Massive Multiplayer Online Wargame Leveraging the Internet (MMOWGLI) exercise will recruit online players from across the government to suggest ways of combating piracy off the coast of Somalia.

“MMOWGLI is an online game designed to find and collectively grow breakthrough ideas to some of the Navy’s most complex problems—those 21st-century threats that demand new forms of collaboration and truly outlying ideas,” said Dr. Larry Schuette, ONR’s director of innovation, whose office is managing the project.

The piracy scenario was chosen as a means to demonstrate the platform, but MMOWGLI itself can be applied to any scenario, officials said.

ONR intends to produce varying results from a diverse group of players drawn from the ranks of academia, defense, and government and nongovernment organizations. The plan is for MMOWGLI to identify solutions to difficult challenges by tapping into the intellectual capital of a broader community.

“We hope MMOWGLI will help us to understand what happens when your insights are combined with the observations and actions of another player,” Schuette added. “Will that fusion result in a game-changing idea or solution, or will the MMOWGLI platform teach us something about our traditional thought processes?”

MMOWGLI will also be a template for aiding future users faced with their own complex problems,

said Garth Jensen, director of innovation Naval Surface Warfare Center Carderock division, who is leading the project.

“At this stage, however, MMOWGLI is a simply a pilot/demonstration project,” Jensen said. “Therefore, we are exploring whether doing something like MMOWGLI within the Navy is feasible and if so, what we might learn from the experience.”

Palo Alto, Calif.-based Institute for the Future and the Naval Postgraduate School are partnering with ONR on the MMOWGLI project. **AH**

Story Courtesy of the Office of Naval Research, Arlington, Va.

First Female Submariners Report to Submarine School

Eight female officers selected for assignment to submarines recently reported to the Submarine Officer Basic Course (SOBC) in Groton, Conn., for initial submarine training.

These female officers joined 74 male counterparts to make up SOBC Class 10040.

The officers are among 18 women from the U.S. Naval Academy, Reserve Officer Training Corps and Officer Candidate School commissioning programs who were selected last year to enter the submarine service.

Female SOBC graduates will be assigned to eight different crews of guided-missile and ballistic-missile submarines once they have completed their training program, including six months of Nuclear Power School, six months of Naval Nuclear Prototype Training and 10 weeks of SOBC. **AH**

Story Courtesy of Commander, Submarine Forces, Norfolk.



Photo by MC3 Jonathan David Chandler

Sailors toss training grenades during Army Warrior training at Fort Dix, N.J. The four-week training is designed to outfit, equip and prepare Sailors for upcoming deployments supporting overseas contingency operations.

Right—
USS *Nitze* (DDG 94) participates in a live-fire flare exercise during the Atlantic phase of *UNITAS 52*.

Above right —
ABH3 John Eloppe paints the island of USS *George Washington* (CVN 73).

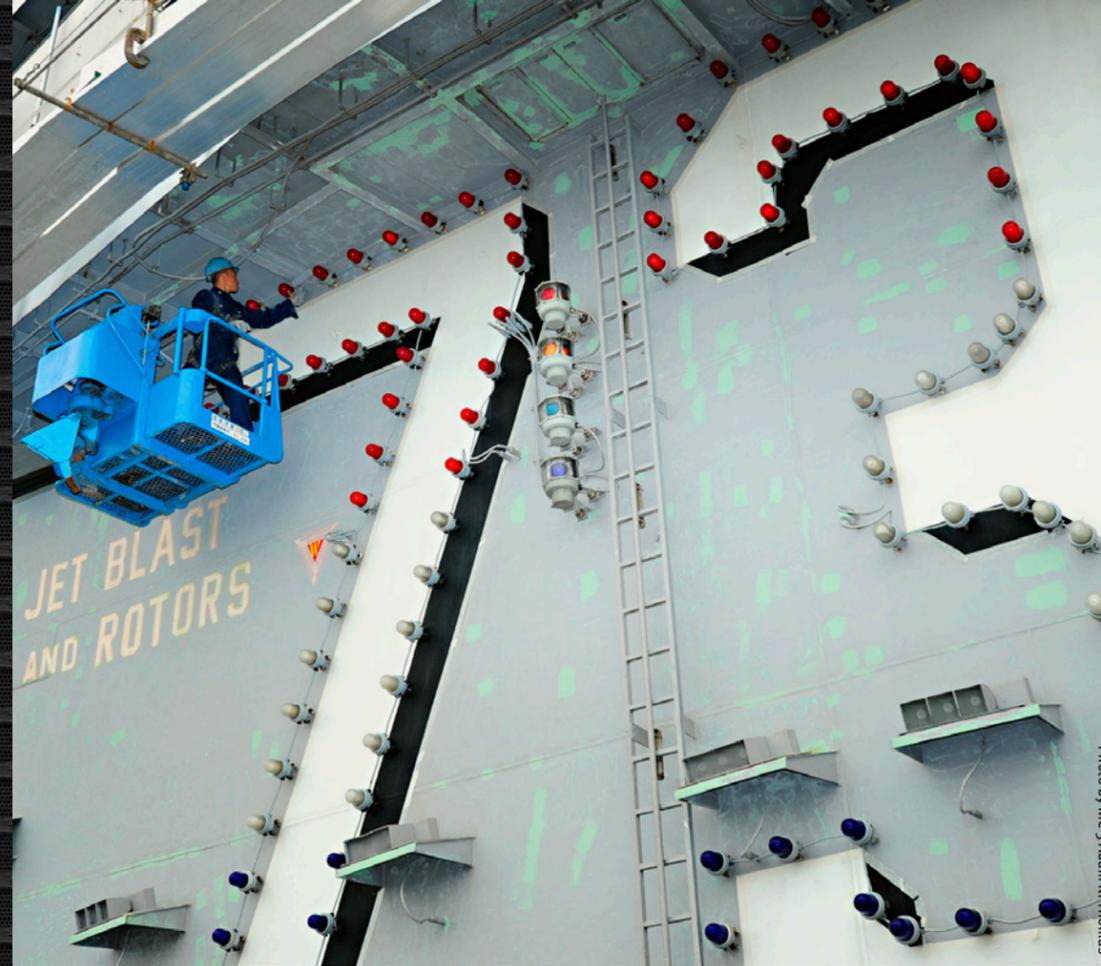


Photo by MC3 Adam K. Thomas



Photo by MC1 Steve Smith

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Navy Hosts Suicide-Risk Workshop

Mental health and other professionals gathered at Naval Hospital Lemoore, Calif., April 21, for the first of more than 20 workshops the Navy plans to hold across the country, focusing on assessing and managing suicide risks.

The Lemoore workshop was conducted by the Massachusetts-based nonprofit organization Suicide Prevention Research Center (SPRC) in support of a Navy-wide effort to reduce suicides among Sailors, Marines and their families.

“The Navy is committed to strengthening the core competencies of mental health and medical providers to assess and manage the suicidal behaviors of those they serve,” said Lt. Cmdr. Bonnie Chavez, Personal Readiness and Community Support Branch, which coordinates suicide prevention awareness, operational stress control, sexual assault response and prevention, and family readiness programs. “We are taking serious interest in what nationally recognized experts have to say.”

In the near future, workshops will be held aboard Navy and Marine Corps installations in South Carolina, Rhode Island, Washington and Texas. By Sept. 30, 700 to 1,000 psychiatrists, psychologists, clinical social workers, psychiatric nurses and other professionals will be trained during the workshops.

The Suicide Prevention Research Center was created following publication of the National Strategy for Suicide Prevention in 2001, and is supported by the fed-

eral Substance Abuse and Mental Health Administration. Since 2007, it has trained nearly 20,000 mental health clinicians, including 1,300 in the Air Force and 450 in the Marine Corps.

“If you ask mental health clinicians what kind of training they received in graduate school for dealing with suicidal patients, most will say, ‘None,’” said Laurie Davidson, SPRC manager of provider initiatives. “So it’s extremely important to ensure that the mental health workforce knows what the risk factors and warning signs are for suicide and how to assess the level of risk.”

Participants in the Lemoore workshop said they found the training helpful.

Hospital Corpsman 2nd Class Gina Buffaloe, Naval Hospital Lemoore Mental Health Department, said she learned “assessment skills needed to identify people who have suicidal ideations and how to get them to appropriate help.”

Lt. Pon Chanthaphon, Naval Hospital Lemoore command chaplain, hosted the April 21 event. Participants included mental health professionals from the hospital as well as chaplains from NAS Lemoore, counselors from Lemoore’s Fleet and Family Support Center and representatives of the Veterans Affairs hospital in nearby Fresno.

Lt. (Dr.) C. Christopher Schultheiss, Naval Hospital Lemoore Mental Health department head, was the principal military speaker, covering factors that have been seen in Navy suicides and attempted suicides, as well as demographics and other topics including

Navy policies and commanding officers’ responsibilities.

Schultheiss said men are more likely than women to be suicide victims, and enlisted members are more likely than officers, but there are no significant statistical differences by age group, pay grade or length of service.

“Anyone can become at risk,” Schultheiss said.

He said that while a majority of suicide victims had not seen medical professionals in the 30 days before their deaths, half had family members or significant others who knew they were suicidal or having problems. It is for this reason that it is essential to encourage service members to ask for help, and for friends and family members to know about and follow the “Ask, Care, Treat” model.

According to OPNAVINST 1720.4A, commands must have suicide prevention coordinators and written crisis intervention plans, he said.

Commanding officers must refer service members for treatment swiftly if they appear to be at risk of suicide and must put in place safety measures that restrict their access to means of suicide, according to the instruction. They also should communicate with mental health providers and reintegrate service members into their units after treatment.

The workshop was among 26 one- and two-day workshops scheduled by the Personal Readiness and Community Support Branch of the Office of the Chief of Naval Personnel, for 19 medical treatment facilities this fiscal year. The workshops are part of a comprehensive effort by the chief of naval personnel to reduce suicides.

For information about the Navy’s suicide prevention efforts, go to www.public.navy.mil/bupers-npc/support/suicide_prevention/Pages/default.aspx. **AH**

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

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Roughly 200 miles north of Prudhoe Bay, Alaska, an ice camp is constructed and maintained by Sailors, scientist and engineers in support of the Navy's ice exercise referred to as ICEX.

The Frozen Gates

Story by MC2(SW/AW) Andrew Breese and MC1(SW) Dustin Q. Diaz | Photos by MC2(SW/AW) Andrew Breese

**The ocean
is changing.**

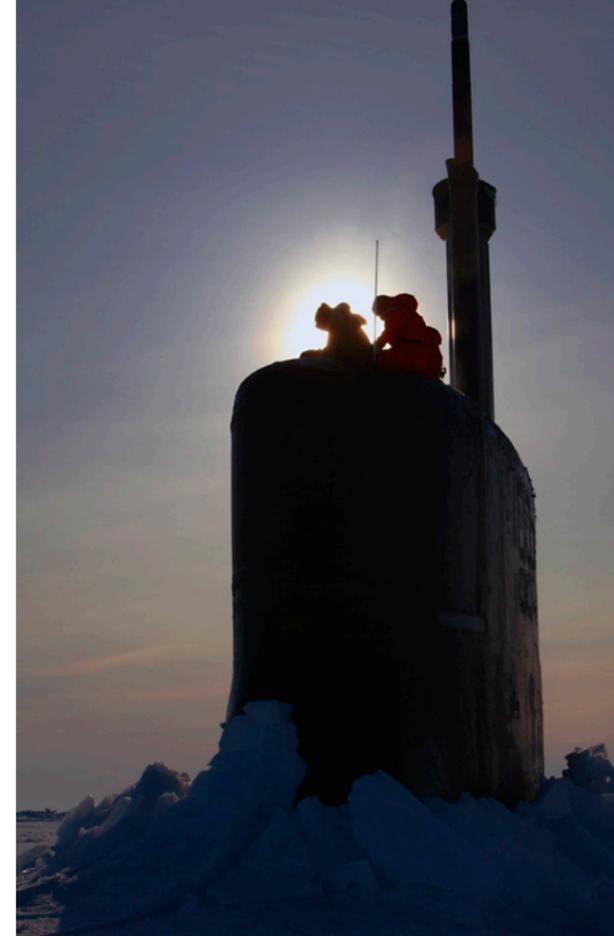
In the Arctic, vast expanses of ice stretch farther than the eye can see. This region, while uninhabitable, is expected to grow in importance in years to come. The ice is giving way as the Earth's climate changes. When it does, it will become a crucial strategic interest.



Applied Physics Laboratory Ice Station (APLIS) personnel cut through more than two feet of ice to access the hatch of USS *Connecticut* (SSN 22).



Members from Applied Physics Laboratory Ice Station withstand -30 degree weather transiting from a submarine surfacing exercise back to the ice camp.



Sailors aboard USS *Connecticut* (SSN 22) stand watch on the bridge.



Secretary of the Navy Ray Mabus speaks with Applied Physics lab member Hector Castillo.

“The Arctic is important not only to the Navy, but to the country at large,” said Secretary of the Navy Ray Mabus. “It’s going to become a major sea lane in the near future.”

U.S. submarines train in the Arctic environment to refine and validate procedures and required equipment, and the Arctic Ocean serves as a route for submarines to transit between the Atlantic and Pacific Oceans. The submarine force conducts *Ice Exercises (ICEX)* in the Arctic to ensure continued access to this unique region.

The Navy has been conducting *ICEX* since the 1960s. *ICEX 2011* is the latest in a series of these Arctic exercises, that are key to ensuring naval forces are trained and ready to support U.S. interests in the region.

The Navy’s submarine fleet began conducting under-ice operations in the region in support of inter-fleet transit between the Atlantic and Pacific Oceans, training, cooperative allied engagements and operations more than a decade prior to the initial *ICEX* in the Arctic. USS *Nautilus* (SSN 571) made the first transit in 1958. USS *Skate* (SSN 578) was the first U.S. submarine to surface through Arctic ice at the North Pole in March 1959.

“Submarines have been taking measurements about ice thickness for operational purposes, but they’ve been storing that information since the 1950s,” said Jackie Richter’menge, a naval research engineer who participated in *ICEX 2011*. “And that information gives us the best history we have of how thickness is changing as a function of time, and right now, as a function of climate change.”

The Arctic Ocean’s small share of Earth’s ocean water – less than 4 percent – belies its strategic importance. Though it is mostly inaccessible to the majority



A crew member aboard USS *Connecticut* clears off thick chunks of ice left on the submarine’s hull.



Lt. j.g. William Wang stands junior officer of the watch during a surfacing exercise aboard USS *New Hampshire* (SSN 778).

of the Navy's ships today, that won't always be the case, and the Navy must ensure it can operate safely and effectively in these conditions.

"The Arctic has warmed since 1980 by two to four degrees," Richter'menge said. "In an ice environment, that's a lot, because if ice warms, it melts. It changes the environment in a whole variety of ways and it has implications for the safety and security for the nation. With the retreat of the ice cover, you have a lot more access by ships, surface ships primarily."

Capt. Rhett Jaehn, *ICEX* officer in tactical command said the importance of operating in the Arctic as we move into the future will only grow.

"The submarine force has been operating in the Arctic for many years and will continue to hone our skills to ensure access throughout the Arctic to meet national security objectives as well as homeland defense," Jaehn added.

Two fast-attack submarines, USS *New Hampshire* (SSN 778) and USS *Connecticut* (SSN 22), participated in *ICEX 2011*, which took place at the Applied Physics Laboratory Ice Station (APLIS) about 160 miles north of Prudhoe Bay, Alaska. This was *New Hampshire's* first time operating under these conditions.

"We had a few roles in *ICEX*," said Cmdr. John McGunnigle, commanding officer USS *New Hampshire*. "We took scientific data, like ice thickness and water samples for scientists - that was one mission. Our primary mission was to validate the *Virginia*-class submarine systems in its ability to effectively conduct sustained operations in the Arctic. We also performed a



Hector Castillo watches daily operations while communicating with the command hut at the Applied Physics Lab Ice Station as USS *Connecticut* (SSN 22) prepares to submerge.

tactical development exercise with USS *Connecticut*. We tested sub-on-sub weapons systems and sonar systems. We also tested whether we could hear or detect another submarine, and whether they could detect us."

The Arctic presents unique tactical advantages the *ICEX* team will continue to analyze, according to Richter'menge.

"A lot of people think the ice has a flat surface, but if you see underneath, it almost looks like a mountain range that's been flipped upside-down," Richter'menge said. "From a tactical standpoint, the submarine needs to know the thickness of the ice. It can use that rough ice as a way to hide. Also, it can find a thin or smooth surface and use that as a place to surface and send communications."

New Hampshire and *Connecticut* both performed these surfacing evolutions during *ICEX*. According to McGunnigle, submarines ordinarily surface from depth at an angle, a maneuver which minimizes stress on the vessel's hull. But the nearly four-foot-thick ice the subs operated under required vertical surfacing.

"The biggest challenge in the Arctic is that you can't go up to the surface any time you want," he said. "There's a lot of ice up there, so you have to find a place you can go up, and you have to make sure your crew is trained and systems are ready to operate for lengthy periods of time under the ice."

McGunnigle continued, "We also treat casualties differently. Some operations are done differently than when you are able to come to periscope depth. The ice camp



Members assigned to the ice camp prepare for the night watch.



Cooks from Applied Physics Lab melt mind ice to use as a daily part of the camp's necessities.

has a grid that extends about 10 miles around. Within that grid we communicate via underwater telephone and your voice goes through the water to the ice camp. We also use another communication tool called 'Deep Siren,' which is, essentially, an underwater modem we can use to send short text messages with information we might need to pass."

The Deep Siren system was used for the first time during a previous *ICEX*. Communication like this is especially important because this camp was set up on an ice floe that drifts constantly - sometimes miles in a single day. The camp was manned by American, British and Canadian service members and scientists. The Applied Physics Laboratory (APL) University of Washington built and managed the station as one of the Navy's many partners in *ICEX*.

"We would not have been able to execute this exercise without our allies," Jaehn said. "They're integrated into our watchbills and stand watch together and have executed the test plan flawlessly. Our collaboration with the engineering and scientific communities is also critical. APL University of Washington is also the designer and builder of our acoustic range."

Jaehn continued, "We also support work for the Navy Postgraduate School and test long-range acoustic communications processes, as well as sampling ocean water in the Arctic environment. A lot of very dynamic events are happening while our submarine exercises are ongoing."

Jeff Gossett, exercise director, said the uniqueness of the experience made *ICEX* fly by, but it wasn't without its challenges. As the exercise was taking place, temperatures varied from 20 degrees Fahrenheit to 40 below zero - temperatures so low that camp team members had to eat more than 5,000 calories just to stay warm.



A helicopter flies USS *New Hampshire* crew members to and from the surface location and the ice camp.



"Nothing could completely prepare me for the actual experience on the ice," said Lt. Bremen Schultz, undersea medical officer. "In the Arctic, small things like sweating will cool the body's temperature down, resulting in hypothermia. There are all kinds of issues that you have to deal with here, and many things you must be aware of that could make it a lot more difficult."

Mabus said the team's ability to overcome and adapt to form a fully functional camp speaks highly of everyone involved.

"You take off from Prudhoe Bay and fly over featureless ice for over an hour, you land here and here's the camp. You've got satellite communications set up, computers, scientists working, a mess hall ... you've got everything you need right here. To be able to do it on the ice this remotely; to be able to live here, to do the work here that we need to do; to do scientific experiments; it's an amazing feat of ingenuity and an amazing feat of engineering."

According to Gossett, the *ICEX* team helped deliver the Navy into the future in many ways.

"We have conducted, or supported, scientific and technical testing into ice mechanics, upper ocean structure, underwater and high-latitude communications, and ice burn-through technology. We've participated in new and innovative work, and intermingled with two outstanding submarine crews. We have also been fortunate to be part of a diverse, international group of dedicated people who have done all of this on little more than three delicious meals each day," Gossett said on his blog.

"I'm sorry to be leaving it behind. But it's good to get home," he said. "Oh, did I mention that it was cold?". AH



SERE RETURNING WITH HONOR

Story and photos by MC2(EXW) Todd Frantom

Sailors move quietly and safely through open areas of the forest during SERE training while trying to avoid the “enemy.”

SERE IS ACTUALLY AN ADVANCED CODE-OF-CONDUCT COURSE.



A student is issued gear at the Rear Adm. Jeremiah A. Denton Jr. Building at Portsmouth Naval Shipyard, Portsmouth, N.H.



SERE Instructor, retired Navy chief Brian Howe, speaks with a student about basic navigation during the classroom portion of navigation training.



Most SERE training focuses on survival and evasion. Skills taught include woodcraft and wilderness survival in all types of climate. This includes what is known as emergency first aid, a variant of the battlefield variety, land navigation, camouflage techniques, methods of evasion, communication protocols and how to make improvised tools.

IT WAS A BLISTERING DAY ON OCT. 3, 1993, DURING OPERATION RESTORE HOPE WHEN ARMY CHIEF WARRANT OFFICER MICHAEL DURANT, A UH-60 BLACK HAWK HELICOPTER PILOT, CRASHED IN MOGADISHU, SOMALIA.

THE SPECIAL FORCES OFFICER was captured and held captive as portrayed in the movie, "Black Hawk Down." According to Durant, in his book, *In the Company of Heroes*, if it were not for his survival training course, he would not have returned home 11 days later with honor.

The Survival, Evasion, Resistance and Escape (SERE) course held at the Navy's remote training site in the mountains of Maine is similar to the course Durant credits with having saved his life.

SERE is actually an advanced code-of-conduct course.

All military personnel get their initial code-of-conduct instruction during basic training, where they are taught an American service member's legal responsibilities if captured by enemy forces. SERE goes beyond that.

"We teach students what to do when things go from bad to worse," said Staff Sgt. Gregory Mitchell, a SERE instructor assigned to the Rear Adm. Jeremiah A. Denton Jr. Building at Portsmouth Naval Shipyard, Portsmouth, N.H. "The students who attend the course have a greater

SERE students and instructors gather for colors every morning at one of the camps in Rangely, Maine.

risk of being stranded behind enemy lines," said Mitchell. "They come here to learn how to stay alive and the values behind the code of conduct. When the situation is real, the threat is real, so these students need to be ready to handle it."

Sailors in aviation fields, special forces and force reconnaissance are the usual students at SERE school.

"With today's ever-changing battlefield, I believe most military personnel are at risk of being captured," said Mitchell. "Hopefully what I teach here on the mountain is enough to give someone the courage and know-how to survive if they are ever in that situation."

The instruction begins with a week of classroom work focusing on wilderness survival and the real world applications of the code of conduct for a service member. This includes an extensive look into ways to



“You never know what’s going to happen out there, in hostile environments,” said Howe. “Survival starts with prior planning, and that is where we begin with the students. They have to be ready for the unknown.”

live off the land – fire-building, trapping, creating shelters, finding edible plants – the basic rules of survival.

“We teach primitive means of making do with what is at arms-reach, such as constructing a fire with flint and steel, what’s edible and how to use a simple piece of metal as a compass,” said Hull Technician 1st Class Brian Liggett.

“Once we have the students on the mountain, we split them into teams and immediately get their hands dirty. Like ducks out of water, they do their best to demonstrate all that we teach them about survival,” Mitchell added.

“You never know what’s going to happen out there, in the hostile environment,” said Liggett.

“Survival starts with prior planning and that’s where we begin with the students. They have to be ready for the unknown.”

Everything the students learn in the field phase of training will prepare them for the simulated “problem.” When the problem arises they are on their own and being pursued by the “enemy.” There will be no help from instructors during that phase and what has been learned will become the key to survival.

From the minute the students lay their packs under the raggedy silk canopy that simulates a downed pilot’s parachute, they do all they can to become one with nature.

Although the course can be a difficult experience according to Liggett, “it is a necessary episode. The students rarely forget the simulations and lessons that are taught,” he said. “But, I would rather see the students screw up in camp, where we can still teach proper procedures during a debrief.”

During the problem phase of the training the students are expected to work together. Navigation skills will be put to the test, along with rigorous hiking up and down mountains on five feet of packed snow. Here they will also use all means necessary for immediate survival, such as making small shelters out of their ponchos.

“Students attend the course [because they] have a greater risk of being stranded behind enemy lines,” said Mitchell. “They come here to learn how to stay alive and the values behind the code of conduct.”

The students will gain the technical knowledge, practical experience and personal confidence necessary for worldwide survival and evasion. No two students are the same and sometimes individuals find themselves out of their element.

“I grew up in Maine; hunting, fishing and camping,” said Mitchell. “There are many students who come out here who have spent all their lives on paved streets and the only trees they have ever seen grew on street corners.”

Knowing how to handle unique individuals is up to the instructors who are part naturalist, guide, psychologist and mentor. Mitchell, along with all the instructors on the mountain,

are highly-motivated and well-trained individuals who possess an immense knowledge of the subjects taught in camp.

“Before we can actually teach students we have to go through the school ourselves,” said Mitchell. “Then we spend more than six months learning everything about the course before we take a written and oral board.”

The students, more often than not, outrank the instructors, although there is no lack of respect when Sailors are learning how to possibly save their own lives.

“Most all the students are higher in rank than I am, but they know who the boss is on

the mountain and pay close attention to everything I teach them,” said Mitchell.

“According to his book, Durant survived with honor by using the techniques he learned at SERE,” said Mitchell. “Being able to learn from his and other people’s real world experiences gives us invaluable teaching tools for the future.”

It’s only human nature to do all that is necessary to stay alive. The training that takes place in the remote mountains of Maine opens the window into how to survive when things go from bad to worse. **AH**

Frantom is assigned to Defense Media Activity – Navy, Washington, D.C.



CODE OF CONDUCT

SERE TRAINING IS INTENDED, ABOVE ALL, TO PROVIDE STUDENTS WITH THE SKILLS NEEDED TO LIVE UP TO THE US MILITARY CODE OF CONDUCT WHEN IN UNCERTAIN OR HOSTILE ENVIRONMENTS.

- ~ I AM AN AMERICAN, FIGHTING IN THE FORCES WHICH GUARD MY COUNTRY AND OUR WAY OF LIFE. I AM PREPARED TO GIVE MY LIFE IN THEIR DEFENSE.
- ~ I WILL NEVER SURRENDER OF MY OWN FREE WILL. IF IN COMMAND, I WILL NEVER SURRENDER THE MEMBERS OF MY COMMAND WHILE THEY STILL HAVE THE MEANS TO RESIST.
- ~ IF I AM CAPTURED, I WILL CONTINUE TO RESIST BY ALL MEANS AVAILABLE. I WILL MAKE EVERY EFFORT TO ESCAPE AND TO AID OTHERS TO ESCAPE. I WILL ACCEPT NEITHER PAROLE NOR SPECIAL FAVORS FROM THE ENEMY.
- ~ IF I BECOME A PRISONER OF WAR, I WILL KEEP FAITH WITH MY FELLOW PRISONERS. I WILL GIVE NO INFORMATION NOR TAKE PART IN ANY ACTION WHICH MIGHT BE HARMFUL TO MY COMRADES. IF I AM SENIOR I WILL TAKE COMMAND. IF NOT, I WILL OBEY THE LAWFUL ORDERS OF THOSE APPOINTED OVER ME AND WILL BACK THEM UP IN EVERY WAY.
- ~ WHEN QUESTIONED, SHOULD I BECOME A PRISONER OF WAR, I AM REQUIRED TO GIVE NAME, RANK, SERVICE NUMBER, AND DATE OF BIRTH. I WILL EVADE ANSWERING FURTHER QUESTIONS TO THE UTMOST OF MY ABILITY, I WILL MAKE NO ORAL OR WRITTEN STATEMENTS DISLOYAL TO MY COUNTRY AND ITS ALLIES OR HARMFUL TO THEIR CAUSE.
- ~ I WILL NEVER FORGET THAT I AM AN AMERICAN, FIGHTING FOR FREEDOM, RESPONSIBLE FOR MY ACTIONS, AND DEDICATED TO THE PRINCIPLES WHICH MADE MY COUNTRY FREE. I WILL TRUST IN MY GOD AND IN THE UNITED STATES OF AMERICA.



Lazarus holds the cover of his new handler, Marine Corps Sgt. Arthur Hilliard following a ceremony recognizing Lazarus' transition from his prison handler to Hilliard.

From Pound to Prison ... then Paradise

The Journey of a Service Animal

Story by MC3(SW) Mikelle D. Smith
Photos by MC3 Mikelle D. Smith and MC2 Shannon Renfroe

“Today we have two prospects,” said the gentleman as he walked into the dimly lit building. “Hopefully, we will find at least one.” Making his way down a corridor lined with bowls, food and leashes, the resonating sound of desperate barks can be heard, softly at first and getting louder as he approaches the door. In the room, hundreds of dogs—two or more in every cage—jump, bark and wag their tails for attention. Sadly, he cannot take them all, but, for a lucky few, the journey begins as he reaches for their leashes.



All Carolina Canine service animals come from shelters located throughout South Carolina. Though breed is not a major factor in the screening process of the animals, other selection criteria includes responsiveness to humans and natural animal behaviors.

Stephen LeQuire, the head trainer of Carolina Canines for Veterans, a program dedicated to providing wounded military personnel with highly trained service dogs, regularly visits shelters searching for animals to take in the program.

“We stay in contact with a lot of the shelters,” said LeQuire. “They look out for animals we may be interested in and contact us to come out to take a look.”

Upon choosing a candidate, LeQuire, along with an assistant, performs an assessment known as a temperament test to analyze the animal’s natural behavior.

“We have to make sure the dogs have a certain ability to work around and constantly be with people,” said LeQuire, explaining the dynamics of the test. “We want average responses from the dogs. We test their responses to loud noises like yelling and rattling sounds.

We want them to react to everything, to be afraid at first, but curious after. We never want them to be aggressive and attack, or too timid and run away.”

For the animals that pass the temperament test, the next step - making a routine trip to the veterinarian’s office for a check-up - is the most important one. It will ultimately determine their future.

“The hardest part about going to do this temperament test is seeing hundreds of dogs,” said LeQuire. “Knowing that we can’t use them all, and that if we don’t select them somebody else may not; it’s difficult.”

Carolina Canines was established in December 1996. Co-founder and current President Rick Hairston, recalled the first time he fell in love with the animal training industry.

“In 1993, I was volunteering for a service dog organization in St. Louis, and decided to

take in a puppy,” said Hairston. “One night I went to a training class and there was a 10-year-old boy named Jonathan. That night I watched him meet his service dog for the first time; the electricity in the room was unbelievable, and that’s when I decided I wanted my own organization.”

From that night on, Hairston’s devotion to assembling a program that would provide service dogs worth more than \$40,000 each to individuals like Jonathan, became his life’s work.

“My family was deeply rooted in St. Louis, but we had to move,” said Hairston, recollecting his experience. “We began to pray about the program and it was after we moved that we purchased the first and only dog we ever paid for in this program ... since that moment it’s all been a blessing.”



The relationship between a service dog and his handler is important. It builds companionship and prepares the animals for constant human contact.

Above—

The prison handlers make sure the service dogs stay fit by training on an agility obstacle course. Prisoners supervise and guide the animals through all the obstacle stations.

Though the program resembles that of its civilian counterparts, it stands out in two ways – the location of the training and the handlers who train potential service dogs.

At the Naval Consolidated Brig (NAVCONBRIG) in Charleston, S.C., prisoners have the opportunity to participate in a variety of certification and trade programs, like carpentry and furniture making, but the only one that allows 24-hour interaction is Hairston’s Carolina Canines.

“The program was transferred from the brig at Camp Lejeune in North Carolina to this location in September 2010,” said Cmdr. Raymond Drake, commanding officer of NAVCONBRIG Charleston. “In the short time we have partnered with Carolina Canines,

everyone in the facilities from prisoners to staff has benefited from its existence.”

Prisoners, who wish to participate in the Carolina Canine volunteer program, are required to put in an application and must pass a series of exams, including a psychological evaluation.

“Before I came in the military I was living with a family who bred dogs,” said one of the prison handlers. “When I got to this facility and I heard that they had a program, I immediately wanted to do it. When I found out I was chosen, I was so thankful.”

After those fortunate prisoners are selected, they begin supervised basic and intermediate obedience training to become proficient in the skills needed for training and handling the dogs.



Service dogs are not constantly training. They also have time when they are able to play games like fetch, because after all, they are still dogs.

“There are times when you become discouraged during the training, but it’s not something you just give up on,” said one Marine prison handler. “You have to remember the ultimate reason you’re here is to train the dogs to give to wounded warriors. You must be consistent and stick with it.”

Through Hairston’s program, wounded service members like Marine Corps Sgt. Arthur Hilliard, are able to apply in hopes of receiving the help they need from a service dog.

“I didn’t know about service animals until I got into the wounded warrior battalion,” said Hilliard. “In the wounded warrior battalion, service members have service animals and I have a really close relationship with them, so I felt like I could fit in better if I got a service animal myself.”



After every successful task is executed, the service dogs receive treats from the handlers as a reward for learning the skill.

Following his enlistment in the Marine Corps in May 2005, Hilliard went on two combat deployments to Iraq where he received numerous awards. In September 2009 while conducting training, Hilliard sustained brain and spinal injuries, and his life was forever changed.

“For the longest time he wouldn’t even smile,” said Michelle, Hilliard’s wife. “When one of his co-workers at the wounded warrior battalion recommended getting a service dog, I told him we should try it.”

During his search for a service dog organization, Hilliard received help from fellow service members and was eventually pointed in the direction of Carolina Canines.

“I have PTSD [Post-Traumatic Stress Disorder] very bad, and when people stare or I’m in close environments, I get uncomfortable,” said Hilliard. “I think by having a living, breathing thing to distract others from being focused on me will make everything easier.”

Just like the prisoners who train the animals, potential recipients must fill out applica-

tions and go through a screening process, that will establish their eligibility before receiving a service dog.

“It’s an extension application; we ask things like what they want to be able to do, where they see their life going and how the animal will help them,” said Hairston. “We really evaluate the situation. These dogs are trained to work for them, so applicants are not given a choice as to what dog they receive. It is always relatively known what the wounded warrior will need and what dog will provide them with those skill sets.”

It takes six to seven months for prisoners to properly train an animal with no prior instruction for the responsibilities of a service dog. During that time, the animals become companions for the prisoners, and the prisoners become parents to them.

“It was very difficult letting my first dog go,” said one of the prisoners. “In this environment, where what interaction you have is minimal, the dog really helps that loneliness – not to mention that they are with you every



day and night for almost a year ... but I know what I’m doing is for a good cause, and that thought alone helps me continue.”

Though the estimated training time for a service dog is six to seven months, recipients can wait for an extended amount of time before they receive that phone call; in Hilliard’s case after a year of waiting, he finally received the news.

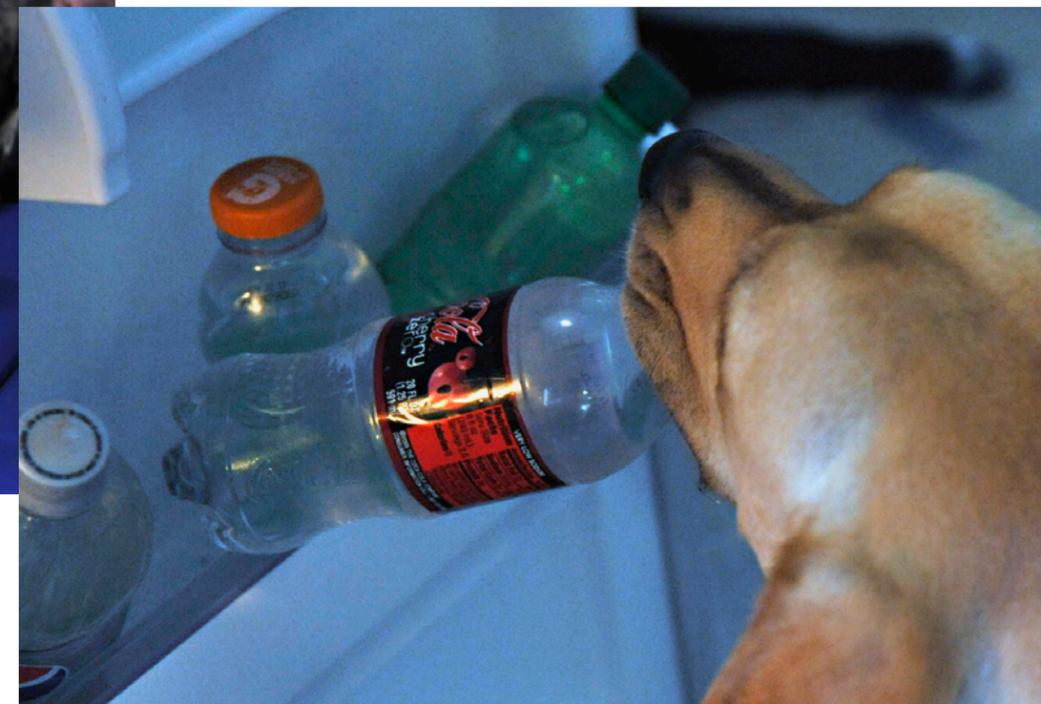
“After I got the call, my wife and I came from our home in Tennessee for a week of familiarization with the dog,” said Hilliard. “When I saw Lazarus the first thing that came to my mind was, ‘Whoa! He’s a big dog.’ After about three days of him being with me, we bonded

and that’s when I knew he was mine, and that was really the right thing for me.”

Hilliard’s wife Michelle added that seeing her husband happy about something and smiling again brought tears to her eyes.

“When I met Lazarus’ previous handler, he was really professional and made sure I knew everything I needed to know about the dog and his moods,” said Hilliard, as he spoke of one prisoner handler. “I didn’t think people could take a dog and train them to do as much as they do. It’s something you must see with your own eyes to believe.”

Service dogs are taught a very unique assortment of commands, including how to load



The relationship between a service dog and his handler is important; it builds companionship and prepares the animals for constant human contact. To make tasks easier for the service dogs, ropes and pulleys are attached to objects that may be out of reach, like getting beverages from the refrigerator. One of the most impressive ones is their ability to put their handler to bed.

a washing machine, unload a dryer, throw items into a waste basket and some can even put their handlers to bed.

“In Hilliard’s case, Lazarus was fitted with a walking harness, as the dog will replace the cane he has to use,” said Hairston. “He will be able to rely on Lazarus to support his weight,



Marine Corps Sgt. Arthur Hilliard decided to apply to the Carolina Canines service animals program after he spoke with fellow service members in his battalion. Hilliard waited for a year before receiving Lazarus.

Left—

Because service dogs will constantly be with the wounded warriors who receive them, they are trained to stay in places where they will still be accessible, but out of the way.

as well as help him out by doing things like picking up items dropped on the floor.”

For the first two months after a wounded warrior receives a service dog, Hairston stays in close contact, calling once a week to make sure everything is working smoothly.

The recipients are not the only ones benefiting from this organization - successfully training more than 75 service dogs and 500 handlers, Hairston envisioned giving the prisoners an opportunity to redeem themselves by working in a program to get a service animal handler certification.

“I’ve begun putting together a binder of all the things that I do for job opportunities when I get out,” said another prison handler. “The certification will give me that ability to show that I have been preparing myself for something great, even while being somewhere that most people think is a bad place. I know I’ve done wrong, but I feel like this is my chance to show society that I am going to redeem myself and be an active [member of society].”

Former prisoners who have participated in the Carolina Canines volunteer program, have gone on to become groomers, pet store managers and even animal business owners.

“We try to tie everything we do at [NAVCONBRIG] into some type of after-confinement job,” said Drake. “This gives [the prisoners] good exposure and tangible working skills to bring to the job market. Everything they do with the animals - from feeding, to training, to bonding - really gives them a deep sense of purpose. To be able to give them something for being a vital part in preparing service animals for wounded warriors ... it’s an all-around win.”

Plans to expand the program include bringing more dogs from shelters, finding more volunteer prisoners in the facility and locating more wounded warriors to receive them.

“Lazarus makes himself at home,” said Hilliard. “He lies right next to my bed ... and I think he knows he’s part of the family now. I never had a dog before this time, so he really has added something meaningful to my life.”

And like Lazarus, the service dogs of Carolina Canines will ultimately escape their confining crates and prisons and have somewhere to call home. **AH**

Smith and Renfroe are assigned to Defense Media Activity –Navy, Washington, D.C.

Preparing for Natural Disasters

Story by HMC(SW/AW/FMF) Christopher T. Walton
Illustration by MC3(SW) David Danals

Hurricane season officially kicked off in the United States May 15th. In 2010, a total of 21 severe weather events met the hurricane criteria of sustained winds of more than 74 mph, because of this they were officially recognized by the National Oceanic and Atmospheric Administration (NOAA) and named. With a long-term average of 21 hurricanes forecasted each year for the United States and the surrounding areas, it's not hard to see how important it is for you and your family to prepare. Take time now to assess for the probability of natural disasters or hazards in your area and prepare.

Accessing Your Hazards

Hurricanes can span large areas but are not the only disasters to consider during your preparations. Flooding and tornados often occur simultaneously in the vicinity of hurricanes. Some other natural disasters to consider are earthquakes, landslides, wild fires and or tidal waves.

If you need help in determining the hazards that apply in your immediate area, contact an emergency manager from your local government office. If that seems a little daunting keep in mind that sometimes a simple but informative trip to a local police or fire department may be all that's needed to get started on the right path. You can also visit a local library or research the topic on the internet.

Develop a Plan

When possible, a great way to begin the process of developing a disaster plan is involving your family members. Reviewing and discussing the basic needs and desires of each person in your family can prove very beneficial. Including family members will help you in avoiding a single minded perspective and will ensure that all concerns are addressed and not overlooked.

Most cities and states have planned evacuation routes. They are established to maximize the flow of traffic leaving the possible impact areas of an approaching storm. Knowing the evacuation routes in your area is a good first step. Planning travel routes to the homes of relatives or family friends who can provide shelter is also essential part of the planning process.

When evacuating use a route that can provide your family with all the essentials needed during your travels to include gas for your vehicle, food and an area to rest for your family and pets. Keep in mind that during an evacuation your planned route may be used by thousands if not millions of other people in a very short period of time. Traffic may be heavy and it may take some time to reach your destination. If given the notice to evacuate, safely leave the area in a timely manner. If you delay your departure too long you may find the existing conditions unsafe and your planned evacuation routes blocked by unplanned hazards. Know your plan and follow it safely.

Build a Kit

Food, water and shelter are the most common items thought of when preparing most disasters kits but there are many important items that are commonly over looked. These

items can make leaving your home in a hurry a little less stressful. Like any adult, children can suffer from stress, too. Including items like a favorite small toy or a battery operated game can sometimes bring normalcy for a child in an otherwise very stressful event.

Likewise, kids are not the only ones who have a favorite game or pillow. An old book is a good example. These familiar items can really make the burden of living away from your home for an extended time, sometimes little more bearable.

To create a disaster plan and or build a disaster kit, use the following examples as a starting point. If possible, place items in a large but mobile container that is water resistant. A good example of a container would be a plastic tub or tote. Once your kit has been prepared, place it near an exit of your home and position the container so it can be easily and quickly lifted into the family vehicle.

To ensure maximum results with both your plan and your kit, customize these examples to fully meet the needs of your family. It is not necessary to rush if you plan ahead. Take the time to review the list and gather items needed now. Be sure to track and replenish all used items and any items with expiration dates, especially food and medication.

These example check list and similar list can be found by viewing NOAA, FEMA and the American Red Cross websites. These are just some of the organizations that you can reference in creating your own disaster kit.

The first step is up to you. Remember that taking time now to prepare for a disaster can really make a difference in the safety and comfort level of your family during what can be an extremely stressful and hazardous event.

Basic Disaster Plan

- Access disaster hazards in your local area.
- If you do not have time to leave your home or community indentify a safe place to gather during an unexpected storm.
- Plan evacuation route (more than one) with a predetermined place to meet if you are separated.
- Have phone numbers of family members that can provide a shelter for your family during emergencies.
- Explain how to use emergency phone numbers to your children. For example, how and when to call 911.

- Maintain your family vehicle and review insurance coverage for your home and other property.
- Ensure vehicle maintenance is completed.
- Build a disaster kit with non-perishable supplies.
- Maintain a NOAA weather radio or another type of battery operated radio. Replace batteries as needed.
- Learn First Aid and CPR. Gather first aid supplies. Take a disaster preparedness class.

Basic Disaster Kit

- Drinking water, at least one gallon per day per person.
- Food for three to seven days.
- Non-perishable and prepackaged or canned food/juices.
- Specialty food and items for infants and or the elderly.
- Snacks.
- Non-electric can opener.
- Cooking tools/fuel.
- Paper plates/plastic utensils.
- Pillows, blankets and other bedding material.
- Clothing.
- Prescription/nonprescription medication and first aid supplies.
- Toiletries and other hygiene items.
- Flashlight/radio (battery operated).
- Maps.
- Telephone with recharging equipment (include written emergency contact list).
- Cash, checks and credit cards (ATM and credit card machines may not be functioning).
- Keys.
- Toys, books and games.
- Important documents (insurance policies, bank records and account numbers, Social Security cards, medical records).
- Family photographs (photos can be useful in finding a family member if separated).
- Basic tools/work gloves.
- Fuel for vehicles, heating and cooking equipment.
- Pet care items (food, medications, carrier, leash, identification tags and pictures). **AH**

Walton is a Surface Force Independent Duty Corpsman.



30 @ 30

Running for a Cause

In America, many individuals celebrate specific birthdays as milestones or turning points in their life. Those birthdays can be celebrated in many different ways, and one Navy Sailor decided to think outside the box.

Lt. Amanda Fox, an aviation physiologist at the Survival Training Center, Norfolk, decided to celebrate her 30th birthday by going on a 30-mile-run in support of the Wounded Warrior Project (WWP).

"I'm doing it to raise awareness and create a fundraiser for the WWP," said Fox. "I knew both the training and the run would be a challenge."

Fox's original goal was to raise \$3,000, but that amount was quickly surpassed. She then raised her goal to \$5,000, which as of this writing, has now reached more than \$5,700. Fox has now set her goal at \$7,000.

"I wanted to do something that would have an impact on a community," said Fox with a smile. "I chose the WWP because I have done fundraising with them in the past. I also give them a portion of my paycheck."

WWP is a nonprofit, nonpartisan organization headquartered in Jacksonville, Fla., with additional program offices located in New York City and Washington, D.C. Founded in Roanoke, Va., by a group of veterans and friends who took action to help this generation of injured service men and women. The WWP's mission is to foster the most successful, well-adjusted group of wounded warriors in this nation's history.

"WWP helps wounded warriors cope with everyday life and gets them out there to be a functional part of their environment again, whether they choose to remain in the military or not," said Fox.

Fox also had the opportunity to visit Walter Reed to tour the facilities and stated that she was amazed at the technology available to the wounded warriors.

"It was almost like Pixar animation training," remarked Fox. "You walk into this room that has pressure sensors on the floor and 28 different cameras on you. The cameras breakdown everything you do biomechanically so that a guy who is missing a leg or an arm can get his prosthetic device tuned specifically for him!"

"I went to Walter Reed Army Medical Center on the same day I ran my 20-mile training run in D.C.," Fox said. "It was a very motivated run and the best that I've had yet in my training. I fully credit that to the experience I had at Walter Reed that morning. You just can't leave [the hospital feeling] down."

Fox gives credit to the Navy for starting her running career when she was sworn in more than 10 years ago, and added that she never had experience as a runner.

"It started with my mile and a half for the PRT [physical readiness test]," said Fox. "I'm kind of competitive so I wanted to get a better score on my PRT. After that, I started running 5ks the base would support. Then, it was half marathons, and then it was full marathons."

For the past five months Fox has been training for her 30-mile run by running six days a week and supplementing her runs with workouts.

Fox said she was surprised by all the support she is receiving from strangers.

"I didn't expect all the support I'm getting from people I don't know," she exclaimed. "It makes me so much more motivated to know that there are so many people supporting me."

Fox said she wants to thank all those who have supported her both morally and financially. She plans to conduct her run in Hawaii June 20. 🇺🇸

U.S. Navy, International Forces Respond to Piracy Attack

USS *Bunker Hill* (CG 52) recently boarded a suspected pirate vessel in cooperation with international forces while responding to a distress call.

The United Kingdom Maritime Trade Organization received a distress call from the Panamanian-flagged merchant vessel *Full City* and passed the information to U.S. 5th Fleet.

An Indian maritime patrol aircraft was able to locate the vessel, and broadcast that warships were on the way. The crew had locked themselves in a secure space from which they could control the ship, known as a “citadel.”

Bunker Hill and USS *Carl Vinson* (CVN 70) were the closest naval vessels to *Full City* and set course to intercept. The Turkish ship *Giresun*, part of NATO’s counter piracy *Operation Ocean Shield*, also responded.

While *Giresun* boarded *Full City*, *Bunker Hill* approached a dhow in the area believed to be the mothership for the pirate attack. An SH 60 *Sea Hawk* helicopter from Helicopter Anti-Submarine Squadron (Light) 49, deployed with *Bunker Hill*, fired warning shots to stop the dhow and instructed the suspected pirates to move to the bow of the vessel. In the early evening, a visit board, search and seizure team from *Bunker Hill* boarded the suspected pirate dhow.

The team found and destroyed paraphernalia on the dhow, including weapons and other equipment commonly used in the commission of acts of piracy. They also sank a small skiff towed by the dhow; these skiffs are often used for actual attacks and boardings by pirates.

“All hands should take pride in what they accomplished today,” said Capt. Dominic DeScisciolo, *Bunker Hill*’s commanding officer. “Under ambiguous conditions, you responded very professionally, quickly and successfully.”

Giresun found *Full City*’s crew safe with no pirates aboard the vessel.

“This operation demonstrated that our presence here successfully deters destabilizing activities and is effective in upholding lawful maritime order. The versatility inherent to a carrier strike group allowed for quick coordination with naval and Coast Guard assets from Turkey and India to successfully prevent a pirate attack against the motor vessel *Full City*,” said Rear Adm. Samuel Perez, commander, *Carl Vinson* Carrier Strike Group. **AH**

Story Courtesy of U.S. 5th Fleet, aboard USS Bunker Hill (CG 52).

Army Transfers High Speed Vessels to Navy

The Department of the Navy recently signed a Memorandum of Agreement (MOA) with the Department of the Army transferring all five of the Army’s Joint High Speed Vessels (JHSV) to the Navy.

The intent of this MOA is to clarify relationships, identify roles and responsibilities and provide an implementation plan. In addition, this MOA formalizes and delineates the management, leadership, and requirements sponsorship roles required to deliver the capability encompassed by the JHSV to the combatant commanders.

“This agreement with the Army demonstrates our commitment to reducing redundancies and saving money for the taxpayer,” said Secretary of the Navy Ray Mabus. “This is a responsible step that will ensure our military remains the most formidable fighting force the world has ever known.”



Photo by M3 Aaron Shelley

An SH-60 *Sea Hawk* helicopter assigned to Helicopter Anti-Submarine Squadron (Light) 49 observes a suspected pirate vessel towing a skiff in the Arabian Sea. USS *Bunker Hill* (CG 52) responded to a distress call from the Panamanian merchant vessel *Full City* and brought the vessel to a stop.

Initially, the JHSV program was envisioned to have five of the first 10 JHSVs assigned to the Army and the remainder to the Navy. However, at the Army/Navy Warfighter Talks in December 2010, both services agreed to transfer the Army’s five JHSVs upon signing of this MOA; all 10 JHSVs will now be assigned to Navy.

“The transfer of the JHSV is about aligning our core competencies, while at the same time realizing a measure of managerial efficiency,” said Army Secretary John McHugh. “We look forward to continued cooperation with the Navy as we determine how to ensure this capability can best support the combatant commanders.”

The Military Sealift Command will crew the JHSVs with civilian mariners or contract mariners. Joint High Speed Vessels will be used for fast intra-theater transportation of troops, military vehicles and equipment. **AH**

Story Courtesy of DOD, Washington, D.C.



Maureen Murphy, mother of Navy SEAL Lt. Michael Murphy and ship's sponsor, breaks a bottle of champagne across the bow of the destroyer Pre-commissioning Unit (PCU) *Michael Murphy* (DDG 112) during the ship's christening ceremony at Bath Iron Works, Bath, Maine. Murphy was posthumously awarded the Medal of Honor in 2007 for his actions, becoming the first Navy Medal of Honor recipient since the Vietnam War.

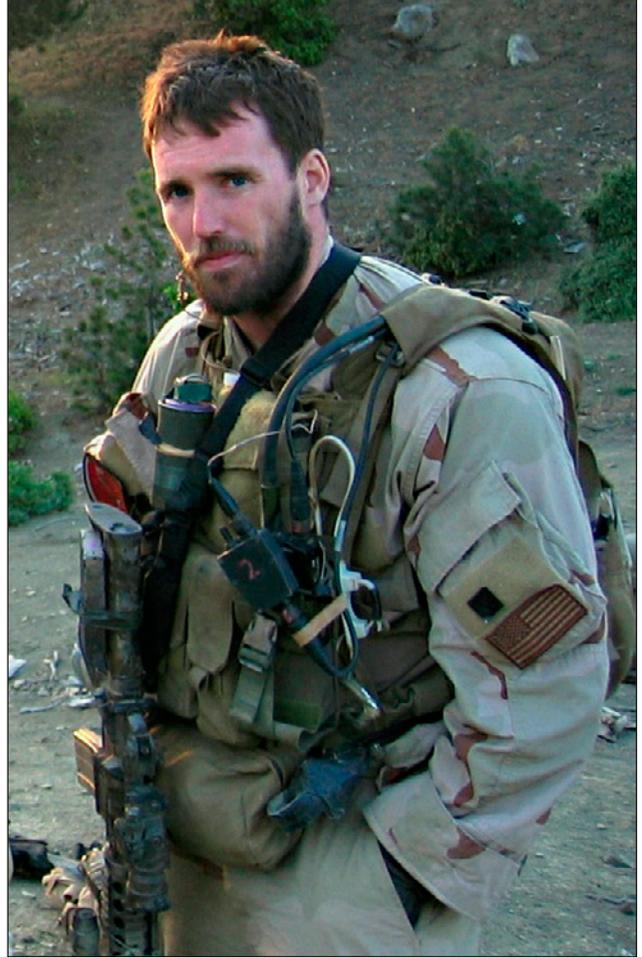


Photo courtesy of Murphy family

Murphy was killed by enemy forces during a reconnaissance mission, Operation *Red Wing*, June 28, 2005.

Navy Christens Guided-Missile Destroyer *Michael Murphy*

The Navy recently christened its newest destroyer, Pre-commissioning Unit (PCU) *Michael Murphy* (DDG 112), during a morning ceremony at Bath Iron Works, Bath, Maine.

The new destroyer honors Medal of Honor recipient Navy SEAL Lt. Michael P. Murphy and was christened on what would have been his 35th birthday, May 7.

"It is my sincere belief that this ship will build on the momentum gained by our special operations forces in the fight against extremism and sail the seas in a world made more peaceful by sustained American vigilance, power and dignity," said Chief of Naval Operations Adm. Gary Roughead. "This ship will carry Michael's legacy and values to Sailors several decades from now and to a new generation of Americans. For that I am proud to wear this uniform."

Maureen Murphy, sponsor of the ship named for her late son, had the honor of breaking a bottle of champagne across the ship's bow, formally christening the ship in true Navy tradition.

"I am so proud and it is truly an honor," said Murphy. "For people to come out and remember Mike and to celebrate this ship; it means a lot, and it means that they still remember the sacrifice he made for this country."

On June 28, 2005, Murphy led a four-man team tasked with finding a key Taliban leader in the mountainous terrain near Asadabad, Afghanistan, when they came under fire from a much larger enemy force with superior tactical position. Mortally wounded while exposing himself to enemy fire, Murphy knowingly left his position of cover to get a clear signal to communicate with his headquarters. While being shot at repeatedly, Murphy calmly provided his unit's location and requested immediate support for his element. He returned to his cover position to continue the fight until finally succumbing to his wounds.

Commander, U.S. Special Operations Command Adm. Eric T. Olson, Deputy Commander, Naval Special Warfare Command Rear Adm. Garry Bonelli and family members of the Navy SEALs who lost their lives alongside Murphy were also in attendance.

Designated DDG 112, *Michael Murphy*, the 62nd Arleigh Burke-class destroyer, will be able to conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection. *Michael Murphy* will be capable of fighting air, surface and subsurface battles simultaneously and will contain a myriad of offensive and defensive weapons designed to support maritime warfare in keeping with CNO's "A Cooperative Strategy for 21st Century Seapower."

Cmdr. Thomas E. Shultz, is the prospective commanding officer of the ship and will lead the crew of 279 officers and enlisted personnel. The 9,200-ton *Michael Murphy* is being built by General Dynamics Bath Iron Works. The ship is 509 feet in length, has a waterline beam of 59 feet, and a navigational draft of 31 feet. Four gas turbine engines will power the ship to speeds in excess of 30 knots.

For more information on Michael Murphy, visit www.facebook.com/USSMichaelMurphy/ and www.navy.mil/moh/mpmurphy/index.html. **AH**

Story and photo by MC2 Dominique M. Lasco.



U.S. Navy Photo

Planning for D-Day

Story Courtesy of Naval Historical Center

The English Channel, nearly 100 miles wide between Portsmouth, England, and the Normandy beaches, was a formidable military barrier. In the spring of 1944, Allies needed thousands of ships and craft to transport their armies across the channel and begin the liberation of France. To compound the difficulties of a long water passage, the always problematic weather could fatally disrupt landing operations, and the Germans had liberally planted sea mines in the central channel and off likely invasion beaches.

A storm delayed *Operation Overlord*, originally scheduled for June 5. Much of the invasion force had left their embarkation points, forcing landing vessels back into port, where their crews and passengers endured the wait amid often crowded and uncomfortable circumstances. Presented with a better forecast for June 6, Army Gen. Dwight D. Eisenhower, then-Supreme Commander of the Allied Expeditionary Force, made a tentative decision late in the evening of June 4 to get ships moving, and gave the final, “OK, we’ll go.”

By then, minesweepers were clearing shipping lanes through a 15-mile wide southward path. Nearly 60 separate convoys in the initial assault with more behind, headed for the target area via a wide-topped T-shaped route. They gathered off the Isle of Wight from various ports along England’s southern coast, then turned south to cross the channel in the recently swept lanes.

Passage across the channel was anything but smooth, especially for personnel assigned to the infantry and tank landing craft, who suffered hours of seasickness during the crossing. As the convoys approached Normandy, their courses flared out somewhat, taking them to staging areas off the individual landing beaches. Most ships were in their places well before dawn. Further inshore, the busy minesweepers continued their work, opening safe channels and working areas for landing boats and gunfire support ships.

The Normandy invasion took place in the Bay of the Seine, on the south side of the English Channel between the Cotentin Peninsula and the port of Le Havre, France. Some 55 miles broad and 20 deep, its waters were shallow, had a considerable tidal range and could be very choppy.

The planned landing beaches covered about 45 miles of the bay’s shoreline. Westernmost was the “Utah” area, stretching eight miles southward along the low-lying southeastern coast of the Cotentin Peninsula. Directly to the east was “Omaha” area, covering 12 miles of generally hilly terrain.

U.S. forces were assigned to take both of those areas, with assistance from the British Royal Navy. British and Canadian troops were to assault the areas code-named “Gold,” “Juno” and “Sword,” that ran 20 miles eastward. This sector ended at the mouth of the Orne River, about 15 miles west of Le Havre, France, where the German Navy based a group of potentially dangerous torpedo boats.

The actual landing beaches occupied a fraction of the width of each area, but were intended to provide initial footholds to allow rapid reinforcement and inland expansion. This allowed the attacking soldiers to join their flanks to create a continuous beachhead perimeter before the enemy could mount a major counterattack.

Each area’s assault was made by approximately one army division, with initial landings using much smaller units at 6:30 a.m., in the American areas, and one hour later in the British zone. Their arrival on shore was to follow a bombardment by ships’ guns and aircraft ordnance, kept relatively brief to maintain the element of surprise. As a result, German shore defenses frequently remained intact, and proved troublesome to both the landing forces and ships offshore.

To protect the invasion zone’s western extremity, the U.S. 82nd and 101st Airborne Divisions descended by parachute and glider in the small hours of “D-Day.” Though badly scattered and lacking much of their equipment, these brave paratroopers kept the Germans occupied and helped ensure the “Utah” Beach assault was easy and successful. Attacks by British and Canadian Allies, assisted by an air-dropped division on their eastern flank and a longer naval bombardment, also went well.

Not so in the “Omaha” area, where deep beaches backed by steep hills meant that U.S. troops landing there were exposed to withering fire from enemy small arms, machine guns and artillery. Casualties were very heavy and the assault only succeeded after a day of brutal fighting, with warships coming in close to provide direct gunfire in support of the hard-pressed soldiers.

By nightfall on June 6, the situation was favorable, even on “Omaha” Beach, but at a cost of 9,500 casualties. **AH**

Navy Goes IA to Kandahar

Story by MC3 Shannon Burns



in a six-month timeframe we conducted almost 1,800 surgical procedures. We also helped the local civilians who were wounded by enemy action.”

Meehan added that his experience was a bit different because it was a NATO billet run by the United States and other countries working together as

Volunteering for an individual augmentee (IA) assignment is an experience that can be very stressful. Many Sailors have been deployed to Iraq or Afghanistan on one or two tours, but for one Sailor that wasn't enough.

Lt. Cmdr. Ken Meehan, an orthopedic physician's assistant stationed at Naval Hospital Jacksonville, Fla., has been deployed to Iraq three times. He has been to Al Qaim Shock Trauma Platoon 4, Iraq, in 2004; Ramadi, Iraq, in 2006; and Rawah, Iraq, in 2007. But that didn't stop him from volunteering for an individual augmentee (IA) assignment. In August 2010 he headed to Kandahar, Afghanistan, as a battalion surgeon with the Marines in the 1st Light Armored Reconnaissance Battalion.

“Supporting the Marines is what I've trained for all my life,” said Meehan. “This was my fourth deployment and I was gone for about eight months. It was probably the most rewarding deployment I've ever had, we saved a lot of lives and it's quite an honor and very humbling to work with so many heroes.”

While in Kandahar, Meehan's team treated both U.S. forces and local civilians.

“Our job was to take care of casualties from the field,” Meehan commented. “There were three other orthopedic surgeons, and

a single unit. Additionally, it was the first time a physician's assistant was placed in theater as a battalion surgeon.

“My assignment as an IA at NATO's Role 3 hospital in Kandahar was a [different] experience,” said Meehan. “While the hospital was run by the United States, there were also Canadian, Dutch and British forces working together as a single unit. We also worked with the U.S. Air Force, who ran most of the medevac operations, and the U.S. Army. When it came to getting the job done, no one paid attention to what service was there.”

According to Meehan, every IA tour is different and has the opportunity to present new challenges.

“Being in a combat environment every day is different - some more than others. Out of my four deployments, my assignment as an IA was the first with indoor plumbing. I had to do my job while still dealing with lots of rocket attacks- a constant reminder of where you really were.”

Some Sailors choose to do only one IA deployment, but Meehan said, he would go again in a heartbeat.

“I would absolutely go on another IA,” said Meehan. “That's what I was trained to do. An IA may be individual by orders, but that's where the individuality ends. You're part of a team. You're part of something bigger than yourself. That comes with challenges and rewards, but you're never an individual.” **AH**

Burns is assigned to Defense Media Activity – Navy, Washington, D.C.

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