

Midshipmen Train In The Ring



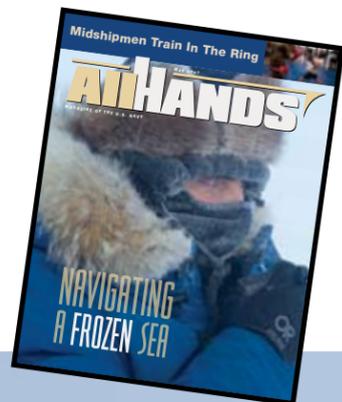
May 2007

AIH HANDS

MAGAZINE OF THE U.S. NAVY

NAVIGATING
A FROZEN SEA

OR
PS100



[On the Front Cover]
STSCS(SS) Bob Bissonette, assistant range safety officer, from the Arctic Submarine Laboratory, relays information from the submarine surfacing site back to APLIS.

[Next Month]
On the occasion of the 65th Anniversary of the Battle of Midway, *All Hands* looks back to June 1942 when the tide turned in favor of the United States during the war in the Pacific.

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[Number 1081]

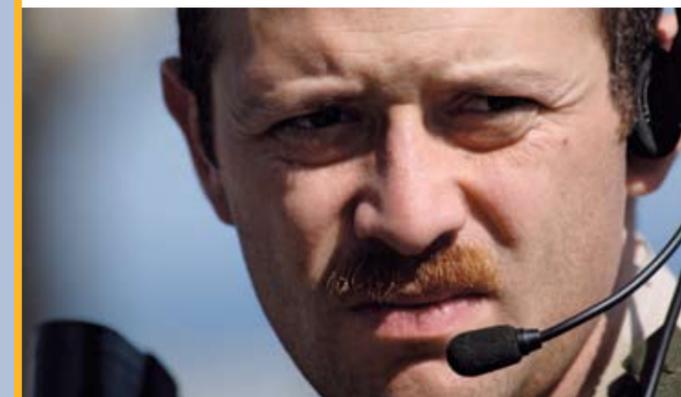
ALL HANDS

May

24 Twelve On, Twelve Off and No Liberty

Despite arduous, monotonous duty and little rest, Mobile Security Squadron (MSS) 3, Det. Bahrain, Sailors protect designated Military Sealift Command and high value vessels at the largest and only permanently, forward-deployed security detachment in the Navy.

Photo by MC2 Kitt Amaritnant



14 Navigating a Frozen Sea

With nothing but sky above and ice below, USS *Alexandria* (SSN 757) and HMS *Tireless* (S 88) team up during *Ice Exercise 2007* to test the ocean environment at the top of the world.

Photo by MC1 Steve Smith



30 Learning Lessons in the Ring

There is a defining moment for every boxer. How will they react when they've been stung by a swift, jarring blow to the face? Will they feel terror at that moment or will they find something inside themselves to conquer their fear? Find out why boxing is required of all midshipmen as part of the U.S. Naval Academy's physical education program.

Photo by MC2(SW/AW) Jason R. McCammack



Sailors from USS *Kitty Hawk* (CV 63) fight a simulated aircraft fire at the Center for Naval Engineering Learning Site, Yokosuka, Japan. Approximately 2,500 students from Yokosuka train at this facility, learning aircraft and shipboard firefighting techniques.

Photo by MC2 Chantel M. Clayton



Speaking with Sailors

Chief of Naval Operations
ADM Mike Mullen

One of the issues I am most frequently asked about is individual augmentee (IA) deployments. It seems just about every Sailor at every command has questions, doubts or concerns, and though there are far more questions than I have space here to tackle, I thought I'd try to dispel for the readers of *All Hands* magazine what I consider to be the top five myths surrounding IA duty. Here goes:

MYTH #1: Every Sailor will eventually go IA at some point.

REALITY: Though I certainly don't see the end of IA deployments any time soon – and this is a critical contribution to the war on terror I am committed to keeping up – it's important to remember that the percentage of Sailors actually deploying as IAs remains quite small. Right now, there are only 10,500 Sailors filling IA billets, a mere 2.5 percent of the total force. Most of them are volunteers. I am looking for more volunteers to go and for their chain of command (COs specifically) to support those requests.

I think what has people most concerned here is the uncertainty of it all. Am I the next one to go? How long will I be gone, and where will they send me?

Task Force IA and the Expeditionary Combat Readiness Center is working very hard to help Sailors and families answer these questions and deal with these uncertainties. In fact, they have increased the notification-to-depart times up past 60 days for most billets and are trying to find ways to move it out to 90 days.

MYTH #2: IAs seldom work inside their skill sets.

REALITY: Nearly 80 percent of IA Sailors work within their skill set. The system is designed to provide the combatant commands the opportunity to request people with certain skills. The services then try to fill these requests as best they can.

To be sure, there are many Sailors serving overseas

in IA jobs for which they have little training and experience. Some requests just don't match up perfectly to Navy designators, ratings or NECs. We try to get Sailors enough training before departure to fill those gaps, but it isn't always possible.

There's something to be said, though, for getting outside your comfort zone a little bit. It's good to push yourself, try new things and learn a new skill.

I ran into a Navy intelligence officer in Baghdad over the holidays who had been ordered to fill a logistics position on a headquarters staff. At first he found the work difficult and confusing, but after he got the hang of it he ended up appreciative of the opportunity to branch out. It gave him both a sense of pride and accomplishment and broadened his horizons.

MYTH #3: IA duty is not looked upon favorably by selection boards and could damage one's career progression.

REALITY: Navy leadership recognizes the special sacrifice being made by IAs and their families, and we've set in place a series of incentives and benefits to back that up. Selection boards are actually encouraged to look favorably on IA duty assignments.

Other incentives include advancement award points, exam flexibility and follow on duty assignment preference. For a complete description of IA incentives, check out NAVADMIN 273/06. It is available online at: www.npc.navy.mil.

There's a flip side here worth mentioning. Some people have surmised from all these incentives that going IA makes one a "shoe-in" for promotion. It doesn't. The same basic principle of "sustained, superior performance" still applies.

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AllHANDS

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MEMORIAL DAY

A DAY
of remembrance for those
who made the ultimate
sacrifice for
OUR NATION

All Hands recently sat down with the Navy's two Ombudsmen-at-Large: Kip Route, the chairman of Naval Services FamilyLine, and Diana Campa, the MCPON's spouse who explained what resources are available to Navy family members.

AH: What is the role of a Navy's ombudsman-at-large?

Kip Route: Our role is to advise the CNO on matters of family readiness. We meet with many families, ombudsmen and spouses all over the world. Through our travels, and also online, we talk to many of them and gather information the CNO is interested in hearing about like quality-of-life and how families are doing around the world.

AH: What are the biggest changes in the ombudsman instruction?

Kip Route: The CNO believes that every command should have an ombudsman and the big change will be that there is

a brand new ombudsmen registry. Each command will register and everyone will know who their ombudsman is. There is also going to be a new regional ombudsman advisory board in each of the regions and the information that they learn will be passed forward to the ombudsman program people in Washington, D.C., who keep current on information resources in the fleet which will improve the program. We have also improved training and we're updating training manuals.

AH: What are some of your biggest priorities as an ombudsman-at-large?

Kip Route: I think because the CNO regards continuous readiness to be a very big issue for families, there are things we can do to help in that matter. A part of our job will be to see that every command has an ombudsman and that family members know his or her ombudsman. Also, high on the CNO's priority list for families

is to be financially ready. We encourage all family members to become ready through available training that at your command, and through the Fleet and Family Support Centers. Financial training is also available at the Navy/Marine Corp Relief Society.

AH: What other resources are available to ombudsmen?

Kip Route: There are so many resources out there, it can sometimes be overwhelming for an ombudsman to keep up with all the resources. I would say that every ombudsman should probably get to know his or her Fleet and Family Support Center director very well. There are so many wonderful programs available in each fleet location and the ombudsman coordinator at the Fleet and Family Support Centers is also an excellent resource. Another resource now, since we are dealing with so many more individual augmentees (IA) families, is to understand and know about the Expeditionary Combat



▲ Kip Route (left), and Diana Campa

Readiness Center (ECRC). They have a web site (www.ecrc.navy.mil/index) and a toll free number (1-877-364-4302) and they offer wonderful support to IA families and to ombudsmen who are supporting them. And I think also that every spouse should go through Compass. This is a wonderful 12-hour introduction program for Navy spouses. It's like a Navy 101 and it teaches family members how to confidently deal with the Navy life style.

AH: How does the ECRC play a role in helping ombudsmen serve the Navy?

Ricky's Tour

By MC1 Mike Jones



Yeoman 1st Class Tracey Brandon was recently selected as Sailor of the Year for U.S. Naval Forces Southern Command (NAVSO), Tampa, Fla.

"Petty Officer Brandon is an exemplary Sailor and truly deserves this honor," said NAVSO Command Master Chief (SW/AW) Tommy Santiago. "Her professional demeanor and extensive military knowledge sets an example for all her peers."

When presented with her award, Brandon credited the command's support.

"If it wasn't for all of you [in admin], this award would not have been possible. This is as much your award as it is mine," she said. "I also want to thank the chief's mess and chain of command for pushing me to do my best. Your support and encouragement has meant a great deal to me. I look forward to next year's new challenges."

Story and photo by MC2(SW) Holly Boynton, U.S. Naval Forces Southern Command, Tampa, Fla.



Kip Route: The ECRC has a wonderful web site that now is starting to have newsletters from each of the areas of responsibility. There are even newsletters from Iraq and Afghanistan. With the increased number of IAs, family support for them has become critical.

AH: Could you tell me a little about SpouseNET and how it helps the military family?

Kip Route: SpouseNET is something new, different and special. Sometimes there is nothing better than being able to talk to another Navy spouse about the lifestyle we lead. It can be quite challenging, so Naval Service FamilyLine developed a Navy Family Community of Practice

on NKO. Now this is a new place on NKO just for us where we can talk to one another.

AH: As an ombudsman-at-large you've had to deal with families of IAs. What sort of feedback you have received from families?

Diana Campa: What we are hearing from families is that they're not sure what an IA assignment is. Where will they be going? Who will they be with? Another area of concern is what kind of support will they have in their local areas, or if they do decide to move closer to family in other states what kind of support will be available to them.

AH: What programs are in place to provide support to families of IAs?

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Speaking with Sailors *continued from page 4*

Will the board consider your IA duty a plus? Absolutely. But a Sailor's performance in that – and all other assignments – counts most. You still must have strong fitreps and evals to prove your merit.

MYTH #4: IA duty does not pause your sea duty time, but you could find yourself returning to a ship or squadron either on deployment or about to deploy and be gone all over again.

REALITY: Everyone coming back from an IA assignment gets a six-month reprieve between deployments. No exceptions. We can't very well expect our best and brightest Sailors to want to serve as IAs if we aren't willing to give them readjustment time on the back end.

MYTH #5: Go IA and you and your family fall off the face of the earth. There's no support from the Navy or your parent command.

REALITY: I am personally committed to making sure this does not happen, and if it does happen I want to know about it.

You never stop belonging to your command. Your CO, CMC and command ombudsman still have responsibility for keeping you informed

and for supporting your family in your absence. My impression is that some command leadership teams are doing this very well, though there are many who could stand to review their IA support programs and policies.

You also don't stop being a Sailor when you go IA. You still belong to the Navy, and we've worked hard to institutionalize our support for you and your family as well.

The Expeditionary Combat Readiness Center has a team of experts available around the clock to help with all manner of issues and concerns. They can be reached on the IA support hotline at 1-877-364-4302. Naval Services Familyline and have Fleet and Family Support Center also produced a new IA Family Handbook, which Naval Service Familyline can mail to you. It is also available for download at the ECRC website (www.ecrc.navy.mil).

The bottom line is this: the Navy values the sacrifice IA Sailors and their families are making. Theirs is an important job at a critical time in our nation's history, and it's one we will continue for the foreseeable future. That said, they aren't and shouldn't feel alone in making this sacrifice. We are all part of the larger Navy family, and good family members take care of each other. ☞



◀ **ABE2 Tameca Howard** stands fire watch in the hangar bay conflagration station during a general quarters drill aboard USS *John C. Stennis* (CVN 74).

Photo by MC3 Jon Hyde

▼ **Deck department Sailors** manning the phone and distance line bundle up against the cold and snow on the flight deck of USS *Harry S. Truman* (CVN 75) during an ammunition onload with the Military Sealift Command dry cargo/ammunition ship USNS *Lewis and Clark* (T-AKE 1). This is *Lewis and Clark's* inaugural underway replenishment.

Photo by MC2 Arturo Chavez



▲ **Marines and Sailors assigned to 26th Marine**

Expeditionary Unit (MEU) conduct combat pistol marksmanship training aboard USS *Bataan* (LHA 5). The MEU's command element conducted the training to prepare personnel for fire and maneuver in close quarters combat situations.

Photo by Marine Corps Cpl. Jeremy Ross



▲ **HM3 Nina Kovacs, assigned to 3rd Medical Battalion,** shakes the hands of local kids during Medical Civic Action Program (MEDCAP), part of Exercise *Balikatan 2007*. The focus of *Balikatan* was teamwork during humanitarian, medical and engineering projects throughout the Republic of Philippines.

Photo by MC2 Johansen Laurel

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

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Diana Campa: We have the ombudsman program and they provide referrals and support networks to our families, and we also have the new *IA Handbook* which was created by Navy Family Programs. This is available through the Fleet and Family Service Center (www.ffscnorva.navy.mil/ia-resources.html) and also at the Expeditionary Combat Readiness Center web site.

AH: We know that ombudsmen play a very big role; a vital role in disaster response. Could you tell me a little about the lessons learned or what has changed since the disasters of Hurricanes Katrina and Rita?

Diana Campa: Ombudsmen have always played an important role in disaster response. What we learned is that we have to be in a constant state of readiness, not so much just being prepared for something to happen but being ready at that moment. Some of the things that came out of it were making sure all our information for our families, phone numbers and addresses, was up to date. It's a little bit easier to have that information for a ship that is deployed, but I think we have seen issues with family members of geographic bachelors.

We found ombudsmen provided a vital link to those families with referrals and support networks and also just being able to locate the families they were assigned. The Navy, provides them with information they need to account for family members. I think the lessons learned were that we keep everything up to date and that we were able to get information not

within the disaster area but that we could call out to locate people.

AH: You mentioned the Fleet and Family Support Center. What is the relationship between ombudsmen and the FFSC?

Diana Campa: We have always had a good working relationship with the Fleet and Family Support Center. They administer the Navy Ombudsman Program and part of that responsibility is providing the training and making sure every ombudsman who is appointed is trained and receives current and advanced training so they can have the necessary information on issues facing our families today.

MCPON Web site Revamped and Ready

DirectLine, the Web site Downed and operated by Master Chief Petty Officer of the Navy (SW/FMF) Joe R. Campa Jr., has undergone a six-month renovation project and is now open for viewing.

"I've been stressing active communication as one of our Guiding Principles," said Campa. "DirectLine wasn't conducive to that, so we ramped it up."

Chief Information Technician (SW/AW) Bruce Allen, MCPON communications chief, said the new site's most significant upgrade is the opportunities it offers users to communicate with one another and the MCPON.

The Web address for DirectLine remains the same, www.directline.navy.mil and registration is required. Unlike

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▲ **HM3 Kenneth Russell** takes the blood pressure of Neena, a native to Barigoni, Kenya, during a Medical Civil Assistance Project (MEDCAP) at Barigoni School. The MEDCAP was part of bilateral exercise *Edged Mallet 2007*.

Photo by MC2 Jeremy L. Grisham

▲ **QM2 Christopher P. Whaley (left) and IT2 Luis Renteria**, both rescue swimmers assigned to USS *Mahan* (DDG 72) hold onto a 480 lb. recovery exercise torpedo (REXTORP) as they escort it back to the ship after a recent training exercise. *Mahan* fired the REXTORP during the exercise to simulate the firing of a live torpedo.

Photo by MCSN Vincent J. Street

◀ **Arco, a Navy working dog, performs an attack maneuver** on Master Chief Petty Officer of the Navy Joe R. Campa Jr. During his visit, Campa spoke with several of the dog handlers assigned to the security detachment and was able to train with other working dogs. Arco is handled by MA2 Jacob L. Pinkas (right).

Photo by MC2 Julian T. Olivari

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the previous version, CAC (Common Access Cards) are not required for log-on or access.

“We’ve increased the forum capabilities so that every chief in the Navy has the access they need to interact with one another in a message board format,” said Allen. “Also, MCPON can communicate directly with registered users through the Web site via individual e-mail or group e-mails.”

DirectLine began as “The Word” in 1976, when MCPON Bob Walker designed it as a newsletter he sent monthly to command master chiefs and chiefs of the boats. The name changed in 1979 and the paper medium continued for more than 20 years until the production and distribution costs became prohibitive. MCPON Jim Herdt re-introduced DirectLine as a Web site in 2001.

The site had been under-utilized in recent years, and its focus had shifted to being a means to request retirement certificates (which is still available on the new version) rather than source for communication and discussion internal to the chiefs community.

The latest renovation to the site makes interaction easier.

Message boards are available on a tiered basis to all CPOs, command master chiefs and members of the MCPON Leadership Mess. A section is being developed that would allow any Sailor the opportunity to forward a message to or question the MCPON directly.

“I want Sailors to have an open door, but I also want to stress that most issues, if not all, can be handled on the deckplate

or by their chain of command. I don’t want to subvert that process.”

Story by MCCS(SW/AW) Bill Houlihan, MCPON Public Affairs Office, Washington, D.C.

NECC Establishes Maritime Civil Affairs Group

The Navy Expeditionary Combat Command (NECC) officially established its newest command, Military Civil Affairs Group (MCAG) during a recent ceremony at Naval Amphibious Base (NAB) Little Creek, Va.

The MCAG mission is to assess, plan and execute civil affairs (CA) activities in the maritime operational environment.

“Our areas of expertise include traditional CA functional areas such as public education and public health, but we are focused on three maritime specific functions: commercial port operations, harbor and channel construction and maintenance, and marine and fisheries resources,” said CAPT Ken Schwingshagl, commanding officer for MCAG.

MCAG forces will also serve as first responders for disaster relief operations throughout the world.

“A robust communication suite will be used to establish a Civil Military Operations Cell to coordinate efforts of U.S. government response, host nation forces, and non-government organizations,” said Schwingshagl. “This is so recovery efforts aren’t duplicated and the situation can be brought under



▲ **MM2 Alvin Anyiah** removes snow from **USS Philadelphia** (SSN 690) at Submarine Base New London, Conn.

Photo by John Narewski

◀ **LT Ryan Hinz** proposed to his girlfriend aboard **USS New Orleans** (LPD 18) during the ship's commissioning festivities. She said yes and both were congratulated by Secretary of the Navy Donald C. Winter.

Photo by MCG Shawn P. Eklund



▲ **AE2 Kevin Cragin** watches a waterspout from the flight deck of **USS Enterprise** (CVN 65) during recent carrier qualifications.

Photo by MC2 Milosz Reterski



▲ **SA Dustin Eckhart** shares a friendly moment with a coast guardsman from São Tomé and Príncipe. Eckhart was waiting at fleet landing to return to **USS Kauffman** (FFG 59) when he was approached by the local sailor and asked what kind of music American Sailors listen to. Rather than tell him, Eckhart shared the music with his new acquaintance so he could listen along, too.

Photo by LT William Nesbitt

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control as soon as possible.”

Machinist's Mate 2nd Class (SW) Claude Artis, a recent graduate of the CA Journal Course, expressed what MCAG's mission will be on a daily basis.

“We will go into other countries, assess the area, look at infrastructure, schools and medical facilities, and report to higher ranking officials with what they actually need,” said Artis. “They will then allow us a certain amount of funds to go back and help the people rebuild.”

MCAG's command currently consists of 40 Sailors, but will increase to 320 by September 2007. The command is headquartered at NAB Little Creek, and will consist of two coastal squadrons, one at Imperial Beach, Calif., and the other at Cheatham Annex, Williamsburg, Va.

Sailors joining the MCAG command come from all around the fleet and from all different ratings.

“We're looking for Sailors E-5 and above, who have good people skills, not afraid to embark on new relationships, talk to people in foreign countries and who are looking for a little adventure,” said Schwingshagl. “We're looking for Sailors who want to do something different in the Navy but at the same time be a part of the Navy team.”

Visit www.necc.navy.mil for more information about MCAG. ☞

Story by MCSA Kieshia Savage, Fleet Public Affairs Center Atlantic, Norfolk.

Navy, California Create Plan to Save Sailors from Payday Lenders

The Navy and the California Reinvestment Coalition (CRC) are working with various banking institutions to provide low-cost consumer loans or “quick consumer loans” to Sailors as an alternative to using payday, or predatory lenders. By providing a safer consumer loan to Sailors to aid in preventing them from getting into financial trouble.

Some of the more serious problems with some payday loans include annual percentage rates (APR) of up to 400 to 500 percent and no provisions for borrowers to make partial payments.

The proposed basic consumer loan would give Sailors new options such as set interest rates at 30 percent APR and penalty-free partial payments. Not only would the loan not exceed 25 percent of the borrower's income, but also would consist of a loan limit of \$500.

According to Keith Kaufman, personal financial management program manager for the Fleet and Family Support Center (FFSC) San Diego, “USA Federal Credit Union and North Island Credit Union have already contacted the FFSC and informed Sailors that they have a product in the works with reasonable interest rates, realizing they are lending money to people with either low credit or no credit.” ☞

Story by MCSN David A. Brandenburg, Fleet Public Affairs Center, Pacific, San Diego.



NAVIGATING A FROZEN SEA

Story and photos by MC1 Steve Smith

Imagine flying over the Arctic Ocean more than 200 miles away from land. There is nothing but sky above and ice below. Now, you're not sightseeing, you're flying in circles ... searching for a place to land. A place that can hold a small village with a submarine testing range, support scientific experiments and house about 40 people. A place for *Ice Exercise (ICEX) 2007*.

◀ **USS Alexandria (SSN 757)** surfaces through two feet of ice slightly off its mark.



▲ **MM3 Joshua Davis, helms bow planesman aboard USS Alexandria (SSN 757) watches a depth gauge during a stationary ascent through almost two feet of ice.**
Photo by MCC Shawn P. Eklund

▲ **Using the Arctic to transit from coast to coast presents its own challenges to the sub crew during ICEX 2007.**

The Navy uses the Arctic to transit submarines from one coast to the other to save time and fuel. Submarines move undetected in the Arctic, unlike the Panama Canal where surfaced submarines can be monitored.

“What this operation gives us is another demonstration of our ability to transfer submarines from the Atlantic to the Pacific without having to be dependant upon the Panama Canal or the risks and issues associated with it, such as the observable transit that will occur down there,” said Secretary of the Navy Donald C. Winter during his embark for ICEX 2007.



▲ **HMS Tireless (S 88) surfaces through thin ice in a newly-opened lead about a mile from Applied Physics Laboratory Ice Station (APLIS).**

“I think this is a great demonstration that we can work and operate in the Arctic, that we can work and operate with our British partners and how we can do the mission here no matter how the environment may evolve,” said Winter.

The Arctic Ocean makes up roughly 3.6 percent of all the Earth’s oceans. With extreme low temperatures and 10 percent of the world’s fresh water runoff emptying into the Arctic Ocean, conditions are drastically different than the rest of the world.

“Whether one looks at the Arctic Ocean from the scientific or military perspective, it is truly unique. The Arctic remains the

most poorly understood ocean environment on earth. The physical features that make it different also make it difficult to study and understand,” said Jeff Gossett, ICEX test and technical director, U.S. Navy Arctic Submarine Laboratory.

A major condition is the lack of mixing of undersea layers. This is caused by the ice-covered surface which stalls the usual mixing processes of waves, wind and evaporation. The result is a thick layer of fresher, less dense and colder water at the surface. This layer has an adverse effect on submarine’s sonar and neutral buoyancy.

“Because of the unique salinity

▼ **British Royal Navy sailors clear ice from the hull of HMS Tireless (S 88) after surfacing.**





▲ APLIS personnel cut through more than two feet of ice to access USS Alexandria's (SSN 757) weapons hatch which will allow Sailors on and off the submarine.

layers in the Arctic, sonar performs differently here than in other oceans. There is a tendency for sound to bend upward where it is scattered, weakened, distorted, and generally messed up by irregular ice overhead. Submariners need to understand these differences in order to get the most out of our sonar and torpedoes," Gossett continued.

"Another major impact on subma-

rines is the lower density water," said Gossett. "To maintain neutral buoyancy in these conditions, a submarine must match the density of the surrounding water. The need to operate in the Arctic sets one of the bounds on how much weight can be designed into a submarine of any given volume."

On the surface, two major types of ice exist, icebergs and pack ice. Icebergs come



▲ A USS Alexandria (SSN 757) Sailor greets APLIS personnel preparing to come aboard.

from fresh water that is frozen on land in glaciers and then breaks off into the sea. Pack ice is seawater that has been frozen. When pack ice survives repeated summers, it can become up to 12 feet thick.

When large sections of pack ice separate they are known as floes and can move on the surface. When floes collide, ice is forced downward creating a keel. The keel can be large enough to have an effect on underwater currents and the mixing of the colder and warmer layers of the sea; again causing submarines to react differently.

A more obvious problem faced by submarines is the ability to maneuver to the ice-covered surface for operational purposes or in the event of an emergency. With the canopy of ice above, the submarine must search for a large area of thin ice to break through.

Before submarines can even venture into the Arctic, they must be built to withstand extreme low temperatures and the forces of breaking through ice. Submarines must also be equipped with extra sensors for the detection and mapping of under-ice surface features.

Special probes for reading salinity and sound velocity are also installed. The different salinity levels found in the Arctic will cause the typical sonar aboard submarines to receive varied signals.

With so many differences in the usual submarine operations in the Arctic, it is vital for submariners and scientists to fully understand this extreme environment and train to make the most of it.

"There's deep water beneath us in

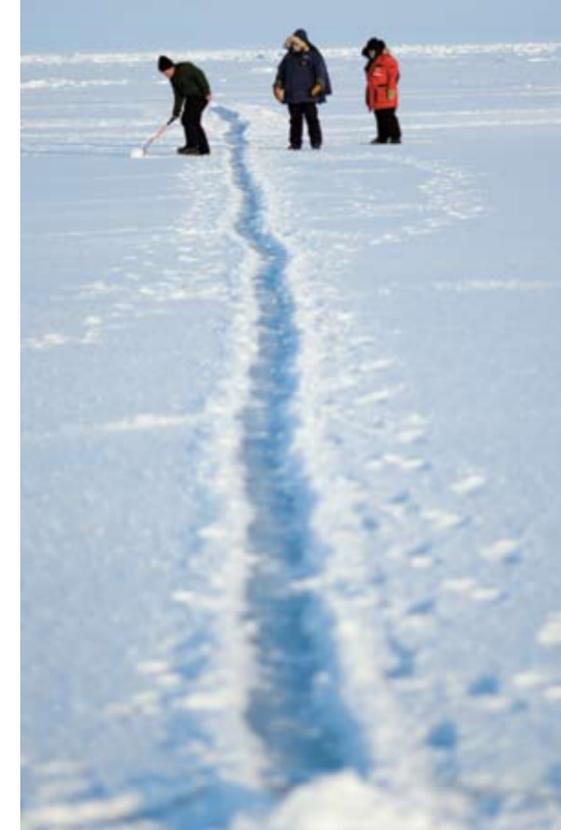
which submarines can work unchallenged. It's the only place that we actually have this environment. It doesn't exist anywhere else in the world except in the Arctic," said Barry Campbell, officer in charge of Applied Physics Laboratory Ice Station and head of operations at the U.S. Navy Arctic Submarine Laboratory. "You can simulate it, you can pretend, but you can never really get the full impact of it until you are there."

"We're testing some of the gear the submarines carry, some of the methods they use in the waters under the ice in the Arctic Ocean because it's so vastly different from those same techniques and those same instruments out in the open ocean," Campbell continued. "This is the only place we can use to check them out and make sure they're

going to work in this environment in case we ever need to use them."

The Navy spent two weeks on the ice putting USS Alexandria (SSN 757) through rigorous test cycles around the clock.

"I'm pretty excited about the mission; it's a pretty challenging environment ... [We] deal not only with the challenges of operating submarines, but with the added challenge of being under the Arctic pack ice. Temperatures well under zero, winds gusting up to 30 to 40 mph and yet we've been able to establish an underwater tracking range at a little village 200 miles off the north coast of Alaska. We're getting a team effort, everybody's pulling together, it's always a great task in the submarine force," said CAPT Edward Hasell, officer-in-tactical command of ICEX 2007 and officer in charge of the



▼ USS Alexandria (SSN 757) Sailors stand by to assist Secretary of the Navy Donald C. Winter and other VIPs on board. Photo by MCC Shawn P. Eklund

▲ Royal Navy Petty Officer Darrin Davies, assistant range safety officer from Maritime Warfare Centre, Portsmouth, United Kingdom, clears snow from the ice which will be visible from the submarine below.



U.S. Navy Arctic Submarine Laboratory.

This year USS *Alexandria*, homeported in Groton, Conn., joined Royal Navy *Trafalgar*-class submarine HMS *Tireless*, homeported in Portsmouth, England. Together the submarines worked to map the underside of the ice cap and performed tests of various communications equipment. They also improved their war-fighting capabilities by hunting each other using their sonar capabilities in the skewed undersea environment.

“We’re coming up here to operate with our good friends the U.S. Navy Submarine Force. We’re doing tactical development exercises to validate

both our nation’s under-ice tactics, ... and to map the underside of the ice canopy, which we’ve been doing as we come across the pack ice,” said Royal Navy Cdr Iain Breckenridge, commanding officer of HMS *Tireless*.

The U.S. Navy has operated with the Royal Navy in every *ICEX* since 1986. Both navies have a foreign exchange officer on the opposite submarine.

Currently onboard *Tireless* is LCDR Sean Szymanski, assigned to Tactical Development, Royal Navy Maritime Warfare Center, Portsmouth.

“What this does is allow us the opportunity to exchange informa-

tion, exchange tactics, work together and really try to pool all our efforts when it comes to the development of warfare technologies,” Szymanski said.

He also noted the work the British does is basically the same, just approached in a different way, “It’s interesting, it’s unique, there are differences, but we get the same job done.”

By the two countries working together it allows a greater understanding of the ways of the Arctic and joint training for a common goal.

“First our relationship stems back a long way. Our operations have been pretty much hand-in-hand and this is just

another example of how our submarine services have continued to work together and are progressing,” said Royal Navy Lt Cdr Ryan Ramsey, coordinated ops officer, Submarine Development Squadron 12, New London, Conn. Ramsey is also part of the officer exchange program.

While the submarines are on location, two graduate students from the Naval Post Graduate School, Monterey, Calif., will conduct research on the effects of ice keels on underwater currents and layer mixing.

“If these ice keels are large enough they can mix that warm water up in the turbulent wake behind them and that has the effect of melting the ice from below.

And if we can understand the quantity, how much melting that wake can create, we’ll better understand the heat budget of how the ice is melting and growing in the winter and the summer seasons,” said LT John Bleidron, graduate student from Naval Postgraduate School.

“It all goes back to the ice modeling and understanding how the ice caps are shrinking, at what rate they’re shrinking and how much is going to be in the future, five, 10, 15 years from now.”

All this testing can’t take place without the support camp on the ice above them. The Applied Physics Laboratory of Washington University, St. Louis,

is contracted by the U.S. Navy and is responsible for the construction and day-to-day operation of the support camp.

The positioning of the Applied Physics Laboratory Ice Station (APLIS) began with that first flight over the ice and the first landing on the ice floe. Once the location was chosen, aircraft made several flights a day dropping off everything needed to construct a small village, everything to support the *ICEX* and of course everything needed to take care of 40 or more people living at the camp.

APLIS is a small village with a runway. There’s a large generator for power; a kitchen and mess tent; a command and



Photo by STSC/CSI Bob Bissonnette

▲ The APLIS camp is situated on an ice floe about eight feet thick and 180 nm north of Alaska in the Beaufort Sea.



Photo by YN2155 William Davers III

▲ A Sailor takes a look around the Arctic landscape from the sail of USS *Alexandria* (SSN 757).



▲ **USS Alexandria (SSN 757)** disembarks crew members and VIPs after surfacing.

▼ **Flags of the United States and the United Kingdom** hang from the “Command Hut” at the heart of the camp.



control center; and oil-heated sleeping huts, known as “hooches.” Each hooch is built with prefabricated panels made of two pieces of plywood with insulation sandwiched between them and built-in bunk beds for six people and a table.

At the center of APLIS operations is the “Command Hut.” From this building, a team of range safety officers works around the clock monitoring everyone coming and going from the camp and aircraft arrivals and departures. The team also monitors the weather, ice floe movement and submarine positions.

Aside from the submarine activities and experiments, everyone will have the chance for kitchen duty, and loading and unloading the aircraft. There’s also the camp’s ice mine for fresh water.

“No one is up here for a ride. They’re all up here to do a job and most of the people do more than one job,” said Campbell.

“Everybody pitches in to do the dishes after the meal so the cooks don’t have to.



▲ **The Los Angeles-class fast attack submarine USS Alexandria** surfaced through 2 feet of ice during ICEX-2007, a U.S. Navy, Royal Navy exercise being conducted on and under a drifting ice floe about 180 nautical miles off the north coast of Alaska.

▼ **A black guillemot** takes a playful break in the open water alongside HMS *Tireless* (S 88).

They’re busy all day. We even mine our own ice. We find a big ice ridge, which is old, and all the salt is leached out of it and it’s fresh water. We take an ice pick and a pick ax out there and we [chop out] our own ice. Everybody does that. The captain gets out there; the doctor gets out there. Anybody who’s here gets out there to do the work. It’s really a nice feeling because people can’t be helpful enough.”

Even with all the work, life on the ice is relatively comfortable. There are three home-cooked meals served every day and plenty of places to come in out of the cold.

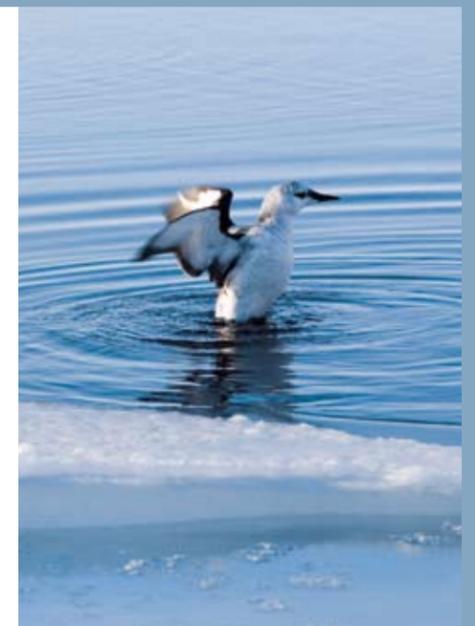
“This is like going to summer camp in the winter time,” added Campbell. “We’re all just a bunch of folks trying to get a job done and enjoy what we’re doing.

It’s really nice for me being in charge of such an operation because there’s nothing but talented people involved in this.”

ICEX is more than just preparing the Navy to operate anywhere in the world. It allows the Sailors to know they can complete the mission, wherever it may take them.

“It gives them the comfort, the assurance, that they’ve been up here. They’ve been able to operate, they’ve been able to conduct the mission and they’ve been able to survive and prevail through these conditions as well,” said Winter. ❧

Smith is a photojournalist assigned to the Naval Media Center.



Twelve On, Twelve Off and **No Liberty**

Despite arduous, monotonous duty and little rest, Mobile Security Squadron (MSS) 3, Det. Bahrain, Sailors are dedicated to their duties

Story and photos by MC2(AW) Kitt Amaritnant

It's 11:23 p.m., aboard the mostly civilian-operated Military Sealift Command fast combat support ship USNS Supply (T-AOE 6). Inside the mobile security reactionary space, behind a closed water-tight door, six MSS 3, Det. Bahrain Sailors stand in formation.

◀ MA2 Jeff Phan, from MSS 3, Det. Bahrain, stands a fixed post watch behind a .50-caliber machine gun, as part of his 12-hour security under instruction watch aboard USNS Supply (T-AOE 6).



▲ GM1 Joseph Caldwell (back) and Chief of the Guard, MA3 Jonathan Zarrillo check out a contact off the port side of the ship. “We constantly have to be vigilant because radars don’t always pick up smaller contact such as dhows, small speed boats and fast moving vessels,” said Zarrillo.

“Section two, attention to guard mount,” said Chief of the Guard (COG) and Assistant to Mission Commander Master-at-Arms 3rd Class Jonathan Zarrillo. Next to him is Mission Commander MAC(SW/AW) Cephia Batson who stands ready to address his watch standers as soon as Zarrillo finishes conducting a personnel inspection and reviewing general orders and rules of engagement. Mission commanders randomly quiz watch standers before assuming their duties.

“Good evening, gentlemen,” said Batson. A former signalman, he is a soft-spoken, even-tempered man who conducts himself with the utmost professionalism. Though everyone is extremely focused on guarding the ship, the atmosphere is rather relaxed. Each Sailor knows his role and that the Sailor next to him is just as capable of protecting the ship as he is. Batson’s men respect him. When he speaks, they listen.

“Today is the 23rd and we’ll be pulling into port this morning with commencement of our transit in the early hours. We’ll get this much rest,” he said, gesturing with his thumb closing in with his index finger. “We’ll go six on, six off, and have about five positions manned at all times. Be flexible and be ready, remember to remain vigilant out there. Anything to add?” Silence. “All right, gentlemen, let’s get started.”

The MSS 3 team members depart the reactionary room and won’t return to disarm their weapons until section one relieves them the following day at 11:30 a.m. Whether the ship is in port or underway, MSS 3 Det. Bahrain’s work schedule remains the same.

MSS 3 watch teams are comprised of two six-man sections. Each section is has a tactical supervisor (tac supe), who is in charge of the shift, and five watch standers. The mission commander has overall managerial responsibility.

A tac supe remains on the bridge to observe the safety condition of the ship.



He maintains a detailed log; constantly checks out the ship’s position on radar and by navigation chart; is the liaison between the ship’s master and the MSS 3 squadron; manages his team; and reports everything to the mission commander.

“We stand 12-hour watches,” Batson explained. “You don’t normally get exactly 12 hours off because of the amount of time it takes to prepare and debrief at the end of your watch. You actually get maybe 10 hours or so. They might get anywhere from five to seven hours of sleep. It’s a little difficult sometimes ... we don’t get liberty out here and that just goes with the job. Everybody understands that and comes out here with the mind set of doing the job and doing it right. When we get home, that’s when we get our time off.”

Despite this slight drawback, MSS 3, Det. Bahrain squadron members don’t seem to mind.

“There’s nothing I don’t really like about this job,” said MASN Garrett Woolsey. “It has excitement and the training is top-notch. We

know how to keep ahead of the game. We are always prepared to respond and we know what to do.”

Because of this attitude and can-do spirit, both civilians and Sailors aboard *Supply* praise this team. MSS 3 Det. Bahrain’s hard work and dedication to duty don’t go unnoticed.

“They’re wonderful ... fantastic,” said *Supply*’s Master William Thomas. “I speak for the entire crew. They do an extremely good job. They are just superb group of people. They’re America’s best.”

Another member of the civilian crew agrees.

“They relieve us of the responsibility of defending the ship,” said First Officer Jason Kennedy. “We’re definitely a target out here. We depend on these guys to protect us. They’ve been great at integrating with ship’s routine ... becoming part of the crew. They’ve been extremely vigilant. They watch us go ashore, and they never leave the ship.”

The small military presence of the ship also appreciates the team.

▲ MAC Cephia Batson, from MSS 3, gives his security watch standers a safety brief prior to heading out to assume the watches.



▲ GMSN Randy Barnes records a serial number off a 9mm pistol before issuing it to an oncoming watchstander. “Every time the weapon is taken out, it’s logged out to that watchstander. If anything happens to the weapon, you can refer back to the log,” said Barnes.



▲ **MASA Jon Moore scans the** ocean during his security watch duty aboard USNS Supply (T-AOE 6).

“The junior personnel are very well-trained. They seem to know their role,” said CDR Tracy Larcher, the military detachment officer-in-charge. “They take on a difficult job and get little or no liberty. These young Sailors handle that very professionally.”

The professionalism of the detachment is noteworthy since the unit was established a little more than a year ago.

“The need to have mobile security units was first discovered several years ago when the fleet commanders were tasked by the CNO to take responsibility to protect designated Military Sealift Command and high value vessels,” said LCDR Andre D. Brown, MSS 3 Det. Bahrain’s first officer-in-charge. “MSS 3, Det. Bahrain was established with

the first 12 of 221 personnel in October 2005. The largest and only permanently, forward-deployed security detachment in the Navy operates out of NSA Bahrain.”

“Initially, the mission was code-named differently and conducted by the Puerto Rican National Guard,” said Brown. “That operation was modified and conducted by individual augmentees (IA) followed by teams provided by Naval Support Activity, Bahrain. Marines have, on occasion and as needed, also conducted Operation

Vigilant Mariner (OVM). MSS 3, Det. Bahrain was the first formal organization created to take complete responsibility for OVM. I have some of the best Sailors in the Navy and they are at the ‘tip of the spear’ hard at work at the Navy’s fastest growing industry – force protection.”

Batson shares the same impression of his Sailors as Brown.

“I can’t ask for anything more from these guys ... they take care of me out here,” Batson said. “They’re the ones



▲ **GMSN Randy Barnes shows MAC Cephia Batson that his 9mm pistol** is clear and safe to holster during an ammo upload process.



▲ **(From left to right) MA2 William Day, MA2 Arthur Gutierrez and MA1 Alan** Garber, assigned to MSS 3 get together to study their rate training manual during a relaxed moment in the reactionary response room.

who are out here on the deck plates. They’re out here standing long watches in the hot sun. Every one of them would bend over backward for me. These are the guys who go out on post with no complaints, regardless of whether they have to stand their post for two, three, four or five hours. They’re the reason why this mission is a success.”

Amaritnant is a photojournalist assigned to Combat Camera Atlantic, currently on assignment to Bahrain.

Editor’s Note: MSS 3 Bahrain is an operational force under the Navy Expeditionary Combat Command (NECC), which stood up in January 2006, and also includes Navy Expeditionary Logistics Support Group, Explosive Ordnance Disposal, Naval Construction Forces Command and Combat Camera.

NECC integrates all war-fighting requirements for expeditionary combat and combat support elements. This transformation allows for standardized training, manning and equipping of Sailors who will participate in the global war on terror as part of the joint force. It also results in more capable, responsive and effective expeditionary Sailors.



There is a defining moment for every boxer. It's the first time they step between the ropes of the squared-ring – and the anticipation and anxiety are palpable. How will they react when they've been stung by a swift, jarring blow to the face? Will they be terrified at that moment and dance around trying to avoid the brutally physical nature of the sport – or will they find something inside themselves and use that pulsing adrenaline to conquer their fear?

◀ **MIDN/3** Jack Allen pounds on the heavy bag at MacDonough Hall. The Academy's boxing team also participates in invitational competitions in the fall and spring, as well as ongoing intramural bouts.

▼ **All Mids are required to participate in boxing,** According to the team's coach, it give everyone a chance to confront their fears.



LEARNING LESSONS IN THE RING

Story by MC2(SW/AW) Jason R. McCammack



▲ Jim McNally and MIDN/4 Jason Brown go over some pre-sparring strategy. McNally has been the Academy's boxing coach for 21 years. He has coached 30 national champions who have earned 43 national titles.

As part of the U.S. Naval Academy's physical education program, all midshipmen are required to participate in boxing. Additionally, boxing is offered as a club sport; the boxers on the club team participate in the Brigade Boxing Championships. Brigades showcase some of the Navy's finest pugilists, each performing in three-round bouts within their weight class. The tournament has been an academy tradition since 1942.

Naval Academy Boxing Coach Jim McNally feels midshipmen learn valuable lessons inside the ring.

"The reason we teach boxing to all mids is it gives them the opportunity to confront fears," he said.

"I hear from [former midshipmen] all the time," said McNally. "When guys they are leading find out about their boxing history, it brings with it a certain amount

"I have to win. It's do or die. These are my friends I'm in the ring with but for six minutes it's either them or me."

- MIDN/1 B.J. Richardson

of respect. The reason we teach boxing is because it gives them the opportunity to confront stress. It puts them in a stressful situation with immediate consequences and they learn to react under fire."

For many of the brigade boxers, the greatest sense of satisfaction and accomplishment stems from overcoming their fear of the unknown before their first sparring session.

Midshipman 3rd Class Alexandra Causey had years of martial arts training in judo and jujitsu prior to coming to the Naval Academy, but felt the need to be battle tested in the "sweet science."

"Being in the armed forces, I think all of us should be able to defend ourselves in the case of close combat," said Causey. "I felt it was important for me to learn to take a blow and strike back. The first time you get hit, well, it discourages a lot of people. But, if you can get past that first hit to the nose and continue on you'll never be the same."

McNally believes the sport instills self-confidence and determination. "To know

you can get inside the ring, one-on-one with somebody who could potentially hurt you, knowing that you can overcome that fear and adversity, is a great self-confidence builder."

Brigade boxing links today's midshipmen to the scores of leaders who have navigated their way through the intense challenges presented by attending the Naval Academy. In 1967, Virginia Senator (and former Secretary of the Navy) Jim Webb faced off with Oliver North.

"Tradition plays a big part at the Naval Academy and boxing has been going on here since the Academy opened in 1847," said McNally. "There's a lot of history there. It's a connection to our past."

At the boxing facilities in MacDonough Hall, the fading photographs of past champions keep a watchful eye on today's midshipmen as they train for the Brigade Boxing tournaments.

"When you see all of the plaques and trophies at practice from all the past champions, it sets in that I'm a part of something bigger than myself, and it makes you want to work that much harder," said Causey.

Through brigade boxing history, 14 Midshipmen have earned an exalted level of distinction at the Academy by being honored with the Tony Rubino Four-Time Brigade Champion Award. In 2007, MIDN/1 B.J. Richardson considered it his destiny to become the 15th four-time champ.

"I have to win," said Richardson. "It's do or die. These are my friends I'm in the ring with but for six minutes it's either them or me."

Blessed with a combination of speed, agility and a razor-sharp jab, Richardson is favored every time he steps in the ring during brigades, but he believes preparation is the key to coming out on top.

"I play a fight out in my head over and over before I get there," he said. "It's kind of like chess. You make a move and he makes a move. Eventually someone's going to spring forward and someone's going to be in check-mate."

Richardson was pitted against MIDN/1 Dan Leahey in the men's 147-pound weight class brigade championship.

Richardson bobbed and weaved throughout the match, punishing his opponent while avoiding Leahey's attempts to counter-punch him. In the end, Richardson's experience, guile and pin-point accuracy were too much for Leahey and Richardson won in impressive fashion. He was now in the most elite club in brigade boxing. B.J. Richardson was the 15th recipient of the Tony Rubino Brigade Boxing Four-time Champion Award.

Richardson said his experiences in brigade boxing were irreplaceable. He said the punishment he took in the ring and the dogged determination the sport instilled in him will stay with him following his scheduled graduation this month.

"Our purpose [as officers] is to lead Marines and Sailors after we graduate," he said. "Boxing put me in pressure situations – face-to-face in that ring. It's nothing compared to real combat, but it is good preparation for what's to come."

Richardson said winning his fourth Brigade Boxing title was difficult because he had so much respect for his opponent.

"I feel great about the win, but Dan [Leahey] and I are both team captains and really good friends, so it wasn't easy getting in there with him," he said. "We both battled and one of us had to win."

Like Richardson, MIDN/2 Denny East and Causey each battled their way to the Brigade Boxing Championship.



▲ B.J. Richardson (left) spars in preparation for the Brigade Boxing Championships. Richardson became just the 15th Tony Rubino Four-time Champion Award winner at the 2007 tournament.



▼ While boxing is a brutally

physical sport, it is also a battle of wits, not unlike a chess match. Known as “the sweet science,” boxing forces its participants to make constant strategic adjustments during a bout.

▲ The loudest cheering section

at the Brigade Boxing Championships was, without question, the friends and family of Antone Aku.



As their bouts approached each of these midshipmen felt a unique pressure to claim victory.

Causey and East had both experienced the bitter taste of defeat in 2006 and were in search of ringside redemption.

East was matched up against MIDN/2 Canon Pattillo in the men’s 156-pound weight-class brigade boxing finals, held in Halsey Field House at the Naval Academy.

In the minutes before he entered the ring, the significance of the moment set in for East.

“When you look out there [at the field house] you see all of your friends and peers in the crowd, which creates its own kind of pressure.”

Despite the frenzied environment, East wasn’t lacking confidence before the bout.

“I’m going to win – hands down,” he said.

“I’ve got to avenge the loss from last year.”

East came out sharp and appeared to have won the first round, though boxing is a thoroughly subjective sport and the opinion of the ringside judges is all that matters. In the second round, Pattillo circled the wagons and pressured a suddenly more cautious East.

“In the second round ... I allowed [Pattillo] to frustrate me,” said East. “As I went back into my corner after the second round, I felt like he had tied up the match and the winner was going to be the winner of the third round.”

East returned to his pre-fight plan in the third round and kept Pattillo at a distance, stifling his aggression with bruising blows to the abdomen.

“I tried to work his body to take away his breathing and comfort,” he said. “Body shots hurt a lot more than head shots. In the end ... I felt like I got the best of him.”

With the adrenalin still coursing through their veins, East and Pattillo walked to the center of the ring. Standing side-by-side, the two nodded at one another as if to relay each other’s well-earned respect. The referee then grabbed one glove-covered hand from each combatant. It was the moment of truth. One of the two midshipmen was about to have their glove raised in victory.

“When the ref was holding both of our hands, I couldn’t help but thinking, ‘What if I didn’t win the first and last round?’ and ‘What if the judges didn’t see all the body shots?’ There are never any absolutes when you are in the ring.”

The referee raised East’s hand, signifying his victory, and the jubilant fighter had his redemption.

“It was like a weight was lifted off my chest – a stack of weights,” he said. “One weight was placed there after I lost last year and another placed there after this year’s fight. It’s a great relief... like a burden has been lifted.”

Causey had redemption on her mind when she entered the ring in the women’s 125-lb. weight class finale against a friend, MIDN/2 Nadia Brouillette. The match up wasn’t ideal according to Causey.

“We’re actually good friends, so that



▲ In the Men’s Heavyweight Division, Jeff Laupola (Blue)

defeated Mark Calvanico (Gold) in a slugfest.

part of it is tough,” she said. “We made an agreement, though. We’re friends before and after outside of the ring, but inside the ring we’ll take care of business.”

Causey, who lost in a split-decision in 2006, set the tempo from the very get-go. Her defensive abilities, developed during those many years of martial arts training, frustrated Brouillette.

After Causey’s hand was raised in victory, she gave her friend a hug – another sign of respect between two boxers that was repeated throughout the event.

Then the reality set in as to what she had accomplished.

“It’s a complete adrenalin rush to be in there,” she said. “You know you’re out there and you’re confident in your skills because you worked so hard in practice. But then you hear the support of your classmates, your friends – it just makes it all worthwhile. It was a wonderful moment.”

Causey said boxing provides a true test of human character that can’t be duplicated in the classroom.

“First of all, practice taught me to be diligent, she said. “I might get knocked down here or there, but it taught me to

pick myself up and push forward. Boxing definitely develops mental toughness. In what other sport are you toe-to-toe with another person? It’s your skill and your will matched up against someone else’s strengths head on.”

After the evening’s bout had come to a close, Brigade Boxing’s 12 new champions were given a plaque and all of the competitors filed back into the ring for a group photograph. As they gathered around one another and smiled for the camera, it was impossible to tell the winners from the losers. Brigade boxing was a journey that had exposed its participants to lessons that would serve them well as naval officers.

They learned that nothing replaces hard work. They found qualities inside themselves – determination and toughness – that they may not have known existed. But, most importantly, they learned that they were able to take their opponents best shot, confront their fear and come back for more.

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

Results from the Naval Academy Boxing Championships:

- Alexandra Causey d. Nadia Brouillette (Women’s 125 lb.)
- Elaine Cassity d. Lindsay Brand (Women’s 147 lb.)
- Trae Miller d. Huy Truong (Men’s 125 lb.)
- Jonathan Liang d. Erich DeHart (Men’s 132 lb.)
- Antone Aku d. Casey Sheldon (Men’s 139 lb.)
- B.J. Richardson d. Dan Leahey (Men’s 147 lb.)
- Denny East d. Canon Pattillo (Men’s 156 lb.)
- Victor Colon d. Gardea Christian (Men’s 165 lb.)
- Dmitry Shvets d. Mike Steadman (Men’s 175 lb.)
- Matt Cox d. Tyler Bahn (Men’s 185 lb.)
- Jeremiah Oliver d. Dan Tarpey (Men’s 195 lb.)
- Jeff Laupola d. Mark Calvanico (Men’s Heavyweight)



IDENTITY THEFT: HOW YOU CAN PROTECT YOURSELF

Identity theft occurs when your personal information is stolen and used to commit fraud or other crimes without your knowledge. This costs you time, money, credit and your good name. The Federal Trade Commission (FTC), the nation's consumer protection agency, wants you to know how to protect yourself. You can deter identity thieves by safeguarding your information, detecting suspicious activity and defending against ID theft as soon as you suspect a problem.

DETER

- Keep your personal information in a secure place, especially if you live in barracks or with roommates. Shred paperwork with financial or personal information before discarding.
- Don't give out personal information unless you know who you're dealing with.
- Don't carry your Social Security card in your wallet or write it on a check. Give it out only if absolutely necessary or ask to use another identifier.
- Keep your military ID with you or locked up at all times.
- Never lend your credit cards or account information to anyone.
- Don't click on links sent in unsolicited e-mails. Use firewalls, anti-spyware, and anti-virus software to protect your home computer, and update them. Don't use an obvious password. Visit OnGuardOnline.gov for more information.
- Don't let mail pile up unattended.

DETECT

- Routinely monitor your financial accounts and billing statements. If you use a public computer, log off of financial sites before ending your session.
- If you're deployed away from your usual duty station and don't expect to seek new credit, consider placing an "active duty alert" on your credit report. It requires creditors to take steps to verify your identity before granting credit in your name. An active-duty alert is effective for one year, unless you ask to remove

it sooner. Deployed longer than a year? You – or your personal representative – may place another alert on your report. To place or remove an active duty alert, call the toll-free fraud number of one of the three nationwide consumer reporting companies. The company you call is required to contact the other two.

Equifax: 1-800-525-6285
Experian: 1-888-EXPERIAN (397-3742)
TransUnion: 1-800-680-7289

• Inspect your credit report, looking for charges you didn't make. The law requires Equifax, Experian and TransUnion each to give you a free copy every year, if you ask. Use the service they created to order.

Online: www.AnnualCreditReport.com
Phone: 1-877-322-8228
Write: Annual Credit Report Request Service, P.O. Box 105281, Atlanta, GA 30348-5281.

• Be alert – and pay immediate attention to – missing bills, unexpected credit cards or account statements, denials of credit for no apparent reason and calls or letters about purchases you didn't make.

DEFEND

- As soon as you suspect identity theft:
- Call the toll-free number of Equifax, Experian or TransUnion to place an initial 90-day "Fraud Alert" on your credit reports for all three companies. The alert entitles you to free copies of your credit reports and tells creditors to follow certain procedures before they open new accounts in your name or make changes to your existing accounts.
- Review credit reports carefully for inquiries from companies you

haven't contacted, accounts you didn't open, and debts on your accounts that you can't explain.

- Close any accounts that have been tampered with or established fraudulently and call that company's security or fraud department. Follow up in writing, with copies of supporting documents. The ID Theft Affidavit at ftc.gov/idtheft can support your written statement.
- Verify that the disputed account has been closed and the fraudulent debts discharged. Keep copies of documents and records of your conversations about the theft.
- Explain the situation to your commanding officer. You don't want your C.O. taken by surprise if contacted by creditors looking to collect on charges made by the identity thief. You also may want a referral to a legal assistance office.
- File a report with military law enforcement and the local police (if you're in the United States). Creditors may want proof of the crime.
- Report the theft to the FTC to help U.S. law enforcers' investigations.

Online: ftc.gov/idtheft

By phone: 1-877-ID-THEFT (438-4338) or TTY, 1-866-653-4261

By mail: Identity Theft Clearinghouse, Federal Trade Commission, Washington, DC 20580

- To learn more about how to deter, detect and defend against ID theft, visit ftc.gov/idtheft. 

Pushing the Load

Story by MCSN Jose R. Rolon

When most people hear the word Navy the first thing that comes to their mind is big ships and aircraft, but for Equipment Operator Constructionman Recruit Jarrod Buckley, it's a six-ton loader.

Buckley's command, Construction Battalion Maintenance Unit (CBMU) 303, provides public works functions to bases or civilian facilities during disaster recovery.

"My responsibility is to make the job of others much easier and faster so projects can be accomplished," said Buckley. "So excavations, ground leveling and installations are part of the tasks I usually perform."

Driving everything from a forklift to a backhoe, Buckley, the most junior enlisted Sailor with less than nine months

active duty, is qualified to operate four different pieces of equipment.

"The first time I drove heavy equipment was when I joined the Navy, and now I'm able to drive four different kinds," said Buckley. "My favorite pieces of equipment are the loader and the forklift."

During World War II the EO rating was created to build airstrips, bridges, roads, hospitals and housing. They are as much needed now as they were back then - building new facilities as well as restoring or modifying older facilities.

"This job is different everyday," said Buckley. "Everyday is a challenge, and for me, it's fun." ❏

Rolon is assigned to Fleet Public Affairs Center, Pacific, San Diego.

Focus on
Service

Battle of Coral Sea Set Stage for Victory in Pacific

Courtesy Naval Historical Center

The Battle of the Coral Sea, fought in the waters southwest of the Solomon Islands and eastward from New Guinea, was the first of the six fights between opposing aircraft carrier forces during the war in the Pacific. Though the Japanese could rightly claim a tactical victory on “points,” it was an operational and strategic defeat for them, the first major check on the great offensive they had begun five months earlier at Pearl Harbor. The diversion of Japanese resources represented by the Coral Sea battle would also have immense consequences a month later, at the Battle of Midway.

The Coral Sea action resulted from a Japanese amphibious operation intended to capture Port Moresby, located on New Guinea’s southeastern coast. A Japanese air base there would threaten northeastern Australia and support plans for further expansion into the South Pacific, possibly helping to drive Australia out of the war and certainly enhancing the strategic defenses of Japan’s newly-enlarged oceanic empire.

The Japanese operation included two seaborne invasion forces, a minor one targeting Tulagi, in the Southern Solomons, and the main one aimed at Port Moresby. These would be supported by land-based airpower from bases to the north and by two naval forces containing a small aircraft carrier, several cruisers, seaplane tenders and gunboats. More distant cover would be provided by the big aircraft carriers *Shokaku* and *Zuikaku* with their escorting cruisers and destroyers. The U.S. Navy, tipped off to the enemy plans by superior communications intelligence, countered with two of its own carriers, USS *Lexington* (CV 2) and USS *Yorktown* (CV 5), plus cruisers (including two from the Australian Navy), destroyers, submarines, land-based bombers and patrol seaplanes.

Preliminary operations from May 3-6, and two days of active carrier combat on May 7-8, cost the United States USS *Lexington*, a destroyer and one of its very valuable fleet oilers, plus damage to the second carrier.

However, the Japanese were forced to cancel their Port Moresby seaborne invasion. In the fighting, they lost a



Photo courtesy of the Naval Historical Center

▲ USS *Lexington* (CV 2) was left to burn and sink after her crew abandoned ship during the Battle of Coral Sea, May 8, 1942. Here, her planes are still parked aft, where fires have not yet reached.

light carrier, a destroyer and some smaller ships. *Shokaku* received serious bomb damage and *Zuikaku*’s air group was badly depleted. Most importantly, those two carriers were eliminated from the upcoming Midway operation, contributing by their absence to the Japanese defeat.

The Battle of Coral Sea marked the first American attack of the war on a large Japanese carrier and can be best memorized as the first purely carrier-against-carrier naval battle in which all losses were inflicted by air action and no ship on either side sighted a surface enemy. It was a tactical victory for the Japanese but a strategic victory for the United States. The enemy inflicted relatively greater losses than they sustained, but the main purpose of the Japanese operations, the capture of Port Moresby was thwarted. And the temporary elimination of *Shokaku* and *Zuikaku* prevented either ship from rejoining the fleet for two months until after the Battle of Midway. If either carrier had not been placed out of action during Coral Sea and participated in Midway they might have supplied the necessary margin for victory.



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