

Farrier Firefighting: A Legacy of Training



JULY 2008

ALL HANDS

MAGAZINE OF THE U.S. NAVY



REACHING OUT
to America





[On the Front Cover]

Lt. j.g. Nicole Chewning shows Jacksonville Beach Elementary School first grader Benjamin Pullen how to use a fire hose aboard USS *Vicksburg* (CG 69). The students toured the ship and met with Sailors who demonstrated various shipboard evolutions.

Photo by MC3 Patrick J. Cook

[Next Month]

Take a look at how the Navy is helping Sailors deal with post-traumatic stress disorder and traumatic brain injuries.

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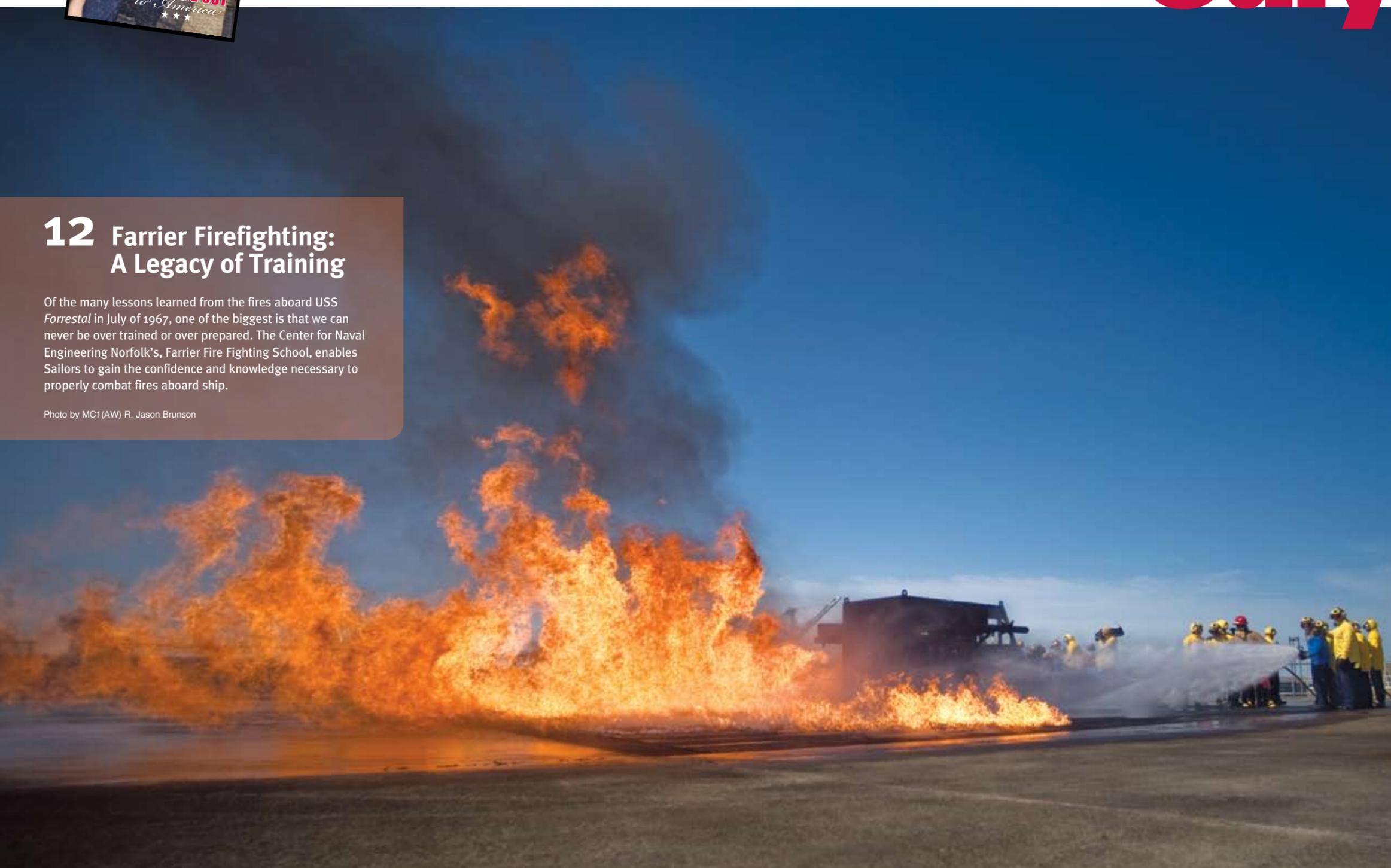


July

12 Farrier Firefighting: A Legacy of Training

Of the many lessons learned from the fires aboard USS *Forrestal* in July of 1967, one of the biggest is that we can never be over trained or over prepared. The Center for Naval Engineering Norfolk's, Farrier Fire Fighting School, enables Sailors to gain the confidence and knowledge necessary to properly combat fires aboard ship.

Photo by MC1(AW) R. Jason Brunson



18 Like Father, Like Sons

When the fires aboard USS *Forrestal* (CV 59) were finally extinguished, the surviving crew members and their families had only begun a new struggle. Joe Childress is one of those people. But, he and his family did not simply survive - they found pride and formed a strong Navy family tradition.

Photo by MC1 R. Jason Brunson



22 Reaching Out to America



The Navy's Office of Community Outreach (NAVCO) works to maintain and enhance the Navy's relationship with the people it serves. To do this, NAVCO strives to coordinate the many national community outreach programs; build lasting relationships with citizens

in business, education and government; reach citizens outside of fleet concentration areas; and develop relationships with media organizations.

Photo by MCSN Seth Scarlett

28 First They Were Firsts

Chief petty officers (CPOs) trace their tradition and heritage to that of first class petty officers. Prior to the establishment of the CPO rating in 1893, the Navy depended on first class petty officers for enlisted leadership.

Photo courtesy of The Naval Historical Center



ABH2 William Sum's nephew, Jerry is held by his grandfather before USS *Ronald Reagan* (CVN 76) departs Naval Air Station North Island, Calif. The *Ronald Reagan* Carrier Strike Group is on a scheduled deployment.

Photo by MC2 Joseph M. Bulliavac

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Speaking with Sailors

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

“CPO Guiding Principles” Part of Path to Promotion

This September, the Navy is going to make a dramatic shift in the way we evaluate our chiefs, senior chiefs and master chiefs. The performance traits on the left hand side of a CPO evaluation have been replaced with the CPO Guiding Principles we introduced in Fall 2006. Chief petty officers will now be evaluated, ranked and promoted based on how they incorporate those principles into the way they lead Sailors.

Deckplate leadership, institutional and technical expertise, professionalism, character, loyalty, active communication and a sense of heritage are the performance traits chiefs will now be evaluated upon.

Changing the form used to evaluate senior enlisted leaders was a process that began with changing the performance traits. As the revision progressed we came to realize that much of the verbiage contained in the old fitness report still applied. In fact, 75 percent of that language transferred easily to the new form.

The 25 percent of the form that's different is profound, though. It's there that we formally introduce phrases like “engaged on the deckplate,” “total loyalty to mission,” “driving mission accomplishment through the Chiefs' Mess” and “actively uses the CPO mess as an open forum to act on command issues.”

That language may be new to an evaluation, but not to our chiefs. Those are responsibilities CPOs have had for more than a century.

The purpose behind this revision is to close the loop on an initiative we began nearly two years ago: to return chief petty officers to a brand of leadership where we have traditionally been most effective. Those guiding principles placed the chiefs back where they belong, on the deckplates leading and developing Sailors.



Hopefully, you've all noticed the difference.

The guiding principles have been included in selection board precepts for chief, senior chief and master chief. We've inserted them into a new command master chief instruction and they've been placed in the curriculum at the Senior Enlisted Academy, monthly chief's mess training and emphasized significantly in the training we provide our chief selectees. With their inclusion into the CHIEFEVAL, they become timeless standards all our Sailors can aspire to.

The guiding principles established the expectations we should all have of Navy chief petty officers. They made it very clear that the only true measure of a chief's success is through the success of the Sailors they lead.

Your responsibilities are within our Navy are expanding, our missions are evolving. It is essential that the abilities of every Sailor are put to the best possible use and that circumstances for your success are created at every turn. You are led by the finest community of chiefs this Navy has ever seen. Revising the way they are evaluated will continue to emphasize the traits we value most in a United States Navy chief petty officer. 

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CNO Stresses Summer Safety in Podcast

Chief of Naval Operations Adm. Gary Roughead recorded a podcast on the 101 Critical Days of Summer Safety Campaign.

In the podcast, he reminds Sailors and Navy civilians that safety is the responsibility of every person, as individuals and as leaders.

"It is everyone's responsibility. ... We all have to be mindful about what we're doing, thinking about the steps that we must take to ensure that we're safe and that we're taking into account all the factors that can influence our safety," Roughead said.

He urged Sailors to remember that their safety directly affects that mission and that everyone counts.

"We put such emphasis on safety, especially in the summer because it deals with the most important part of our Navy, our people," Roughead said. "Every time we lose a Sailor to an accident to me it's a tragedy that can be prevented."

CNO stressed that he is counting on every Sailor, every Navy civilian, every chain of command to do the right thing, take care of each other and arrive back to work safely.

"As you go off into the days of summer,

enjoy yourself. Enjoy your time off with your family and your loved ones, but be safe. Always think about where you are and what you're doing and make a commitment to yourself and

your shipmates that you're going to come back alive," said Roughead. **SN**

Story by MCz(SW) Rebekah Blowers, Chief of Naval Operations, Washington, D.C.



Photo by MC3 Jini Scott

▲ Chief of Naval Operations Adm. Gary Roughead discussed summer safety issues during his podcast. The podcasts are available for download on www.navy.mil.

USS Russell Assists Vessel in Distress

USS *Russell* (DDG 59) recently responded to a vessel in distress between Bossasso, Somalia, and the Yemeni coast in the Gulf of Aden.



U.S. Navy photo

A Combined Task Force (CTF) 150 air asset notified *Russell* of the small boat's distress call. *Russell*, operating nearby, proceeded at maximum speed and arrived

on-scene to assist the vessel. The 45-foot small boat experienced serious engine problems, leaving it unable to operate at sea, and had been adrift for two days.

There were approximately 70 personnel

on board the vessel, some of whom were in need of immediate medical attention. Seven personnel were transferred to *Russell* and treated for severe dehydration and malnutrition. The vessel was also re-provisioned for the night and *Russell* towed it toward Somalia where the small boat and patients were turned over to Somali authorities. **SN**

Courtesy of U.S. Naval Forces Central Command/5th Fleet.

◀ IC3 Nicholas Mason (left) takes a patient's vital signs who was brought aboard USS *Russell* (DDG 59) as Ens. Melanie Chambers, Ens. Lisa Bydairk and HM3 Matthew Thompson assist.

New Campaign Stars Recognize Multiple Deployments

DOD recently established campaign stars for Operation *Iraqi Freedom* (OIF) and Operation *Enduring Freedom* (OEF). This is designed to recognize support delivered to OEF and OIF for seven different service stages.

The following phases are:
Liberation of Afghanistan - Sept. 11, 2001 to Nov. 30, 2001;
Consolidation I (Afghanistan) - Dec. 1, 2001 to Sept. 30 2006;
Consolidation II (Afghanistan) - Oct. 1, 2006 to TBD;
Liberation of Iraq - March 19, 2003 to May 1, 2003;
Transition of Iraq - May 2, 2003 to June 28, 2004;
Iraqi Governance - June 9, 2004 to Dec. 15, 2005;
National Resolution - Dec. 16, 2005 to TBD.

In most cases this will correspond to more than one deployment, but the stars were not created to honor subsequent deployments. This initiative is in keeping with NAVADMIN 141/08, which is the basis for awarding the stars.

DOD established campaign stars for both the Afghanistan Campaign Medal (ACM) and the Iraq Campaign Medal (ICM).

"As both campaigns continued in duration, service members were serving more than one [deployment] in either Iraq or Afghanistan area of responsibility," said Barbara Wilson, Navy awards branch head. "But, based upon current criteria for either campaign medal, you were only authorized one medal regardless of how many times or how long the duration was that you served in either area of responsibility."

"The campaign stars will recognize a service member's participation in the various campaigns associated with Operation *Enduring Freedom* or Operation *Iraqi Freedom* on the ACM and ICM," said Wilson. "This NAVADMIN provides implementing guidance for the U.S. Navy."

Individuals who meet the eligibility criteria for the ACM or ICM shall wear the campaign star on the suspension ribbon of the medal, and on the ribbon bar in recognition of their participation in the campaign phase of which the medal was awarded. Therefore, the ACM and ICM will always be awarded at least one campaign star.

An additional campaign star shall be worn for each one or more days or participation in each designated campaign phase. Only one star is authorized for each phase, regardless of the number of deployments made during any designated phase.

For active-duty personnel, commanding officers exercising Navy and Marine Corps Achievement Medal authority are authorized to issue campaign stars for the ACM and ICM to Sailors and Marines assigned to their command who meet the criteria for the ACM and ICM. **SN**

Story by MCSA Richard J. Two Bulls, Naval Media Center, Washington, D.C.

A Great Option to Help Advance A Sailor's Career

Commander, Navy Recruiting Command (CNRC) is looking for high-quality Sailors to plus up its recruiting force.

Shipmates

Aviation Boatswain's Mate (Fuels) 2nd Class (AW/SW) Dennis Cobarrubia, assigned to Naval Air Technical Training Center (NATTC), Naval Air Station Pensacola, Fla., was recently awarded the Army Achievement Medal for meritorious service during Operation *Iraqi Freedom*.



While in Baghdad, Iraq, serving in an individual augmentee billet, he ensured the *Phalanx* Weapon System fueling operations were met resulting in more than 16,000 operational hours without incident.

Cobarrubia is currently the NATTC student indoctrination assistant leading petty officer, and is responsible for providing 5,000 hours of training to more than 14,000 newly-arrived students to the command. He also serves as an assistant drug and alcohol program advisor.

Most Navy recruiters view recruiting duty as a very challenging and very rewarding assignment. Though the demands are tough, being prepared, is the first step toward success. The ability to be flexible, work long hours and talk openly and honestly to people are some of the characteristics needed to be a successful recruiter.

Obstacles can range from working around school or work

schedules to meet with students and their parents, to traveling long distances to meet with prospective recruits on a daily basis.

Recruiting duty is not without its rewards. Recruiters can look forward to special duty assignment pay, meritorious promotions, the possibility of getting stationed in or near their hometown and being able to select choice of coast on their follow on tour.

Additionally, successful



Photo by MC1 Kimberly R. Stephens

▲ MM2 David Thrall, a recruiter assigned to Naval Recruiting District Houston, passes out recruiting items during a Houston Aeros hockey game.

Around the Fleet



▲ AE2 Brandon Dilley, assigned to Strike Fighter Squadron 2, installs harnesses in a new canopy for an F/A-18F Super Hornet in the hangar bay of USS Abraham Lincoln (CVN 72).

Photo by MC2 James R. Evans



▲ Sailors from PCU George H.W. Bush (CVN 77) help Hillpoint Farms residents clear debris left by a tornado that recently touched down in Suffolk, Va. PCU Bush Sailors, along with approximately 1,000 other volunteers participated in the South Hampton Roads United Way disaster relief efforts in Suffolk.

Photo by MCSN Dominique J. Moore



▲ Plebes transport a simulated casualty through an obstacle course on Farragut Field at the U.S. Naval Academy, Annapolis, Md., during Sea Trials, a rite of passage for plebes, marking the end of their freshman year at the Academy. Sea Trials is divided into six phases and provides physical and mental challenges to the plebes to test their teamwork and mental stamina through shared adversities and offers upper classes the leadership responsibly to inspire their subordinates.

Photo by MCC Todd P. Cichonowicz



▲ OSSN Tristan Exum watches the radar on the bridge of USS Kitty Hawk (CV 63) to report aircraft positions. Kitty Hawk is returning to the United States for decommissioning after 47 years of service.

Photo by MC3 Matthew Reinhardt

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

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recruiting tours can be favorably looked on in selection boards, particularly for those Sailors looking to make chief petty officer.

The rewards of recruiting extend beyond helping your career.

"During a two- or three-year tour, a recruiter often sees a person he or she put into the Navy," said Lt. Christopher Carmichael, officer recruiter, Navy Recruiting District Michigan.

"You realize that your interview might have been the motivation they needed to increase a grade point average or lose an extra 10 pounds to meet enlistment requirements, and you witness their growth both personally and professionally. The greatest reward of all is changing people's lives for the better through a Navy career."

Sailors up for shore duty and in their window to transfer are encouraged to contact their detailers to discuss the possibility of helping to shape our Navy's future.

For more information contact a Command Career Counselor or visit www.cnrc.navy.mil/recruiter.htm to view the new "Recruit the Recruiter" video on the CNRC Web site. 

Story by MC2(SW/AW) Gabriel Owens, Navy Recruiting Command, Millington, Tenn.

Maximize Exam Points: Submit Education Credit by Sept. 1, 2008

Sailors with an associate's or bachelor's degree can get either two or four additional points toward advancement for the September 2008 examination cycle.

Educational transcripts and

records need to be submitted to the Navy College Office by September 1, as announced in NAVADMIN 301/07.

Sailors competing for advancement to pay grades E-4 through E-6 will be awarded two points for an accredited associate's degree, and four points for an accredited baccalaureate degree or above. Education points will be awarded for the highest degree held, and will increase the overall final multiple score (FMS) points with no reduction in points from other factors.

"The implementation of these points, and the emphasis on education in precept language, reflect the importance of critical thinking skills required for a more efficient, more technically capable future force," said Jennie Humes, deputy director of Voluntary Education (VOLED) for the Navy.

Sailors must ensure transcripts with degree information are forwarded directly from their academic institution to the Navy College Center at:

Navy College Center, N211
VOLED Detachment, CPPD
6490 Saufley Field Road
Pensacola, FL 32509-5204
Phone (877) 253-7122 or
(850) 452-1828/DSN 922

Sailors are strongly encouraged to verify degrees are documented in their Sailor Marine American Council on Education Registry Transcript (SMART) by visiting <https://smart.navy.mil>.

To allow sufficient time for the Navy College Center to process all documents, transcripts for Sailors competing

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► **HMSN Stephanie Gomez and HM Amanda Vasquez**, working as flight deck handlers aboard *USNS Mercy* (T-AH 19), run clear after removing the chains from an MH-60S *Seahawk* helicopter. *Mercy* is deployed supporting Pacific Partnership 2008, a humanitarian and civil assistance mission building on friendship between partner nations and strengthening relationships of the past.

Photo by MC3 Joshua Valcarne



▲ **SK1 Jarriel Gardner**, assigned to *USS Blue Ridge* (LCC 19), pauses from planting American and Philippine flags on graves of U.S. World War II service men and women at the Manila American Cemetery and Memorial.

Photo by MC2 Peter D. Lawlor



▲ **BMSN Joshua Brumfield** celebrates after knocking down **SN Clay Johnson** in a "big glove" boxing match during a steel beach picnic aboard *USS Nashville* (LPD 13).

Photo by MC1 Charles L. Ludwig



▲ **A U.S. Navy commander** explains a prescription to members of an Iraqi family in a house near an elementary school being used as a medical facility by U.S. Marines and Navy corpsmen with Marine Wing Support Squadron (MWSS) 172 and Marine Wing Support Squadron (MWSS) 274 during a mission at Hawran, Anbar Province. WSS-172 and MWSS-274 work side by side to provide medical care to residents of Hawran.

U.S. Marine Corps photo by Lance Cpl. Derek Meitzer

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for advancement to E-4 to E-6 must be received no later than Sept. 1, 2008.

"By planning ahead and remaining diligent, Sailors can verify paperwork is processed promptly, reduce delays between completion and awarding of a degree, and ensure timely receipt of the transcript by the Navy College Center," said Humes.

For more information about the Navy College Program visit <https://www.navycollege.navy.mil/>. **S**

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

U.S. Fleet Forces Command Assumes Role as IA Executive Agent

U.S. Fleet Forces Command (USFF) has been designated as the Executive Agent (EA) for the Individual Augmentee (IA) Continuum. NAVADMIN 160/08 announced the assignment of USFF as the executive agent and supported commander for IA and IA family support across the IA Continuum.

This authority will ensure a streamlined, standardized oversight of all IA support programs and processes Navy wide. USFF is also assigned responsibilities as the global force manager for IAs.

Navy leaders responded to the feedback received from Sailors and commands, signaling a need for a single overarching command responsible for coordinating and administering all aspects of the IA process. USFF will improve Sailor readiness by providing

comprehensive, clear guidelines, in accordance with the policy set by Chief of Naval Personnel.

"Sailors and their families will benefit from the IA Continuum by having a better understanding of what's involved in the entire IA process, as well as where they can get support," said Adm. Jonathan Greenert, commander, U.S. Fleet Forces Command. "This single overarching authority will put predictability and stability into the process for our Sailors and their families."

Among the top concerns this continuum aims to address and streamline are the Deployment Health Assessment Policy, Individual Readiness, 'Parent Command' responsibility, and Family Support.

Families are an integral part of Navy mission success, and family involvement with a Sailor's IA assignment is a key factor in their readiness.

"We must ensure that IA Sailors are able to focus completely on their mission, while confident that family needs are being met," Greenert said. "The Navy will issue the same level of support for IA Sailors and their families as we do for families of deployed ships, squadrons or units — there will be no differentiation."

An Individual Augmentee OPNAV Instruction, governing all IA procedures, readiness and training, is planned for release within the next few months.

For more information on the IA Continuum, visit www.cffc.navy.mil. **S**

Story courtesy of U.S. Fleet Forces Command, Norfolk.

Farrier Firefighting:

A Legacy of Training

Story and photos by MC1(AW) R. Jason Brunson

“... Fire on the flight deck. All hands man your battle stations.”

These are words Sailors hear over and over again in training, but hope to never hear cutting through the smoke and chaos of an actual fire at sea.

Of the many lessons learned from the fires aboard USS *Forrestal* in July of 1967, one stands out; every Sailor is a firefighter.

Not only does the Center for Naval Engineering Norfolk's, Farrier Fire Fighting School, draw its name from one of the heroes who courageously sacrificed his life in the flames of *Forrestal's* fires, it enables Sailors to gain the confidence and knowledge necessary to properly contain and combat fires aboard ships.

The school does this by providing a realistic live fire fighting experience and specialized training, with a wide spectrum of scenarios for their students, ranging from small galley grease fires to large berthing compartment

fires and class “Bravo” fires involving aircraft and associated munitions. Sailors get hands-on experience with the most advanced fire fighting techniques, equipment, systems and technology currently in service. The staff at Farrier Fire Fighting School consistently trains far more fire fighters and fire-fighting teams than any other live fire-fighting school in the Navy. They remain committed to ensuring students who pass through their classes and trainers, leave having the knowledge and confidence necessary to combat fires.

According to Senior Chief Machinist's Mate (SW/AW) Brian Cornelius, the school's leading chief petty officer, the 42 dedicated men and women on the staff conduct classes five days a week, reaching approximately 12,000 students per year.

He said each prospective instructor goes through a screening process before receiving

orders. They undergo Journeyman Instructor Training en route to Farrier Fire Fighting School, and then course-specific training once they check aboard. After they are qualified to teach one course they begin cross-training to teach others. This process breeds a highly capable staff with a broad knowledge of each course on site.

In addition to various fire fighting courses, the school also offers courses, such as “Buttercup,” a wet trainer that teaches pipe patching and shoring; a repair party leader course; courses for the gas-free engineer; maintaining watertight doors; foam generating equipment; and general to advanced shipboard damage control.

It is extremely important to Cornelius that members of the staff be strong leaders.

“When they are dealing with the team trainers, or any course where there are

students fighting fires, they are leading a squad of people they've just met, in a very dangerous evolution,” Cornelius said. “They really have to know what they are doing and be paying attention, because they are responsible for the safety of everyone out there.”

For most courses, students receive classroom instruction before moving onto one of the live fire fighting training structures. This gives the instructors opportunity to evaluate the group, to explain what the course is about, why it is important and the safety and equipment procedures.

When Chief Machinist's Mate (SW) James Howard teaches the classroom portion of the aircraft fire fighting course, he doesn't just regurgitate information. Howard approaches the class with the intensity of a man fighting a fire, and keeps that intensity level up

▼ Today's Sailor gets damage control training continuously, from boot camp to retirement. The Center for Naval Engineering Norfolk's, Farrier Fire Fighting School is where Sailors go to get the trial by fire experience necessary to keep panic from taking over when faced with the chaos of a shipboard fire.



throughout the entire session. He said the classroom is where they begin motivating the students. To him getting the students interested and “pumped up” is an essential first step in the process.

“I think motivation is very important. If I'm bored, sitting in training it's not effective. I start feeling like I am wasting my time,” Howard said.

He admits that it takes a lot out of him, but said when he gives students his energy they usually give it back to him.

He talks about the *Forrestal* at the beginning of his classes to impress upon the students how important it is to learn from our mistakes so those kinds of tragedies don't happen again.

“It is a completely different Navy today than it was on July 29, 1967. We have learned from those experiences,” Howard said.



▲ Firefighting Instructor, MMC James Howard, leads his students in a last-minute demonstration before they head out to the field where they will apply newly learned skills. The students will combat a controlled simulation of a flight deck fire.



▲ Instructor, MM1(SW/AW) Lorenzo Dingle uses a volunteer to teach students of the basic aircraft firefighting course how to safely apply a “Z-kink” bringing a wild hose under control.



▲ Firefighting Instructor, DC1(SW) Steven Borders, demonstrates the proper way to fight a deep fat fryer galley fire.

Facing the Flames

Machinist’s Mate (SW) 1st Class John Green is a departmental leading petty officer and instructor.

He said fires such as those on board *Forrestal* bring with them confusion and panic. Proper training helps to prevent a situation where one fire turns into another and becomes a catastrophe.

“When you watch the films from *Forrestal*, it makes you wonder, wow... what would you do? Would you remember your training with those bombs going off around you? Hopefully some of the things we’ve implemented will help keep things from ever getting that big again,” Green said. “That is one of things we are trying to get across to this generation of Sailors.”

He said today the Navy trains its Sailors continuously. Every Sailor is a fire fighter. They train at boot camp, again on board ship, then they report to fire fighting school, and they continue to train once back on the



▲ Students of the basic aircraft firefighting course encounter a surprise “wild hose,” while crossing the compound. Instructors stand by to make sure students learn how to safely bring the situation under control.

ship. It’s an ongoing process, because when there is a fire at sea it has to be part of every crewmembers muscle memory to do the right things to put the fire out.

“It is not like we can just dial 911 and a little red fire ship will come alongside to put the fire out,” Green said.

Structure Chief, Damage Controlman (SW) 1st Class Steven Tanner, is responsible for safely conducting live fire fighting training on the flight deck structure.

“Compared to simulating fire on a ship, this is pretty real. They can actually feel the heat. They are actually using hoses. On board ship they get to charge hoses, but they aren’t discharging agent,” Tanner said. “Here they get a live environment with a real fire to put out.”

He said for the aircraft fire fighting course most of the students come from squadrons, carriers and amphibious ships. Those Sailors are required to complete this training once every six years, while those from the smaller aviation platforms repeat the course every four years.

The students get classroom training then go straight out to the training facility, where they get hands-on instruction followed by live experience with an actual fire.

The instructors are side-by-side with the students at all times stressing safety measures

and insuring each student gets a turn at each of the positions on the fire team. They practice proper procedures for safely relieving the lead nozzleman, applying agent to the fire, and how to advance on the fire.

Tanner said when he came to Farrier Fire Fighting School as a student, the flight deck trainer was a diesel fueled mock-up of a downed helicopter in the middle of a big vacant parking lot. Because there was no control over the diesel fueled fire, students could not practice advancing on the fire, or attempt a rescue of the pilot. Today, instructors do have control of the clean burning propane fire, so students are able to gain that experience.

Important lessons were learned from the 1967 fires on board *Forrestal*, according to Tanner. In 1969, there was a major fire aboard USS *Enterprise*, which was controlled faster and quicker with fewer casualties.

To him, the most critical take away from *Forrestal* was that all crew members did not know some of the basic procedures for fighting fires.

“They were having to read the directions on how to use Aqueous Film Forming Foam (AFFF),” Tanner said. “When they did get the agent on the fire others were coming behind them and spraying saltwater on it, which

washed the agent away.”

Since then, Tanner said, there have also been many changes in shipboard equipment. One example is the Self-contained Breathing Apparatus (SCBA), which has many advantages over the previously used Oxygen



▲ ATAN Kurt Kuroski was a student of the basic air craft fire fighting course at the Center for Naval Engineering Norfolk’s, Farrier Fire Fighting School. He said the opportunity to fight a real fire was the best part of the experience for him.



▲ MM1(SW) John Green said instructors work side by side with the students through every evolution. He said sometimes students will get nervous or just forget what to do next.

Breathing Apparatus (OBA). It is easier to use. The SCBA also eliminated the safety hazard that the OBA presented because it contained super potassium oxide, which could explode when it came in contact with petroleum-based substances.

Tanner said training requirements have improved since *Forrestal*. Sailors get more meaningful training more often.

“They are more familiar with where the stations are and how to use them. They can walk right up to an AFFF station, light it off and put out a fire,” Tanner said.

Cornelius said the greatest value in having Sailors come to the school to compliment their shipboard training is the hands on experience and the dedicated focus. He said training on the ship is important, because it familiarizes Sailors with their particular environment. But, time has to be set aside for training, and there are a lot of other distractions on board during training. When students come to Farrier Fire Fighting School, their time is dedicated for no other purpose than learning how to put fires out safely. ☞

Brunson is a photojournalist for Naval Media Center, Washington, D.C.



▲ MM1(SW) John Green said proper training helps to prevent situations where one fire becomes a catastrophe. Green is an instructor at Farrier Firefighting School onboard Naval Station, Norfolk. This type of hands-on firefighting training is mandatory every six years for Sailors assigned to shipboard duty, and prepares Sailors to become assets in the event of a shipboard fire.



▲ Firefighting Instructor, DC1(SW) Steven Borders, demonstrates the proper way to combat a class alpha berthing fire.

IN MEMORIAM
GERALD W. FARRIER
AVIATION BOATSWAIN'S MATE
UNITED STATES NAVY
GAVE HIS LIFE IN THE SERVICE OF HIS COUNTRY
WITH THE UNITED STATES NAVY. CHIEF OF CRASH AND SALVAGE
WAS SERVING AS CRASH AND SALVAGE CHIEF ON USS FORRESTAL (CVA-59) JULY 29 1967 IN THE GULF OF TONKIN. BOMB LADEN AIRCRAFT EXPLODED.

“What’s in the Name?”

The Navy’s largest fire fighting school was officially renamed in memory of Chief Aviation Boatswain’s Mate (Handling) Gerald W. Farrier in a ceremony held July 14, 1987.

HONOR

Chief Farrier lost his life fighting the catastrophic fires aboard USS *Forrestal* (CVA 59) in the Gulf of Tonkin, July 29, 1967.

COURAGE

When the fire started Farrier was serving as the crash and salvage chief aboard *Forrestal*. Armed only with a portable fire extinguisher he courageously ran out through the flames and confusion, to the nearest aircraft and tried to cool its hung ordnance. He was killed instantly when the bomb-laden aircraft exploded.

COMMITMENT

Though Farrier’s actions were not without flaw, they suggest he did whatever he knew he could do, to save the lives of his shipmates. Those actions inspired the men of *Forrestal* to fight and eventually overcome the unbeatable.

Filmed footage of his actions are used to this day to motivate fire-fighting students, Sailors and civilians.

His actions serve as a reminder of the value of damage control training.

The words on a plaque hanging on the wall at the schoolhouse tell the story behind the name of Farrier Fire Fighting School in Norfolk. It is the story of a man who in the giving of his life, inspired others to fight for their own. They are words that remind us why we train.

The words are HONOR, COURAGE and COMMITMENT, and they are what’s in the name. ☞

Like Father, Like Sons

Story and photos by MC1(AW) R. Jason Brunson

► Between retired YNC Joseph Childress, his youngest son Douglas a retired aviation electrician's mate first class and oldest son Cmdr. Duane Childress, the three men have nearly 70 years of active-duty service in the Navy.

Recently, while speaking to a group of first class petty officers, MCPON(SW/FMF) Joe R. Campa Jr., shared a story that was told to him by a survivor of the attack on Pearl Harbor. The man told of his experience during the attack, and of the events that followed. It was in the aftermath, the man said he had learned, that one doesn't have to bleed to be wounded.



Unfortunately, throughout history, many service members, and their loved ones have found that painful reality drifting in the wake of tragedy. When crew members finally defeated the fires aboard USS *Forrestal* (CV 59) some of those surviving crew members, their families and friends had only begun on a new struggle.

Joe Childress is one of those people. He and his family did not simply survive, they found pride and formed a strong Navy family tradition.

Childress joined the Navy in 1955, and served aboard *Forrestal* during her first Mediterranean deployment. In 1967, he returned to *Forrestal* for a second tour – as a member of the

embarked Carrier Air Wing 17 staff. He had no way of knowing then, but he would soon become part of one the most tragic events in U.S. naval history, and it would become part of him for the rest of his life.

It was during that deployment that *Forrestal* caught fire while operating in the Gulf of Tonkin.

Childress said he awoke to the announcement of a fire on the flight deck, and immediately tried to get on scene and provide help. As he made his way to the flight deck he could hear the thunderous sounds of bombs exploding.

“Each time it happened you could feel the whole ship shudder,” Childress said.

Access to the flight deck was blocked, so after spending some time helping with the treatment of wounded personnel, Childress then went to his office, and began the grim task of accounting for air wing personnel. Several hours later he said, the ship's commanding officer informed the chief engineer not to flood the ammunition magazines. That's when Childress knew they were finally getting the fires under control. But by then, he said, the damage had already been done.

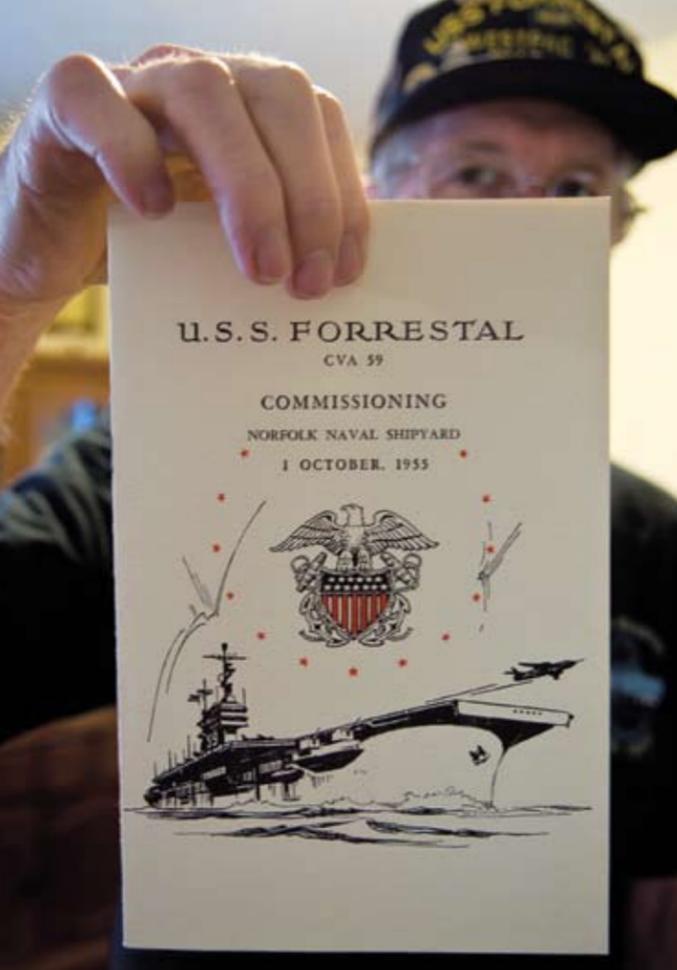
“The bombs had blown holes in the flight deck. Fuel had gone down into the spaces below. A lot of the berthing spaces had been burned out, and a lot of our food had been contaminated. That's what we had to deal with right then,” Childress said.

The crew mustered on the flight deck forming fire fighting teams to put out the remaining fires throughout the ship. In total, the men aboard *Forrestal* battled fires for 26 hours.

Childress was not on a fire fighting party. He went back to his workspace, where he worked into the following morning preparing casualty reports for the air wing. By the time the day's work was done, the ship had lost 134 men.

Every 30 minutes or so, reports would come in with the names of more Sailors whose bodies had been identified. Many had to be identified through their dental records. He said seeing the names of friends and colleagues he considered shipmates was devastating for him.

“One of the guys I remember, named SN Duplaga, was from West Virginia, and he wanted to be a yeoman,” said Childress. So the night before the fire he was up in my office and I was helping him with his qualifications.



▲ Retired YNC Joseph Childress holds up a memento from his first tour aboard USS *Forrestal* (CVA 59).



▲ Retired YNC Joseph Childress joined the Navy in 1955 and served two tours aboard USS *Forrestal* (CVA 59). It was during his second tour aboard, in the summer of 1967, that the tragic fires occurred.



▲ Cmdr. Duane Childress earned a degree and began a career in the farming industry, but after some soul searching he changed his mind. He chose the Navy as his father had before him, and has now served more than 22 years on active duty.



▲ Douglas Childress was born on July 28, 1967, in the United States, but considering the difference between time zones between Virginia and Vietnam he was actually born during the time his father was dealing with the fires aboard *Forrestal*.

Childress said when the ship pulled into port at Subic Bay, Republic of the Philippines, they held a memorial service, and the crew was allowed liberty. But most were in no mood for liberty.

"We had to heal. A lot of healing had to happen before the guys were ready to leave the ship," Childress said.

Part of that recovery process for Childress and his family occurred half a world away, when his son Douglas Childress was born. Though Douglas was born on July 28, back home in Virginia, considering the difference between time zones his arrival actually coincided with the time the fires occurred aboard *Forrestal*. Childress received word of his son's birth via a Red Cross message, shortly after he had gone to bed July 30.

Childress said his wife, Lillie, has always been a strong person, and had often faced tough times while he was deployed. But two weeks before Douglas was born, she had a dream that there was a fire aboard her husband's ship, so naturally she was worried when she heard the news about the fire. Back then, news traveled slower, and it was a few days after the birth of Douglas when she found out her husband was safe.

In the course of his studies he told me about his girlfriend and his life back home. When you see the name of someone like that, a young guy, it hurts you deep. I'll never forget that guy. He was such a nice, young 18-year-old man, and his life was snuffed out so quickly."

Childress had originally been assigned to berthing space on the O-3 level, aft – just below where the fire started. But, shortly after he checked aboard he befriended a man named LT Kohler, who was responsible for a new berthing space on the O-2 level. It had just enough space available for his 12-man crew, and Childress liked the idea of keeping his men together.

"So, fortunately for me when the fires started I was on the O-2 level, just forward of mid-ship," Childress said. "Otherwise, I would have been in the first class berthing below where a 1000-pound bomb exploded. So, he saved my life. We are still friends to this day, and I'm thankful that it turned out that way."

A Legacy of Service and Commitment

"Dad never tried to recruit us kids, but was very proud of his service," Douglas said. "Growing up I heard him talk to people about the Navy many times."

One of the biggest reasons Douglas joined the Navy was because his dad had served 26 years.

"He has always liked to tell people about the things he'd done in the Navy. Anytime he heard someone talk about joining the military he would start telling them about the Navy," Douglas said. "I was always interested [in] the stories about the shellback initiation, so he would break out his cruisebooks and show us the pictures and tell us stories about that and of the fires aboard *Forrestal*."

Home wasn't the only place Douglas heard the story of *Forrestal's* fires. When he joined the Navy in November 1985, he was shown the film about the fires in boot camp, then again in aviation fire fighting training, at "A" school and even after retiring from the Navy. Douglas served 20 years, retiring as an aviation electrician's mate first class.

"I'm going through a school for my job right now, and they just showed us the video as part of the training."

The younger Childress said he had always

Courtesy of the Naval Historical Center



▲ Crewmen play a fire hose on burning aircraft on the carrier's deck to try to put out the fires.



▲ *Forrestal's* Commanding Officer Capt. John K. Beling, inspects the damage to the flight deck of the carrier after a the fires were finally extinguished.

Courtesy of the Naval Historical Center

felt a connection to *Forrestal* because he was born on the day of the fire and his dad had been there.

Douglas's older brother, Cmdr. Duane Childress, also joined the Navy in November of 1985, and is currently a supply officer serving at Surface Deployment and Distribution Command, Fort Eustis, Va.

"My dad was a great father and a role model. That's one of the reasons I became interested in the Navy. I grew up hearing about the friends he had and a lot of the

things he did, and I thought, 'when I grow up I want to do things like that,'" Duane said. "That is what I enjoy the most about the Navy, the people, the teamwork and the challenges as well as being able to do something good for the world and my country."

He was only seven years old when the fires on *Forrestal* occurred, so he said he didn't fully understand the magnitude of the situation at the time.

"My mom said that there was a fire on the ship, some people were killed, but your dad

is alright," Duane said.

When the ship came back his dad took the family aboard, he said that was when he began to realize just how bad it had been. He could see the damage and how many others had lost their brothers or fathers. Only then did he really appreciate the fact that his father was safe.

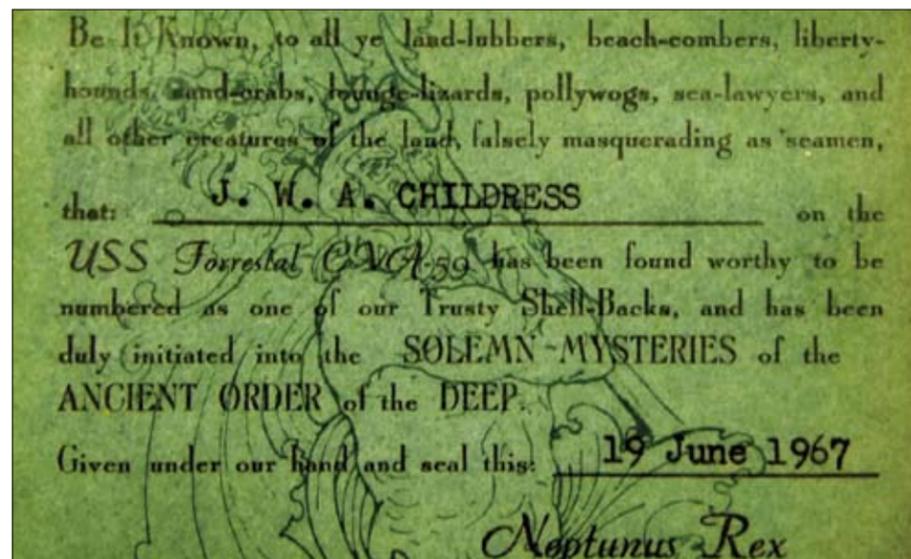
"I am thankful that my dad survived that day, but I'm also sorrowful that 134 other men did not," Duane said.

He said as tragic as it was, some good did come out of the fires. A lot of the things that went wrong during that incident have shaped the way the Navy trains its Sailors today, and safety precautions have been put in place to make sure that type of tragedy does not take place again.

Douglas and Duane Childress each had other career plans in mind growing up, but when it came time to decide what they would do with their lives, and where what they could find the greatest satisfaction, both chose the Navy.

In spite of the tragedy that could have taken their father's life, the Childress men share a tradition of nearly 70 years of active-duty Navy service, a tradition of which they are rightfully very proud. ☞

Brunson is a photojournalist for Naval Media Center, Washington, D.C.



▲ Retired YNC Joseph Childress's youngest son Douglas said when he was a child he loved to hear his dad's sea stories, especially the ones about the crossing the line ceremony.



REACHING OUT to America



Story by MC2(SW/AW) Jason McCammack

During the course of its 232 year existence, the United States Navy has established an honorable reputation and hard-earned credibility with the American public.

The Navy's Office of Community Outreach (NAVCO) gets the Navy's story out to the people who care the most – the American taxpayer. Their work

maintains and enhances the Navy's relationship with the people it serves. Among their many goals, NAVCO strives to coordinate the many national community outreach programs, build lasting relationships with citizens in business, education and government, reach citizens outside of fleet concentration areas and develop relationships with media organizations.

▲ **USS Kearsarge (LHD 3) passes by the Statue of Liberty** as she steams up the Hudson River during the Parade of Ships for Fleet Week New York 2008. More than 4,000 Sailors, Marines, and Coast Guardsmen will participate in various community relations projects during the annual event in New York City.

Navy Weeks

The Navy's primary means of outreach is through Navy Weeks that work to bring a large concentration of naval assets and personnel to Middle America and coastal areas without a significant Navy presence.



▲ **MUC Frank Dominquez vocalist and Chief in Charge for the Navy's Electric Brigade band performs for the Powhatan High School students** during a visit to the school.

Navy weeks often include concerts by the Navy Band, air shows by the Blue Angels or other naval aviation assets, speeches by high-profile Naval leaders and namesakes visits of Navy ships and submarines.

"Navy Weeks allow our shipmates a great opportunity to highlight the Navy mission to the heartland," said Cmdr. Rick Haupt, director, Navy Office of Community Outreach. "We help coordinate the efforts of key leaders, fleet units, Navy recruiting districts and the naval operational support centers to bring the Navy message to cities that do not have a significant naval presence."

Navy Weeks scheduled for the remainder of 2008 include: Duluth, Minn., July 13-20; Spokane, Wash., Aug. 3-10; Chicago, Aug. 10-17; and San Antonio, Nov. 1-7. There were 19 Navy Week celebrations scheduled coast-to-coast in 2008.

Navy Band

One of the more popular features of a Navy Week is the performance of a Navy band. These high-energy shows give the public an opportunity to see the Navy in a different light and often enhance recruiting efforts in the region.

"[Potential recruits] see a different side

of us and then they see a different side of the Navy," said Chief Musician Frank Dominguez, leading chief petty officer, United States Naval Academy Band. "What we do is break that whole perception of [the Navy being] just bombs and ships and guns ... and then they come up and start talking to us. Everybody listens to music. To get in touch with these kids, you have to talk to them about something they're familiar with. Who doesn't listen to music?"

Navy bands across the United States (there are 10) are comprised of top-rated musicians who perform in various musical units including ceremonial and parade bands, contemporary music ensembles, brass and woodwind quintets and jazz ensembles. Navy bands often perform at patriotic ceremonies and parades and public programs. They preserve our nation's musical heritage and are a great ambassador of the Navy's Core Values of Honor, Courage and Commitment. In 2007 the Navy bands played 234 NAVCO-related engagements, reaching a collective audience of more than 1.7 million people.

"We're trying to show another side of the Navy," said Dominguez. "There's a lot to gain from coming into the Navy. A lot of things you can do."



▲ Lt. Cmdr. Mark Lambert flight surgeon for the Navy's Blue Angels autographs a bag for Powhatan High School students.

The Blue Angels

The element of the Navy's public outreach program that seems to create the most "ooohs" and "aaahhs" is the U.S. Navy Flight Demonstration Team.

Last season, more than 15 million spectators watched the Blue Angels perform. Since its inception in 1946, the Blue Angels have performed for more than 427 million fans.

The Blue Angels showcase choreographed refinements of skills possessed by all naval aviators. Their air shows include graceful aerobatic maneuvers in the four-plane diamond formation, the fast-paced maneuvers of its two solo pilots and, the pinnacle of precision flying, performing locked as a unit in the renowned, six-jet delta formation.

The Blue Angels serve as goodwill ambassadors and positive role models for the Navy and Marine Corps and often bring a fresh perspective to potential recruits.

"I was in Fargo, N.D., and this young teenager from a high school I went to visit came up to me," said Aviation Mechanic 2nd Class Austin Armstrong, Blue Angels No. 7 crew chief. "He didn't even know the Navy had aircraft. He thought it was just

ships. That's one big thing we do - go out to smaller towns and high schools to talk to local students and tell them about everything the military has to offer."

Fleet Weeks

Fleet Week celebrations have been an enduring naval tradition that allow the general public to get up close and personal with Navy ships and their Sailors. The first Fleet Week was in San Diego during the 1965 California Pacific International Exposition.

Popular Fleet Week locations include New York City, San Diego, San Francisco, Seattle and Fort Lauderdale.

Recently, Fleet Week New York showcased the unmatched strength of the U.S. Navy and the pride and professionalism of the men and women who bring it to life.

New York's Fleet Week saw more than 60,000 citizens touring Navy ships while the entire city rolled out the red carpet for Sailors decked out in their dress white uniforms. Events during the week included: New York Yankees games, Navy Seal displays and challenges, flight simulators, Memorial Day Parades, a blood drive and a Navy band

▼ Vice Adm. Terrance Etnyre, commander of Naval Surface Force, U.S. Pacific Fleet, salutes the Sea Cadets performing as sideboys of the U.S. Naval Sea Cadet training ship *Grayfox* (TWR 825), following an hour-long cruise along the Detroit River. *Grayfox* provided tours and brief underway periods as part of last year's Detroit Navy Week. Navy Weeks are designed to show Americans the investment they have made in their Navy and increase awareness in cities that do not have a significant Navy presence.



Photo by MCI Jesse Sherwin

concert in Times Square.

"New York City and the surrounding Tri-State area is filled with citizens who are proud, patriotic and who make it a daily practice to outwardly show their respect to all organizations who serve in uniform," said Lt. Cmdr. Suzanna Brugler, director Navy Office of Information, East, New York. "Whether it's the USO honoring military members at a formal luncheon, the Navy League hosting an event in support of the sea services or even just a friendly salute from the coffee guy on the corner, New York Fleet Week is one small, but extremely important way the Navy honors that special New York display of patriotism.

"The Coast Guard, Marine Corps and Navy assets that participated in this year's New York Fleet Week provided a shining example of the national maritime strategy at work. The New Yorkers who came out in droves to participate in New York Fleet Week's activities, including in port ship tours, Navy and Marine Band concerts and dozens of sporting events, got exactly what they were looking for - a close-up look at the fleet and its Sailors, Coast Guardsmen and Marines," Brugler added.



Photo by MCSI John Suits

▲ Dale Earnhardt Jr. signs an autograph for ABEAN Cody Nelson aboard USS *Theodore Roosevelt* (CVN 71). Earnhardt visited the ship to thank Sailors for their service.

Photo by MCI Curtis K. Biasi



▲ Crew members of the No. 88 Navy Chevrolet Monte Carlo work frantically during a pit stop midway through the Diamond Hill Plywood 200 at Darlington Raceway, Darlington, S.C.

NASCAR Fleet Honoree Program

In conjunction with its sponsorship of the Dale Earnhardt Jr.-owned JR Motorsports No. 88 "Accelerate Your Life" Monte Carlo SS in the NASCAR Nationwide Series, Navy Motorsports is honoring its commands, squadrons and ships with a full-immersion racing experience.

The program is called the Fleet Honoree Program (FHP) and it was designed to recognize commands, based on merit, during one of the 35 NASCAR Nationwide Series races this season. Honorees have their command decal placed on the hood of the No. 88 Navy car for the designated race.

"NASCAR is the No. 2 watched sport in the United States, so this is an excellent opportunity for all commands to receive some well-deserved recognition," said Senior Chief Career Counselor Jeff Priest, Navy Motorsports coordinator.

The relationship is a win-win for the Navy

and NASCAR.

"Through our partnership with the U.S. Navy, we have had the distinct pleasure of meeting many of the hard-working men and women of the Navy each weekend at the racetrack," said Dale Earnhardt Jr., team owner of JR Motorsports. "I'm really proud to be part of the Navy team...."

Distinguished Visitor Embarks

The Navy's Distinguished Visitors Program was implemented to raise awareness of the Navy's mission and highlight the tremendous service of its Sailors. Distinguished visitors are people who are active and influential in their community, business or government, including presidents or chief executive officers of large corporations and businesses, presidents and deans of colleges, civic and community leaders, educators, members of Congress, mayors and governors, media executives and leaders of significant, broad-based organizations who



Photo by MC2R Matthew Williams

▲ Distinguished visitors watch as an F/A-18F Super Hornet assigned to Strike Fighter Squadron 32 approaches for an arrested recovery on the flight deck of USS Harry S. Truman (CVN 75).

have not had previous exposure to naval aviation, aircraft carrier operations or perhaps even the Navy in general.

According to Lt. Cmdr. Dave Nunnally, Naval Air Force, Atlantic Fleet Norfolk, “Aircraft carrier distinguished visitor embarks are an excellent opportunity to enhance the guests’ understanding of naval operations.

Based on literally hundreds of e-mails, cards and letters received from the Navy’s guests, the Distinguished Visitor program provides invaluable outreach for the Navy, including both here at home and abroad while aircraft carriers are deployed in the 6th, 5th, and 7th Fleet Areas of Responsibility.”

“Words seem so inadequate in expressing thanks to each of you and the men and women of USS Dwight D. Eisenhower (CVN 69),” said a member of the North Carolina

Bankers Association. “Thank you for a wonderful experience and for what you do to protect the freedoms we hold dear yet so often take for granted.”

“Through direct exchange and interaction with our Sailors, as well as demonstrations of the unique capabilities of naval aviation, we have discovered that aircraft carrier Distinguished Visitors return to their communities and nations with a deeper appreciation for the hard work, sacrifice and dedication of Sailors, said Nunnally. “That type of outreach and engagement is invaluable as we seek to share our Navy’s incredible story.”

Later this year, Navy Public Affairs will launch a new Navywide community outreach strategy called “Outreach: America’s Navy (O:AN).”

“The fleet and Navy Installation Commands really do a lot of tremendous community

outreach all around the country,” said Rear Adm. Frank Thorp, Navy Chief of Information. “With Outreach America’s Navy, we will build on those great efforts.”

O:AN will spell out what’s expected of all Navy commands when it comes to outreach. It will also put in place various feedback and assessment tools that will help community outreach “owners” make more informed decisions when it comes to targeting outreach efforts.

“While we are VERY good at outreach, we can do even better,” continued Thorp. “O:AN will establish a concrete set of outreach requirements for the fleets, and our hope is this will allow outreach owners to better plan and budget for these important events.”

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

Conversations With the Country

by MC2(SW/AW) Jason McCammack

The Navy continues to participate in a series of outreach events across the United States called “Conversations with the Country” alongside the Marine Corps and Coast Guard. This program brings senior officers from the three sea services to cities nationwide to make a case for the value of U.S. seapower with business and civic leaders, local law enforcement, universities and others.

The events provide an opportunity for sea service leadership to present the new Maritime Strategy, also known as “A Cooperative Strategy for the 21st Century,” which was jointly signed by the leaders of the Navy, Marine Corps and Coast Guard in October 2007 to help our sea services and the nation see its way through a complex series of issues facing the United States and the world.

The new Maritime Strategy recognizes changing trends in global socio-political issues, military landscape and draws the maritime forces closer together to provide a layered defense of the homeland, and work with international partners to prevent war and maintain regional stability that benefits everyone. It provides the right balance of forces to conduct traditional combat missions while raising the prevention of war to a level equal to the conduct of war. It also acknowledges that there is a global system of connected economies, which depends on the freedom of movement across the world’s oceans. With such a global interconnection of economies, shocks to the system caused by regional conflicts, terrorist attacks, natural disasters, and war all have potential global impact.

“What we discovered before [the strategy] was written is that the American public has sort of taken seapower for granted,” said Vice Adm. John G. Morgan, Deputy Chief of Naval Operations for

Information, Plans and Strategy, at the Los Angeles symposium. “Ninety percent of the global GDP (gross domestic product), all the wealth in the world, flows across the oceans of the world. ... We’re just here to make a case that sea power is going to be fundamentally important to our future and our American way of life,” Morgan added.

A cohesive strategy is vital today, as 90 percent of the world’s commerce travels by sea, 70 percent of the earth’s surface is covered by water and 80 percent of the world’s population lives within 200 kilometers of the Earth’s shorelines, according to Morgan.

As keynote speaker during a symposium in Denver, Chief of Naval Operations, Adm. Gary Roughead said: “... we believe it’s important to get out among the American people and talk about our Navy, Marine Corps and Coast Guard and talk about what we do and why the strategy is important to the future of our nation. While we can talk to the people of Denver about that, we are also equally interested in hearing from the people of Denver and what they think about the Navy and about the importance they place on the maritime domain.”

Response to the Navy’s effort to educate and inform the public through the “Conversation With the Country” program has

been positive.

“I think it is very important that you have this conversation and I’m glad you are including commercial entities in your discussions because, with globalization, this affects us all,” said Chunka Mui, an independent business advisor on strategic issues who attended the Chicago symposium. “I think this is the right approach, because the world economy depends on free trade.”

More information about the Maritime Strategy can be found at <http://www.navy.mil/maritime/MaritimeStrategy.pdf>



▲ Chief of Naval Operations (CNO) Adm. Gary Roughead speaks with local academia, business leaders and government officials during a “Conversation with the Country” in Denver, Colo. Roughead discussed the important role of Sailors and Navy civilians in the Cooperative Strategy for 21st Century Seapower.

Photo by MC1 Tiffini M. Jones

► “George Brown, Boatswain’s Mate.” Woodcut by Stewart appearing in the “Naval Magazine for November 1836 .



Photo courtesy of The Naval Historical Center

First They Were Firsts

Story by J.L. Leuci

Imagine you are looking at a photograph of a U.S. Navy Sailor wearing a double breasted blue uniform coat with gilt buttons and a visored cap. And you were told that this individual is known as a deck-plate leader and is considered part of “the back-bone of the Navy.” Why you would say, “That’s a chief petty officer?” Well, if the image you are looking at predates 1893, you would be looking at a first class petty officer – because before there were chiefs there were firsts!

Chief petty officers (CPOs) trace their tradition and heritage to that of first class petty officers. Prior to the establishment of the CPO rating in 1893, the Navy depended on first class petty officers for enlisted leadership. They wore a uniform that distinguished them from the rest of their shipmates: a visored cap similar to the cap worn by officers and a sack coat with double rows of brass buttons. That distinctive uniform, particularly the hat, still defines today’s CPOs.

First class petty officers provided senior enlisted leadership in the last half of the 19th century. Prior to the Civil War, the Navy did not have a formal rank structure among its petty officers. One of the earliest references to class differences among petty officers appears in U.S. Navy Uniform Regulations, dated Feb. 19, 1841, which authorizes a petty officer mark of distinction, “to be worn on jackets in the winter and frocks in the summer.”

Changes to U.S. Navy Regulations dated April 18, 1865, established two categories of petty officers – petty officers of the line and petty officers of the staff. (Line petty officers were directed to wear the petty officer device on the right sleeve. All other petty officers and first class fireman, except officer’s stewards, were directed to wear the device on the left sleeve without the star.)

Navy Uniform Regulations approved Dec. 1, 1866, authorized petty officers with certain specialties to wear a coat and tie style uniform that distinguished them from other petty officers.

This marked the beginning of formal class distinction between petty officers. Petty officers who wore sack coats were considered “senior” and of more worth to the Navy. This reflected the common practice to pay Sailors according to how critical their skills were for shipboard operations. Surgeon’s stewards and

master-at-arms were among the highest paid enlisted men at the time.

In 1876, the Navy again realigned its two categories of petty officers – into petty officers of the line and petty officers. Petty officers of the line included the same rates as in 1865 except for specialties that had been discontinued.

The term “chief” petty officer was used during the 1870s to refer to the petty officer who was the most experienced and senior member of a particular rate. While they were still petty officers, these highly-respected Sailors had earned the right to be called “chief.” The master-at-arms was also referred to as the CPO of the ship to which he was assigned.

In the 19th century and well into the 20th century, Sailors often ate their meals in berthing spaces. Berthing deck cooks or mess cooks prepared food to be consumed in

berthing spaces. In the second half of the 19th century, separate petty officer messes began to emerge on U.S. Navy ships. By the late 1880s the petty officer mess had evolved to the first class petty officer mess.

In 1885, the Navy divided petty officers into three classes – first, second and third. Classes defined seniority among petty officers, but they were still paid according to their specialty. All first class petty officers did not receive equal pay.

The Navy Uniform Regulations of 1886, approved July 1, 1885, introduced new petty officer devices, now called rating badges. The new rating badges were similar to the type worn today and consisted of an eagle, with wings pointed down, perched above a specialty mark that was placed above scarlet chevrons.

The 1886 master-at-arms first class petty officer can be compared to a command master chief of today. Master-at-arms was the senior rate among first class petty officers. They wore a rating badge that distinguished them from all other first class petty officers. The master-at-arms first class rating badge style was later adopted by the CPOs in 1893. The basic design remains in vogue today.

► **“Spinning a Yarn.” Circa 1887, Seven “old salts” engage in tall tales aboard USS *Enterprise* (1877 - 1909).**

The visor cap, worn by first class petty officers, was also adopted by CPOs in 1893. CPOs continued wearing the first class petty officer cap device until 1897 when the Navy introduced the current style CPO cap device. Navy Department Circular #79, dated June 12, 1897, described the new CPO cap device as, “The ‘device for chief petty officers’ caps (except bandmaster) shall be the letters U.S.N., in silver, upon a gilt fowl anchor.”

First class petty officers exercised “deck plate leadership” long before ships had deck plates. They lived and worked closely with the crew and were responsible for training and discipline. Serving as an interface between the crew and the officers, these men were considered the backbone of the Navy.

The year 1893 is often thought of as the year that CPO traditions and heritage began. However, it can be argued that those traditions really began in 1866 when the first senior petty officers began wearing the “hat” or in the 1870s when “chief” referred to a senior petty officer or in 1885 when first class



Photo by E.H. Hart, NYC

Expectations for First Class Leadership

In today’s Navy, as in years past, the role of the first class petty officer is vital in developing a cohesive maritime force capable of traditional and non-traditional missions. MCPON(SW/FMF) Joe R. Campa Jr., has set forth the expectations of a Navy first class petty officer as listed below.

First Line Leadership – First class petty officers are fully engaged deckplate leaders who drive mission accomplishment daily. They lead adherence to the Navy standard through personal example and commitment to teaching their Sailors. They must challenge, mentor and measure their division’s and command’s success through team performance and deckplate results.

Rating Expertise – First class petty officers are developing experts who learn from their chief and train their division. They demand

consistent procedural compliance and accuracy from themselves and those they lead.

Professionalism – First class petty officers are the Navy’s first-line professionals who execute the right things at the right time for the right reasons.

- Integrity governs all their actions from leadership through watchstanding and is the foundation upon which consistent mission accomplishment is built.
- Their commitment to our profession is seen through dedicated self-improvement and a passion for excellence in themselves and all Sailors.

Communication – First class petty officers clearly communicate standards to the Sailors

they lead, while consistently keeping the chain of command informed. The deckplate triad of division officer, chief petty officer and first class petty officer is only effective with their input and deckplate perspective.

Loyalty – First class petty officers are visibly loyal to the command, Sailors, peers and themselves. They utilize opportunities to provide feedback and actively support guidance. They create circumstances which give their Sailors the opportunity to succeed.

Heritage – First class petty officers are proud of our shared heritage. They take opportunities to weave it into daily events, so our Sailors understand that a commitment to excellence is a time-honored tradition that connects our past while forging the foundation of our future. 

Story by MCCS(SW/AW) Bill Houlihan, Office of the Master Chief Petty Officer of the Navy.

petty officers began wearing what is now the CPO-style rating badge.

In 1893, several first class petty officers received temporary appointments to the new CPO rating. One year later, the rating badge design for all petty officers, including chiefs, was modified to the style still being worn today.

In 1973, the U.S. Navy began a two-year, phase-in program which transitioned the male enlisted uniform from the jumper style to a sack coat and tie style which included a visored cap.

At the time, it was noted that many first class petty officers immediately switched to the new coat and new hat. It was often said that the first class petty officers were just trying to look like chiefs. However, after 80 years, maybe they were just anxious to see if their old uniforms still fit. It might be that all along it had been the chiefs who were trying to look like the first classes because before there were chiefs there were firsts. 

Leuci is assigned to the Naval Historical Center, Washington, D.C.



▲ **“Charles E. Avery, Chief Gunner’s Mate,”** recipient of the Navy Cross.

Photo courtesy of The Naval Historical Center

MCPON To Chief Selection Board: What I Expect of First Classes

MCPON(SW/FMF) Joe R. Campa Jr. recently addressed the active-duty chief petty officer selection board and outlined his expectations of first class petty officers being considered for selection to chief.

“You are the gatekeepers to our [CPO] community,” Campa told the selection board. “What you do in the next several weeks will impact our [chief’s] mess and our Navy for years to come.”

First-line leadership, rating expertise, professionalism, communication, loyalty and heritage are all mentioned in the CPO precepts, the governing document each selection board uses as they deliberate and select Sailors whose records appear in front of a board.

“Those expectations are the things we expect our first classes to be doing. We expect them to generate deckplate results. The most important factor I want you to consider is leadership – what they’re doing for those they lead. No one should be wearing an anchor on their collar if they can’t lead Sailors,” Campa said.

Language taken straight from the guidance, “Expectations of the First Class Petty Officer,” has been inserted into the selection board’s precepts. Those Sailors who live up to them have the best chance of putting on anchors Sept. 16.

Campa introduced the Expectations in December 2007, and reinforced a number of characteristics effective first class petty officers have always demonstrated. Just seven months later, those expectations have been formally recognized as the most significant indicators of a candidate’s potential to lead as a chief.

Campa followed a similar formula after he introduced the Chief Petty Officer’s Mission, Vision and Guiding Principles. Within a year of their creation, they were inserted into senior and master chief selection board precepts.

“It’s one thing to talk about what we expect from our leaders, it’s a whole other matter to drive performance based on those expectations. That’s what we do when we place the Guiding Principles or the Expectations into precepts.

“We’re telling our Sailors that if they want to be advanced, the success of those they lead is what the board is going to look at,” said Campa.

The results of the MCPON’s message will be felt by the entire fleet when CPO results are released later this summer. 

Story by MCCS(SW/AW) Bill Houlihan, Office of the Master Chief Petty Officer of the Navy.

Task Force Assists Iraqis with Municipal Power

Lt. Cmdr. Doug Kunzman, assigned to Task Force Ramadi, Iraq, recently met with the engineers and operators of three separate Ramadi generator plants, which could provide electricity for a large number of people in the provincial capital city of Ramadi.

At all three plants, Kunzman found a skeleton staff and generators standing idle.

According to Kunzman, 17 of the 19 plants located throughout Ramadi were fully operational or just needed minor repairs.

“The Tameem plant alone has eight generators and the ability to provide power for one-eighth of the population of Ramadi, about 10,000 citizens,” Kunzman said. “They have some equipment repairs that need to be done, but the real issue is an increased and steady flow of fuel.”

Kunzman explained the city of Ramadi would need approximately 100 megawatts of power to provide electricity to the citizens 24 hours a day.

The city currently operates with about 35 megawatts through the national electrical grid. Electricity is available on a rotational basis for about six hours per day with most people living without power for up to 18 hours per day.

“If we can get these three plants up and running, it will add between 16 and 18 megawatts of continuous power to the Ramadi electrical grid,” said Kunzman.

For the citizens of Ramadi, that could mean an increase to more than nine hours of electricity available per day.

“More importantly it opens the doors of many businesses, schools, government offices and health facilities throughout Ramadi. This creates jobs and moves the economy,” he said.

Kunzman is one of several Task



▲ Lt. Cmdr. Doug Kunzman of Task Force Ramadi talks with the operator of a sub-generator plant. The plant is one of several that stand idle while awaiting a steady supply of fuel.

Force Ramadi members supporting the Department of State’s embedded Provincial Reconstruction Team (ePRT) 2 – Ramadi. The ePRTs assist the local governments in building their capacity to govern more effectively and deliver essential services. The ePRT-Ramadi is focusing on strengthening the capacity of the municipal government to transition to Iraqi self-reliance.

Kunzman noted Ramadi is tied to a 10-year plan to bring the national electric grid up to a level that will enable citizens to have access to uninterrupted electrical services.

“The national grid plan is two years behind schedule so we have a gap to fill,” he said.

To fill that gap, Kunzman is working with the Ramadi Directors General of electricity and oil to bring the generator plants scattered throughout the city online.

“We will need to use spot generator electricity to fill the gap, and if we can bring these generator plants on line,” said Kunzman, “we can double the amount of electricity in Ramadi.”

Kunzman outlined a three-phased plan that included building the capacity to bring fuel in to Al Anbar and quickly distributing it; repairing and improving the electrical grid to support national power as it comes available; and accurately assessing spot generation sources and fuel requirements to provide immediate relief from a lack of national power.

Kunzman recently completed a final inspection of newly installed equipment at the Railway Fuel Platform (RFP) in Ramadi that will double the amount of fuel that can be brought in to the city. Just two months ago, he assisted in bringing the nearby Fuel

Distribution Center (FDC) up to increased capacity by helping the Iraqi engineers operate a newly-installed fuel system.

That FDC system supports the on-loading and off-loading of fuel brought in by truck convoys. Completion of both of these projects greatly increased the capacity to move fuel in and out of the city.

“The increase in available fuel has already made a dramatic impact on Ramadi,” said Kunzman. “If we can get more fuel and bring these generator plants online, it will improve conditions for everything from the school system to the job market.”

Over the next several weeks, Kunzman will continue to meet with generator plant operators and engineers and conduct operational tests. ☞

Story and photo by MCCS Gary Boucher, Task Force Ramadi Public Affairs, Camp Ramadi, Iraq

Navy, Army Divers Work to Raise Sunken Former Soviet Sub

U.S. Navy expeditionary combat salvage divers and a contingent of U.S. Army divers are taking part in a unique real-world training mission that is honing their skills while benefiting the local community in Providence, R.I.

Nearly 100 active and reserve Sailors and Soldiers, including 50 divers from Mobile Diving and Salvage Unit (MDSU) 2 in Norfolk, and the U.S. Army Dive Company based at Fort Eustis, Va., recently arrived in Providence, for training salvage operations on the sunken former Soviet submarine K-77, also known as *Juliatt* 484.

The former Soviet cruise missile submarine sank at its mooring here during a freak storm on April 17, 2007.

This salvage operation, comprised of a heavy Navy diving and salvage footprint and a contingent of Army divers, is an extremely unique opportunity for training on a complete joint salvage mission, and is being performed as part of the DOD Innovative Readiness Training (IRT) program. Through IRT, military units receive training by taking part in real-world, community-based projects.

“The Department of Defense would normally achieve readiness for our

waterway clearance and salvage mission through baseline funding and normal training packages; however, this is a unique opportunity to get more effective training for nearly the same amount of money and benefit the local community at the same time,” said Army Capt. Charles Denike, Army Diving Company commanding officer and *Juliatt* Deputy Mission commander.

“So, instead of spending tax dollars by simulating a training environment, the Innovative Readiness Training program allows us to train in a complex joint, inter-agency real-world command and control, and diving and salvage project, ultimately maximizing the effectiveness of the taxpayers’ dollars in a direct, measurable way in both our military program and in the local civil sector in the process.”

For Army, while Maritime Security is certainly a Navy mission, the opportunity here helps ensure the appropriate level of joint capability and capacity for potential future missions. DOD involvement began in the summer of 2007, when Navy and Army divers conducted underwater surveys to determine how to safely recover K-77 from the Providence River. In April, the divers, supported by Naval Sea Systems Command engineers, continued necessary surveys and engineering calculations prior to

the complex salvage operation. The project involves patching and pumping water from the submarine’s pressure vessel, and repairing the submarine’s ballast tanks, in order to ultimately raise it to the surface.

“This has been a unique experience in itself,” said Sgt. Chaise Turner of the U.S. Army Dive Company. “You don’t get the chance to dive on an old former Soviet submarine all the time.”

“There’s so much history behind it,” added Navy Diver 1st Class (DV) Eric Riggensch from MDSU 2. “I’ve dived on a few American submarines, but to see how a Soviet submarine was designed has been really interesting.”

According to Cmdr. Dan Shultz, commanding officer, MDSU 2 and *Juliatt* Mission commander, this project provides a valuable opportunity for both Army and Navy divers to hone their expeditionary diving and salvage skills in a real-world setting, skills that are vital in support of the nation’s strategy for Maritime Security, including peacetime support to international humanitarian and disaster relief, engagement with international partners, as well as wartime missions.

“The ability of U.S. Navy and Army divers to clear waterways, ports and harbors is important to our nation’s ability to help other nations open their own waterways and lanes for the movement of commerce,” said Shultz.



▲ ND1 Mark Sawyer, assigned to Mobile Diving and Salvage Unit 2, Co. 21 based in Virginia Beach, Va., places a ratchet strap across a large patch that will be used to seal one of the escape hatches of the sunken former Soviet submarine *Juliatt* 484 at the bottom of the Providence River, Providence, R.I.

“This would also include our own ports and waterways critical [to] commerce in the U.S., especially following a natural disaster or terrorist event.”

Both the Navy and Army divers bring a vast range of experience in a variety of environments, but the shallow, murky water of the Providence River offers additional training value.

“A lot of the younger guys are getting the experience being in a zero-visibility situation with cold water and long dive times, as opposed to versus shorter times we’re used to,” explained Turner.

Riggenbach agreed. “This is probably one of the only opportunities we get to put hands on and operate certain equipment, that we normally only use on salvage ships.”

Additionally, this mission provides the opportunity for the divers to train together in a joint setting, with Army and Navy divers integrated into one team.

“We’ve learned a lot from each other,” said Riggenbach. “The Army does some things different than us, but they’re very professional and hard working as we are. Whenever you get divers together, regardless of their service, we’re still the same.”

Supporting the divers are engineers from Naval Sea Systems Command’s Supervisor of Diving and Salvage, and Sailors from Explosive Ordnance Disposal Expeditionary Support Unit 2, who are providing logistics and communications support, as well as personnel to operate the Army Landing Craft Unit that serves as a diving platform. **S**

Story by MCCS(SW/AW) Dave Nagle, Navy Expeditionary Combat Command, Norfolk.

SWCC Demonstrations at Portland Rose Festival

Special Warfare Combatant-craft Crewmen (SWCC) from San Diego provided demonstrations and boat rides to help recruit new members to the special warfare community at the recent 101st annual Portland Rose Festival.



Photo by MC2 Eric J. Rowley

▲ **Special warfare combatant craft (SWCC) crewmen from San Diego, demonstrate high-speed turns in their ridged-hull inflatable boat on the Willamette River, Portland, Ore., during the 101st annual Portland Rose Festival. The SWCC team seized the opportunity to show off as a part of recruiting new members to their special warfare community.**

SWCC teams use a combination of specialized training in navigation, radio communications, engineering, weapons, parachuting, first aid and tactics to complete special operation missions worldwide.

The SWCC crews explained their mission and showed off what their Naval Special Warfare Rigid-Hull Inflatable Boat (RHIB) could do to local civic and industry leaders who passed by their dock as a way to help Portland natives understand what the special warfare mission is all about.

“We are in Portland to bring some exposure to our community and what we do,” said Chief Special Warfare Boat Operator (SWCC) Dan Lawson. “This is important to the Navy because we are an unknown and misunderstood capability and we are trying to bring some attention to the rest of the fleet and the civilian populace here at the Rose Festival.”

Lawson also said that the people in Portland seem to be really interested in what the Navy

special warfare community is all about.

“It’s been going great,” said Lawson. “We have been by every day and there has been a lot of community involvement and we have had a good time. The people seem to be really excited about the boats.”

The SWCC team and their boats generated a lot of interest in Portland, which helps the team access potential new members to the community.

“We are here to recruit regular military to become SWCC and show off a little,” said SB2(SWCC) Brent McGough. “We need to recruit to let people know what SWCC is and let people know what we do. I found out about SWCC in boot camp. They showed us videos and it looked like fun.”

Part of the demonstrations was a ride on their RHIB, while the boat driver conducted high-speed turns and quick stops up and down the Willamette River. **S**

Story and photo by MC2(AW/NAC) Eric J. Rowley, Fleet Public Affairs Center Det. Northwest.

Forrest Sherman Aids Stranded Peruvian Fishing Vessel

The crew of USS *Forrest Sherman* (DDG 98) recently came to the aid of a stranded fishing vessel 20 miles off Peru’s port city of Paita.

Crewmembers delivered food, fuel and water to the stranded vessel just a day before the warship pulled into Callao to begin a series of exercises with the Peruvian Navy in support of U.S. Southern Command’s *Partnership of the Americas* 2008 (POA 08) operation.

Just after 8 a.m., *Forrest Sherman*’s officer of the deck, Ens. Alan Cummings, was driving due south when *Salcantay*, a 30-foot craft bobbing dead in the water three miles to the east, hailed him over VHF radio in insistent Spanish. Cummings called Ens. Tomás Caverro, a native of Lima, Peru, to the pilothouse to interpret.

Salcantay, with a crew of eight, including a young boy, had run out of fuel after a night at sea and urgently requested enough gas to make the trip back to Paita, their homeport.

“When we heard the bridge-to-bridge call I knew we had the responsibility to help these guys out,” Cummings said.

He received permission from *Forrest Sherman*’s commanding officer, Cmdr. Dean M. Vesely, to slow and approach the vessel in distress.

“We have the mariner’s duty to render humanitarian assistance when necessary,” Vesely said. “*Forrest Sherman* is sailing in

the South Pacific for a number of reasons, but one of the most basic is to promote goodwill and friendship with nations in the region. This morning, this opportunity presented itself.”

Meanwhile *Forrest Sherman*’s first lieutenant, Ens. Austin C. Roberts, loaded one of the ship’s rigid hull inflatable boats with a cargo of fruit, cereal, bottled water and diesel fuel. Transferring the supplies to *Salcantay* took two hours.

“The guys gave us a thumbs-up and were very gracious,” said Roberts.

Before heading home, one of the fisherman addressed *Forrest Sherman*’s captain over the radio.

“Thank you very much,” he said in English. “God bless you from all our families.” **S**

Story by Lt.j.g. Thomas Berenato, Commander Destroyer Squadron 40.



▲ **Sailors assigned to USS *Forrest Sherman* (DDG 98) assist crew members of the Peruvian fishing vessel *Salcantay* after the small craft became stranded 20 miles offshore. *Forrest Sherman* pulled into Callao, Peru, the next day to begin a series of exercises with the Peruvian Navy supporting Partnership of the Americas 2008.**

Navy Master-at-Arms Eligible to Earn a Certification in Homeland Security

Story by MCSA Jonathan Pankau

The Navy’s Master-at-Arms (MA) professionals can now earn formal certification in homeland security as part of the Navy’s free Credentialing Opportunities Online (COOL) program.

COOL gives Sailors the opportunity to earn civilian certifications and licenses that correspond to their military work experience and career goals.

“This is an extraordinary opportunity for our security force personnel to not only broaden their military career, but also narrow the professional gap between them and their civilian counterparts in terms of professional credentials,” said Jose Bautista, deputy director of MA career management at the Center for Security Forces. “As of June 10, there have been more than 500 certifications funded through COOL for personnel in the master-at-arms rating, which makes this a very exciting inaugural year.”

The American College of Forensic Examiners International (ACFEI) has certified professionals across America in homeland security since 2003 through its Certification in Homeland Security (CHS) program.

ACFEI divides the CHS program into five levels commensurate to various career milestones and work experiences of Sailors and other security professionals from the public, private, and government sectors, which includes incident management and first-responder organizations.

Level I covers disasters and introductory concepts related to basic emergency preparedness. Level II takes an in-depth look into the world and weapons of terrorism, where they have been used, how they cause injury, and what can be done to avoid or minimize harm. Level III discusses the scope of proactive emergency preparedness and focuses on involvement in community and coordinated group efforts and emphasizes leadership. Levels IV and V are advanced levels reserved for those members who have completed all previous levels.

An additional benefit for MAs who earn a certification in homeland security includes a CHS membership that provides access to a network of training resources and a pool of professionals who work collaboratively to improve homeland security.

The American Board for Certification in Homeland Security Web site (www.chs.acfei.com) provides additional information into the benefits of earning a certification in homeland security.

To enroll in the CHS program, visit <https://www.cool.navy.mil/ma.htm>. **S**

Story by Darryl Orrell, Center for Security Forces, Norfolk.

The 101 Critical Days of Summer

Story by MC2(SW) Elizabeth Vlahos

Ah, summertime. You're chilling at a barbecue, smelling the burgers and brats cooking on the grill, lying back with a tall cold one in your hand. You hear the kids playing in the back yard, Kool & the Gang's "Summer Madness" plays on the stereo, an ambulance barrels down the street, siren going full tilt — *whoa, wait! An ambulance siren?*

Well, that kind of ruined the mood, didn't it?

Welcome to "The 101 Critical Days of Summer," where mishaps become more common and the paramedics become more gainfully — albeit reluctantly — employed.

The 101 Critical Days of Summer — the period between Memorial Day and Labor Day — poses greater risks. During this period, school lets out; families transfer; people open up their swimming pools and break out the barbecue grills; and plenty more hit the beach. And with this increase in activity, mishap rates also have a potential to go up, often with tragic results.

"Every Sailor, Marine and civilian must do his or her part to make this year's campaign a success," said Rear Adm. Arthur J. Johnson, commander of the Naval Safety Center. "Make a plan to stay safe while enjoying recreational and off-duty events. We're counting on you to know the statistics so you don't become one."

The groundwork for most mishaps is the bulletproof attitude of, "Oh, it will never happen to me ... that stuff always happens to the other guy." Well, guess what — to that other guy, you are "the other guy." The following precautions can ensure that you can spend the summer lying in a chaise lounge instead of a hospital bed or a coffin, and that the paramedics can enjoy the luxury of a slow afternoon.

Alcohol

It has been said many times: Alcohol is a "stupid" multiplier, i.e., the more you drink, the more likely you are to try something stupid.

The following actions should NEVER be attempted after drinking:

- Driving (anything — car, motorboat, jet ski, ATV, even your little cousin's Power Wheels GI Joe Jeep.)
- Pyrotechnics, i.e., fireworks. Their mishap potential is already dangerously high when you're sober, so you're pretty much asking to get burned when you've tossed back a few.
- Water sports of any kind. The risk of crashing, drowning, and boat-engine-related mutilations increases exponentially with every beer.

Keep in mind, there are probably plenty of other endeavors you should not undertake while inebriated, but to list them all would be an insult to the average Sailor's intelligence, so please use your better judgment — preferably when you're sober.

Water Safety

One of the hallmarks of the summer season is the long-awaited opportunity to take a dip in the local pool or on the beach. Unfortunately, swimming — and other water sports — comes in second behind traffic accidents as the leading summertime killer of Sailors and Marines.

These tips should help prevent a promising trip

to the beach from becoming a nap with the fish:

- Don't go to the beach alone. Bring a friend. It's not only safer, it's also more fun.
- Don't swim or operate any watercraft when you're drunk. Alcohol is a key contributor in the majority of drowning mishaps.
- Wear a lifejacket when boating, water-skiing or jet-skiing.
- Only swim if a lifeguard is present. This will increase your chances of survival should you start floundering.
- Be familiar with the area. If you don't know the area in which you plan on swimming, you don't know what dangers literally lurk beneath the surface. Speaking of which ...
- If you get caught in a rip tide, stay calm and DO NOT STRUGGLE AGAINST IT. Rip tides aren't there for the competition — go up against one and you'll end up floating face down as the loser. Swim parallel to the shore until the tug dissipates, then swim back to the shore.
- USE SUNSCREEN. Many a person has hit the beach seeking a tan and comes back looking like a boiled lobster.
- Use common sense on the beach or at the pool. Drink water, wear sunglasses and check your buddy for signs of heat injury. Heat cramps and heat exhaustion can be treated by moving the victim into shade and giving them some water; heat stroke is a medical emergency.
- Check the weather before you hit the beach or the pool. If you hear thunder, get out of the water immediately.
- Water skiers, and jet skiers, take note of the following:
 - Avoid skiing when the winds are high and the water is rough.
 - Don't ski in inclement weather — visibility is drastically reduced for

the boater.

- Don't jump the waves on a jet ski.
- Don't "spray" or "buzz" swimmers — it's rude, it's dangerous, and it can cause a collision.
- Never ski after dark. It's dangerous and illegal.

Just be careful on the shores or in the water, and your day at the beach will be just that.

Fire Up the Grill, Not Your Hair

Every barbecue enthusiast's nightmare: You're dousing the coals with lighter fluid, you strike a match to fire them up, and in a flash — literally — you're reliving Michael Jackson's infamous commercial mishap. This scenario, and worse, is easily prevented by keeping the following guidelines in mind:

- If you're using a charcoal grill, pick a well-ventilated area outdoors. Burning charcoal indoors releases carbon monoxide, an odorless, colorless, tasteless and deadly gas.
- Use approved lighter fluids to get your coals started, never gasoline — the latter is highly volatile and extremely dangerous. (It will also ruin the taste of whatever's on the grill.)
- Stand upwind when lighting your grill.
- If you're using a propane grill, open the grill cover before lighting it off.
- When you're done cooking on a propane grill, shut off the propane bottle valve and let the gas in the lines burn out.

These guidelines should make your grilling experience more palatable. Bon appetit!

Get from Point "A" to Point "B" in One Piece

According to Naval Safety Center statistics from the past decade, half of all traffic fatalities occurred during this critical period. The following primary factors continue to cause most motor-vehicle fatalities: driving under the influence, excessive speed, not wearing a seat belt or using personal protective equipment and losing control of one's vehicle.

These tips will tip the odds of getting to your destination in one piece significantly in your favor:

- DON'T DRINK AND DRIVE. Period. This should go without saying.

- Use a designated driver. The designated driver is not the one who's had the least to drink...it's the one who hasn't had any alcohol all night.
- Wear your seat belt. It's your best defense in an accident. You know the laws — state law, your command's lawful orders, and the laws of physics. It's better to have them on your side.
- SLOW DOWN! Speeding only gets you to your destination one to four minutes sooner than you would get there following the posted limit. That is, if you don't get pulled over or end up in the ditch — or worse. Stick to the posted speed limit and you'll be all right.
- Keep both hands on the wheel and both eyes on the road — multi-tasking behind the wheel (eating, primping, talking on the phone, etc.) increases your chances of an accident.
- Don't drive in someone's blind spot. It's annoying and dangerous. This especially applies to motorcycles.
- Avoid road rage. Slow down and chill out behind the wheel.
- Don't drive too fast for conditions. The posted speed limit may be too fast if you're driving in the middle of a thunderstorm.
- Driving tired is just as bad as driving drunk. If you find yourself nodding off behind the wheel, pull off the road into a well-lit area to rest for a few minutes. Don't get back on the road until you are perfectly well-rested. If you can find a hotel to crash for the night, that's even better.
- A few words of wisdom for you motorcyclists:
 - WEAR A HELMET. You have a brain. Protect it.
 - Don't zoom in and out between other peoples' cars. You're going to cause a wreck.
 - Wear the required personal protective equipment. It may seem bulky, hot and uncomfortable, but a full body cast is much worse.
 - Ride defensively. Unlike the cars surrounding you, you're not surrounded on all six sides by a metal frame. If you crash into someone, it's going to be a very unpleasant trip to the hospital.

- Take the command's required motorcycle safety course. It's better to have the course under your belt, than to ride without it and end up on report or in traction.

Hopefully these guidelines make for a safer trip. Bon voyage!

"Hey, Watch This!" is Not How the Buddy System Works

The Navy emphasizes the "buddy system" to keep you out of trouble, not to egg your buddy on as he or she is about to embark on one bone-headed feat or another. Every time you do something that carries a potential risk (driving, swimming, pyrotechnics, etc.), look out for your buddy and make sure he or she is doing the same for you. If you and your buddy are sitting on a cot in a jail cell waiting for your chain of command to bail you both out, one of you didn't do your job.

Having a drink or two is all right, but if your buddy has had one beer too many and insists on attempting to jump over Dead Man's Gulch on his ATV, pull him aside and talk some sense into him. He'll thank you when he sobers up.

But Seriously ...

As big a kick as one gets reading the Safety Center's "Friday Funnies," safety is a serious topic, so keep the following in the front of your mind:

During the summer of 2007, 43 Sailors and Marines lost their lives in off-duty mishaps. That may seem like a minor statistic, but that's 43 brothers, sisters, husbands, wives, sons or daughters taken prematurely from this world due to carelessness on their part or someone else's. That's 43 devastated families who would trade everything they have in a heartbeat to spend one more moment with their loved one or to hear that person's voice once more. You don't want to put your family through that torment by joining the unholy ranks of mishap fatalities.

In a nutshell: Make it fun, make it safe and make it home. Your family is waiting for you. Heaven can wait. **S**

Vlahos is journalist assigned to Naval Media Center, Washington, D.C.

Building Tomorrow's Leader's...Today

Story and photo by MC1(AW) R. Jason Brunson

“First class petty officers are fully engaged deckplate leaders who drive mission accomplishment daily. They lead adherence to the Navy standard through personal example and commitment to teaching their Sailors. They must challenge, mentor and measure their division’s and command’s success through team performance and deckplate results.”

— MCPON(SW/FMF) Joe Campa

When Yeoman 1st Class (SW) Garry Little found himself to be the last standing member of Baltimore Washington Metropolitan First Class Petty Officer’s Association (BWMFCPOA) last November, he could have simply walked away. Instead, he chose to rebuild the mess, and continue to pass on the knowledge and experience he had gained from past members.

As a result of his initiative the BWMFCPOA is currently up and running, with 15 active members and growing. For Little, it is important to have an FCPOA at a regional level, because it provides fellowship and a venue for first class petty officers from multiple commands and career paths to voice concerns about the future of the Navy. It gives them a place to discuss and learn, from each other, how to improve and make living and working

in the Navy better.

“The benefits of the networking and training among first classes should continue and be passed on to junior personnel,” Little said.

He said a large part of the association’s mission is to find avenues to new perspectives and ideas on leadership and to spread that training out to reach as many first classes as possible.

In April 2008, BWMFCPOA hosted its sixth annual “First Class Petty Officer Leadership Symposium.” There were approximately 450 first classes in attendance, getting the information and advice from top leaders in the Navy.

“By going back and giving this feedback to our commands and more effectively enforcing policy, we continue to support the mission as a strong mess,” Little said. “Sometimes as leaders, we tend to develop tunnel

vision, just doing things the way we are used to doing them. The Navy has changed a lot during the past 10 years. Events like the leadership symposium, give us the tools we need to help us adapt and change with it. That benefits the Navy.”

There were 14 guest speakers who addressed many issues such as mentorship, personal and professional development, special programs and the chief petty officer selection process.

Of all the things said by the speakers at the symposium, Little said the words that resonated the most to him personally, came from Force Master Chief (SW/AW) Christopher Penton.

“Leadership, training and responsibility starts today,” said Penton. “It’s a process for all first class petty officers.”

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

Focus on
Service



History

An Ordeal Like No Other

Story by MC2(SW/AW) Jason McCammack

Just minutes after midnight on July 30, 1945, while cruising between the Pacific Islands of Guam and Leyte Gulf, USS *Indianapolis* (CA 35) took fire from the Japanese submarine I-58. Two torpedoes crashed into *Indianapolis* near midship. The blows were devastating and within minutes the *Portland*-class heavy cruiser was sunk.

It would only get worse.

Indianapolis' crew was 1,196, but only 900 made it into the water after the Japanese attack. Because *Indianapolis* sank so quickly, relatively few life rafts were released.

Most of the survivors were now stranded in the pitch-black darkness of the Pacific. The "lucky" ones had standard kapok life preservers.

Indianapolis and her crew were on a top-secret mission. They had recently departed San Francisco and just completed their orders to deliver necessary parts for the atomic bomb, "Little Boy," to Tinian Island. After delivering the parts, *Indianapolis* cruised for Guam to drop off some Soldiers. It would be the ship's final port of call.

Because of the top-secret nature of *Indianapolis'* mission, there wasn't any notice sent to Leyte Gulf officials or Pacific Fleet headquarters about the ship's schedule. Because of this strange set of circumstances, the disaster aboard *Indianapolis* wasn't immediately recognized and rescue efforts were delayed.

During the next four days, the survivors of the Japanese attack on *Indianapolis* endured one of the greatest ordeals ever documented in American military history. The sinking of *Indianapolis* resulted in the most shark attacks ever recorded.

As the men drifted in the Pacific, day after day, many began to suffer from lack of food and water, intense sunstroke and scalding. The blistering sun, mixed with salt poisoning and dehydration began to take the crew, one-by-one. A recent Discovery Channel



USS *Indianapolis* (CA 35) at Pearl Harbor, circa 1937.

U.S. Navy photo

program hypothesized that the Oceanic White Tip sharks fed almost exclusively on the dead.

According to survivor testimony, the sharks terrorized the surviving men by circling them and waiting out their death.

Late in the morning on the crew's fourth day in the water, the survivors were accidentally discovered by Lt.j.g. Wilbur Gwinn, who was flying a routine antisubmarine patrol. He radioed ahead to the island of Peleliu, "many men in the water."

USS *Cecil Doyle* (DD 368) would be the first ship on the scene. *Doyle's* crew hoisted barely living survivors onto their decks. That night, disregarding their own safety, *Doyle* pointed its largest searchlight into the night sky to signal other survivors in the distance. Of the estimated 900 men who made it into the water only 317 were rescued alive.

The events surrounding the sinking of USS *Indianapolis* resulted in shock in both Navy circles and in the general public. Investigations were held and controversies erupted and persist today. What is certain is that July 30, 1945, remains one of the gravest days in U.S. Navy history. **ES**

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

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