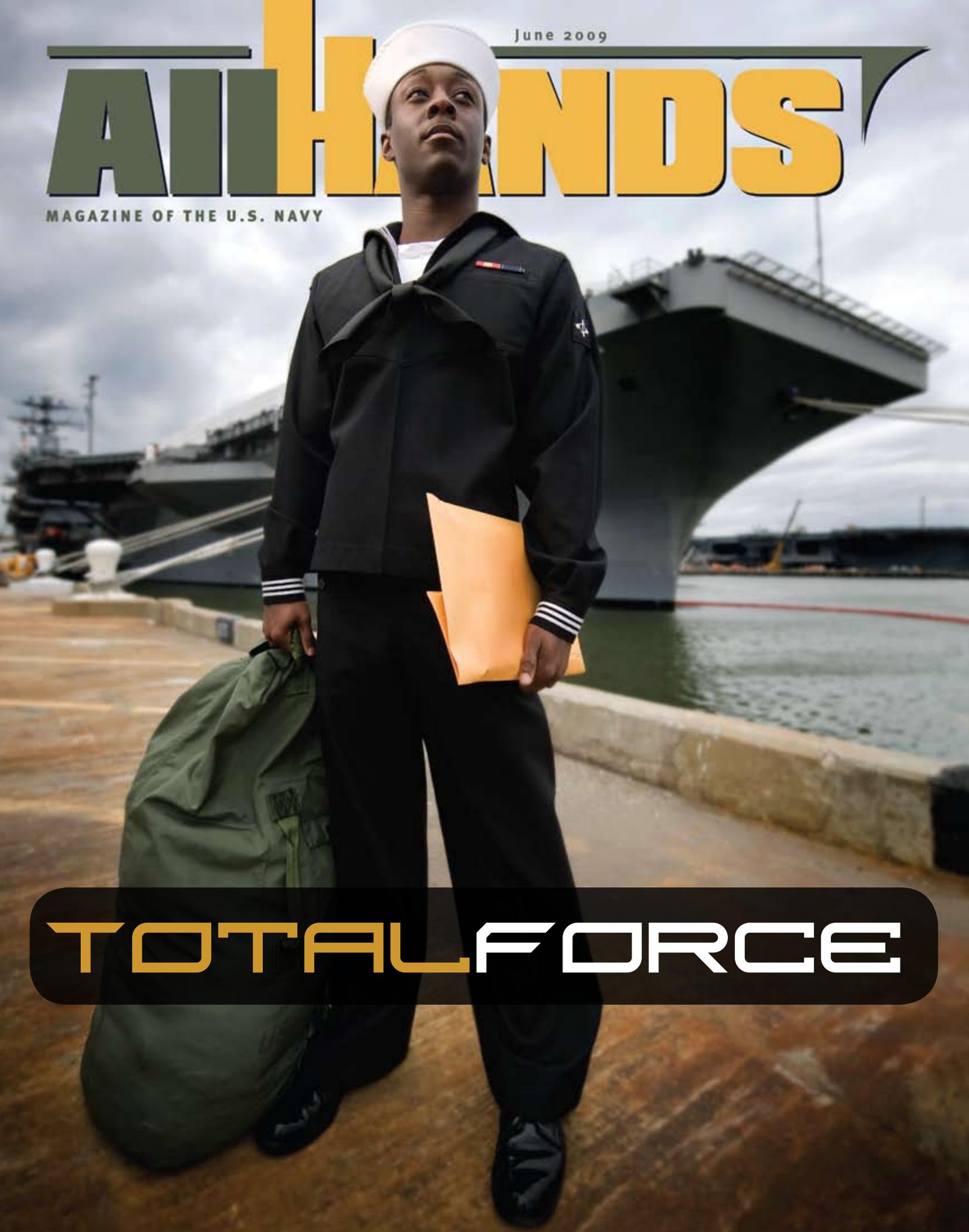


June 2009

ALL HANDS

MAGAZINE OF THE U.S. NAVY



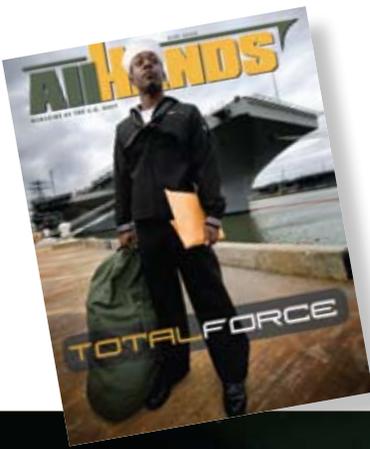
TOTAL FORCE

An aerial photograph of the Atlantic Ocean, showing a vast expanse of blue water with intricate, shimmering patterns of light reflecting off the surface. The water's texture is highly detailed, with small ripples and waves creating a complex, organic-looking pattern. In the upper left corner, there is a dark, semi-transparent rectangular box containing white text.

AW3 Chase Owens signals he has landed safely
in the water during the search and rescue exercise
portion of *UNITAS* Gold in the Atlantic Ocean.

Photo by MCC Dawn C. Montgomery





[On the Front Cover]

After boot camp, the next culture shock for Sailors is checking aboard for the first time. Every Sailor deserves to have a guide through that first tour, so step up and be that person who sets the new Sailor on the right track. Remember, the first 72 hours can set the tone for both a Sailor's tour and career.

Photoillustration by MC1(AW) R. Jason Brunson
Model: AZAA Jaliel Marquis McNeill assigned to USS *Harry S. Truman* (CVN 75)

[Next Month]

This year is the 50th anniversary of *UNITAS*, the longest running multinational maritime exercise in the world. *All Hands* embarked USS *Mesa Verde* (LPD 19) to bring the exercise to you.

[Departments]

Around the Fleet — 6

This Just In — 32

Something to Think About — 36

Focus on Service — 38

History — 40

22 The Maritime Strategy at Work: ICEX 2009

Sailors have been bringing maritime strategy core capabilities of forward presence, deterrence, sea control, power projection, maritime security and humanitarian assistance/disaster response to life on deployments and on shore in a vast amount of mission sets. But, there is that one operational exercise that ties into almost every facet of the maritime strategy, but few are aware of: *Ice Exercise (ICEX)* in the Arctic Ocean.

Photo by MC1(SW/AW) Tiffini J. Vanderwyst

ICEX09

June



12 Total Force: What You and Your Sailors Need to Know

Now, more than ever, performance is the key to a successful Navy career. But Sailors are not going at it alone. The Navy offers a whole slew of tools designed to arm Sailors with all the resources and tools necessary to successfully negotiate every career milestone

Photoillustration by MC1(AW) R. Jason Brunson



28 Operation Arctic Care '09: Medical Outreach in America's Last Frontier

In the challenging environment of Alaska, military members conducted Operation Arctic Care, a joint exercise that tests the ability of Navy, Marine Corps, Army, Air Force and Army National Guard members to deploy and operate as one team in a harsh environment to provide medical outreach operations in time of crisis, conflict or disaster.

Photo by Air Force Senior Airman Christopher Griffin



Speaking with Sailors

Master Chief Petty Officer of the Navy MCPON (SS/SW) Rick D. West

Total Force... Total Performance

Shipmates, “Total Force” is a phrase you’re going to see a lot of in this edition of *All Hands*. There will be spotlights on different programs geared toward making sure our Navy has the best people out front doing the right jobs.

Some of the responsibility for the success of those initiatives is going to fall on the shoulders of our recruiters and then the leaders responsible for training the fleet or assigning Sailors to jobs where their specific skills are put to the best possible use.

All of that is necessary, and I’m on board with every element. But what I’d like to address is this: How do *you* fit into that equation, into the Total Force? If you’re a junior petty officer, and you’ve been in the Navy a couple years, what does Total Force expect of you?

It means this: If you’re performing well, and if the effort you’re giving every day is the best you can do, then the Navy wants and needs you to stay with us and to keep leading at different levels of responsibility. If you’re a 20-year chief petty officer, and you’re concerned about the continuation boards, convening this fall, I’d suggest you take a look at the job you’re doing on the deckplates and the example you are setting everyday for our Sailors.

If you’re performing, you shouldn’t worry. If you’re pushing your Sailors to success, the continuation board isn’t about you. Those boards are designed to find those who aren’t contributing and ask them to step aside so that our hard chargers have room to advance, lead on the deckplate and succeed.

I met hundreds of those hard chargers in Gulfport, Miss., recently. I spoke to a huge group of Seabees at their birthday ball, and I saw the kind of enthusiasm that has defined our Sailors for



Photo by M/C Jennifer A. Villalobos

centuries. All they want is more challenge and more opportunity for impact.

Those are the kind of men and women who make up our Total Force – active duty, Reserve or Navy civilian. And they’re all over the fleet. Performance is the key to their success, and it’s the single factor that is going to help them stay Navy if that’s what they want to do. At every level, it’s the single qualifying factor for retention.

Performance drives every program we have, Shipmates. It’s behind diversity, force stabilization and the maritime strategy. All of them have been built on the premise that the keys to their success hinge on Sailors performing to the best of your abilities.

Our Navy is changing. Our missions are evolving and the face of our service reflects our society more than it ever has. But one thing will always stay constant ... everything we do boils down to Sailors staying true to one of our oldest adages, “Ship, shipmate, self.” If you’re looking for a way to describe the best possible performance, go back to that phrase.

If those are your priorities, we need you to stay and move our great Navy – this Total Force – forward.

Bottom Line: Perform and stay in the greatest Navy the world has ever known.

HOOYAH!

All HANDS

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THINK
BEFORE YOU RIDE!
Others are depending on you.



Around the Fleet

MCPON Praises Efforts to Save Shipmates, Stresses Hazards of Drinking, Driving

A Sailor aboard *USS West Virginia* (SSBN 736) received accolades from the Navy's senior enlisted leader for setting the standard for the entire fleet.

Master Chief Petty Officer of the Navy (MCPON) Rick West called Machinist's Mate Fireman Corey Ferrell and congratulated him for his efforts to take care of shipmates.

Ferrell received the Navy Marine Corps Achievement Medal for talking four intoxicated Sailors out of getting behind the wheel after attending a command function.

Ferrell had volunteered to act as a designated driver for friends during a command holiday party in December 2008. As he got ready to leave, he noticed four intoxicated strangers discussing who was in the best condition to drive. Ferrell intervened and discovered the four were all senior to him and were attached to another command. Even though he was outranked, Ferrell stood firm and prevented the four Sailors from driving.

"I didn't want them on the road. I didn't want myself, them or anyone else to get hurt," Ferrell said.

"Leadership can come from every level, this is a perfect example of that, and what I expect from every Sailor in our great Navy," said West.

West also said that as the Navy attempts to reduce driving under the influence (DUI) and alcohol-related incidents, he believes other junior Sailors like Ferrell have opportunities for significant affect.

"Our second and third class petty officers will have the greatest impact. I think they can really drive these numbers down. I've been there, and I know the impact you can have. I'm challenging every second or third class petty officer to lead those junior to you to further reduce our numbers. I know they can and will succeed," said West.

The Navy and every local command have many programs in place to provide alternatives to drinking and driving.

The HERO Campaign promotes the use of a designated driver and was established by the family of Ensign John Elliott who was killed by a drunken driver in 2000, two months after graduating from the U.S. Naval Academy. HERO was named after Elliot's position as a human education resource officer during his time at the Academy.

According to the HERO campaign's website, the program's mission is to prevent drunk driving fatalities, injuries and accidents nationwide by promoting the use of designated drivers and reminding the public to drive sober and not to let friends drive drunk.

In a recent personal-for (P-4) message released by the Chief of Naval Operations Adm. Gary Roughead told commanding officers that the Navy has made



Photo by MC1 Jennifer A. Villalovos

▲ MCPON Rick West talks to guests at the Pentagon Hall of Heroes.

significant progress in addressing and preventing alcohol abuse, but it is still the common factor in many disciplinary problems.

With the help from leadership, Roughead said he wants to reduce all alcohol related incidents by 25 percent in 2009. He also emphasized that the "Right Spirit" Campaign is one tool to reach that goal.

Right Spirit, launched in 1996, is designed to deglamorize alcohol beverage consumption and eliminate alcohol abuse.

The key principles of the Right Spirit campaign are leadership responsibility, command responsibility, shipmate responsibility and personal responsibility. According to NAVADMIN 061/09 the Navy has seen a 33 percent reduction in alcohol-related incidents and a 23 percent reduction in DUI/DWI incidents since FY04 with the help of these principles.

Public transportation such as buses and taxis are always an alternative for drinking and driving, but the best method is to have a plan prior to drinking and designate a driver (who will not drink) or use the resources from the command assigned.

"The cost of a DUI isn't something that just goes away. With the impact it has on your career, your family and the lives

of all those who you've affected, it's a permanent, life-changing mistake," said West. "Worse yet would be to cross the yellow line and be involved in an accident that causes serious injury or loss of life.

"We've got a Sailor sitting in a jail cell now. He hasn't been convicted of a DUI yet, but he knows he was involved in an accident that killed a young woman. Forget the money for a minute and think about that. Think about her family and what he's going to have to live with the rest of his life."

Beyond the direct fines mandated by the court, offenders can also expect to pay much higher automobile insurance rates, often for years after a license is reinstated. Studies focusing on various states around the country have found the average cost of a DUI conviction ranges from \$5,000 to \$20,000.

For more information on programs available, visit the Navy Alcohol and Drug Abuse Prevention (NADAP) Web page at www.npc.navy.mil/commandsupport/nadap. 

*Story and photo by MC1(EXW)
Jennifer Villalovos, Master
Chief Petty Officer of the Navy,
Washington, D.C.*

CNP Provides Update for Senior Enlisted Continuation Boards

The Chief of Naval Personnel Vice Adm. Mark Ferguson recently released NAVADMIN 096/09, which outlines criteria, board membership and defines exempt billets for the upcoming Senior Enlisted Continuation Board (SECB).

"The continuation board is part of our continued effort to optimize the quality of the force," said Ferguson.

The annual performance-driven review of master chiefs, senior chiefs and chiefs with more than 20 years of service and three years time in grade will be very similar to the continuation boards already in place for officers.

As a criteria for continuation, board members will look for those master chiefs, senior chiefs and chiefs who have the ability to get positive results. Additional consideration will be given to senior enlisted leaders who achieve success through leadership and personal performance while fostering well trained enlisted and officer teams.

Documented misconduct and substandard performance are the primary reasons a Sailor would not be selected for continued service, according to the message. Examples listed in the NAVADMIN include "significant problems" or "progressing" promotion recommendations, declining performance from the same reporting senior, failure to maintain physical fitness assessment standards, military or civilian convictions and non-judicial punishment.

The board will be comprised of a flag officer president plus

at least one captain from the surface, submarine and aviation communities as well as the Navy Expeditionary Combat Command. Captains will serve as panel heads while additional panel officers, typically O-3 and above, will assist panel heads in a manner similar to the enlisted advancement boards. Selected active-duty and full-time-support (FTS) force, fleet and command master chiefs will serve as board members, and selected active-duty and FTS master chiefs will serve as recorders.

Personnel with orders to, or serving in the first two years of, an overseas or DoD area tour at the board convening date are exempt from the continuation board. Overseas duty is defined as Type 3, 4 or 6 duty locations outside the 50 United States and the District of Columbia. Consecutive overseas tour and overseas tour extension incentive program requirements will not exempt a Sailor from consideration by the board.

The FY10 E-7 to E-9 senior enlisted continuation board convenes Sept. 21 at Naval Personnel Command, Millington, Tenn. Members not selected for continuation must transfer to the Fleet Reserve or retire no later than June 30, 2010.

Each candidate is responsible for ensuring their record is correct and up-to-date with their latest evaluations, awards and other appropriate information.

Candidates may communicate with the continuation board by submitting a board package. Selection board packages provide candidates the opportunity to submit any missing documents from the sections of their records that are viewed by the continuation boards. Packages must be postmarked no later than Aug. 17, 2009. Further

Bronze Star Awarded to Returning IA Sailor

Hull Technician 1st Class Lee M. Chandler, a member of Maritime Expeditionary Security Squadron 3, was recently cited for

"exceptionally meritorious service in support of Operation *Enduring Freedom* in Afghanistan from March 2, 2008 to Dec. 1, 2008. He was awarded the Bronze Star in a ceremony aboard Naval Air Station (NAS) North Island, Calif.

Chandler, a Reserve component Sailor from Columbia Heights, Minn., served as the non-commissioned officer in charge of the motor pool for Provincial Reconstruction Team Kunar, Afghanistan, and was a member of the Vehicle Recovery Team (VRT). He was involved in 25 vehicle recovery Quick Response Team (QRT) missions.

During a VRT QRT mission, Chandler's team came under rocket attack from insurgent forces. Under enemy fire, Chandler ensured the safe evacuation of coalition forces and equipment without injury to personnel or damage to equipment.

"Petty Officer First Class Chandler's personal courage and commitment to mission accomplishment in a combat zone, under the most extreme of circumstances, greatly contributed to the success of Operation *Enduring Freedom*," read the citation from U.S. Army Maj. Gen. Jeffrey J. Schloesser.

The medal was presented to Chandler by his stepson, Aviation Boatswain's Mate Airman William Zorich, who is currently on temporary duty to NAS North Island from USS *New Orleans* (LPD 18).

Story by MC2 Ron Kuzlik who is assigned to Defense Media Activity – Anacostia, Washington, D.C.



guidance on submitting a board package can be found in the NAVADMIN 030/09.

More information is available in NAVADMIN 096/09, which should be read in conjunction with NAVADMIN 030/09 on the force stabilization page at www.npc.navy.mil/CareerInfo/ForceStabilization/. 

Story courtesy of Navy Personnel Command Public, Millington, Tenn.

Navy, Coast Guard Service Chiefs Sign Safe Harbor Agreement

Chief of Naval Operations (CNO) Adm. Gary Roughead and Commandant of the Coast Guard Adm. Thad Allen recently signed a memorandum of agreement (MOA) for the Safe Harbor program.

The Safe Harbor program is the Navy's lead organization for

Continued on page 9

Around the Fleet

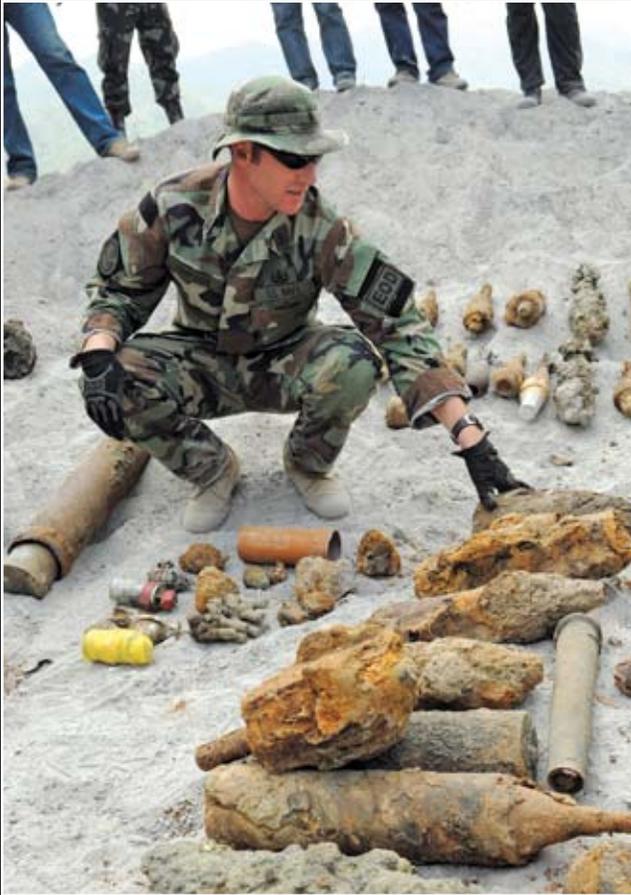


Photo by MC2 Aaron Burden



Photo by MC2 John Hülle

▲ **BU2 Jared Quinn and SW2 Justin Rummel**, both assigned to Naval Mobile Construction Battalion (NMCB) 74, construct a timber tower during a field training exercise at Camp Shelby, Miss. NMCB-74 is conducting *Operation Winter Talon*, a field training exercise designed to test the battalion's combat and contingency construction capabilities.

◀ **EODC Kenneth Simpson**, assigned to Joint Special Operations Task Force-Philippines Explosive Disposal Task Unit, inspects ordnance before a scheduled disposal in Crow Valley, Republic of the Philippines.



Photo by MCSN Aaron Hubner

▶ **ABH3 Cassandra** Carpenter signals aircraft on the flight deck of USS *Dwight D. Eisenhower* (CVN 69) during a vertical replenishment in the Arabian Sea.

◀ **Sailors are silhouetted** as they fight a simulated fire in the hangar bay aboard USS *Abraham Lincoln* (CVN 72) during a general quarters drill.



Photo MCz Rafael Figueroa Medina

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

Directions on how to properly submit photos can be found at www.navy.mil/photo_submit.html

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Washington, D.C. 20350-1200

Click on the **Navy's** home page, www.navy.mil, for fresh images of your shipmates in action.

Continued from page 7

coordinating the nonmedical care of wounded, ill and injured Sailors, Coast Guardsmen and their family members.

In the fall of 2008, the Coast Guard approached Safe Harbor to gain an understanding of the nonmedical care management support provided to seriously wounded, ill, and injured Sailors and their families. Coast Guard units are often located close to Navy, and Coast Guard members receive medical care at Navy military treatment facilities, where Safe Harbor nonmedical care managers are currently located.

The signing of the MOA between the CNO and commandant reflects their commitment to providing the best care possible for Sailors, Coast Guardsmen and their families.

"I think that this really gets to the essence of our services and how we as services care for our Sailors. Through the great work of our people at Safe Harbor, we have developed ways to address those who are seriously wounded, ill and injured to better provide for them and their families," Roughead said. "We are just really privileged and honored that we can bring this dimension of the Navy and the Coast Guard together in a way that benefits our Sailors and their families."

Through proactive leadership, the Safe Harbor program provides seriously wounded, ill and injured service members a lifetime of individually tailored assistance designed to optimize the success of their recovery, rehabilitation and reintegration activities and to give their families the support they need to get through that sometimes life-long process. **S**

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

Mentoring Helps Build Productive Relationships

A pilot initiative, known as the Navy Women eMentor Leadership Program, has gained momentum, exceeded expectations and helped build productive relationships for females in the fleet.

"We were somewhat surprised at the number of women who immediately signed up," said Lt. Hope Brill, deputy director, Navy Women's Policy Program. "It became quickly apparent that this was not only going to be popular, but that if it was successful, we'd have to find ways to expand access."

Upon entering the one-year pilot program, participants took part in customized Web-based matching to establish relationships. They then were able to access electronic communication capability, newsletters, mentoring guidance, references and other online tools with which to develop those relationships.

The pilot program began with an open registration period in October 2008. While initially there were only 500 slots available, that number rapidly increased to about 800 (total funded capacity).

"Whole ships have contacted us wanting to gain access for their female Sailors," said Brill. "In fact, the surface warfare enterprise recently set up its own eMentoring program to accommodate the great desire to take part in this kind of mentoring."

Women who signed up for the eMentoring pilot were able to sign up as mentors and/or protégés. They could establish more than one relationship, and many have established several. These relationships are highly flexible because of the electronic matching and communication the pilot program allows.

Continued on page 11

Around the Fleet



◀ **Plane Captain AT3 Grace Marlow**, wipes down the canopy of an F/A-18E *Super Hornet* assigned to Strike Fighter Squadron 115. Plane captains are responsible for the pre-flight and post-flight inspections and procedures performed on Navy fixed-wing aircraft.

▶ **A World Health Organization** staff member vaccinates a baby in Daodaoya, Djibouti, during a Combined Joint Task Force-Horn of Africa medical civil action project. The week-long project, planned by the U.S. Agency for International Development (USAID) and the Djiboutian Minister of Health, reached three villages in remote locations throughout the country.

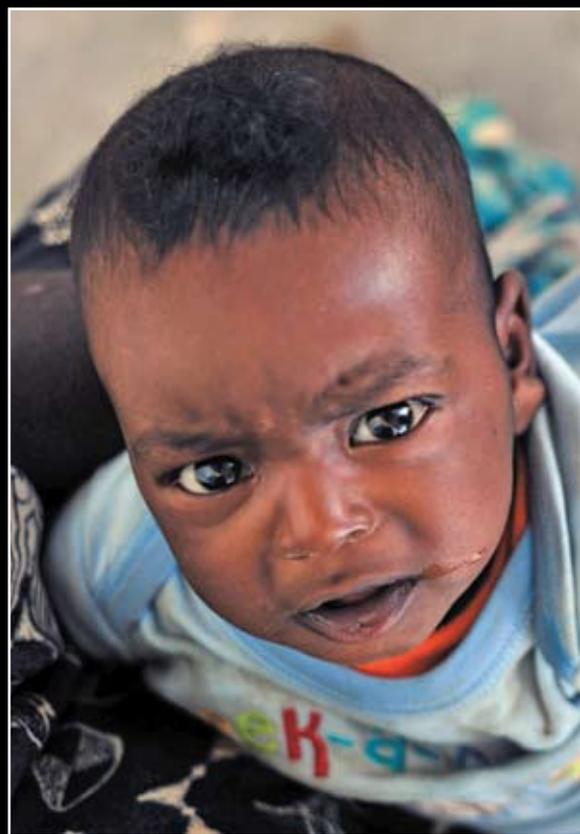


Photo by MC2 Joseph M. Bullavac

An SA-330 *Puma* helicopter, commercially contracted by Military Sealift Command, takes off from USNS *Lewis and Clark* (T-AKE 1) to deliver mail to USS *Lake Champlain* (CG 57) in the U.S. 5th Fleet area of responsibility.



Photo by MC2 Daniel Banker



Photo by MC2 Jesse B. Awalt

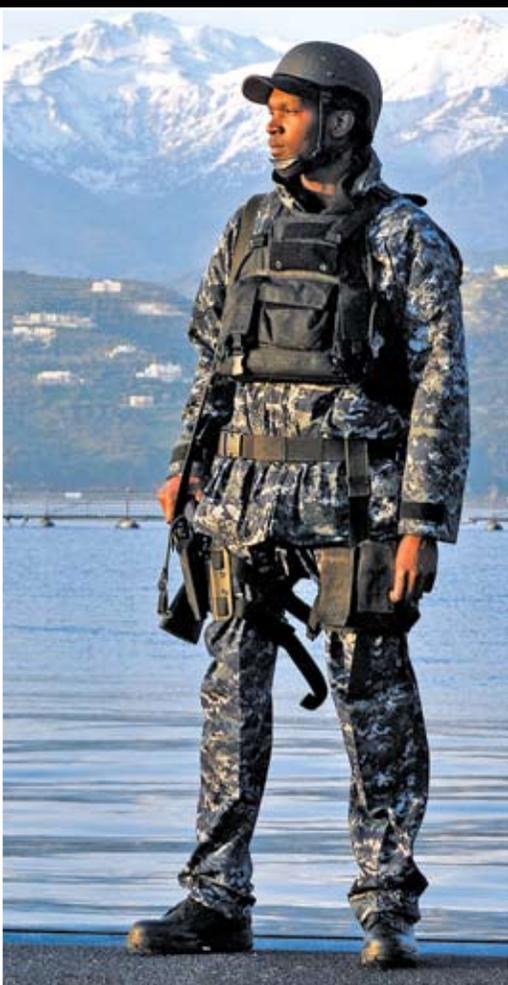


Photo by Paul Farley

◀ A Sailor wearing the Navy's new working uniform stands a top-side security watch as USS *Scranton* (SSN 756) gets underway after a routine port visit to Souda Bay, Crete, Greece.

Continued from page 9

"Online mentoring allows people from all around the globe to be matched in new and creative ways for mentoring relationships never before possible," said Stephanie Goebel, director of Academy Women, the nonprofit professional development organization managing the pilot for the Navy. "[This] reduces or eliminates some of the barriers posed by differences in rank, age, race and other [factors]."

"I have had quite a few [positive experiences] so far," said Chief Cryptologic Technician Christine Cots, who enjoys the global nature of the relationships. "[It] is a wonderful feeling to know you can talk to someone who does or does not share your geographical location but can understand what you go through each day."

Participants surveyed about their impressions of the program indicate that they are using it to find women role models and to connect with other women in their enterprise or community. It has offered a forum within which to gain assistance in dealing with complex work-life balance issues. Career guidance from others who understand how gender affects an individual's situation and the ability to establish mentoring relationships outside of the chain of command are also valued.

The Navy recognizes mentoring as a necessary component to job satisfaction and performance. eMentoring is just one possibility in the mentoring continuum in which all Sailors must engage for their personal and professional success. This continuum starts with traditional required forms such as periodic counseling, evaluations/fitness reports and career counseling sessions. However, mentoring does not need to occur solely within the confines of chain of command, and that may be one of the keys to the success of the eMentoring pilot.

"With the experience and

knowledge that I have to share, it's been a pleasure to have been able to chat with some of the young ladies of today's Navy who...just need someone to talk to on the inside – and outside," said Cox. "Someone who understands the Navy ... [but] outside her chain of command so the conversation flows easier [and] there is less fear of retribution."

Other mentoring mechanisms include participation in affinity groups such as the Chief Petty Officers Association, the National Society of Black Engineers or the Federal Asian Pacific American Council; formal and informal interactions with peers; social networking groups and enterprise- or community-sponsored personal and professional development opportunities.

"Mentoring is a foundational tool for anyone striving to achieve goals and reach their full potential, especially in a challenging military environment," said Goebel, who speaks from experience as a member of the first group of women to graduate from the Naval Academy. "The eMentor Leadership Program is the first of its kind and represents a shifting paradigm in the military, one that reinforces the value and importance of diversity in leadership and experience."

There are more than 250 officers and nearly 550 enlisted women enrolled in the Navy Women eMentoring Program pilot. The majority are active duty, with about 15 percent Reserve Sailors and some recent retirees. While the pilot still has several months to run, the Navy has started looking at how it can both increase access for women and eventually establish a Navywide eMentoring capability. **S**

Story by Lt. Cmdr. Elizabeth Zimmermann, Task Force Life Work, Washington, D.C.

TOTAL

Story by MC2(SW) Elizabeth Vlahos, photoillustrations by MC1(AW) R. Jason Brunson



The Navy is within 1 percent of its end-strength goal of 329,000 Sailors. According to Rear Adm. Daniel Holloway, Director of Manpower, Personnel, Training and Education, the Navy continues to attract high-quality recruits.

“We are a world-class outfit, and we require world-class performance,” he said. “So the standards are high.” Losely translated, now more than ever, performance is the key to a successful Navy career. But Sailors are not going at it alone. The Navy offers a whole slew of tools designed to arm Sailors with all the resources and tools necessary to successfully negotiate every career milestone.

Fresh to the Fleet: Brilliant on the Basics

The first whiff of salt and fuel – the typical smell of a Navy pier – brings with it a great deal of uncertainty. After the boot camp experience, the next culture shock for Sailors is checking aboard for the first time, with no idea who to look up to or who to trust.

WHAT YOU AND YOUR

FORCE



SAILORS NEED TO KNOW



Every Sailor deserves to have a guide through that first tour, so step up and be that person who sets the new Sailor on the right track. As cliché as it may sound, the first 72 hours can set the tone for both a Sailor's tour and career.

It's up to not just the khaki leadership, but also to that Sailor's shipmates – like you - to make sure those critical hours get people on the right track. This is what 'Brilliant on the Basics' is all about: An initiative that focuses on reaching out to Sailors through effective sponsorship and indoctrination.

There are a couple of fundamentals for good sponsorship. Sponsors should complete training offered by the fleet and Family Service Center and be at least the same pay grade or higher than the incoming Sailors. Here are other key considerations: Sponsors and reporting Sailors should have similar family composition (single, married, children), and the incoming Sailor should not be slated to relieve the sponsor. A good source of information for arriving Sailors is the Military Homefront Web site located at www.militaryhomefront.dod.mil/moving.

Once a new Sailor is on board, effective, mandatory command sponsor and indoctrination programs represent the difference between good commands and great commands. The return on up-front investment will pay huge dividends to your command for years to come. According to OPNAVINST 1740.3C, command leadership

shall ensure that all incoming personnel receive command indoctrination training within 30 days of arrival or within three drill weekends for Reservists.

Another investment in your Sailors should include mentorship.

Mentorship can be done from various levels: senior-to-junior, peer-to-peer, within-communities and it can be either formal or informal. Everyone should have at least one mentor – a person who is actively engaged in monitoring your professional and personal development and who can advise you, not just on rate-specific choices, but on your entire career.

Climbing the 'LaDR' to Success

Naval Education and Training Command's Enlisted Learning and Development Strategy (ELDS) works toward assuring that every enlisted Sailor is afforded the opportunity to develop and achieve their personal and professional goals while providing the Navy with the best fit in assignments to promote peace and prevail in conflict. An important component of ELDS is the Learning and Development Roadmaps (LaDR - pronounced ladder). The roadmap is for enlisted Sailors to refer to throughout their Navy career, and progresses from seaman to master chief.

"It provides detailed information on training and advanced education opportunities," said Master Chief Petty Officer Tom Smith, an electronics technician and the Enlisted Learning and Development program coordinator for NETC. "The roadmap is a visual guide to track their career, and helps the Navy get the right Sailor, with the right training, in the right job, at the right time."



The career roadmap includes training from the sailorization process at Recruit Training Command (RTC), Great Lakes, Ill., basic technical training, advance technical training and Navy Professional Military Education (NPME). It also includes advanced education opportunities through the Navy College Office, as well as programs at the Naval Post Graduate School and the Naval War College. The LaDR also includes professional, industry recognized



While most Sailors are permitted to reenlist in their current rating, if you're in an overmanned rating, you may want to think about converting to an undermanned rating. Personnel performing below par may not be granted permission to reenlist. Also, all Sailors with an approved PTS application must sign a Page 13 within 30 days of message receipt to accept or decline their PTS reservation.

"When we started PTS in 2003, there were a lot of Sailors whose promotion opportunities were severely degraded because their rating was overmanned," said Senior Chief Personnel Specialist Ron Miller, PTS Branch, Enlisted Community Management Branch, Navy Personnel Command (NPC). "PTS has helped the Navy balance its ratings and where there is more balance, there are better promotion opportunities."

Consult your career counselor about 15 months before your end of active obligated service (EAOS) and fill out the paperwork to have the command submit a PTS application, regardless of your intentions to reenlist. For more details, read NAVADMIN 017/09 available on the NPC Website.

Visit the nearest Navy College Learning Center (NCLC) and seize the opportunity to enroll in a series of classes aimed at improving your Armed Services Vocational Aptitude Battery (ASVAB) score if you wish to convert to a different rating. NCLCs offer multiple ASVAB improvement programs, with the most popular being a two-week temporary additional duty intensive study course.

Since individual commands must approve a request chit for a Sailor to attend class full-time, talk to your chain of command and follow up on your request. An improved ASVAB score can improve your

certifications through Navy Credentialing Opportunities Online (Navy COOL).

There are currently more than 20 LaDRs on NKO, and all ratings should be available by April 2010.

"Sailors can find their roadmap to success on Navy Knowledge Online (NKO), and I recommend Sailors and their supervisors use the roadmap. It is a great mentoring and counseling tool," said Smith.

The Reenlistment Gauntlet

If you wish to have a nice long career in the Navy, be prepared to prove you're worthy to reenlist. Perform-to-Serve (PTS), which helps the Navy manage reenlistments of Sailors with less than six years of service, or Zone A, has now expanded to include Zone B, which is Sailors with six to 10 years of service as per NAVADMIN 017/09.

INING COMPENSATION KNOWLEDGE



chances of conversion or acceptance into a commissioning program.

“I see young Sailors come here who are insecure,” said Marisa Quinones, an NCLC educational facilitator at Commander, Fleet Activities Yokosuka (CFAY). “They have the GI Bill, and they know they have a chance to go to school. They don’t know if they can do it - or how. We instill confidence in these Sailors. When they walk out of here, they are different people. They come back later with plans to go to school.”

The Fleet Rating Identification Engine (Fleet RIDE) can take the guesswork out of choosing a career field, especially for Sailors in ratings that have low promotion rates. Fleet RIDE also empowers Sailors in overmanned ratings at reenlistment to convert to undermanned ratings, increasing their chances for professional development and advancement.

With input from the Sailor, Fleet RIDE pairs qualifications and career desires with undermanned rating options. The Sailor can then make a more educated choice about which path to pursue.

“Fleet RIDE is a program career counselors can use to provide the Sailor a list of available jobs for which they are best suited. What Fleet RIDE does is dramatically streamline the process by automating the Sailor’s search for ratings. In the past the career counselor would have to spend time reviewing multiple sources

to see if a Sailor qualified for a rate,” said Paul Martin, the Navy’s Fleet Ride Help Desk manager.”

Fleet RIDE interfaces with other Navy software systems to collect data to screen you for ratings based on several criteria to include aptitude and legal, medical and physical status, as well as Navy needs based on career reenlistment objectives (CREO). It recently introduced a PTS module to include tracking which Sailors need to submit an application, and is now the preferred method for commands to submit PTS applications.

“Change can be hard,” said Miller. “We want to keep good Sailors, and we want to make sure the right Sailor is in the right job. Even when Sailors have to change ratings, we’re providing them the opportunity to continue their career and maybe even find a job they’re happier doing.”

Cash Incentives

The selective reenlistment bonus program uses a monetary incentive to encourage Sailors with critical skills the Navy needs most to reenlist, enhancing the Navy’s ability to size, shape and stabilize the force. The program is market-based, allowing the Navy to strategically adjust award levels as retention needs dictate.

“Selective reenlistment bonuses are a dynamic market-based incentive designed to retain those Sailors in our most critical ratings and NECs (Navy Enlisted Classifications),” said Vice Adm. Mark Ferguson, chief of naval personnel.

The Navy announced revised selective reenlistment bonus (SRB) rates in NAVADMIN 075/09. The new message revised award levels for all but 56 NECs

in 10 skill groups listed therein; all others are reduced to or remain at zero. The reductions to multiples and ceilings applied to non-nuclear ratings and NECs were effective May 1.

“I think the SRB was the deciding factor in most of our reenlistments,” said Navy Counselor 1st Class Stacy Kirton of Deer Park, N.Y., speaking about USS *Vella Gulf* (CG 72) reenlistments while the ship was deployed to a combat zone. “The Sailors have plans for the money when they get back to Norfolk, whether they’re going to buy a house, a car, do some traveling, care for their family or other personal wants or needs.”

Commands must submit SRB requests via Officer Personnel Information System (OPINS) 35 to 120 days in advance of a Sailor’s reenlistment date. Sailors must have approved precertification before reenlisting but may wait until their EAOS to reenlist.

“While not every Sailor qualifies for an SRB, all Sailors are important to the successful execution of Navy missions,” added Ferguson.

Preparing for Advancement: Arm Yourself with the Facts

If you want to advance, you have to study – there’s not much guesswork involved there. Sailors can prepare for advancement by using the exam bibliographies, organizing group study sessions and obtaining publications from Navy Web resources, such as the Navy Knowledge Online (NKO) portal and the Navy Advancement Center (NAC) Web site.

You can view your Navy enlisted advancement exam profile sheet on the NAC Web site and track your profile history going back four examination cycles.

“If a Sailor uses their past profile sheet(s), which shows their weak areas compared to their peers, along with the bibliography, they can develop a more focused study program than any commercial product can provide,” said Master Chief Electrician’s Mate Robert McCombs, the command master chief at Naval Education and Training Professional Development and Technology Center (NETPDTC), Pensacola, Fla.

Both technology and the improved processes from delivery to tabulating advancement exams have enabled NETPDTC to get results back to Sailors faster than ever. Of course, your command leadership will continue to have access to the E-4/5/6 advancement exam results on BUPERS Online.

Another important part of preparing for advancement or selection for special programs is to ensure your service record is accurate.

The Electronic Service Record (ESR) is a handy tool to use to help prepare yourself for advancement, especially when you become eligible for the chief’s exam. The vision is for ESR to replace the current paper-based Field Service Record with an electronic records management application, automating most service record maintenance and providing individual service members, personnel offices (PERSO) and customer commands secure worldwide access to service record data via the Internet.

The implementation of the ESR will enhance reliability and productivity within the PERSO/PSD by making maximum use of corporate data and eliminating redundant data input. It will allow global transactions for medals and awards, training and education, personnel qualification standards (PQS), routine administrative remarks and creates electronic



forms that can be printed and signed when a hard copy is required.

“Eventually, the enlisted field service record will be phased out, and we will use only these electronic systems, so it’s important for all Sailors to establish an ESR account,” said Dwight Stanton, military personnel records manager at NPC.

You should already have an account to access your ESR. If you don’t, sign up for a self-service ESR account on the Navy Standard Integrated Personnel System (NSIPS) Web page at <https://nsips.nmci.navy.mil/#blank/> using a Common Access Card-enabled computer. You will be able to view your own record as well as make minor changes to your emergency contact information, home and mailing address, official email address, and personal info such as race, religion and ethnic code. If you’re on active Reserve, you can also put in your civilian employment information. Commanding officers, executive officers, command master chiefs and pass liaison representatives may obtain read-only access for Sailors in their Unit

Identification Code or UIC by contacting their NSIPS access manager.

Where Do I Go Next?

When it comes to picking your next assignment, it helps to know what you’re jumping into. Career Management System/Interactive Detailing (CMS/ID) can give you a glance at what’s available when you come into your window for orders. When you see what billets are available and where, and the billets for which you are eligible, you can put yourself in for the locations and billets that work out the best for you and your family. There’s no guarantee you’ll get the orders you pick, but it works much faster than submitting your “dream sheet” and waiting to find out where the Navy will send you next. If the process confuses you, talk to your command career counselor.

“Sailors in their detailing window get five choices each month,” said Master Chief Navy Counselor (SW/SCW/AW) Tod Schuls, Navy counselor and legalman



CNP: THE YEAR IN REVIEW

Interview conducted by MC2
(SW/AW) Kat Smith

Vice Admiral Mark E. Ferguson III, Chief of Naval Personnel, recently answered questions about benefits, advancements and recruitment during his first podcast for the fleet. His comments provide a comprehensive outlook of the status of the force, the goals and direction for the upcoming year.

Q Sir you took over as Chief of Naval Personnel nearly a year ago. What are some of the milestones you feel you've been able to achieve in this last year?

A I think it's been a very, very successful year. First of all, we met 100 percent of our recruiting goals for the year. We met all of our recruiting categories in terms of quality and number of high school graduates. In terms of the mental abilities of the recruits coming in and their physical readiness, we're at an all-time high. And we met, for the first time in five years, our overall medical officer recruiting goals.

Second, retention. We are seeing retention across the force anywhere from 3 to 5 percent above what our goal was for the year. Individuals are deciding to stay Navy, and they're staying Navy because of the comprehensive benefits and initiatives. Also, the important pilot programs we're doing ... eMentoring for women, the career sabbatical and the GI bill that has been approved by the Congress will provide not only great education benefits for Sailors, but also one they can potentially transfer to their spouse and children.

We've implemented such things such as Sea-Shore Flow to provide stability to our Sailors in their career planning. We continue to see effort by commands on the "Brilliant on the Basics" initiatives. Sponsorship programs, career development boards, mentoring, all these things are building a stronger Navy. But very importantly, the emphasis on mental health, physical health, and family support that I see in Operational Stress Control and in Safe Harbor, shows Sailors that we care, not only for them [but also for] their families. So I think it's been a very, very successful year.

detailer. "You should always use all your choices because you waste valuable time off your selection clock if you don't."

Breaking Away From the Pack

Sometimes performing to serve means breaking out of the rank and file, so to speak. The Seaman to Admiral-21 (STA-21) program is a commissioning program in which you maintain the pay, benefits and privileges you enjoy as an active-duty Sailor and receive a scholarship to attend a university.

STA-21, now going in its ninth year, is a full time undergraduate education and follow-on commissioning program, which provides selectees up to 36 months to complete their bachelor's degrees. More information on the program is available at www.sta-21.navy.mil. If you already have a bachelor's degree or higher, you are eligible to apply for Officer Candidate School. OCS is a 13-week course designed by Navy officers and educators to give Sailors a basic knowledge of the high-tech naval establishment afloat and ashore and to prepare you to assume the responsibilities of a naval officer. For more information on STA-21 and OCS, read OPNAVINST 1420.1, the Enlisted to Officer Commissioning Programs Application Administration Manual.

College can set you apart from the rank and file – in and out of the Navy – even if you don't pursue a commission. Sailors can receive points on their advancement exams for post-secondary education. Two points are awarded for an associate's degree; four points are awarded for a bachelor's degree or higher. A few points can make the difference

SUCCESS GOALS LEADERSHIP TRA



in a Sailor's chances for advancement. Prior service degrees count, as well as those earned in service, and like awards, they count for multiple cycles.

Check the COOL site

Navy COOL directly supports the personal and professional goals of today's Sailor. The Navy recognizes that while the objective of education, training and experience obtained during an individual's military service is to provide tangible benefits for the nation's defense, those skills have direct correlation to knowledge, skills, and abilities in high demand

by the civilian workforce. Credentialed Sailors provide the Navy proof that the Sailor has attained a recognized level of competency in his or her chosen field. In many cases, the world-class training received in the Navy has sufficiently prepared the Sailor for industry-recognized certifications and licenses.

More than 13,760 certification exams have been funded since October 2007 with 35.7 percent of the Navy-funded credentialing exam users being stationed at overseas and deployable surface, sub-surface and airborne units.

"The site is awesome," said Fire Controlman 1st Class Patrick Clark, a recruiter at Naval Recruiting Station Stockton, Calif. "It's very

informational to me as a Sailor, as well as a recruiter. It gives me the ability to show prospective Sailors what kind of certifications they can receive. The [delayed entry personnel] think it's great that the Navy has made this information available to Sailors to help support their career choices."

Go Ahead, Take a Year Off

If you need a few years off but don't want to leave the Navy for good, take heart - Sailors can now take a break from active Navy service, courtesy of the new Career Intermission Pilot Program (CIPP).

INING COMPENSATION KNOWLEDGE



Q In your first all hands call you mention the one question you're often asked is, 'How do you know we're on the right path and do we know what success looks like?' Do you feel we're on the right path to success now?

A I think very much we're on the path to success. As I mentioned previously, recruiting has been superb and strong with great quality recruits that all desire to serve. Retention has been superb. But we monitor myriad metrics and surveys of the force; their quality of life, their compensation, access to health care, their morale and their support for the leadership that they see in their commands. In all those areas, Sailors are indicating great satisfaction with both the quality of their service and their gratitude for being able to serve the nation around the globe.

Q Now as you look to the future, what are some of your priorities for your second year in this office?

A I think first and foremost it's to strengthen our support of Sailors and their families in response to the great service they provide the nation.

Second of all, to continue force stabilization efforts with a focus on performance. Our initiatives relate to balancing the force in terms of experience, seniority and pay grades; stability and manning to the fleet; and meeting operational demands. A key component of that will be a continuum of service, to allow Sailors to transition from the active to the Reserve and back, throughout a career of service to the Navy. I think that's a key priority for us.

And lastly, to strengthen our diversity programs, our work flexibility and career flexibility programs, such as telework and virtual command programs that provide flexibility to keep our very best talent in the Navy.

Q Alright sir, is there anything you would like to add about your year in review?

A I would just like to say it's a great privilege for me personally and an honor to serve as the 55th Chief of Naval Personnel. As I travel around the fleet and meet with Sailors and their leaders, I am in awe of their performance, their enthusiasm and the great sacrifices they and their families make in service to the nation.

The CIPP will provide a one-time temporary transition for active-duty personnel to the Individual Ready Reserve (IRR). Participants will retain full active-duty Tricare health benefits for themselves and their dependents and receive a monthly stipend of one-fifteenth of their basic pay. To ease the transition, members may elect a Navy-funded permanent change of station move to anywhere in CONUS when entering the program.

"This pilot program is for top performers who have the desire to 'Stay Navy,' but need some time off," said Holloway. "It could be for any number of reasons – to pursue a degree full-time, to take care of an ailing parent or to start a family."

All program participants will return to active duty at the end of the period prescribed and will incur a two-to-one service obligation for every month in the program (served in addition to any previously existing obligation). Time spent in the IRR will not count toward retirement, computation of total years of commissioned service or high-year tenure limitations.

The break in service excludes participants from promotion consideration. Upon returning to active duty, officers will have their date of rank adjusted, and enlisted members will have their active-duty service date adjusted to be competitive with others of similar time in grade on active duty.

The pilot program provides an opportunity for up to 20 officers and 20 enlisted participants each year in 2009, 2010, 2011 and 2012. Application packages should be sent to Pers-4. Full pilot program details can be found in OPNAVINST 1330.2, and the instruction, NAVADMIN and related information are available on the Task Force Life/Work Web site at www.npc.navy.mil/commandsupport/taskforcelifework/.

EDUCATION OPPORTUNITY PRIDE



Totally Navy

The total force vision is predicated on the concept that the contributions of active duty, Reservist and civilians overlap and transform through a continuum of service: A well-trained Sailor might continue serving the nation in the Reserve force or as a Navy civilian. By the same token, many Navy civilians are part of the Navy Reserve and are often activated and deployed.

The Reserve component has played an indispensable role that includes supporting individual augmentations (IAs) for Operation *Enduring Freedom* (OEF) and

Operation *Iraqi Freedom* (OIF) during the past few years. Since 9/11, Navy Reservists have completed more than 54,000 individual augmentee deployments compared to more than 20,000 for the active force.

“One of our key initiatives is implementing a process to transition Sailors between the [active component] and the [Reserve component] in either direction within 72 hours,” said Ferguson.

The aim is to maximize the contributions of each individual to the Navy goal regardless of the color of the attire, the rank or position.

“We must ensure the absolute best use of our greatest asset, our people. That means we

need to make it easy and appealing for our best and brightest Sailors and their families, to shift to a mindset of a lifetime of service in the Navy via a series of off-ramps and on-ramps,” said Ferguson.

“Ultimately, our goal is to provide the fleet with the right person, with the right skill sets, at the right time and at the best value to accomplish the mission.” 

Vlahos and Brunson are assigned to Defense Media Activity-Anacostia, Washington, D.C.

SERVICE ADVANCEMENT SKILLS

Sub-Zero Sailors

Story by MC2(SW) Rebekah Blowers,
photos by MC1(SW/AW) Tiffini J. Vanderwyst



Nick Michel-Hart, member of APLIS, takes a break after clearing ice off the hatch to open *USS Annapolis* (SSN 760) during *ICEX 2009* in the Arctic Ocean.

There are more than 60,000 Sailors deployed around the world at any given moment supporting a spectrum of operations across the globe.

Whether it's boots-on-the-ground, in the air or on or below the sea, the Navy is working with coalition partners to ensure security and stability around the world.



APLIS personnel stand by for the next group of personnel to disembark *Annapolis*.



A lookout aboard USS Annapolis (SSN 760) stands the forward watch during Ice Exercise (ICEX) 2009.

THE MARITIME STRATEGY AT WORK: ICEX 2009

In October 2007, the Chief of Naval Operations (CNO), Commandant of the Marine Corps and Commandant of the Coast Guard came together to sign “A Cooperative Strategy for 21st Century Seapower,” also known as the maritime strategy. In it, all three services outlined how they can best work together to support maritime security and cooperation with coalition partners in the global community.

The maritime strategy lays out three priorities: to implement integration and interoperability, to enhance awareness, and to prepare Sailors, Marines and Coast

▼ **An aerial view of the APLIS camp. Hooches** are what APLIS members use to sleep in, and there are outhouses for their bathroom facilities. They also have to harvest ice and then melt it to make potable drinking water.

Guardsman to make the maritime strategy happen. The strategy consists of six core capabilities: forward presence, deterrence, sea control, power projection, maritime security, and humanitarian assistance/disaster relief.

Sailors have been bringing those core capabilities to life on deployments and on shore in a vast amount of mission sets. But, there is that one operational exercise that ties into almost every facet of the maritime strategy, but few are aware of: *Ice Exercise (ICEX)* in the Arctic Ocean.

The Navy conducts *ICEX* every other year, contracting with the Applied Physics Laboratory, University of Washington (APL-UW) and other partners. The APL-UW handles the construction and logistics of the Applied Physics Lab Ice Station (APLIS),

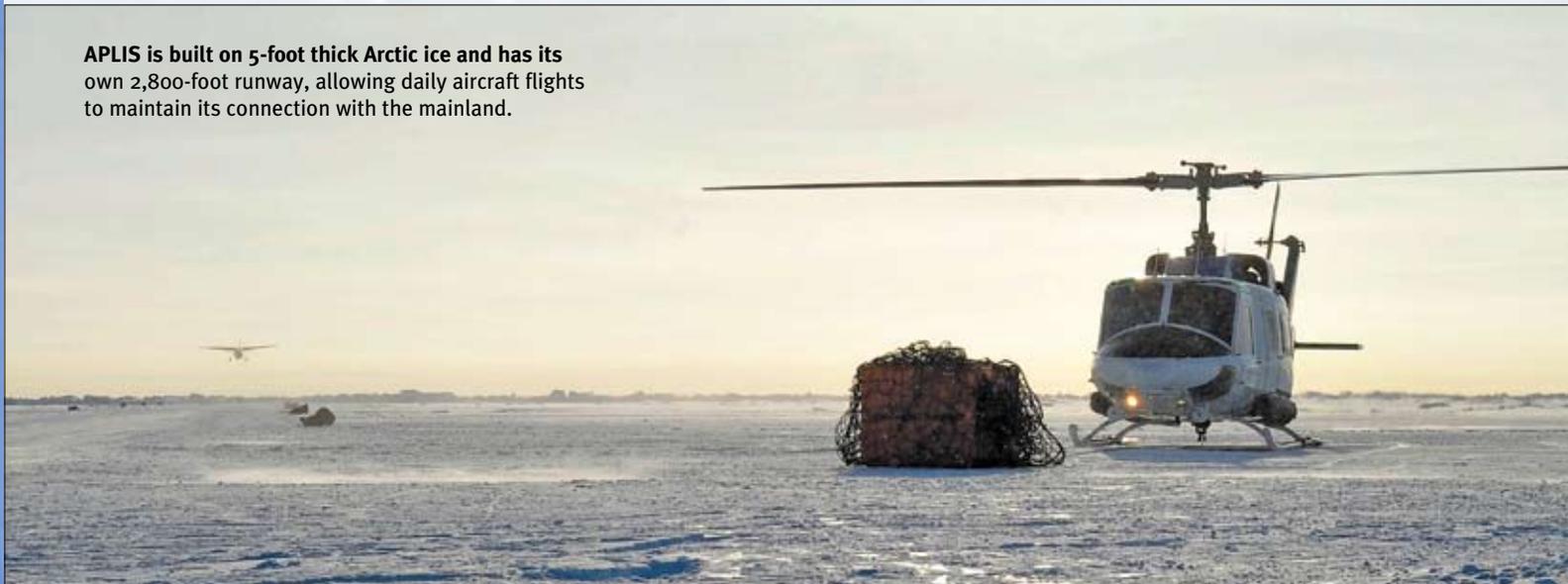
built on a shelf of 5-foot thick Arctic pack ice approximately 200 nautical miles north of Prudhoe Bay, Alaska. The crew at APLIS supports the entire *ICEX* mission.

Another supporting player is the Antarctic Submarine Lab (ASL) that is owned by the Navy and run by civilian contractors. ASL plans each *ICEX* and collects all the data gleaned from the Arctic. The agency also acts as the specialist in submarine operations in the Arctic. Through the efforts of ASL, submarines are

▼ **Lt. Steve Col (right), a student at the Naval Postgraduate School, Monterey (NPS), Calif.,** shows an APLIS member the autonomous turbulent flex buoy that the two NPS students deployed at the end of the camp. The NPS students secured the buoy in several feet of ice, and will be able to monitor oceanographic data from the buoy via an antenna.



APLIS is built on 5-foot thick Arctic ice and has its own 2,800-foot runway, allowing daily aircraft flights to maintain its connection with the mainland.



provided with special equipment that allows them to operate under the ice canopy.

At the heart of *ICEX* 2009, conducted in March, were two *Los Angeles*-class attack submarines – USS *Annapolis* (SSN 760) and USS *Helena* (SSN 725). They conducted essential training and weapons exercises while operating under the ice. All of these exercises were supported by Sailors, Navy civilians and technicians from the Navy Undersea Warfare Center (NUWC), Newport, R.I.

Additionally, students from the Naval Postgraduate School (NPS), Monterey, Calif., conducted oceanographic research for their thesis while at the Ice Station. The contractors from APL helped with all the logistics of APLIS, from building the camp to retrieving and shipping the torpedoes that *Annapolis* and

Helena tested while under the Arctic Ocean ice.

CNO Adm. Gary Roughead visited *ICEX* '09, and he explained why the Arctic region is critical to the maritime strategy.

“The Arctic is important to the nation and the Navy because it really is a maritime domain. We have some very fundamental interests – security interests in the Arctic region,” Roughead said. “We’ve been here operating in this part of the world for a long time. This is one of many *ICEX*s that we’ve conducted, and as interests in resources grow and potential trade routes open in the Arctic, it’s important that we maintain an awareness of this very important region of the world.”

The Arctic Ocean is a critical waterway that connects the Atlantic and Pacific Oceans. This region is essential for the

United States to operate in, especially for the submarine force. Lt. Cmdr. Chris Hover, executive officer of *Annapolis*, explained that for most of the year, surface ships are unable to move through the icy waters. He said that it is integral for the United States and its coalition

partners to be able to navigate through the unique Arctic environment and that many people don’t consider how vital it is to American interests and the security of the American way of life.

“The world is covered in 71 percent oceans. The ability to continue to operate our submarines underneath the ice gives us that short avenue to places around the world where we can project power in a much faster way than having to drive through the Atlantic Ocean or the Pacific Ocean in a time of need,” said Hover.

The continents of the northern hemisphere – Europe, Asia and North America – all share the Arctic Ocean and all the major capitals of the northern hemisphere are within 3,500 nautical miles of the Arctic Ocean.

The Arctic Ocean is a strategic maritime domain, and it’s important for the United States to operate in, especially for the submarine force. For submarine Sailors to maintain the core capabilities of deterrence and sea control, they need to keep their skills sharp and make sure they will be able to operate in the Arctic’s harsh environment at any time.

“There is potential for conflict under the ice. That’s not something people like to think about. But planes and surface ships wouldn’t be able to participate in that type of battle – it would be a submarine only battle,” said Hover. “[The Arctic] is truly a submarine atmosphere and we need to be able to continue our ability to operate [here] and provide U.S. presence and U.S. dominance underneath the ice as well as in open waters.”

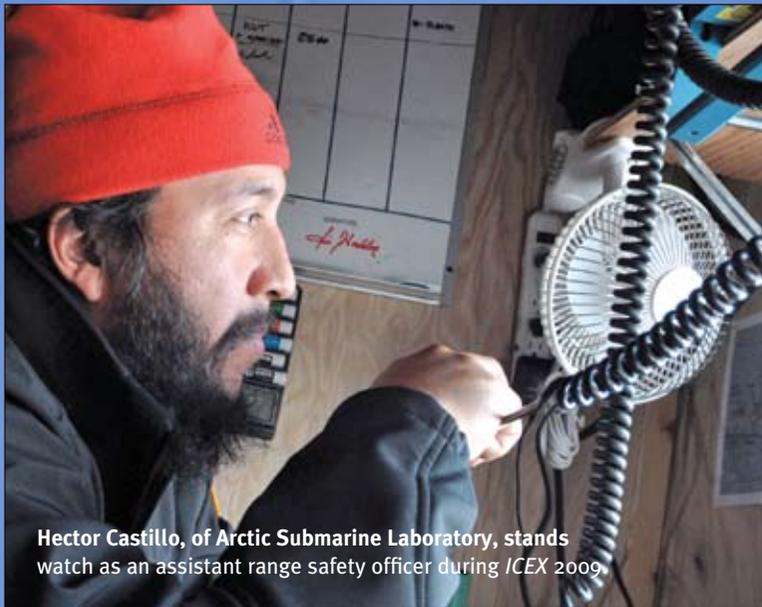
The Arctic waters pose unique challenges. Sailors have to execute every movement with exact precision because of the ice keels and other possible contacts that are even more difficult to detect because of the different water densities between fresh and salt water. The presence of an overhead ice canopy changes the methods by which the submarines communicate, navigate and maintain their habitability. River runoff and ice melt cause significant variations in the acoustic profile of the Arctic as well. This is further compounded by the presence of a contoured, reflective ice canopy under which *Annapolis* and *Helena* were operating.

Senior Chief Electronics Technician (SS) Tomas A. Garcia, chief of the boat aboard *Annapolis*, explained some of the difficulties he and his crew faced while operating under the ice.

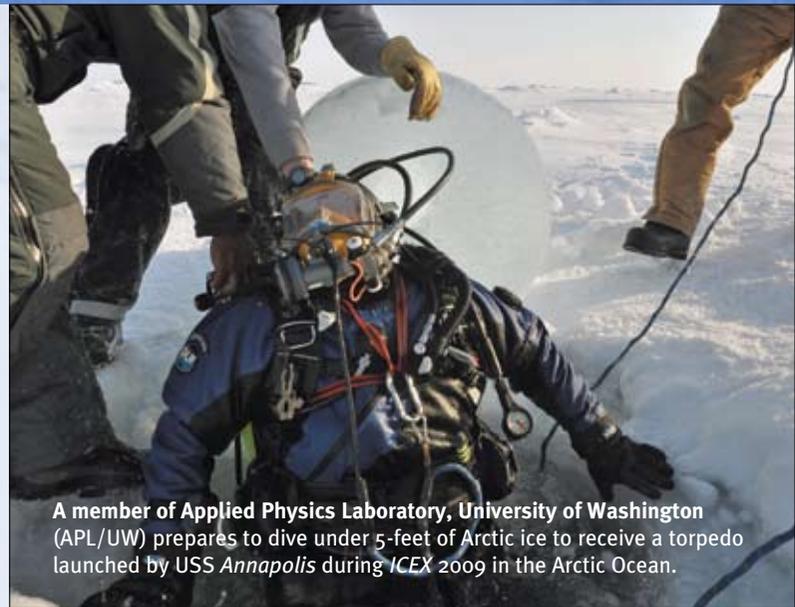
“It’s extremely hard navigating around the ice. We do have special systems on board – sonar systems – that allow us to identify the ice keels that could draft up to 110 feet below the surface,” Garcia said. “We’ve had to train up here recently on how to execute and employ that system so that we can identify



▲ Personnel from Applied Physics Lab Ice Station prepare to mine ice to bring back fresh water to the camp. Due to the extreme salt content of the water, ice mines, which are pockets of older ice where the salt has leached out over time leaving fresh water is a necessity to support the ice camp. With the support from the Applied Physics Laboratory, University of Washington, *ICEX* 2009 enables the submarine force to operate and train in the challenging and unique environment that characterizes the Arctic region.



Hector Castillo, of Arctic Submarine Laboratory, stands watch as an assistant range safety officer during ITEX 2009.



A member of Applied Physics Laboratory, University of Washington (APL/UW) prepares to dive under 5-feet of Arctic ice to receive a torpedo launched by USS *Annapolis* during ITEX 2009 in the Arctic Ocean.

the keels early enough so that we can turn the ship and not collide.”

Garcia said that operating in an open water environment gives Sailors more leeway on their exact positioning. Operating during ITEX '09, under the compact Arctic Ocean ice, was much more unusual.

“We are currently at 350 feet and it’s extremely different. When we handle the ship under the ice we have to be dead on with respect to our depth and our ship’s angle,” Garcia explained. “Normally, you can relax your depth band by about 10 feet. But while we are under the ice we’ve got to maintain the ship at the ordered depth and we’ve got to do that with a minimum angle of the ship. We want to keep the angle of the ship right at 0 degrees.”

One of the highlights of ITEX '09 was when the submarines practiced surfacing, or broke through the ice. Hover explained why it was imperative for Sailors to be able to surface in that environment. He said prior to the exercise, the procedures, operations and training the crew received was mostly for open-ocean navigation. ITEX '09 gave them the opportunity to experience what it’s like to be outside their standard operating environment.

“Having an avenue to get to the surface is kind of our life blood, our lifeline, to get communications on and off the ship, to get tasking of feedback of things we are doing. And when we’re underneath the ice, it hampers our

ability to communicate back home and also to receive information,” Hover said.

“We have no ability to come to periscope depth; we have no ability to surface the ship and use all of our means of communication, so maintaining communications is necessary and to do that, we have to surface through the ice to raise our mast and antennas to transit information off the ship.”

For the submarines to surface, and perform their many other functions while underway, they relied heavily on the “command hut” at APLIS. Camp personnel monitored every movement of the submarines using an acoustic tracking range. They used underwater communications that assisted the submarine in its positioning relative to the camp sensors, coordinated the submarines’ test activities with the personnel on the ice, and directed the *Annapolis* and *Helena* to areas of thinner ice when it was time for them to surface. Capt. Gregory Ott, deputy director of submarine operations, Commander Submarine Force, Norfolk, was the officer in tactical command of APLIS, was in charge of the overall camp and the operation of the submarines, as well as the logistics camp back in Prudhoe Bay, Alaska. He stressed the importance of the command hut and the value APLIS brought to the overall ITEX mission.

“I learned something new every day up here – everything from the environment of the Arctic to how you make a camp like this go

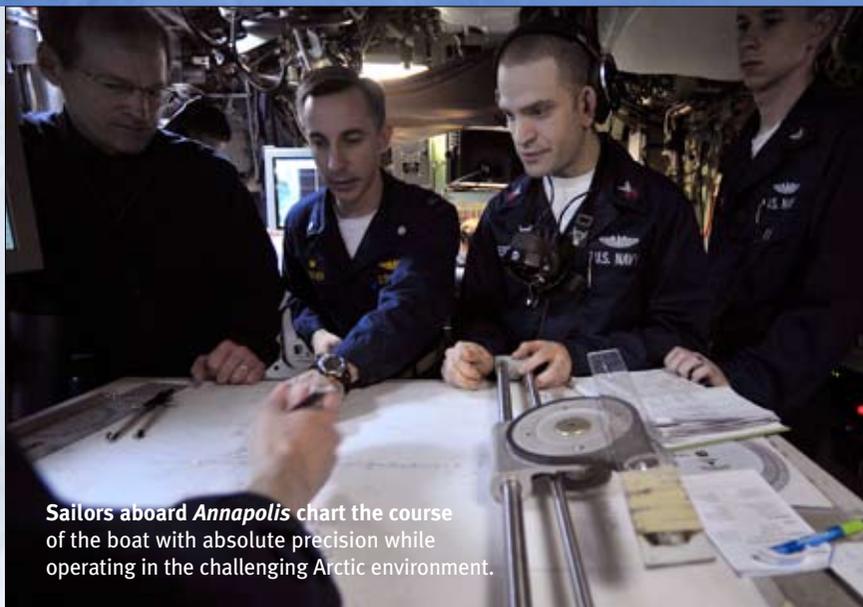
–from mining ice, to how do you get a torpedo out of the water after we’re done shooting it? It’s pretty amazing,” Ott said. “I think the level of expertise [of our partners from APL] is another thing I see that is so important.”

Integration and interoperability were a major factor in ITEX '09. So many organizations came together to make the exercise a success. APL-UW, Arctic Submarine Laboratory (ASL), NPS, NUWC and various U.S. Navy submarine commands. In addition, two coalition partners from the Royal Navy supported the testing.

Not only was this exercise an example of integration and interoperability, it was also a prime example of how the Navy is preparing its people – another priority of the maritime strategy. The submariners test their skills, operational abilities and weapons systems while in the challenging Arctic environment.

“We have the latest fire control and latest sonar systems. We’re doing a lot of testing of those systems which will aid the submarine force in the future when they bring other submarines to operate in this area – they’ll be able to learn from the things we’ve seen and put the system through – the throes of the environment through various line-ups, and various settings to figure out the best settings,” Hover said. “Strategically, it gives us the ability to test our weapons up here and to determine their performance in the cold weather and the Arctic ice.”

The information that the Navy and its



Sailors aboard *Annapolis* chart the course of the boat with absolute precision while operating in the challenging Arctic environment.



A helicopter pulls a recovered torpedo through a hole in the ice after being fired from one of the submarines participating in *ITEX* 2009.

partners collected during *ITEX* '09 contributes to the entire fleet. The research and testing that *ASL*, *Annapolis*, *Helena* and the other components gathered are essential to the maritime domain.

"Submarines help out all the carriers, we're their protectors, so if we can dominate worldwide, especially under the Arctic, then that will be good for the whole fleet," said Sonar Technician 1st Class (SS) Jose Gutierrez, who was at *APLIS* supporting his shipmates. "There's no word for it [being in the Arctic]. We're in the middle of nowhere, but we have all this stuff going on, we're retrieving torpedoes and conducting all kinds of scientific experiments – it's awe inspiring."

ETC(SS) Phillip Adams is on his fifth trip to the Arctic aboard a submarine. He said he enjoys going back to share his experience with Sailors who have not been to the Arctic before. He also knows how vital *ITEX* is to the Navy.

"Not many platforms can go where we can go. With the intelligence we can collect, we can give that to other communities and they can learn from the data that we've accumulated," Adams said.

Garcia said that *ITEX* is the maritime strategy in action. While his shipmates are out and about doing their work every day, he wanted them to rest assured that even the farthest places on the globe are covered.

"The biggest take away for the rest of the service is that they can identify that we truly are a global Navy, even though a surface ship can't come up where we're at right now, that they know that our nation has got the globe covered – whether it's on the sea, air or land – we've got it on the North Pole," Garcia said.

The Sailors who participated in the exercise said that it was an amazing training experience as well as a personal one.

"Only a handful of people compared to the population of the planet can actually say they have been to the Arctic Circle. Even fewer can say they've been underneath it and broken through the ice in a submarine. That's something very, very cool we get to do; very few people get to do it," said Machinist's Mate 2nd Class (SS) Paul Andrew Scharf. 

Blowers and Vanderwyst are assigned to the Office of the Chief of Naval Operations, Washington, D.C.

Sub-Zero Sailors

Operation

Medical Outreach

Story by MC1 Matt Grills, photos by Grills and Air Force Senior Airman Christopher Griffin

Western Alaska boasts some of the world's most difficult terrain, remote and rugged. Moose, caribou, brown bears, black bears, wolves and musk ox roam a vast wilderness, where the Yukon and Kuskokwim Rivers slowly wind their way through the tundra and empty into the frigid waters of the Bering Sea.



Sgt. 1st Class James Morris of the 1st/207 Aviation Regiment prepares to tow a *Black Hawk* helicopter that will transport an Army Veterinary Corps team to the village of Alakanuk, Alaska.

Arctic Care '09

in America's Last Frontier



The region has almost no roads. For the 25,000 Yup'ik Eskimos and other people living in the port city of Bethel, Alaska, and 55 distant villages, travel is limited to bush planes, boats, and in the winter, snowmobiles. During the coldest months of the year, rapidly changing weather conditions include freezing rain, ice and subzero temperatures as low as -25 degrees F. Winds can get as high as 60 miles per hour.

In this challenging environment, military members conducted Operation *Arctic Care '09*, a joint exercise that, since 1995, has tested the ability of Navy, Marine Corps, Army, Air Force and Army National Guard members – both active duty and Reserve – to deploy and operate as one team in a harsh environment. *Arctic Care* is meant to simulate medical outreach operations in time of crisis, conflict or disaster.

“*Arctic Care '09* was a tremendous learning experience for all of us, working side by side with the other service branches to provide the best care possible to the region,” said Capt. Patty Reisdorfer, the exercise’s lead planner.

The exercise is also a medical outreach, offering no-cost health care and veterinary support to underserved native communities across Alaska. Villages do have health clinics, but getting an appointment with a doctor, dentist or other specialist often requires flying to the nearest large city or even into Anchorage. Veterinary services are practically nonexistent.

Each year, *Arctic Care* rotates to a different area of the state; Bristol Bay, Kodiak, Kotzebue, Nome and the interior are among the cities and regions that have benefited from it.



▲ Cmdr. Nancy Moya of Pueblo, Colo., attached to Operational Health Support Unit Bremerton Det. P, checks Carole Alexie's heartbeat at a health clinic in Mountain Village, Alaska.

This year, the Navy took the lead in planning and execution of *Arctic Care*, which is sponsored by the Innovative Readiness Training program under the Office of the Assistant Secretary of Defense for Reserve Affairs. Nearly 200 military health-care providers volunteered for the operation, bringing their equipment and expertise to the Yukon-Kuskokwim Delta.

In little more than a week, *Arctic Care '09* teams saw 3,503 patients in 10 villages and Bethel.



▲ Army Sgt. Shirley Grant, left, of Beaufort, S.C., and Army Capt. Amy Clark of Anchorage, Alaska, both from the Army's Southern California District Veterinary Command, locate the village of Alakanuk on a map as they prepare for this year's Operation *Arctic Care*.

▲ HM2 Chris Lutton of Simi Valley, Calif., attached to the 4th Marine Division, Weapons Company 223, checks Martha Wasky's blood pressure at a health clinic in Mountain Village, Alaska.

The mission "footprint" actually began in January, when two Marine Corps electricians and one Air Force biomedical technician traveled to Western Alaska and installed wiring connections for video conferencing at local clinics, Reisdorfer said. The hook-ups made it possible for the exercise's 11 designated villages to communicate with the *Arctic Care* '09 command cell at the Yukon-Kuskokwim Health Corporation in Bethel. The advance team didn't stop there, and wired clinics in additional villages for a total of 33.

By March, mixed teams of doctors, dentists and optometrists began deploying to 15 villages, where they treated patients during the day and slept in schools at night.

"We sleep together; we eat together, so we've gotten to know each other well," said Marine Corps Capt. Cynthia Heins, commanding officer of Operational Health Support Unit Headquarters Camp Pendleton, Calif., the exercise's host. She spent a week practicing medicine in Kwethluk, a village of 730.

At the local clinic, she treated an assortment of cases, ranging from a broken finger and an ear infection to hypertension and congestive heart failure. Down the hall, an Air Force optometrist and optometry technician conducted eye exams. In the next room, a Navy dentist and an Air Force dental tech did teeth cleanings, fillings and extractions.

"I love being part of joint exercises because I

like getting to know the other services," Heins said. "These types of experiences teach us how to work as a well-oiled machine in the event that we have to go someplace quickly."

The Kwethluk team also connected with the villagers they came to help. From the minute Heins' team arrived via helicopter, they felt welcome, she said.

"All the kids were waiting at the edge of the runway. They came up and grabbed my hands, wanting to show us to the school. Everyone was waving as they went by on their snowmobiles. The local priest came out to greet us, and said thanks for helping. The teachers got together and threw us a spaghetti dinner. Folks greeted us with open arms."

In Mountain Village, Hospital Corpsman 2nd Class Chris Lutton of the 4th Marine Division made fast friends with the school's kindergarten through 12th-grade students, sharing breakfast and lunch with them every day. They had all kinds of questions: "Why are you in the military?" "What's it like?" "How does an MRE taste?"

"We talked with them about career paths, what we do in the Navy, what we do in our civilian jobs and emphasized staying in school," said Lutton, a paramedic and firefighter from Southern California.

Besides CPR classes, Lutton and other medics taught topics such as nutrition and healthy eating; hygiene and infection control,

self esteem and suicide prevention.

"We all took a briefing we're familiar with," explained Air Force Tech Sgt. LeTroy Mays of the 445th Aerospace Medicine Squadron, who said *Arctic Care* taught him quite a bit, too. "I set broken bones, did lab draws, helped people with preventative care – this is one of the best trainings I've done."

Villagers were especially eager to see veterinarians. Dog bites are a leading cause of injury in the Yukon-Kuskokwim Delta. Every year, bites and maulings cause dozens of injuries and hospitalizations – sometimes even death. Children are usually victims of these attacks.

Teams from the Army's Alaska District Veterinary Command at Fort Wainwright visited nine villages and vaccinated 2,991 animals, mostly dogs. They also spayed and neutered 77 animals at pet owners' requests.

"We encourage people to have their animals spayed or neutered," Staff Sgt. Christiana Ramos said. "Some do; others are not too keen on it, but they definitely want to have the vaccinations."

The exercise's "heartbeat," Reisdorfer said, is the Alaska Army National Guard, which transports teams by UH-60 *Black Hawk* helicopters. Poor visibility plagued the start of this year's mission, making it a challenge to get the first few flights out on time, but adding to the realism of the exercise.

Arctic Care '09 covered an area the size of



▲ A dentist rinses out the mouth of Dylan Sergie, a 2-year-old Alaskan native, after he had two cavities filled at a health clinic in Kwethluk, Alaska.

North Dakota and South Dakota combined. Army Capt. Todd Miller, commander of Bravo Company 1/207th Aviation, said the challenge for his pilots was a winter landscape without much contrast.

“When the snow moves in, it’s all tundra,” Miller said. “There’s not much to look at, and that’s what you’re dependent on. The brush is what tells you where you are over the ground. If you end up navigating your way over a good-sized lake and hit nothing but white snow, you can’t tell if you’re at 10 feet or 100 feet.”

The weather forced Miller’s crews to think on their feet, occasionally scrubbing a mission and hastily rescheduling others when conditions cleared up.

“They practiced safety every step of the way,” Reisdorfer said.

Not every *Arctic Care* ’09 team traveled to villages. In Bethel, the Naval Ophthalmic Support and Training Activity produced 610 pairs of eyeglasses. From the villages, optometrists called in patients’ prescriptions, and Hospitalman Derek Gaudin and Army Spc. Thomas Cochran ground lenses and fit them to frames.

“Many of these people aren’t fortunate enough to have the amenities we take for granted,” Gaudin said. “It’s cool to know we’re able to help them in this way.”

As lead service, the Navy also provided colonoscopy and pediatric oral surgery teams to augment staff at the Yukon-Kuskokwim Delta Regional Hospital in Bethel, along with an audiologist, a mental-health clinician, a physical therapist, an emergency-room physician and an obstetrician/gynecologist.

Cmdr. Sandra Bierling, an obstetrician/gynecologist assigned to Operational Health Support Unit Bremerton Detachment P, spent weekends covering labor and delivery. She

delivered some babies, and was able to relieve, for a few days, Bethel’s only two doctors to carry a high-risk pregnancy pager.

At the walk-in Yukon-Kuskokwim Dental Clinic, Cmdr. David Greenman extracted impacted wisdom teeth and removed tissue lesions. An oral surgeon assigned to Operational Health Support Unit Portsmouth Detachment A, Norfolk, he said many patients had waited years for the procedures rather than fly to Anchorage.

“Each year *Arctic Care* just gets better and better, because we bring in new resources,” said Navy Capt. Karen Trueblood, who oversees the Innovative Readiness Training program at the Pentagon. She considers it great preparation for overseas deployments.

“Everyone here knows their medical profession quite well,” Trueblood said. “What they don’t know, really, is how to go into a strange location with no prior experience, learn to get along with the community, what to do when you’re not in a hospital clinic like in the lower 48. You have to improvise here. Weather becomes a factor. Logistics become a factor. You’re not in your comfort zone.

“The Office of the Secretary of Defense where *Arctic Care* resides says it’s one of their best programs running. This is the first time the Navy’s been involved to this extent, and it’s just done a great job. This is how we go to war now; we fight as one,” she said. ❏

Grills is assigned to Navy Public Affairs Support Element, East Reserve.



◀ HN Derek Gaudin of Baton Rouge, La., an optical laboratory specialist with the Naval Ophthalmic Support and Training Activity, conducts a quality assurance test on a pair of glasses in Bethel, Alaska.

This Just In

Bataan Deploys With MV-22 Ospreys

Sailors and Marines aboard USS Bataan (LHD 5) made history recently as the first ship to deploy with the MV-22B Osprey in an amphibious environment.

Bataan embarked Marine Medium Tiltrotor Squadron 263 with a complement of 10 *Ospreys*, providing increased flexibility over the CH-46E *Sea Knight* and CH-46D *Sea Stallion* in their ability to transfer equipment and troops from ship to shore.

The *Sea Knight* and *Sea Stallion* have been in service for more than 40 years, and they continue to provide support to the fleet. But the *Osprey* brings greater range, lift capacity, speeds and the ability to conduct aerial refueling.

The *Osprey* is a tilt-rotor vertical, short take-off and landing (VSTOL) aircraft. The aircraft has two large three-blade propellers, allowing it to take off vertically, much like the helicopters it will replace. It then has the ability to transform in mid-air and use its large turboprop engine and transmission to

fly like a plane.

In early 2005, *Bataan* started training and testing the MV-22. During the past four years, a full team came together to prepare the ship and her crew for this historical deployment. The crew has trained in several technical areas, such as airframes, hydraulics and avionics, electrical systems, maintenance control and most importantly training the flight crew attached to VMM-263.

"I'm eager to get to work after completing my training, and I'm looking forward to becoming completely operational. We all are striving to overcome all our challenges on board to become experts and execute our missions," said Marine Corps Staff Sgt. Michael E. Aguilar, VMM-263 crew chief, from San Antonio.

Still a fairly new aircraft in terms of operating aboard Navy ships, *Bataan* uses civilian contractors to assist with unpredictable repair challenges as well as training to help the 22nd Marine Expeditionary Unit (MEU) gain more knowledge of the unconventional *Osprey*.

"Even though we are here to assist and train the Marines on the technical difficulties they might face, their ability to respond and repair shows their high level of knowledge on the craft," said Butch Smith, MV-22B engine technical representative from Rolls-Royce.

Ospreys from VMM-263 previously performed more than 3,000 sorties and logged more than 5,000 flight hours in 2007, completing missions in support of Operation *Iraqi Freedom* while operating from Al Asad Airbase in Iraq.

"The MV-22 is a valuable asset for the Marines, and I love seeing it in action," said Staff Sgt. Eric Woody, an avionics mechanic for the MEU. "I know that the job I do assists in putting the *Osprey* in the air." 

Story courtesy of USS Bataan (LHD 5).



Photo by MC3 Patrick Gearhiser

▲ A V-22 *Osprey* aircraft from Marine Medium Tiltrotor Squadron 263 conducts landing qualifications aboard USS *Bataan* (LHD 5) during routine operations in the Atlantic Ocean.



▲ Sailors man USS *Stockdale* (DDG-106) as the ship is commissioned at Naval Base Ventura County Port Hueneme.

Navy Welcomes New Additions to the Fleet

Stories compiled by MC2(SW) Elizabeth Vlahos

“Man our ship and bring her to life!”

With these words, the Navy opened two new chapters in its illustrious history with the recent commissioning of two new *Arleigh Burke*-class destroyers, USS *Stockdale* (DDG 106) and USS *Truxtun* (DDG 103).

These destroyers are able to conduct a variety of operations, from peacetime presence and crisis management to sea control and power projection. They can also fight air, surface and subsurface battles simultaneously and contain myriad offensive and defensive weapons designed to apply maritime power to protect U.S. vital interests in an increasingly interconnected and uncertain world.

Stockdale, commissioned at Naval Base Ventura County, Port Hueneme, Calif., is the first ship to be named in honor of the late Adm. James Bond Stockdale, one of the Navy’s greatest heroes and most decorated officers. Stockdale earned the Medal of Honor after spending 7.5 years as a prisoner of war in Vietnam. He was also awarded the Navy Distinguished Service Medal, the Silver Star, the Legion of Merit, the Distinguished Flying Cross, the Bronze Star, the Purple Heart, the Air Medal and the POW Medal.

He became the highest ranked naval officer to be held as a POW when he was shot down over enemy territory. While imprisoned, he was often tortured and beaten. To prevent his captives from using him as propaganda,

Stockdale slit his scalp and beat himself with a chair; he also slashed his wrists to show that he preferred death to submission.

“James Stockdale is a true American hero,” said Ross Perot, one of the guest speakers for *Stockdale*’s commissioning ceremony. “Admiral Stockdale’s life can be defined by these words - patriot, guardian of our freedom, combat fighter, scholar, hero, fearless, brilliant, modest, an outstanding leader, a man of excellent integrity, outstanding husband and father and a role model for our nation.”

Truxtun, commissioned at Naval Weapons Station Charleston, S.C., honors Commodore Thomas Truxtun (1755-1822) who embarked upon a seafaring career at age 12. When the U.S. Navy was initially organized, he was selected as one of its first six captains on June 4, 1798. He was assigned command of USS *Constellation*, one of the nation’s new frigates. Truxtun put to sea to prosecute the undeclared naval war or quasi-war with revolutionary France. On Feb. 9, 1799, *Truxtun* achieved one of his most famous victories when *Constellation* battered the French warship *L’Insurgente* into submission in one of the most illustrious battles of the campaign.

The newest ship in the fleet shares her namesake with five previous Navy ships, and her plank owners of *Truxtun* will share her great naval history.

“This crew will be close for the rest of their lives,” said Chief of Naval Operations Adm. Gary Roughead, who spoke at *Truxtun*’s commissioning ceremony. “The things that

they have had to do, the effort they have put into building this ship, preparing this ship for where it is today, [is] something that’s brought them together in ways that ship crews don’t normally have the opportunity to do.

“I had the privilege of putting an *Arleigh Burke* destroyer into commission in my younger days, and I know what’s ahead, there is a lot of hard work, a lot of challenges, but there is also going to be tremendous satisfaction.”

Vlahos is assigned to Defense Media Activity – Anacostia, Washington, D.C.

USS *Chinook* (PC 9) Makes First Overnight U.S. Ship Visit to Iraq

USS *Chinook* (PC 9) recently departed Umm Qasr, Iraq, marking the first overnight port visit to Iraq by a U.S. ship.

“The U.S. Navy has operated in the region for more than 60 years, and *Chinook*’s visit marks the first time a U.S. ship has remained overnight in Iraq; that’s extremely significant,” said Rear Adm. T.C. Cropper, deputy commander, U.S. Naval Forces Central Command (NAVCENT).

Continued on page 34



Photo by Lt. Owen Morrissey

▲ Senior Iraqi officers greet Lt. Allen Maxwell, commanding officer of USS *Chinook* (PC 9), during the first overnight port visit to Umm Qasr, Iraq, by a U.S. Navy ship.

“*Chinook*’s visit exemplifies the great confidence we have in our Iraqi partners and reflects the excellent improvements in security that they have achieved. It also demonstrates our commitment and partnership with the Government of Iraq, its people and the Iraqi Navy.”

While in port, the ship’s crew members were able to participate in friendship-building activities with several senior Iraqi officers as well as conduct a logistics’ replenishment, where the ship took on fuel and other various supplies.

“This is an important day for us and for Iraq,” said Lt. Allen Maxwell, *Chinook*’s commanding officer.

“Our visit gave us a chance to interact with senior Iraqi Navy leadership and further enhance cooperation with the Iraqi Navy and Marines. Today was an extraordinary opportunity, and I am proud to have made a positive difference in Iraq’s future.”

USCGC *Aquidneck*’s (WPB 1309) daylight-only port visit to Umm Qasr Dec. 15, 2008, marked the last visit by a U.S. ship to the Iraqi port. Cropper was pierside for *Chinook*’s arrival to Umm Qasr and said he hopes more coalition ships will visit the Iraqi port in the months and years to come.

“Visits like this are important because they help reinforce the strong ties that already exist between our two navies,” said Cmdr. Thomas Cawley, NAVCENT’s country engagement officer to Iraq.

Coalition maritime forces in the North Arabian Gulf maintain a naval and air presence to safeguard the region’s vital links to the global economy. These key maritime infrastructure nodes are the foundation for the region’s economic growth, stability and prosperity as well as significantly impact the global economy.

“Our forces are here to foster security and cooperation in the region and conduct operations that contribute to peace and stability,” said Cropper. “U.S. and coalition forces provide the assurance of security and stability that enables the economic development and growing prosperity throughout this region.”

Story by Lt. Nathan Christensen, U.S. Naval Forces Central Command, Umm Qasr, Iraq.

Electronic Attack Squadron Returns from Afghanistan

Electronic Attack Squadron (VAQ) 133 recently returned from a six-month deployment to Afghanistan in support of Operation *Enduring Freedom*.

“The Wizards” of VAQ-133 reported to Bagram Airfield with 180 Sailors for the 175-day deployment.

“This is my second deployment within about a 14-month period, and most of the people in the squadron are in that same turnaround, so we went back to a mission we had done before and were all familiar with,” said Cmdr. John Ward, VAQ-133 commanding officer. “We knew what we were getting into and had the right attitude.”

The Wizards maintained a 100 percent mission accomplishment rate during the deployment, conducting 550 sorties, logging approximately 1,800 total combat hours through the combined efforts of their maintainers and air crews.

“It was great. Everybody performed just like they were supposed to, and teamwork was outstanding,” said Senior Chief Aviation Machinist’s Mate (AW) Jimmy Flores, VAQ-133 command senior chief. “We had no problems on the maintenance side of the house. Their conduct was great and morale is high.”

“I’m going to go out on a limb and say this is the best maintenance department in naval aviation. We didn’t miss a single sortie,

and we had good ‘up and safe’ jets the whole deployment,” added Ward.

VAQ-133 made an impression both on- and off-duty while standing 12-hour shifts, providing electronic attack support to combatant commanders and troops on the ground, and volunteering at the local Bagram Airfield Hospital.

“I have some folks that like to use their free time in a manner that helps out the locals. There was always work to be done at the hospital; it’s the biggest in Afghanistan,” said Ward. “Working every day for the squadron and the mission and then finding time while they’re off duty to help out local nationals who are in the hospital - I’m very proud of them.”

The Wizards also had multiple distinguished visitors during their tour, and the support shown by these visits cemented the squadron members’ belief in their contributions being appreciated.

“It’s nice to feel appreciated and wanted. Every visitor would ask how the squadron was doing, what we needed, and how morale and the troops were,” said Ward. “Being a Navy squadron in Bagram is not like a typical Navy squadron; most squadrons are on ships. Being in that focus and that level of mission readiness with ground forces and then having all the senior leaders come out and appreciate it, made me, and everyone between me and my young airmen, proud. They notice us and the great work we’re doing.”

Story and photo by MC2 Tucker M. Yates, Navy Public Affairs Support Element West, Det. Northwest, Oak Harbor, Wash.



▲ Lt. Cmdr. Ariel Klein, from Norwood, N.J. assigned to Electronic Attack Squadron 133, is greeted by his wife and daughter upon his return to Naval Air Station Whidbey Island, Wash., after a six-month deployment to Bagram Airfield, Afghanistan, in support of Operation *Enduring Freedom*.

NAVSEA Eliminates CFC Refrigerants on Aircraft Carriers

All U.S. Navy aircraft carriers are now chlorofluorocarbon (CFC)-free.

Naval Sea Systems Command (NAVSEA)’s Shipboard Ozone Depleting Substances (ODS) Elimination Program recently marked a major environmental milestone with the elimination of the final ozone depleting CFC refrigerants aboard USS *Carl Vinson* (CVN 70).

“NAVSEA is eliminating these CFC refrigerants because they deplete the earth’s protective ozone layer which screens out potentially harmful radiation from the sun,” said Gregory Toms, NAVSEA ODS



▲ Tugboats assist USS *Carl Vinson* (CVN 70) as she transits down the James River while moving from dry dock to a nearby pier in Newport News, Va., where she is undergoing her scheduled refueling complex overhaul – at Northrop Grumman Newport News shipyard. This will prepare the aircraft carrier for another 25 years of service.

elimination program manager.

Currently, *Carl Vinson* is nearing completion of a refueling complex overhaul.

When the ship returns to the fleet later this year, it will have 10 air-conditioning plants and five refrigeration plants that have been converted from CFC refrigerants to non-ozone depleting hydrofluorocarbon (HFC) refrigerants.

Carl Vinson joins the other eight CVNs built prior to USS *Ronald Reagan* (CVN 76) that have now all been converted to ozone-friendly refrigerants. Starting with *Ronald Reagan*, all new aircraft carriers are built without CFC refrigerants.

“The primary purpose of these CVN refrigerant conversions was to eliminate the nearly 1 million pounds of CFC refrigerants that would have otherwise been emitted to the atmosphere over the remaining ships’ service years,” said Toms.

In addition to being ozone depleting substances, these refrigerants are also potent greenhouse gases. Although the HFC refrigerants replacing the CFCs are also greenhouse gases, they have lower global warming potentials which drastically reduce their impact on the earth’s climate. The reduced climate impact from CVN 70’s refrigerant conversions alone are equivalent to

eliminating the greenhouse gas emissions from the burning of more than 38 railcars of coal every year. When all of the carrier refrigerant conversions are accounted for, the annual emission reductions are equivalent to 325 railcars of coal.

The conversions also have several other important operational advantages including reduced acoustic signature, increased cooling capacity in areas of the world with high seawater temperatures, decreased logistics support and training requirements, simplified troubleshooting procedures, and increased reliability. These conversions also support energy and environmental goals to reduce greenhouse gas emissions and increase energy efficiency.

NAVSEA researchers and engineers also worked closely with the original equipment manufacturer to improve the energy efficiency of the air-conditioning plants as part of the conversion process. Using state of the art electronic control systems and compressor improvements, the converted HFC plants are up to 15 percent more energy efficient than they were prior to the conversions.

Another major milestone will be reached in 2010 when all shipboard refrigeration plant conversions are completed. Because the air-conditioning conversions must be completed

during major ship maintenance availabilities these conversions are scheduled to continue through 2017. ❧

*Story courtesy of Naval Sea Systems Command
Office of Corporate Communications,
Washington, D.C.*

New Orleans Sailors Make a Difference in Gulf Coast Communities

Sailors assigned to Naval Support Activity (NSA) New Orleans recently reached a significant milestone when they logged their 5,000th volunteer hour.

Lt. Bryan Purvis, NSA command chaplain, said the total time invested in the community is impressive and that the feat was accomplished in little more than a year.

“The Sailors assigned to this area are doing a great job in giving back to the entire Gulf Coast community,” said Purvis. “All of these Sailors should be commended.

“The chiefs and first classes had done a remarkable job before I got here, but they lacked a central figure to coordinate community outreach,” said Purvis. “They have definitely affected the world around them, making it a better place than how they found it. Their work and good deeds help foster harmony and goodwill in the community.”

Purvis credited a great deal of the program’s success to the variety of volunteer opportunities.

“Many of them worked on projects ranging from Habitat for Humanity to local animal shelters,” said Purvis. “They were focused with only one goal in mind, helping their fellow men and women.”

Chief Master-at-Arms Regina Tyson, NSA security forces leading chief, said that many of the Sailors would volunteer without reporting their service.

“We may have had more hours than what was logged,” said Tyson. “Many times we found out about our Sailors’ off-duty, volunteer work weeks after they completed an assignment. They have always gone out and done work around the region without acknowledgment or even a pat on the back.” ❧

*Story by MC1(AW/SW) Shawn D. Graham, Naval
Air Station Joint Reserve Base New Orleans.*



Shipmates, now is the time to think about disaster readiness. We are heading into a season of highly unpredictable weather, and the attitude of, "Oh, it will never happen to me" is the worst attitude you could have when it comes to your welfare. Disaster can strike at any time with no warning, leaving you vulnerable, seriously injured or worse.

As we've seen in recent years, disaster readiness no longer applies solely to those living in coastal areas. Floridians are not the only ones in the hurricane path, and tornadoes do not discriminate between the Midwest and the Southeast. The best time to put together a plan is NOW – the last second is beyond too late.

Disaster Readiness: No Laughing Matter

Story by MC2(SW) Elizabeth Vlahos

The Basics of Disaster Readiness

When preparing for a possible emergency situation, concentrate first on the basics of survival: fresh water, food, clean air and warmth. These needs must be addressed no matter the nature of the emergency. You should prepare a survival kit with these items *at the bare minimum*:

- Potable water - one gallon of water per person per day for at least three days, for drinking and sanitary purposes;
- Food - at least a three-day supply of non-perishables;
- Battery-powered radio and a NOAA weather radio with tone alert and extra batteries for both;
- Flashlight and extra batteries;
- First-aid kit;
- One whistle, to signal for help;
- One dust mask for each family member, to help filter contaminated air;
- Plastic sheeting and duct tape to shelter-in-place;
- Moist towelettes, garbage bags and plastic ties for personal sanitation;
- Wrench or pliers to turn off utilities;
- Can opener for food, if your kit contains canned food; and

■ Local maps.

Other things you should keep handy include your prescription medications and glasses; your important family documents (insurance policies, identification, bank account records, etc.) in a waterproof, portable container; cash or traveler's checks and change; and emergency reference material (first-aid book or information from the American Red Cross or www.ready.gov).

In addition to a survival kit, you also need a family emergency plan. Your family may not be together in the event of a disaster, so it is important to plan in advance how to contact one another, know how to get back together and what to do in different situations. Here are a few tips to keep in mind:

- It may be easier to make a long-distance phone call than to call across town, so an out-of-town contact may be in a better position to communicate among separated family members.
 - Be sure every member of your family knows the phone number and has coins or a prepaid phone card to call.
- You owe it to yourself and your family to find out what kinds of disasters, both natural and man-made, are most likely to occur in your area and how you will be notified.

Familiarize yourself with the terms that are used to identify a severe weather hazard:

- A severe weather watch means there is a possibility of severe weather in your area.
- A severe weather warning means the severe weather is either occurring or will likely occur soon. Take immediate precautionary action.

Emergency communication methods vary from community to community and radio and TV broadcasts are the most common.

Now that we have the basics of disaster readiness, let's look at how to prepare for certain types of disaster one by one.

Hurricanes

Although hurricanes are forecasted and tracked for several days before they make landfall, you should still plan ahead what to do if you're told to evacuate. Once you get the word to evacuate, don't hesitate.

- Determine where your family will meet, both within and outside of your immediate neighborhood.
- Plan several places you could go in an emergency, a friend's home in another town, a motel or public shelter.
- If you have a car, keep the tank at least half full at all times in case you need to

Something to Think About

evacuate. If you do not have a car, plan alternate means of evacuating.

- Take your emergency supply kit.
- Take your pets with you, but understand that only service animals may be permitted in public shelters. Have a plan for caring for your pets in an emergency.

Thunderstorms

Don't be so quick to dismiss thunderstorms, as they produce lightning and have the potential for danger. In the United States, lightning kills 300 people and injures 80 on average, each year; the dangers of a thunderstorm can also include tornadoes, strong winds, hail, wildfires and flash flooding, which is responsible for more fatalities than any other thunderstorm-related hazard.

Most lightning deaths and injuries occur when people are caught outdoors in the summer months during the afternoon and evening. Take the following precautions to reduce your risk of such an unsavory fate:

- Remove dead or rotting trees and branches that could fall and cause injury or damage during a severe thunderstorm.
- Secure outdoor objects that could blow away or cause damage.

Tornadoes

If you hear one coming, it's already too late. Tornadoes can appear suddenly without warning and can be invisible until dust and debris are picked up or a funnel cloud appears. Planning and practicing specifically how and where to take shelter is a matter of survival, so be prepared to act quickly.

- Determine in advance where to take shelter in case of a tornado warning. Storm cellars or basements provide the best protection. If underground shelter is not available, go into an interior room or hallway on the lowest floor possible. This also applies in a high-rise building.
- Stay away from windows, doors and outside walls. Go to the center of the room. Corners attract debris, so stay clear of them as well.
- A tornado will destroy a vehicle, trailer or mobile home will not stand up to a tornado. Go quickly to a building with a strong foundation, if you can.
- If you can't find shelter, lie flat in a ditch or other low-lying area. Do not get under an overpass or bridge; you are safer in a low, flat location.

One last thing: wherever you seek shelter, stay there until the danger has passed.

Floods

Flooding can happen anywhere. Some floods develop slowly during an extended period of rain, or in a warming trend following a heavy snow. Flash floods can occur quickly, even without any visible signs of rain. Follow these guidelines to keep yourself above the water:

- Review your area's flood zones and identify where your house is in relation to them.
- Safeguard your home and possessions with flood insurance. Property insurance does not typically cover flood damage.
- Elevate the furnace, water heater and electric panel in your home if you live in an area that has a high flood risk.
- If you can, construct barriers to stop floodwater from entering the building and seal walls in basements with waterproofing compounds.
- Property insurance does not typically cover flood damage. Talk to your insurance provider about your policy and consider if you need additional coverage.

For more information about floods and how to prepare your family and property, visit www.floodsmart.gov.

Earthquakes

Forty-five states and territories throughout the United States are at moderate to high risk for earthquakes, including the New Madrid fault line in the Central United States. Since it is impossible to predict an earthquake, it is important that you and your family are prepared ahead of time. In addition to basic disaster preparedness, take the following preventive measures around your home:

- Secure your house for sudden shifts by fastening shelves securely to walls and checking on how wall and ceiling fixtures are secured. Store large, heavy or breakable objects on lower shelves or in closed cabinets.
- Hang heavy items such as pictures and mirrors away from beds, couches and anywhere people sit.
- Repair defective electrical wiring and leaky gas connections.
- Identify "safe places" indoors and outdoors, like under sturdy furniture or against an inside wall, away from where glass could shatter around windows,

mirrors, pictures or where heavy bookcases or other heavy furniture could fall over.

Brush Fires and Wildfires

Summer means drier weather, which increases the risk of brush fires. An average of 1.2 million acres of U.S. woodland burn every year, and more than four out of every five wildfires are caused by people. If you live in a locale surrounded by plants and other vegetation that can easily catch fire, you need to be especially vigilant.

The same measures involved in planning for hurricanes evacuation apply for wildfire evacuations. In addition, the following measures can provide a certain degree of protection to your home in a wildfire.

- Select materials and plants for your landscaping that can help contain fire rather than fuel it.
- Use fire resistant or non-combustible materials on the roof and exterior structure of the dwelling. Treat wood or combustible material used in roofs, siding, decking or trim with UL[®]-approved fire-retardant chemicals.
- Remove vines from the walls of your home.
- Store gasoline, oily rags and other flammable materials in approved safety cans. Place cans in a safe location away from the base of buildings.

Help the Navy Help You in a Disaster

The Navy Family Accountability and Assessment System (NFAAS) is a standardized method for the navy to account, assess, manage and monitor the recovery process for personnel and their families affected and/or scattered by a widespread catastrophic event.

It is important that you update your contact information with your command, Defense Enrollment Eligibility Reporting System or NFAAS so the Navy can address your needs.

For questions or to provide personnel accountability by phone, contact the Navy Personnel Customer Service Center at (877) 414-5358 or (866) 827-5672.

For more information on disaster readiness, go to www.ready.gov, or the American Red Cross website at www.redcross.org.

Stay safe! 

Vlahos is assigned to Defense Media Activity – Anacostia, Washington, D.C.

Camp Stone Gets First "Navy"

FIRST SERGEANT

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

Navy Aviation Warfare Specialist (NAC/AW) Senior Chief Ernest C. Edwards of Belle Glade, Fla., recently became the first Navy first sergeant at Forward Operating Base (FOB) Camp Stone Herat, Afghanistan, a position normally filled by U.S. Army senior enlisted personnel.

"I am just like any other 23 year-old," Minkel said. He enjoys going out with friends, having fun and says he never passes on the opportunity to play golf. "If I have time to play ... I will."

But, to one little boy, whom he has never even met, Minkel just might be a hero. In February this year Minkel became a bone marrow donor to a 4 year-old boy with a rare and life-threatening illness.

Minkel grew up in Redwood Falls, Minn., where he said one doesn't see many strange faces. Everyone knows each other there. The small-town life he enjoyed as a kid was pretty simple. And, like many young men do after high school, he smelled adventure in the air and joined the Navy to see the world.

While at boot camp he joined the C.W.

Bill Young Department of Defense Marrow Donor Program registry.

"I honestly had forgotten about joining the registry," Minkel

said. "Because, it only took about five minutes to get a [DNA] sample, a painless swab of the cheek."

As an air traffic controller aboard USS *Essex* (LHD 2) his job is to safely get aircraft to land on the ship. So, in some ways Minkel is in the day-to-day business of keeping people alive, yet he remains humble.

Minkel said, that to him, a hero is someone who selflessly helps another, without any regard for themselves. It's having the ability to do what others wish they could.

"Some people say that what I did is heroic, but the ability to help those with an illness, or just anyone with a problem, anyone can do," Minkel said. "Anyone can donate bone marrow."

Minkel's mother Cheryl Donnelly said she felt her son had been searching for something that would bring more meaning into his life, and she had prayed that he would find it, whatever "it" was.

"I think this just may have been that thing he was looking for," Donnelly said.

Minkel said at first, finding out that he was a match for someone caught him off guard, but he quickly decided he would help any way he could.

"I never thought twice about my decision," Minkel said. "There was small child's life at risk."

According to Minkel the doctors considered two methods of recovering his bone marrow. The first is a bone marrow harvest, in which doctors remove bone marrow from the pelvic bone, on the lower back.

The second [which is less painful] involves collecting stem cells from the marrow. The donor takes a medication that causes their marrow to produce more stem cells. As the stem cells move into the blood stream, they can be filtered out intravenously.

"I had the first one done, the doctors picked this procedure as the best one in my case," Minkel said.

Focus on
Service

He said there was some pain involved, but it was well worth it to possibly have saved a life. After surgery, Minkel said the medical staff did everything that they could to keep him comfortable.

Minkel said this has taught him not to take family or loved ones for granted.

“You never know when something may happen,” Minkel said. “It is a great feeling knowing I did everything I could to help. Hopefully now that boy has a bright future.”

Protocol dictates it will be a year after the procedure before he is allowed to exchange personal information with the boy’s family in hopes that they can someday meet.

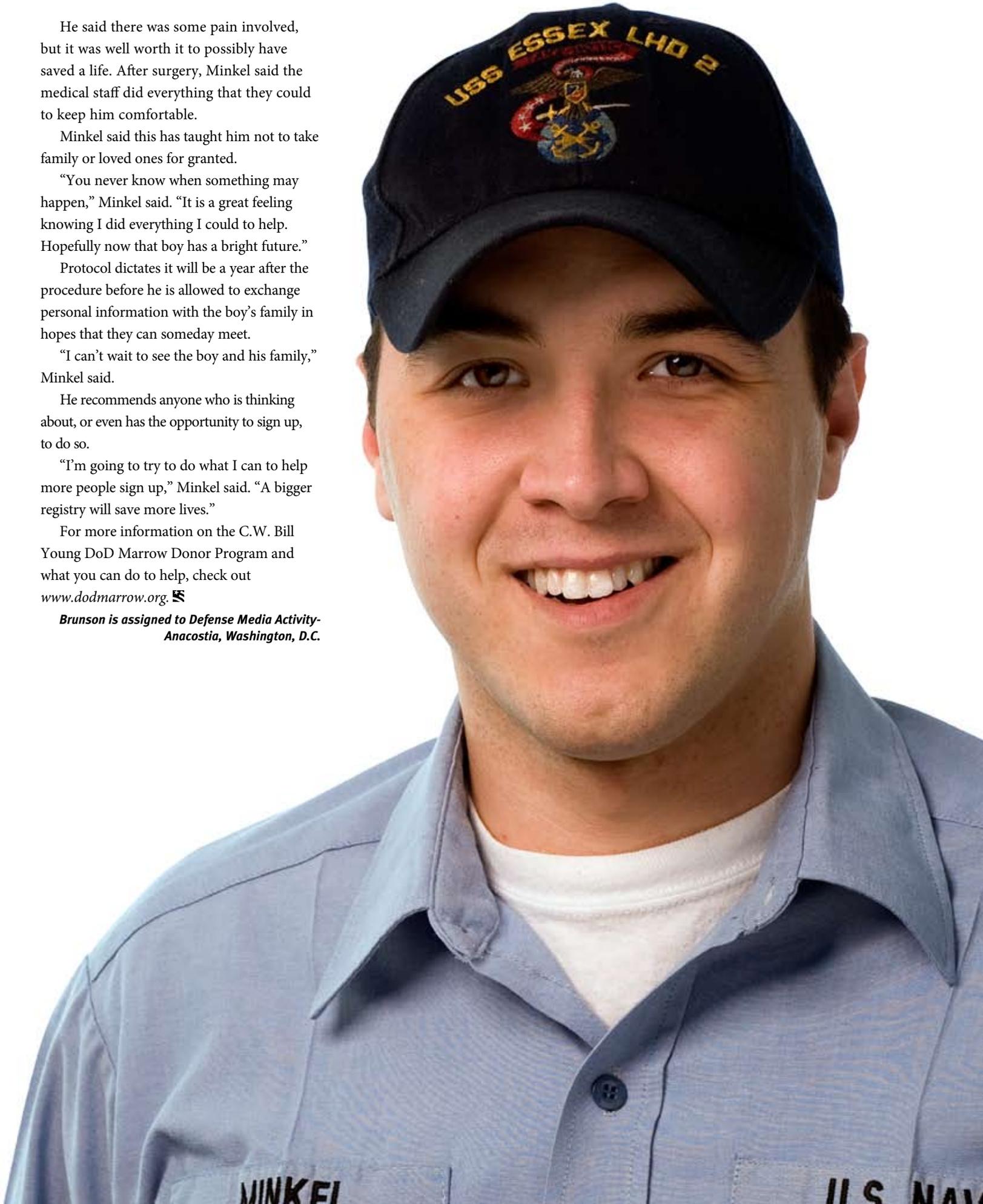
“I can’t wait to see the boy and his family,” Minkel said.

He recommends anyone who is thinking about, or even has the opportunity to sign up, to do so.

“I’m going to try to do what I can to help more people sign up,” Minkel said. “A bigger registry will save more lives.”

For more information on the C.W. Bill Young DoD Marrow Donor Program and what you can do to help, check out www.dodmarrow.org.

***Brunson is assigned to Defense Media Activity-
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Visual History: One Sailor's Account of the battles of Coral Sea and Midway

Throughout the years, much has been said and written about the battles of Coral Sea and especially Midway – the battle that changed the course of the war in the Pacific. But for William (Bill) G. Roy, then a photographer's mate 2nd class, the time to provide his point of view was right there and then: behind the lens of his camera aboard USS *Yorktown* (CV 5).

On May 8, 1942, Roy captured images and footage of the first-ever naval battle conducted with carrier-based aviation with no ship-to-ship contact. During the battle, the Japanese carrier *Shoho* was sunk and the carriers *Shokaku* and *Zuikaku* were damaged. The U.S. carrier USS *Lexington* (CV 2) was sunk and *Yorktown* suffered bomb damage.

"The one bomb that hit the deck went down to the fifth level and killed a repair party," recalled Roy in an interview. "That was really devastating."

As *Yorktown's* photographer Roy shot many pictures and moving images during the Battle of the Coral Sea, including images and film of the sinking of *Lexington*.

A month later, during the Battle of Midway, Japan was dealt a fatal blow – a blow that would turn the course of World War II in favor of the Allies. Roy once again wielded his still and motion picture cameras to record images. Roy's images, now at the National Archives, bear witness to the courage and sacrifice of U.S. forces.

Famous photographs, taken from the signal bridge and flight deck of *Yorktown*, provide an incredible glimpse into the battle that turned the tide of war in the Pacific.

"I stationed myself up in the signal bridge with a 35mm motion picture camera to film the battle," said Roy in his oral history interview.

During the battle, *Yorktown* came under attack by dive bombers and torpedo bombers from the Japanese carrier *Hiryu*. *Yorktown* was struck by two Japanese air-launched torpedoes.

When the order was given to abandon ship, Roy preserved his images of this historic battle by taping up three cans of film and stuffing them under his shirt and life jacket before leaping into the Pacific Ocean. He spent several hours in the sea and assisted with the care of wounded sailors before being taken aboard the destroyer USS *Hammann* (DD 412). Fortunately, his motion picture coverage of the battle survived its lengthy immersion in the ocean.

Roy volunteered to return to *Yorktown* with the salvage party to record the efforts to save CV 5.

"*Hammann* returned us to *Yorktown* early on the morning of June 6, 1942. The first order was to put out the fires in the forward rag locker. It was still burning near the forward bomb and torpedo magazines and the aviation gas storage tanks. We next cut away the

port 5-inch guns. I made photos," Roy recounted.

By mid-afternoon, while *Hammann* was tied up alongside *Yorktown* both ships were struck by torpedoes fired by the Japanese submarine I-168. *Hammann* went down in a few minutes. *Yorktown*, now with large torpedo holes on both sides amidships, floated through the night of June 6, while her escorting destroyers treated injured Sailors, kept watch and unsuccessfully pursued the Japanese submarine I-168.

As dawn approached, it was clear that the carrier was lower in the water with an increasing list. As the sun rose June 7, *Yorktown* rolled over on her port side and sank at the stern.

Roy, forced to abandon his carrier a second time, photographed her as she rolled over and finally slipped beneath the waves.

While his still photographs from Midway are quite famous, his moving images are not as well known and are quite rare. A number of his moving images were shown at the National World War II Museum. The film is so rare that Roy had not seen the images since he shot them on June 4, 1942, until he was shown them during an interview with the museum's assistant director of research.

In July 1953, Roy received a direct commission as a photographic officer. He retired in 1981 as lieutenant commander.

Note: Other photos by Roy can be viewed at www.history.navy.mil/photos/events/wwii-pac/midway/mid-8.htm. 



Photo by Pfc William G. Roy

▲ USS *Yorktown* (CV 5) is hit on the port side, amidships, by a Japanese Type 91 aerial torpedo during the mid-afternoon attack by planes from the Japanese carrier *Hiryu*, June 4, 1942. *Yorktown's* heeling to port indicating that this is the second of the two torpedo hits she received.



A World of Opportunities

Legalman 2nd Class (SW)
Erin Crusan

Individual Augmentee

Story by MC2 (SCW) Brian Coverley

It's a far cry from her hometown of Rock Springs, Wis., but after all was said and done Legalman 2nd Class Erin Crusan had done her part in advancing justice and the rule of law to for the Iraqi nation. For the current staff member of the Recruit Training Command Legal Service Office, her IA experience was an eye-opening, singular journey into wisdom and compassion.

Assigned to Multi-National Forces Iraq (MNF-Iraq); Task Force 134; Detainee Operations from June to December 2008, Crusan brought a much-needed human face to the unit's vital role in determining threats and screening former detainees.

"I was responsible for tracking detainee releases and submitting threat assessment information to the deputy commanding general for the Special Compassionate and Expedited release programs. I also assisted with the preparation and delivery of legal documents to detainees for the Judicial Pledge and Release Program," she said.

These release programs are essential to the multinational force commander's effort to separate hard-core terrorists from reconcilable elements and provide those "reconcilables" the opportunity to constructively rejoined society.

"My current duties are recruit administrative separation processing, and fraud and waiver screening. My job has taught me to be open-minded and to look at things from various perspectives. This was essential in being

able to reason the need for releasing detainees."

Having broken out of her normal Navy routine through her IA assignment, Crusan delved into a different and dynamic environment by integrating herself with the Army, Air Force and Marines to achieve mission. She instantly encountered cultures and philosophies vastly unfamiliar and divergent from what she and most in the United States understood.

"I learned that you can take a situation that is highly stressful, in a place and in living conditions that are quite different from what I am used to, and take away positives from it. I learned that at the core, we are all still human, despite the differences in beliefs, religions, political ideologies or military branch."

Crusan's huge and constant, instinctive urge to help others couldn't remain just within the margins of her duties or the workplace. It carried over into areas that brought deep fulfillment.

"My most noteworthy experience during my IA was participating with the Victory Base Complex Scouting program ... a spin-off from the U.S. Boys Scouts. Coalition forces were able to interact with Iraqi children by playing soccer, [American] football as well as teach them basic camping/survival skills. We even indulged in [making] S'mores over a campfire. This was an overall positive experience for the troops and the children; definitely one I will never forget."

When asked if others should elect for IA assignment, Crusan offered this:



"I would highly recommend that every Sailor volunteer for an IA because it is a mind-blowing experience [providing] a unique perspective into the military that many of us in the Navy do not get to see on a day-to-day basis. I had the opportunity to work with other DOD components ... as well as third-country-nationals. I had the opportunity to step outside the realm of a typical day in the Navy and expand my horizons as both a Sailor and a human being." 

We are the United States Navy, our Nation's sea power-ready guardians of peace, victorious in war. We are professional Sailors and Civilians - a diverse and agile force exemplifying the

highest standards of service to our Nation, at home and abroad, at

NAVY

sea and shore. Integrity is the foundation of our conduct; respect for others is fundamental to our character; decisive leadership is crucial to our success. We are a team, disciplined and well-prepared, committed to mission accomplishment. We do not waver in our dedication and



accountability to our shipmates and families. We are patriots, forged by the Navy's core values of Honor, Courage and Commitment. In times of war and peace our

actions reflect our proud heritage

ETHICS

and tradition. We defend our Nation and prevail in the face of adversity with strength, determination, and dignity. We are the United States Navy.