

A VETERAN'S STORY - COMING HOME

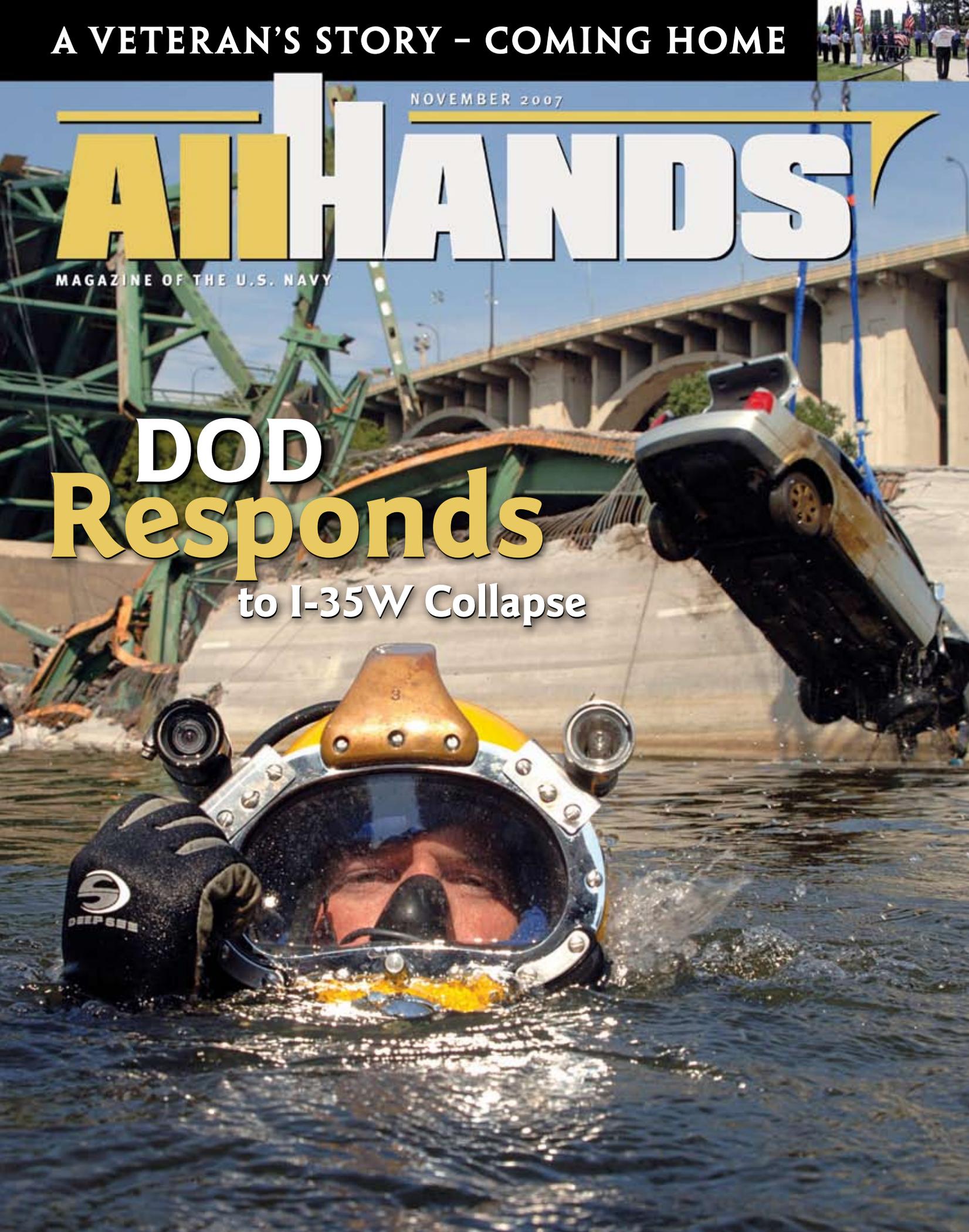


NOVEMBER 2007

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

## DOD Responds to I-35W Collapse





**[On the Front Cover]**

ND1 Joshua Harsh, assigned to Mobile Diving and Salvage Unit (MDSU) 2 from Naval Amphibious Base Little Creek, Va., surfaces after completing a salvage dive in the Mississippi River. Behind Harsh, the vehicle he and his team rigged is lifted from the water. MDSU-2 assisted other federal, state, and local authorities during salvage efforts after the I-35W bridge collapsed in Minneapolis.

Photo by MCCS(DV/SCW) Andrew McKaskle

**[Next Month]**

Join *All Hands* as we take a look at what's going on in the Horn of Africa.

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[Number 1087]



# November



## 12 Two Nations: The Ties that Bind

While USS *Nimitz* (CVN 68) made history as the first nuclear-powered aircraft carrier to visit the world's second-most populous nation – India, her Sailors and Marines donated \$7,058 to ensure that 11 community relations projects would happen during their port call. The Religious Ministries Department aboard *Nimitz* coordinated 659 Sailors and Marines who performed nearly 4,000 man-hours assisting locals on various projects throughout the city of Chennai, India.

## 16 DOD Responds to I-35W Collapse

When the 40-year-old, I-35W bridge collapsed, vehicles crossing it plunged into the Mississippi River. It didn't take long before a call for help went out to the U.S. Navy. Mobile Diving and Salvage Unit 2 and Underwater Construction Team 1, from Naval Amphibious Base Little Creek, Virginia Beach, Va., both have experience working in difficult conditions and this was no exception.

## 24 A Veteran's Story – Coming Home

It's been 37 years, but Lt. Cmdr. Brian Danielson's family has finally learned that their loved one was part of one of the most amazing stories of the Vietnam War – one that was kept quiet due to the secret nature of the war in Laos. And now the family has closure as Air Force Maj. Benjamin Franklin Danielson's remains came home.

Photo by Jerry Holt



## 28 National Veterans Wheelchair Games

Fighting spirit is a key ingredient in the make-up of the American Sailor, and in the success of the U.S. Navy. This summer, more than 60 Navy Veterans converged in Milwaukee, to compete in the 27th Annual National Veterans Wheelchair Games and proved once again that when the seas get rough, a Sailor gets rolling.

Photo by MC1(AW) Richard J. Brunson

As embarked Carrier Air Wing 9 departs USS *John C. Stennis* (CVN 74), flight deck personnel prepare to launch a C-2A Greyhound, assigned to Fleet Logistics Support Squadron 30.

Photo by MC3 Paul J. Perkins



# Speaking with Sailors

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

**D**uring a visit to San Diego in September, I had a discussion that I won't soon forget. It was a town hall meeting with family members of some of our individual augmentees (IA). Many of their spouses are deployed to Iraq or Afghanistan. A few others will be experiencing an IA assignment in the next few months.

This was my first town hall with family members but it won't be my last. The feedback I received was honest, valuable and in line with what I'd heard from some IAs during my last trip to theater back in July.

Our Navy has fine-tuned the way we prepare our families for traditional deployments. We have processes in place that make family readiness for ship deployment a matter of routine. Our challenge now is to develop a similar support infrastructure for our family members experiencing non-traditional deployments.

We need to improve the way we go about supporting our IA's and their families. In San Diego, I spoke with family members who had been forgotten by the parent commands of Sailors they'd sent to war. At a time when they should be a top priority of local leadership, they were out of sight, out of mind.

Sailors in Iraq and Afghanistan have told me the same. When asked, too many admitted that they'd been in theater for several months without contact from their parent commands. Had they heard from shipmates back home? Yes. But too many of them told me that communication with leadership was non-existent.

Are we failing our IAs and their families across the board? No. There are commands that have been creative and aggressive in their support of their Sailors. For instance, USS *Carl Vinson* (CVN 70) has established the IA Warrior Sponsorship Program. Communication with the spouses

of their IA Sailors has never stopped. They're invited to every command event and two wives of new chiefs even represented their husbands at *Carl Vinson's* pinning ceremony. These aren't the only positive examples.

Commands are designating a chief or officer as IA liaisons. Their primary responsibility is to ensure their Sailors are taken care of administratively and communicated with consistently. Just as importantly, the commands that are doing this right are making sure the families at home are supported to the fullest extent possible. For those of you who are engaging families at this level, keep doing it and continue to set the example.

Your efforts are being noticed and, more importantly, felt by our Sailors and their families.

I've been asking hard questions of our Navy chief's mess. I want to know what they're doing to support their deployed Sailors. And if they're not doing all they can, I want to know why. If we aren't supporting the Sailors we send to war, to environments without the traditional Navy infrastructure, then we need to identify the disconnect and fix it.

Supporting the Navy family is going to be a significant focus of mine the next 12 months. You can help me by asking the same hard questions I am. If you're in a leadership role, is your command doing everything it can to support your IAs and their families? The answer to that question goes to the very heart of our Navy Core Values. **SE**



## AllHANDS

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# Thanksgiving

SOME OF OUR SHIPMATES WILL NOT BE AT  
THE TABLE THIS THANKSGIVING



Photo by MC1 (AW) Brien Aho

Layout by MC2 Washington Caicedo

TAKE TIME TO GIVE THANKS FOR THE  
DEDICATION AND SUPPORT OF YOUR SHIPMATES

## CNO Delivers First Message to the Fleet

Adm. Gary Roughead offered his first message to the fleet since assuming duties as the 29th Chief of Naval Operations on Sept. 29. The text of his message is provided below:

**The opportunity to continue to serve and to lead our navy is the highest honor for any naval officer. Assuming the leadership of our Navy from Adm. Mike Mullen is a great privilege. His vision, drive, and commitment to those who serve have positioned us well today and for tomorrow. I know all of you join me in wishing him and Deborah every success as he takes up his new responsibilities as Chairman of the Joint Chiefs of Staff.**

I am of the fleet. It is where I began and where, for the past four years, in the Atlantic and Pacific, I have had the privilege of leading our operational forces, Navy and joint. I have watched our Sailors perform magnificently from the high end of warfare to the most extensive humanitarian operation ever undertaken by our military. I am inspired by our individual augmentees and others on the ground. They are a new dimension of our navy and one in which we can all take pride. We are truly a ready, agile, and global Navy.

My priorities have been and will remain, maintaining our current readiness, building a Navy for tomorrow, and that which underpins all we do, our people: our Sailors, our civilians and our very special families, whose hallmarks are sacrifice and self-reliance.

### Current readiness.

Maintaining our warfighting readiness will ensure we are an agile, capable, and ready force. We are continually generating forces for the current fight and are deploying and employing our navy much differently than in years past. We are simultaneously providing ready naval forces and personnel for joint force commanders, sustaining forward presence, fulfilling commitments to allies, and responding to increasing demands in regions where we have not routinely operated, specifically South America and Africa. Our global blue-water Navy, centered around carrier strike groups, expeditionary strike groups, and submarines is unmatched, and will continue to be our cornerstone. Our Fleet Response Plan will increase our operational availability and allow us to operate with more flexibility.

### A Navy for tomorrow.

The means and methods of conflict and the security environment undergo constant change. Technology and new approaches are advancing rapidly. Our ships, submarines, aircraft, weapons, and networks must outpace potential adversaries. The cost of future systems and the ability of our overall acquisition processes to pace the speed of technological innovation will challenge our ability to deliver a balanced force. Accordingly,

we must be exacting in developing requirements, mindful of the factors that increase cost, and disciplined in our process to be effective, efficient, and timely in delivering future capability.

### People.

Our people are the foundation for all we do. All we acquire is of little worth without the people who give it value. Our policies and practices must enable us to attract, recruit, retain and fulfill the men and women of America, and our Navy must reflect the diversity of our nation. The demographics, attitudes, and expectations of our population are changing and we must understand that dynamic. Our policies must advantage us and address the many rewards of service, and we must be unwavering in our obligation to take care of those who serve in our Navy and the families who support them. This is particularly important today for those serving in individual augmentation assignments.

Those are my priorities, but there is another dimension to our future. We have a unique historical, organizational, and operational relationship with the U.S. Marine Corps. Our forces train, deploy, and fight together. Our capabilities, programs and personnel issues are inextricably linked. I am committed to the Navy and Marine Corps

partnership and to making it even stronger and more relevant for the future. We can do much for our country as a Navy-Marine Corps team.

Although we are at war, I see more opportunity than challenge and more in our future than in our past. I look forward to leading our Navy. I am eager to meet all that is before us, and to serving with you as we face the future and seize the opportunities ahead. **NS**

## NECC Establishes Navy Expeditionary Intelligence Command

The Navy Expeditionary Combat Command (NECC) established the Navy Expeditionary Intelligence Command (NEIC) during a recent ceremony at Naval Amphibious Base Little Creek, Va.

NEIC is one of many new commands established through NECC to support the global war on terrorism, but unlike most of the other commands this is a first for the naval intelligence community.

"This is a historic first," said Rear Adm. Ann DeBaets Gilbride, associate director of Naval Intelligence. "Today we are standing up the Navy's first tactical intelligence command."

Rear Adm. Donald Bullard, NECC commander addressed the unit during the ceremony.

"I have all the faith in the world that you are trained and ready to go," said Bullard.

Cmdr. Michael Murray, NEIC commanding officer, spoke briefly to the Sailors of his new command.

"You must willingly accept that much will be demanded

of you. As you make this commitment, do so with the knowledge that I will lead you from the front and I will learn from you," said Murray.

"It feels great to be a part of a new command," added Intelligence Specialist 3rd Class Josh Chand. "We're looking forward to doing our jobs and mission."

NEIC's mission is to provide tactical force protection, indications and warning intelligence enabling joint force maritime component and Navy component commanders to conduct missions across the full spectrum of expeditionary and major combat operations. **NS**

Story by MCSN Marissa Kaylor, Fleet Public Affairs Center, Atlantic, Norfolk.

## Naval Air Training Completes Alignment to Naval Air Forces

The Chief of Naval Air Training recently realigned from Naval Education and Training Command to, Naval Air Forces.

"Developing leaders with the skills to lead naval aviation in the 21st century is critical to our future success," said Vice Adm. Thomas J. Kilcline, commander, Naval Air Forces. "We have now aligned the organization to make sure we are working together in the most effective way possible toward that goal."

According to Rear Adm. Mark D. Guadagnini, Chief of Naval Air Training (CNATRA), this realignment will better match the training of naval aviators, naval flight officers and naval air crew with the requirements of the fleet.

"Our mission is to produce

### Electronics Technician 2nd Class (SW)

**Roberto Acevedo** recently received the National Media Inc. Meritorious Service Award honoring individuals who have distinguished themselves by promoting the tenets of civil and human rights, race relations, equal opportunity, affirmative action, human relations and public service. Acevedo was nominated by his command for the active role he played in USS *Nashville's* (LPD 13) Heritage Committee, his professionalism and dedication to helping those around him and his volunteer involvement in the local community.

Through his volunteer work, he has touched the lives of people within his community and inspired his shipmates to dedicate their free time to good, worthy causes. He has worked for Habitat for Humanity, served food in the community's soup kitchens, visited the elderly in retirement homes, read to children in elementary schools and mentored fellow Sailors in career decisions and achievement of personal goals.

Acevedo was also selected to attend a function at the White House in celebration of Hispanic Heritage Month. "It's always an honor to help someone ... it's not about rewards, or praise and recognition. It's about doing a good thing for yourself and those around you."



Photo by Lt.j.g. Jennifer Stephens

aviators and aircrew ready to fight and win in combat from the day they arrive in the fleet," said Guadagnini. "By aligning what we do in the training command with the operators and resources of the fleet, we can maximize mission accomplishment."

CNATRA's gradual transition from Naval Education and Training Command (NETC) to CNAF began in March 2006 and has been transparent to almost everyone. The shift involves no movements of assets, no base closures as a result of this alignment and no significant personnel changes.

Largely an administrative movement, the realignment places all CNATRA aviation hardware, operating budgets, and cockpit-related training, known as the "seat to fleet" phase, under the cognizance of CNAF and the

Naval Aviation Enterprise, while the "street to seat" phase remains under the direction of NETC.

Kilcline said that the move makes the most of the strengths of both the Naval Air Forces and NETC.

"NETC will continue to be responsible for finding the most effective and efficient means to deliver individual training from the time the individual comes into the Navy until they are assigned to their first training squadron, as well as curriculum development," Kilcline said.

"They are experts at doing just that. Meanwhile, Naval Air Forces will be able to help the training squadrons make the most of available resources so that naval aviation as a whole continues to meet the needs of the nation." **NS**

Story courtesy of the public affairs office, Chief of Naval Air Training.

## Ricky's Tour

By MC1 Mike Jones





▲ A troubleshooter assigned to Electronic Attack Squadron 136 braces himself after the launching of an EA-6B Prowler aboard USS Kitty Hawk (CV 63).

Photo by MCSN Kyle D. Gahlau

◀ A special warfare combatant-craft crewman (SWCC) mans his GAU-17 minigun during live-fire patrol training along the Salt River in northern Kentucky. SWCCs attached to Special Boat Team 22 from Stennis, Miss., used the Special Operations Craft Riverine, which is specifically designed for the clandestine insertion and extraction of U.S. Navy SEALs and other special operations forces along shallow waterways and open water environments.

Photo by MC2 Jayme Pastoric



▲ A Navy chief petty officer participating in the Salt Lake City "Freedom Walk" is silhouetted on one of the walk's "Freedom Flags." The walk, held in conjunction with Utah Navy Week, showed support for troops fighting the global war on terrorism.

Photo by MC1 Josh Treadwell



▲ MA3 Mikaela Farrell, attached to Naval Station Rota's Waterfront Security, patrols Rota's inner harbor.

Photo by MC3 James Hills



▲ Members of the First Division of the U.S. Navy Ceremonial Guard fire a 21-gun salute during the full honors welcoming ceremony for Adm. Vladimir Masorin, Commander-in-Chief of the Russian Navy, at the Washington Navy Yard.

Photo by MC1(AW) Chad J. McNeeley



▲ A member of the Explosive Ordnance Disposal (EOD) Mobile Dive Team demonstrates his skills while submerged in the Navy's 6,800-gallon EOD Mobile Dive Tank at the Utah State Fair.

Photo by MC1 Josh Treadwell

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## Regional Planning Teams Spell Success for Black Sea Partnership Cruise

Six months worth of planning came to fruition for the Commander, U.S. Naval Forces Europe-Commander, U.S. 6th Fleet (CNE-C6F) Black Sea Caspian Sea Regional Planning Team (BSCS RPT) with 59 ship riders from five partner nations that participated in the Black Sea Partnership Cruise, Sept. 24-28.

The exercise was the first multilateral underway training event in the region aboard USS Mount Whitney (LCC/JCC 20).

Led by Capt. Skip Lussier, the BSCS RPT envisioned and planned the event to support CNE's strategic priority to improve maritime security and safety through theater security cooperation (TSC).

"The concept for this exercise began with the regional experts of the RPT planning to engage multilaterally using nontraditional activities," said Lt. Cmdr. Rich Byrnes, a BSCS RPT deputy lead.

Event participants included a cross organizational team composed of the BSCS RPT, various CNE-C6F staff members, units from CNE's Maritime Partnership Program (MPP), Commander Task Force 67 staff, Commander Navy Region Europe personnel, USS Mount Whitney and the Helicopter Combat Support Squadron 28 detachment.

Junior officers and senior enlisted from Azerbaijan, Bulgaria, the Republic of Georgia, Romania, and Ukraine attended four primary workshops, focusing on various aspects of maritime security and safety.

The courses were designed to provide training from U.S. Navy subject matter experts in

maritime security and safety and to foster cooperation among participants by having them work together in groups to discuss and openly share unclassified information.

"Having ship riders from foreign navies onboard U.S. ships is nothing new, but having so many from five different countries, sailing and working together is truly historical, challenging and enjoyable," said Lt. Cmdr. Brian Bass, another BSCS RPT deputy lead.

Rear Adm. Robert M. Clark, director of the TSC program for CNE-C6F, said the BSCS RPT planned the framework for the exercise, but the execution was very dynamic, adjusting to the needs of the ship riders.

"It all boils down to relationships," said Clark. MPP is intended to build long-term relationships to the south in Africa and to the east in the regions of the Black and Caspian seas.

Meeting face to face with future leaders of partner navies and working with them to meet their national and regional needs, builds a bridge for future engagements.

"The relationship goes both ways," said Capt. Chip Walter, who controls the tactical execution of the Black Sea Partnership Cruise.

Subject matter experts shared not only their knowledge but also their past mistakes with the ship riders. Table talks included discussing the growing pains of moving from a conscript military to a volunteer military, the logistics and financial costs of technology to improve the sharing of unclassified information with partner nations, and the long-term costs and benefits of developing well-trained, motivated noncommissioned officers.

"It's taken us 34 years to get this right," said Clark. "We want our

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▲ Lt. Dave Evans, assistant director of the U.S. Navy Europe-Africa Band "Topside," aboard USS *Forrest Sherman* (DDG 98) gives a guitar lesson to children at the Yatima Group Orphanage, Dar es Salaam, Tanzania.

Photo by Gillian Brigham



▲ A visit, board, search and seizure team attached to the Brazilian Navy frigate *Independencia* (F 44) rappel onto their ship from a Brazil Navy *Lynx* helicopter during PANAMAX 2007.

Photo by MC2 Todd Frantom



▲ AD1 Alfredo Naferrrete drops a portion of an American flag into a burn barrel during a flag retirement ceremony. More than 100 flags from local Veterans of Foreign Wars lodges and various local commands around Coronado, Calif., were retired in the ceremony as flags were properly disposed of by burning in barrels.

Photo by MC1 Michael Moriatis

◀ An F/A-18C *Hornet*, from Strike Fighter Squadron 147, breaks the sound barrier while making a high-speed pass close to USS *John C. Stennis* (CVN 74) during an air power demonstration. The demonstration showed the capability of the carrier and Carrier Air Wing 9 to family and friends who were invited to get underway with the ship.

Photo by MC2 Ron Reeves



▲ Sailors assigned to Navy Expeditionary Combat Command units, Army Soldiers assigned to Fort Pickett, Va., and government contractors participated in a ceremony remembering Sept. 11, 2001, at Fort Pickett, Va.

Photo by MC2 Laura A. Moore



▲ CTR2 Douglas Smith, assigned to USS *Lassen* (DDG 82), grasps the next rung of a 30-foot ladder during a ladder climb qualification aboard Fleet Activities Yokosuka. Completing the ladder climb in less than two minutes is a prerequisite to attend visit, board, search and seizure school.

Photo by MCSN Bryan Reckard



▲ An aircrewman attached to USS *Wasp* (LHD 1), carries bottles of water to the citizens of Puerto Cabezas, Nicaragua. *Wasp* was diverted from an international maritime exercise in Panama to the coast of Nicaragua to assist with disaster relief efforts in areas affected by Hurricane Felix.

Photo by MC2 Zachary Borden

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partners to learn from our failures as well as from our successes." ❧

**Mass Communication Specialist 3rd Class Jennifer L. Clifton, U.S. Naval Forces Europe-Commander, U.S. 6th Fleet.**

## Global Fleet Station Completes Pilot Mission

The Global Fleet Station (GFS) completed its pilot mission, Sept. 30, when High Speed Vessel (HSV) 2 Swift returned to Naval Station Mayport.

Since departing Naval Station Mayport April 25, GFS hosted more than 1,000 host nation military and civilian personnel during 12 visits to Belize, Dominican Republic, Guatemala, Honduras, Jamaica, Nicaragua and Panama. In these countries, they conducted 39,890 hours of exchanging knowledge in such areas as leadership, small boat operations, port security and small unit tactics.

"The past six months have been very successful," said Capt. Douglas Wied, Commander, Task Group (TG) 40.9. "Through our subject-matter exchanges we've learned just as much from our partner forces as they have from us. Terrorism, narco-trafficking and piracy don't care what nationality you are, these aren't problems we can solve alone, but together as a team, we can."

Aside from the subject-matter exchanges and training, TG 40.9 also conducted 15 community relations projects in every country they visited as well as visiting schools and sharing their military experiences and messages of GFS with children in Guatemala, Honduras and Panama.

"It was wonderful visiting the children in all the different countries," said Storekeeper 3rd Class (SW) Lorella Person, TG 40.9 Supply Department. "Sharing our experiences and what's out there for them to achieve - knowing I had a positive influence on these children and may help what they grow up to be, is just fantastic."

During the last half of the deployment, TG 40.9 also delivered more than 20,000 pounds of medical and food supplies through Project Handclasp and hosted numerous dignitaries, including the Prime Minister of Jamaica and U.S. ambassadors to Panama, Guatemala, Nicaragua, Honduras and Jamaica.

"In conjunction with the training, it was also an incredible opportunity to share what we are doing with our partner's countries leadership,"

Wied continued. "Especially with programs such as Project Handclasp, it shows we're more than just training. We're people helping people."

TG 40.9, consisting of a command element, the crew of Swift, training teams from Navy Expeditionary Training Command and U.S. Coast Guard International Training Division, U.S. Marine Corps Mobile Training Team and Department of State representatives, was deployed as part of GFS to the Caribbean basin in Central America. It was under the operational control of U.S. Naval Forces Southern Command. The mission was to conduct a broad range of theater security cooperation activities with regional maritime services." ❧

**Mass Communication Specialist 1st Class (SW) Cynthia Clark, Task Group 40.9.**

# Two Nations: The ties that bind

Story by MC2(SW) Dustin Diaz, MCC(NAC) Jason Penny and LCDR Kim Marks



▲ Lt. Cmdr. David Lievanos (right), and AEC Victor Melendez, assigned to Strike Fighter Squadron 41, plant trees in the garden at St. George's Cathedral, Chennai, India.

Photo by MGSN Michael N. Talemasunu

U.S. aircraft carriers bring American power and pride with them wherever they go. They regularly patrol the Persian Gulf and other areas of American interest, projecting power and introducing the local community to thousands of red, white and blue-blooded service members whenever they visit a port.

This was certainly the case for USS *Nimitz* (CVN 68) during the ship's 2007 Western Pacific and Middle Eastern deployment.

After departing San Diego, *Nimitz* steamed directly to the U.S. 5th Fleet (C5F) area of operations to relieve USS *Dwight D. Eisenhower* (CVN 69) and to join USS *John C. Stennis* (CVN 74) in support of the two-carrier presence in the Persian Gulf.

*Nimitz's* Carrier Strike Group (CSG) joined forces with the *John C. Stennis* CSG and the *Bonhomme Richard* Expeditionary Strike Group to form an Expeditionary Strike Force and transit the Strait of Hormuz. The transit of nine U.S. warships through the strait garnered the world's attention – marking the largest U.S. naval presence in the region since 2003.

*Nimitz* made history as the first nuclear-powered aircraft carrier to visit the world's second-most populous nation – India. *Nimitz* visited the port city of Chennai, accompanied by USS *Pinckney* (DDG 91).

"This port visit was an opportunity to showcase the goodwill and professionalism of U.S. Navy Sailors, to strengthen the U.S. and Indian Navy relationship and to build and foster public trust with the citizens of Chennai," said Capt. Michael Manazir, commanding officer of *Nimitz*.

Manazir stressed repeatedly to the crew that this port call was unlike any other they had made before. Ambassadorship is always important



Photo by MC2 Dustin Q. Diaz

▲ Indian sailors aboard the aircraft carrier INS *Viraat* (R 22) prepare for an *Alouette III* helicopter to take off from the flight deck during *Malabar 2007*. *Malabar*, a multilateral exercise that includes naval forces from India, Australia, Japan, Singapore and the United States, is designed to increase interoperability among the navies and develop common procedures for Maritime Security Operations.



▲ Students from Monahan High School pose for a picture during a community relations event in which *Nimitz* and Carrier Air Wing 11 crew members refurbished the campus and helped build a healthy relationship with both Indian civilians and military.

Photo by MCS Jake Berenguer

“We had the opportunity to do hundreds of hours of volunteer work that would have taken these sites days or weeks to accomplish on their own,” said Bynum. “The average citizens of a country do not see the ship or care about military-to-military interaction, interoperability or what is happening over the horizon. But when you come to their doorstep and offer friendship and assistance, they will never forget. What value could you put on a hug for a little child with AIDS when that child is considered untouchable by others?”

The Navy was everywhere with enlisted members and officers alike getting their hands dirty to help those who needed it most in India’s fourth-largest metropolitan city. The projects included outreach efforts at orphanages, schools and churches. Americans helped children with AIDS, villagers affected by tsunamis and the mentally disadvantaged.

“It’s good helping someone who needs it,” said Aviation Ordnanceman 1st Class (AW) Eric Beattie.

Beattie volunteered at Chennai’s Vishranti, a home for elderly women, joining other service members in painting the grounds and entertaining the residents through song and dance. “I always loved helping my grandparents. These are someone else’s grandparents, and they need help too.”

Another Sailor, Storekeeper Seaman Megan Mayo, said she loved volunteering as a civilian. She wanted to continue doing so while in uniform and thought that India was the perfect place to do it.

“I thought it was a once-in-a-lifetime experience,” said Mayo, who helped to restore the tsunami-ravaged fishing village of Reddiarkuppam.

“I knew this was the first time we’d ever done anything like this, and I wanted to help people out. It was definitely a learning experience; it showed me that not every place is like America.”

The embarked squadrons of Carrier Air Wing 11 got into the giving spirit alongside their ship’s company counterparts. Strike Fighter Squadrons (VFA) 41 and 81 each participated in projects at St. George’s Cathedral, a Catholic church established in 1815, and the Madrasa-i-azam Home for Poor Boys, a Muslim establishment providing free

during the crew’s liberty port calls but, Chennai was also an “engagement” port, that provided opportunities for senior leadership to meet with Indian naval, government and community leaders.

*Nimitz*’s visit also brought an unprecedented number of Americans to south India, which gave the crew the opportunity to get face time with locals as they explored the city on liberty and volunteered for community relations projects.

Prior to pulling in, Sailors and Marines donated \$7,058 to ensure the 11 planned community relations projects in Chennai were a resounding success. The ship’s Religious Ministries Department coordinated 659 Sailors and Marines who performed nearly 4,000 man-hours assisting locals on various projects throughout the city. From painting orphanages to planting trees in youth centers, members of the crew and the CSG team pulled together to offer their services.

Lt. Cmdr. David Bynum, a Protestant chaplain aboard *Nimitz*, said that while the number of projects and volunteers called for was high, he had no doubt the crew would answer the call. He believes the face-to-face nature of the work was instrumental in earning the trust and appreciation of people there.

Photo by MCS Dustin Q. Diaz



▲ AE1 Rodney Runnels and AEAN Jesse Smith, both assigned to Strike Fighter Squadron 81, paint a room at the Madrasa-i-azam Home for Poor Boys. The Sailors volunteered for the community relations project during a port call to Chennai.



Photo by MCS Jake Berenguer

▲ Ensign James Bailey, assigned to Strike Fighter Squadron 14, plays a friendly soccer game with the Monahan girls soccer team during a community relations project on during a port visit to Chennai.



Photo by MCSN John Scorza

▲ Students of the CSI School for the Deaf perform for the crew of *Nimitz* during a visit to Chennai.

room, board and education to more than 100 poor and orphaned boys.

“My parents come from a third-world country, so I really enjoy getting the chance to help out,” said Aviation Structural Mechanic Airman Ryan Garganta, who said he was taking part in his first community relations project with the Navy, and that he is eager to do more.

Garganta and other members of VFA-81 were the first Americans many of the children at the Home for Poor Boys had ever met, and they made quite an impression.

“I’m very happy the ship came,” said student Ameer Khan, 13. “I want to thank the Sailors for visiting and helping us.”

Rear Adm. Terry Blake, commander of *Nimitz*’s CSG, expressed optimism about the success of the visit on a strategic level.

“During our interaction with the officers of the Indian Navy, we have come to understand there are a number of commonalities between us,” said Blake. “The visit has strengthened our relations and the military-to-military ties between India and the United States.”

Indian military officers were also impressed with their U.S. counterparts.

“We have a lot to learn from them about perseverance, dedication and integrity,” said Indian Navy Capt. Hariharan Balakrishnan. “Forget about the political part of the whole issue. Watching the U.S. Sailors in action is a real treat.”

Manazir agreed that the visit to Chennai was a strategic and diplomatic success. But his words to the *Deccan Chronicle* cut straight to the point in expressing how he felt about Chennai and the city’s people.

“Each and every moment of our stay here was wonderful,” Manazir said during the interview. “We look forward to coming back.”

And return they did – less than a month after *Nimitz* departed Chennai. The carrier returned to Indian waters once again.

This time, the focus was on Exercise *Malabar*. An annual exercise between the navies of the United States and India, this, the 11th iteration of the exercise, was expanded to also include the navies of Japan, Australia and Singapore. In September, *Nimitz* joined *Kitty Hawk*’s CSG in the Bay of Bengal along with 20,000 military personnel on 28 ships and in 150 aircraft in the Indian Ocean’s Bay of Bengal for the six-day exercise.

During the exercise, Sailors from *Nimitz* cross-decked to the Indian carrier *Viraat* (R 22) and Indian sailors visited *Nimitz*.

“The idea is to promote communication,” said Blake during a visit to *Viraat*. “This is the most complex series of events we’ve done to date.”

“Crew swaps are an essential part of any multilateral exercise,” said Indian Navy Rear Adm. Robin Dhowan, commander-in-chief of the Indian Eastern Fleet. “This is the first time

*Malabar* has been taken to this level, and I feel it will take cooperation to a new high.”

During the exercise, personnel in every mission area cross-decked – from brown-shoe Sailors working on the flight deck to engineers.

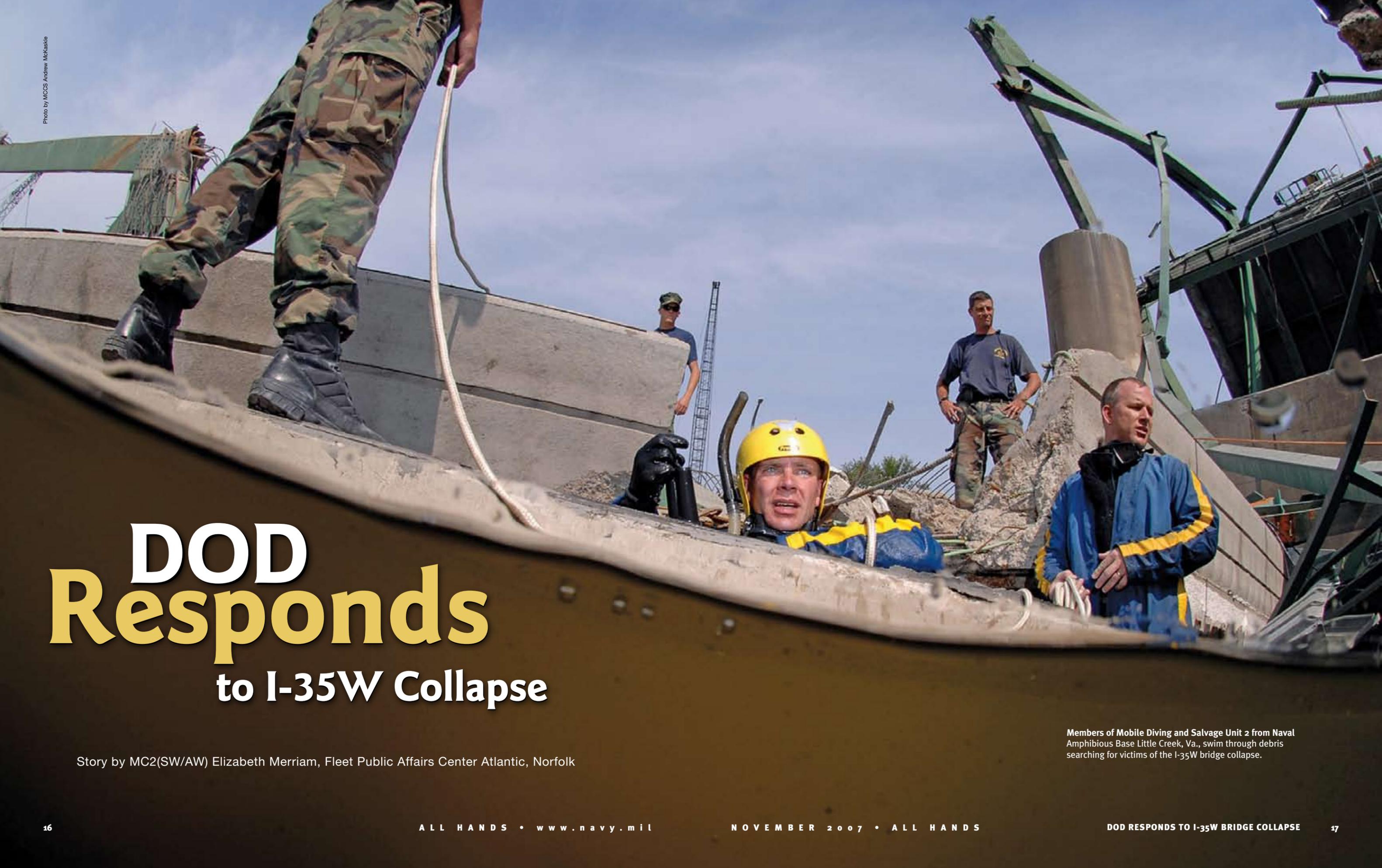
Blake agreed, saying that this *Malabar* exercise will build on previous interaction between the two nations, and the interoperability gained in the exercise will assist in high-level, warfighting efforts, as well as future humanitarian efforts, should the nations need to operate in the future.

“The world is a community, and it always pays to have interaction,” Blake said. “The principle focus is to increase interoperability, and having mutual understanding is the key to that.”

“I was so impressed with their performance as ambassadors,” Manazir said. “Every port call we make has strategic implications ... wherever we went, I saw nothing but positive.”

“As a team, I think everything *Nimitz*’s crew touched turned to gold,” Manazir said, reflecting on the 2007 deployment. “Our goal was to be combat-ready upon arrival in the 5th Fleet, and we were. Operationally, I believe we set, and continue to set, the standard for other carriers to follow. I expect great things from our next deployment.”

**Diaz, Penny and Marks are assigned to USS *Nimitz* (CVN 68).**



# DOD Responds to I-35W Collapse

Story by MC2(SW/AW) Elizabeth Merriam, Fleet Public Affairs Center Atlantic, Norfolk

Members of Mobile Diving and Salvage Unit 2 from Naval Amphibious Base Little Creek, Va., swim through debris searching for victims of the I-35W bridge collapse.

**A**ug. 1, 2007, began as just another normal summer day in Minneapolis - bridge construction, bumper-to-bumper traffic - when the 40-year-old, I-35W bridge collapsed, cutting the city in half and dropping the vehicles crossing it 65 feet into the Mississippi River below.

► A rescue worker makes his way to a woman after a portion of the I-35W bridge over the Mississippi River collapsed during the evening rush hour in Minneapolis.



Photo by David Denney/Courtesy of the Minneapolis Star Tribune/MCT

▲ A portion of the I-35W bridge collapsed over the Mississippi River during the Minneapolis evening rush hour, Aug. 1, 2007.

The bridge collapse caught the city and the nation by surprise, triggering rapid rescue response from the military as well as bridge inspections across the country.

After the bridge collapsed, commuters driving home from work became rescue workers, and city police and emergency personnel faced the daunting task of trying to save people in cars that were sinking into the river. By the end of the night, five people lost their lives and 79 were injured. Eight were still missing.

Local officials began working to recover the missing while looking for answers on why this disaster occurred.

After a couple days of searching, officials determined the local scuba divers were not equipped to dive in the tight areas around the debris. The Hennepin County Sheriff in charge of the recovery operation requested the assistance of Navy divers.

“There came a point where we maxed out our capabilities and had to ask for additional assistance,” said Hennepin County Sheriff Richard Stanek. “That’s when we asked for the Navy diving and salvage team. They are performing beyond our expectations of what they could do operationally in terms of debris removal, the equipment they brought on site and the speed in which they deployed.”

Members of Mobile Diving and Salvage Unit (MDSU) 2 and Underwater Construction Team (UCT) 1, both part of Navy Expeditionary Combat Command, Naval Amphibious Base Little Creek, Virginia Beach, Va., arrived Aug. 6, and by 2 a.m., Aug. 7, the first Navy divers entered the water to survey the area around the wreckage.

“We’re taking our time to try to be as safe as possible; it’s really dangerous down there,” said Navy Diver 2nd Class Sean McCann,

MDSU 2. “There were a lot of hazards in the water; rebar, cement, automobiles and sharp metal. It’s a tough job, but at the end of the day, I’m really glad to be here helping.”

For the next week, the divers worked in two teams, each standing 12-hour shifts, but their biggest obstacle was visibility. The murky water of the Mississippi was so thick they could see only a foot in some areas and had to feel their way through the wreckage.

“Underwater there was zero-to-one foot of visibility; you had to find your way around by touching,” said Chief Hospital Corpsman (DSW/SW) Dean Delfavero of MDSU 2. “This is what we do for a living, and these are the conditions we deal with all the time. It’s very hazardous down there with lots of loose concrete coming down around you and scraping your helmet. With these obstacles it’s very dangerous.”

MDSU 2 has experience working in difficult conditions. As experts in expeditionary combat salvage, MDSU 2 has earned its reputation during combat salvage operations to open the Al Faw waterway in Iraq and through unique operations, such as the recovery of TWA Flight 800, the *Challenger* and *Columbia* Space Shuttles, Swiss Air Flight 111, re-floating of YFU-83



Photo by Richard Tsong-Tsai/Courtesy of the Minneapolis Star Tribune/MCT



Photo by Jeff Wheeler/Courtesy of the Minneapolis Star Tribune/MCT

▲ A rescue worker prepares to search a submerged vehicle after the collapse of the Interstate 35W bridge. The bridge was being repaired and two lanes in each direction were closed when it buckled during the evening rush hour, sending dozens of cars plummeting more than 60 feet into the Mississippi River.



Photo by MCSN Joshua Adam Nuzzo

▲ Navy divers set up a base of operations aboard the U.S. Army Corps of Engineers Crane Barge *Wade*.

► Navy divers unload supplies onto the wreckage of the I-35W Bridge.



Photo by MCSN Joshua Adam Nuzzo



Photo by MCCS Andrew McKaskle

▲ ND1 Josuha Harsh gives the okay sign after having his MK-21 diving helmet removed following a dive in the Mississippi River.



Photo by MCSN Joshua Adam Nuzzo

▲ Team members of Mobile Diving and Salvage Unit 2, receive safety checks before diving into the Mississippi River in support of ongoing search and recovery operations.



Photo by MCCS Andrew McKaskle

▲ NDC Scott Maynard attached to Mobile Diving and Salvage Unit 2, prepares to dive into the Mississippi River in support of ongoing search and recovery operations.

in Puerto Rico, the deep salvage of USS *Monitor* wreckage, and recovery of Haitian ferry victims. MDSU 2 also responded to Hurricane Katrina.

“When I first saw this site, I thought this is Hurricane Katrina all over again,” said Navy Diver 2nd Class (DSW/SW) Noah Gottesman, MDSU 2. “There was devastation, cars, metal and concrete everywhere.”

After a few days into the operation, divers found some areas more difficult to navigate than their gear would permit.

“The area we searched on Aug. 8 included under the bridge platforms and I-beams,” explained Cmdr. Dan Schultz,

commanding officer of MDSU 2. “It was so restrictive that divers had to remove their dive gear to crawl into these areas, some as narrow as 12 inches wide.”

While the divers were searching the river, Minnesota’s Secretary of Transportation Mary E. Peters visited the site for a third time to meet the divers and thank them for responding in the state’s time of need.

“I think the DOD response has really made the community appreciate how much the military ... supports our nation, not only in a time of war, but in a time of human need and crisis,” said Peters. “DOD came in with Soldiers and Sailors to really help this community out immediately.”

Finally, on Aug. 9, the divers found the first victim in the water. During the course of their search in Minneapolis they would recover all eight of the missing.

“This is what we are trained to do,” Delfavero said. “We bring closure to families, recover things that are lost in the water, provide humanitarian aid, and be Navy divers. This is what it’s all about. This is our job.”

Even though their task was grim, the divers felt it was their duty to give closure to the families of the missing.

“Helping the people out in Minnesota is a privilege for me, and it’s a privilege for the Navy,” said NDC(DSW/SW) Justin M.



▲ Navy divers tie up concrete that fell during the I-35W Bridge collapse.

Photo by MC2 Greg Pierci



Photo by MCCS Andrew McKesle

▲ A member of Mobile Diving and Salvage Unit 2, watches as a vehicle is lifted from the Mississippi River during recovery efforts after the I-35W bridge collapsed during repairs in Minneapolis.

Scarborough, MDSU 2. “It’s not a glorious job that we’re doing, but it’s an honorable job. “I am a diver not a hero, but I do what I can for my country and the community.”

Another diver, Electrician’s Mate 1st Class (SS/DV) John Miller, is not a member of MDSU 2. He is stationed on fast attack submarine USS *Norfolk* (SSN 714) but he volunteered to work with the team because of a personal need to help his home state.

“It was one of those things that felt crazy – I must have driven over that bridge a million times,” Miller said. “So I called around and learned that MDSU 2 was

coming to Minneapolis. Then I called the XO and told him I wanted to come and help, too.”

Miller was not trained in hard hat diving but after his arrival he helped in every way he could; such as manning the dive station, charting dive times, tending to the divers and their equipment.

“Being in the Navy and from Minnesota, I never thought I’d be coming back here to work,” Miller said. “This is something that has to be done to help bring closure to the victims’ families.”

While the divers worked in the river,

mourners gathered at a nearby bridge to watch. Some even found ways to contact the divers and express their appreciation.

“We had a small container of baked goods brought down to the site [one] morning, and there was a note on it from the mother who made them,” said Lt. Li Ping Sung, diving officer from UCT 1. “Her note said, ‘Please look out for our loved ones, and expressed how grateful her family was. For me it really struck home what we were doing and the significance of our mission.’”

*Merriam is assigned to Fleet Public Affairs Center Atlantic, Norfolk.*

# A VETERAN'S STORY COMING HOME

Story by Lt. Jennifer Cragg and MC1 Michael Sheehan

On Nov. 11, we take time from our daily schedules and hectic lives to reflect, remember and pay tribute to our veterans. This day arouses three basic emotions in most Americans: Contemplation, because it celebrates the men and women who have fought for our freedoms and defended our country; honor, for those we have lost; and pride for our country and the men and women who defend it daily.

Contemplation, honor, and pride are three emotions that Lt. Cmdr. Brian Danielson knows all too well. Danielson's motto in life is to take advantage of a world that is better because of the sacrifice of those men and women. For the greater portion of his life, Danielson has dedicated time and expended money and energy to solve a mystery. A mystery that would

require him to travel to Southeast Asia for answers; answers to the mystery of his father's death nearly 37 years prior.

Danielson's involvement in finding the truth about what had happened to his father, Air Force Maj. Benjamin Franklin Danielson, took a favorable turn in 1991 when a U.S. service pistol exhibited in a Vietnamese museum was discovered to have been issued to the elder Danielson. More than a decade would pass until the junior Danielson would receive more clues. In 2003 a piece of bone fragment and the elder Danielson's dog tags were brought to U.S. authorities in Vietnam.

Growing up, Danielson decided to follow his father's path one day and join the military. Danielson, a naval flight officer currently assigned to Electronic Attack Squadron 129 at

Naval Air Station Whidbey Island, Wash., is an instructor for new replacement pilots and naval flight officers assigned to fly the EA-6B *Prowlers*.

"I had to make a conscious decision to join considering the exposure to all the anti-government leanings of some POW/MIA supporters. But with the help of extremely supportive family, friends and community, I came to the conclusion that serving in the military is a privilege and an honor, and I have been very lucky to get to do the things that the Navy has let me do."

When asked about that choice he explained, "It would have been impossible for me to cast as big a shadow as my father, but I joke that for as great of a reputation as he had, I improved on his legacy by joining the Navy instead of the Air Force!"

"BUT WE SHALL BE  
REMEMBERED; WE FEW,  
WE HAPPY FEW,  
WE BAND OF BROTHERS.  
FOR HE TODAY THAT SHED  
HIS BLOOD WITH ME  
SHALL BE MY BROTHER."  
- WILLIAM SHAKESPEARE



He had hoped to become a fighter pilot just like his dad, but as luck would have it, it wasn't meant to be.

"The fact that I was not allowed to serve in exactly the same capacity as my dad was a gift, especially in lieu of the repatriation process of my dad. It reinforced for me the value of sacrifice and the privilege of participating in something greater than myself. Considering the sacrifices that have been made to make my Navy what it is today, to focus on my own world seemed hollow. I consider myself fortunate to serve and try to never forget the importance of our history and the sacrifices that have been made," added Danielson.

As the years passed, Danielson always yearned for answers as to what happened on that fateful day in December of 1969. Both Danielson and his mother never forgot and always hoped they would bring the senior Danielson home.



▲ During Danielson's flight to the dig site he was told they were flying over the "Door of Death." It was given that title by the aircrew who had to fly there during the rescue. This is a view from the bend of the river looking toward the north, which was the direction that most of the rescue helicopters had flown.

"There was never a time when I thought there would be closure regarding my father's case. Bringing my dad home is a validation of hope and faith; an acknowledgement of the greatness of God, our country, and appeals to the goodness of people," said Danielson.

Danielson was an 18-month-old living in Kenyon, Minn., when his father was shot down over Laos, Dec. 5, 1969. The elder Danielson had been flying an F-4 *Phantom* when he and weapons officer Lt. Woodie Bergeron came under enemy fire and ejected from their damaged aircraft, parachuting into the jungle below. Heavy ground fire prevented the downed fliers from being immediately rescued; and, ultimately, nearly 500 search and rescue (SAR) sorties were flown in an effort to retrieve the aviators in what amounted to the largest SAR mission of the war.

More than 30 years passed before the Danielson family learned their loved one was part of one of the most amazing stories of the war – one that was kept quiet due to the secret nature of the war in Laos.

Bergeron was eventually rescued after 51 hours in the jungle, but due to the intense concentration of enemies in the area, and loss of contact after the first day, attempts to rescue the elder Danielson were aborted, and he never made it home.

While it was assumed by everyone on the rescue effort that he had been killed in action, the Air Force officially listed him as missing in action (MIA). At that time his family, without knowledge of the details of the rescue, maintained hope that he was still alive and held hope, prayed for his return, wrote letters, petitioned senators and congressmen, and wore bracelets in hopes that Ben Danielson would be brought home safely. In 1976 his status was changed to killed-in-action, body not recovered.

In his father's absence, Danielson had plenty of role models to learn from.

"Perhaps my mom's greatest achievement in her life, it could be argued, was in the ability to focus on the task of living and not letting the MIA issues negatively interfere with our lives. Fortunately, she was assisted by a very supportive network of friends, family and community," said Danielson.

◀ Lt. Cmdr. Brian Danielson accompanied a recovery team to Laos in March 2006, to excavate a possible gravesite for his father. The elder Danielson was shot down over Laos on Dec. 5, 1969.

▼ The search site in Laos, Boulapha District, Khammouan Province.

Photo by Staff Sgt. Derrick C. Goode

From his mother's point of view, "Brian was so young when Ben disappeared, and it was frightening. I focused on my son and raised him the best I could. I never saw Ben in Brian, and as he continued to break down doors, I realized [how much he was] like his father. Destiny has given him some gifts that are just like his fathers. One of them is if it is something that needs to be done there is no reason that it can't be done. He doesn't know what obstacles are," said Mary Danielson-Gates.

While the Danielson family continued on the path to closure, their desire to find answers would soon unfold.

According to Danielson, "It was in 2001, that a dual effort began. On one hand, I came into contact with people who were involved in my dad's rescue efforts, and on the other hand we had the recovery of dog tags and potential for his bone fragments. It was serendipitous that I was also in the Washington, D.C., area and had the ability to talk to the rescue members and also to learn about all the organization involved in remains' repatriation. It was amazing that the more I sought the more information seemed to come my way."

While stationed in Washington, Danielson met retired Gen. Daryle Tripp. Tripp was the on-scene commander, and the head of SAR forces involved with "Boxer 22 rescue." Tripp has since been writing a book about the recovery efforts.

"He had pictures of my dad's location, and was able to provide many details about what had happened," said Danielson. "It is an unbelievable war story that unfortunately too few people know about."



Photo by SSGT Derrick Goede of JPAC

◀ **Danielson assists at a digging site.** According to Danielson during the digging efforts they are looking for the smallest of clues, such as a tooth. Some of the best material that can be found are teeth due to their concentration of DNA and their ability to yield more quality samples.

▶ **On the last day on the digging site, the** Laotian locals tied prayer bracelets around the JPAC members' wrists. According to Danielson, the Laotian prayer bracelets became a very similar symbol of good will and support that was not unlike the hundreds of Americans who had worn his Dad's POW/MIA bracelet.



Photo by TED

spent time trying to analyze the case with the help of DPMO and JPAC analysts information, and had to get the lab to analyze our fragments," he said. "I had to get my grandmother, 90-year-old Evelyn Danielson Gunderson, to provide a hair and blood sample so that we could compare for a possible DNA match. Thank goodness she was still, alive as all DNA analysis is best compared through maternal lines."

While chasing down leads, analyzing DNA, Danielson had heard that JPAC was giving thoughts to going back to Laos to investigate leads resulting from the turned over fragments.

In the spring of 2006, JPAC led an expedition to Laos in an effort to find more of the elder Danielson's remains, and the younger Danielson joined the effort while on leave from Electronic Attack Squadron (VAQ) 209. By journeying to Laos, to search for his father's remains otherwise known as "Priority Case Recovery Site 1535" in Boualapha District, Khammouan Province, Danielson became the first active-duty service member to participate in an expedition for an MIA father.

"It was no less serendipitous that I had a deployment cycle which proved to have a perfect gap and perfect timing to allow me the opportunity to go to Laos prior to deployment to Iraq. It was not without effort and good graces of my command leadership that I was allowed to go. With all the information that I had obtained from conversations with Tripp, Bergeron, Lapointe and Col. Bob Lambert, I felt like I knew more about my dad's case than the case workers at JPAC. In fact, when I showed up with Tripp's information and pictures, it was new and helpful information to them," said Danielson.

"The trip to Laos was, for me, the greatest experience a family member could ever ask for. It was exhausting on a physical, mental, and emotional level, but rewarding in terms of getting to see firsthand the brave and honorable members of JPAC. It was

very humbling to see what people from our country do to try to seek answers for our family's benefit. It was also to get an up close experience with a foreign culture and was as humbling to work with them, especially considering the tragedies that most of them had probably faced," said Danielson.

For Danielson, one of the biggest concerns was that the digging site they were assigned was 1.5 miles from the position where his father was shot down.

"Since JPAC didn't have this information prior to the trip, it was not investigated," said Danielson.

"Governmental channels allows for a strict itinerary when in Laos, but with help from the Det. Commander, Lt.Col. Rich Wheeler, and the Ambassador of Laos, I was finally

**The Vietnam War was the longest military conflict in U.S. history fought in Vietnam from 1959 to 1975. The hostilities in Vietnam, Laos and Cambodia claimed the lives of more than 58,000 Americans. Another 304,000 were wounded.**

According to JPAC, the number of unaccounted servicemen as listed by war:

**World War II**  
78,000 still missing or unaccounted for

**Korea**  
8,200 still missing or unaccounted for

**Cold War**  
124 still missing or unaccounted for

**Vietnam**  
2,000 from 2,800

**Iraq**  
4 still missing or unaccounted for

allowed to go down in the helicopter and I got out and laid down some flowers and stood in the exact same spot where Bergeron was rescued and the closest position to where my father was last seen. It was a once in a lifetime experience."

Although the expedition did not find any additional remains, DNA testing conducted by JPAC's Central Identification Laboratory concluded that the bone fragment came from his father, allowing the younger Danielson and his mother to plan a final burial and memorial service at a family plot in Kenyon. This airman, a father and a hero in so many people's eyes would be buried with full honors.

Danielson, his mother, and his father's remains were welcomed at the airport by honor guards from the Kenyon VFW and American Legion, the Northland Vietnam Veteran's Association, and the Everett McClay VFW Post 1296.

"As all the efforts of planning the services turned to reality, I had a moment to view the gravity of how special this event would be. The night before the service, I sat in my garage with my dad's roommate from Vietnam, Stan Drozd; his on scene commander and his wing man Jim George and Dick Diller; a flight engineer from the helicopter who was hovering over my dad during a rescue attempt. Jim Corcoran; my dad's back seater, Bergeron, Col. Bob Lambert – the intelligence chief who interviewed Bergeron upon his rescue who also happened to be my father's ROTC instructor in college; my dad's crew chief, Ken Mohny; as well as some of my dad's friends from flight school.

"As the planning for the service began, I had a goal to acknowledge that Ben Danielson's sacrifice was not in vain and that this service would mean so much to so many people. I realized that it was one of the few times in my life I would be able to enjoy a time when all expectations for success would be so greatly exceeded. People came to offer their assistance and provided unique ways to make this a special service. From the color guards and veteran's organizations providing honors, to the fly-by jets, to the 200 motorcycle flag bearers of the Patriot Guard riders, to the singing of an all-volunteer choir, I would have never dreamed that we could have filled those expectations."

For Danielson one of the most moving moments during the funeral service was Lambert's speech.

"I thought one of the most special compliments came from Lambert's speech

when he said that it was the 'the welcome home that all Vietnam veterans should have had.'

Danielson's mother echoed the sentiment. "This was supposed to happen. There was nothing that would stop Ben from coming home, but it took his son [to help him] come home," said Danielson-Gates. "There aren't enough words to tell you what [the funeral] gave us, it brought us full circle, it gave us pride and it gave us stories of a man who we loved and [was] cherished; it gave us a glimpse of his last days and the people who risked their lives to save him. It was the goodness of human beings on every single level."

"From the Boxer 22 rescue to the organizations dedicated to POW/MIA efforts to the people who support them, no other country on earth does so much to honor its contract with its men and women in harm's way."

"It's been great to have a proper welcome home for my dad," Danielson said. "This experience, looking for my father's remains, at one point seemed hopeless but it ended up being a very positive thing. No matter how long it takes, no matter the circumstances, if



Photo by Deb Quam of Quam Photography

▲ **Danielson renders his final salute to his father during the memorial service in Kenyon, Minn.** An estimated 1,000 supporters attended the service out of a town of only 1,500 people.

you sacrifice for our country, we will bring you home ... to ensure that [your] lives and efforts have not been given in vain." ❧

**Cragg is assigned to Naval Media Center, Washington, D.C., and Sheehan is assigned to Navy Operational Support Center Minneapolis.**



Photo by Jerry Holt

▲ **Mary Danielson-Gates, her son Lt. Cmdr. Brian Danielson and Evelyn Danielson Gunderson, Maj. Benjamin Danielson's 89-year-old mother stops to touch her son's coffin.** The elder Danielson's remains were returned to Minnesota on May 17, 2007.

# Never Surrender

## The National Veterans Wheelchair Games

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

*The third sentence in the Sailor's Creed states, "I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world."*

*That fighting spirit is the key ingredient in the make up of the American Sailor, and in the success of the United States Navy.*



From the Battle of Midway to the tragic fire aboard USS *Forestal*, the unwavering will to prevail when the battle seems lost has become a hallmark of the Navy and a point of personal pride for its Sailors.

This summer more than 60 Navy veterans converged in Milwaukee to compete in the 27th Annual National Veterans Wheelchair Games (NVWG), proving once again that when the seas get rough, a Sailor gets rolling.

More than 500 disabled veterans – representing all branches of service – were on hand at the five-day event, making the competition the largest of its kind in the world. The games are part of a sports and rehabilitation program for military service veterans who use wheelchairs due to spinal chord injuries, amputations, and certain neurological conditions or mobility impairments.

There were 15 events for competitors to choose from, including everything from swimming to handcycling to table tennis to billiards. Many of the participants chose to compete in more than one event. In each event, different divisions were created so athletes could compete against people with similar levels of ability, experience and age.

Then-Secretary of Veterans Affairs Jim Nicholson said the Wheelchair Games give veterans an opportunity to share in the camaraderie of friendly competition.

“The determination, stamina and competitive spirit on display at the games are an inspiration,” Nicholson said.

Spectator Abigail Wade said she and her family really enjoyed the games. For her, getting to see the veterans “be all they can be” was an amazing experience.

“I am glad that we were witness to such sincere and raw dedication. One of my favorite sayings is ‘never surrender,’ and those guys are a living testament to that little saying,” Wade said.

Like competitors in any sporting event, the athletes trained throughout the year to prepare for the wheelchair games, and they take the competition very seriously. All of them draw from their own personal reasons as to why they train and why they compete, but seeing them in action sends a powerful message about the kind of men and women who choose to serve in the military.



▲ Terry Loggins bench pressed 300 pounds earning him first place in his division. He is paralyzed from mid-abdomen down, which he said adds to the difficulty of a lift of this magnitude.

## Machinist Mate 2nd Class(SW) Terry Loggins

Terry Loggins, age 31, won a gold medal in the weight-lifting competition, with a 300-pound bench press.

Loggins was medically retired from the Navy on March 12, 2004, when a tragic motorcycle accident left the young man paralyzed from his abdomen down.

He joined the Navy in October 1992, following the footsteps of his first cousin, who he said is like a brother to him. His first military experience had been during high school in Army Junior Reserve Officers' Training Corps (JROTC). He said the training he received in JROTC taught him enough about the military to know it was something he wanted to explore, but the soldier's life was not for him. He said joining the Navy was one of the best decisions he ever made.

"My job was the best job in the Navy," Loggins said.

He said machinist mates' work is rewarding because they know what they are doing is important.

"We dealt with ship's propulsion and different equipment and systems that go along with that, from the generators, to fresh water, steam and other 'hotel functions' people get to enjoy aboard ships," Loggins said.

Loggins noted that the Navy gave him many memorable and life changing experiences.

He said the first such experience was just getting out of Tuscaloosa, Ala., away from the comforts of home. For Loggins, making his way to Great Lakes for basic training and going through boot camp with people from different parts of the United States was a huge cultural change.

His first duty station was in Guam, which Loggins said he really enjoyed because he was able to visit ports in Japan and various other places throughout the Pacific region he never thought he would get to see when he was growing up.



▲ Terry Loggins, age 31, proudly displays his gold medal. Loggins was medically retired from the Navy in 1994 as a machinist's mate 2nd class. He said he loved his time in the Navy, yet he has no regrets. "Each little turn my life has taken, every little bump, has taken me to a good point," Loggins added.



Half way through his career, Loggins transferred to Norfolk, where he was stationed aboard USS *Portland* (LSD 37). He said taking what he had learned about his job and the Navy as a West Coast Sailor and applying it to what he gained on the East Coast was a new challenge and helped him grow as a Sailor. He enjoyed the change of pace and the opportunity to pass his knowledge and experience on to others.

Before the accident that ended his career, Loggins' hobbies were sports, especially football and weightlifting. He had also always had a passion for anything with a motor, his first love was fast cars and eventually, motorcycles.

On July 3, 2003, Loggins was out riding his motorcycle with some of his friends.

"I wasn't out doing anything crazy, or outrageous," Loggins explained. "I went into a curve, not too far from my apartment, one that I'd normally just cruise on through. I lost my train of thought for just a second and rode

too close to the curb. The loose sand turned the front wheel. Pretty much everything between the bike losing control and then coming to rest on my back is all a black spot in my memory."

Loggins' bike crushed his body against a bridge barricade, fracturing vertebrae in his neck, and spinal chord, injuring the thoracic area of his lower back.

Through the entire experience, Loggins said he learned not to take life for granted. He said he has no regrets, but he now understands how precious life is and how quickly it can change.

"Everything happens for a reason," Loggins said. "There is a reason why I'm in this wheelchair. Maybe my attitude or seeing me compete will affect or inspire someone else."

That is why, Loggins said, he feels it is important to compete, and one of the main reasons he is determined to walk again someday soon.

## Russell "The Muscle" Worth

Eighty-three year old and World War II veteran Russell Worth was the second oldest athlete - by less than one month - who participated in the games.

Worth served in the Navy Air Corps from March 6, 1943, to April 19, 1946. He started out as an aviation machinist's mate, but after completing gunnery school, Worth served as the turret gunner and plane captain aboard a PV-2 *Vega Ventura* and was stationed at Whidbey Island, Wash. His crew patrolled the Pacific Coast, searching for any possible enemy invasion.

Worth said he enjoyed his time in the Navy. He achieved the rank of petty officer 2nd class and had applied to go to flight school. He had always dreamed of being a pilot. His application was eventually approved, but the war was then over, and he was eager to follow a different dream. He returned home and finished school at the University of Wisconsin.

After college, he and his brothers went into business together in Wisconsin, where he worked for 33 years. Worth said he had always been a workaholic, and had planned to retire at the age 72. But, life doesn't always work out as it's planned. At age 67, he was thrown from his vehicle and over an embankment during a car accident. He suffered a broken back, which left him paralyzed from the waist down.

Worth said times got tough for him after the accident. Shortly after leaving the hospital, he said his wife decided she couldn't quite handle the situation, and left him. He then found himself living alone, without a job.

While he was in the hospital, a former co-worker offered Worth an office job. However, when his employer realized the costs of creating a wheelchair-friendly working environment, Worth said, the job offer was rescinded.

But, Worth did not give up. Instead, he



▲ World War II veteran Russell Worth, 83, unwinds after a long day of competition. The actual events, Worth said are the fun part. The logistics of getting to the games can be difficult for him, but he wouldn't dream of missing them.



▲ Contestants at the wheelchair games were grouped by their level of ability (not disability), and event officials carefully explained the rules and procedures before starting each competition.

◀ Terry Loggins did not win a medal in the billiards competition, but he said he enjoyed giving it a shot. This was his first time entering the nine-ball event.

moved in with his oldest son and reunited himself with his first love, sports. Worth had been a boxer while in college, and played several sports such as lacrosse and football growing up.

"It was quite difficult in the beginning, mostly because my wife left me, but when I was told by our recreational therapist that the Department of Veteran's Affairs (VA) might have some opportunities to participate in sports, I thought that would be good," Worth said. With the help of the VA, Worth was able to try several different sports including skiing, which was something he'd never done

before. This, he said was what led him to the wheelchair games.

"There are many different opportunities there, all you need to have is a good attitude and the desire to do it," he said.

Worth said there are also a lot different events to choose from at NVWG, and over the years he has tried several of them. He started out with bowling, archery and swimming. These days, he said he has developed a liking for racing, because he enjoys the self-competition.

"I'm in the Masters division, which is for anyone over 40. These young guys, in their early

40s come out in their racing chairs" Worth said. "I know I don't stand a chance racing against them for medals or anything. I just go out there for the competition, camaraderie and to know that I've done my best."

Worth said he trains hard all year at the VA to prepare for the wheelchair games. He said he practices doing laps in his wheelchair at the track and at his apartment. He said he enjoys being able to stay active, but he finds the opportunity to be a role model for the younger veterans at the VA to be even more of a blessing.

"A lot of the young people see me training,



▼ **Russell Worth competed in the 100, 200 and 400-meter races in one day. He was the oldest competitor in the races, and the second oldest by one month in the entire wheelchair games.**



and they are surprised,” Worth said. “They can’t believe I’m doing this at my age. They tell me that I motivate them, and I guess I really like that.”

### Melanie Downing

Melanie Downing, age 80, served in the Navy during the Korean War as a photographer. She joined in 1952, as her father and brother had done before her, and she achieved the rank of seaman 1st class.

“My father was in World War I, my brother was in World War II and in Korea, his wife was a Navy nurse, and for about six months, all four of us served on active duty together,” Downing explained proudly. “We weren’t in the same location, but we were all on active duty at the same time.”

During the Korean War, Downing was stationed aboard Naval Air Station,

Jacksonville, Fla., where her primary duty was to process film.

These days, Downing said multiple health issues have combined to require her to use a wheelchair.

She has used the wheelchair for the past four years, but maintains a very positive attitude about her situation.

“Getting around can be difficult,” Downing said. “But, I don’t consider this being degraded. I figure that this is raising me up. I’m able to do things now that I couldn’t when I was walking, so this has been a great blessing for me.”

This was only Downing’s second year competing in NVWG, but she thoroughly enjoyed it. Prior to competing in NVWG, she competed in the Golden Age games for 16 years, which is for veterans ages 55 and up of all levels of physical ability.



▲ **Russell Worth said he has always enjoyed competitive sports. “Put a ball of any kind in my hands and I’ll be happy,” Worth said.**

▲ **The media moved in for a close-up, and the crowd cheered Worth’s nickname “Russell the Muscle,” as the 83 year-old, crossed the finish line. Worth said he hopes that young people of any level of ability find inspiration when they see him complete a race.**

“Last year was a ball,” she said.

She prefers the NVWG because they offer more events, and a larger group of competitors. One of her favorite aspects of the competition is meeting new people. She enjoys feeding off of the positive outlook the other veterans at the games always seem to have.

Competition is important, Downing said, because it keeps her mind and body busy. She said it is not just a week of activities it’s something she prepares for and looks forward to all year long.

“As you get older you center on things too much, this way you have to expand your mind, and you have to expand your vision,” Downing said. “I love it, I absolutely love it. I look forward to it every year.”

From her perspective, Downing said the wheelchair games are about knowing and showing that you are capable of doing things that most people might not think a person who is in a wheelchair is capable of.

“When they look at you and the wheelchair, they see a disabled person who is helpless,” Downing said. “They are not helpless, they are not hopeless. The body may not function as it should, but the mind and every aspect of their being is still in tact.

“I’ve met so many wonderful people, both at the wheelchair games and Golden Age games. It has changed my perspective on life, because I used to just go down to the VA and volunteer, and I still do but this is something I look forward to throughout the year,” Downing said. “It’s something I can center my life on.”

Just as Loggins, Worth and Downing each had different reasons for serving in the Navy, each of them brought with them different reasons for competing in the games. However, they - along with all of the other veterans at the competition - serve as a reminder that those who choose to join the military are a special kind of people, because they choose to never quit, no matter what challenges lie ahead. **NS**

*The U.S. Department of Veterans Affairs and Paralyzed Veterans of America present the National Veterans Wheelchair Games annually. The games are held in a different venue each year, and will be held in Omaha, Nebraska, in July 2008.*

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



▲ **Korean War veteran Melanie Downing, 80, talks with Marissa Osswald while competing in the motor rally. Downing said for her, the wheelchair games are about enjoying life and showing people what she is capable of, rather than what she is not.**



▲ **Melanie Downing is proud to be a Navy veteran and part of a Navy family. Her father, brother and sister-in-law were Navy veterans. At one point, she said all four of them were serving on active duty at the same time.**



# Adoption: Making it Easier

Story by Bruce A. Moody



Another reason why Navy families are excellent candidates is the extent to which they embrace diversity.

**T**hroughout the fleet Sailors and their families have opened their hearts and homes and helped provide love and stability for young people through adoption. By caring for the youngest members of our society, these families are helping our children grow into successful adults and building the future of our country.

The process of adopting a child can seem daunting, but it is possible. Each year, about 100 Navy families successfully adopt children. Timing your effort is one of the keys to success, said Lynsey Ferris, who heads up a local and online support group for adoptive parents in Naples, Italy. She and her husband Postal Clerk 1st Class Joe Ferris, assigned to NSA Naples, have one

biological son and an adopted daughter from China. They plan on adopting two more boys from Ethiopia.

"If you start your adoption at one duty station and have to complete it in another, you'll have to do updates," Ferris said. "You should try to do your adoption in one place."

Choosing a country to work with is another important consideration, mostly because of the amount of time each country allots for the process.

"[A quick adoption] is feasible for most countries, although China has an exceptionally long wait - almost nine months. But you can definitely do it," Ferris said.

She added that timelines will change for a variety of reasons, so if it's been a while since you've checked the estimated time an adoption will take, it's a good idea to check again.

Ferris is well known in Naples as an authority on adoptions, and said she directs a lot of couples desiring to adopt to the Fleet & Family Support Center, because they are a great source of general information on adoption.

For other concerns, Commander, Navy Installations Command's Fleet and Family Support Program has launched an online collection of resources and tools useful to Navy families interested in adopting a child. A link to the Web page is located on Fleet

and Family Support Center's homepage, [www.nffsp.org](http://www.nffsp.org).

The Web page serves Navy families as a comprehensive guide through the adoption process. It contains numerous links to resources specific to military families.

One link is to a publication called, "Wherever My Family Is: That's Home! Adoption Services for Military Families." Produced by the Department of Health and Human Services, this 92-page guide is geared specifically toward military families who are interested in adopting a child or becoming a foster parent. It offers step-by-step advice on the adoption process for military families and social work practitioners.

The Web page provides information and links regarding DOD's Adoption Reimbursement Program, military leave and the Internal Revenue Service Adoption Credit. There are adoption budget guides provided by Adoptive Families, an award-winning national adoption magazine that serves as a resource for families before, during and after adoption.

The budget guides provide specific financial information including tips for financing adoption, ways to lower travel costs and sample adoption budgets/expense comparison worksheets.

"Commander, Navy Installations

Command is committed to delivering quality Fleet and Family Readiness programs to the fleet, fighter and the family," said Vice Adm. Robert T. Conway Jr., Commander, Navy Installations Command. "One way we keep that commitment is to provide the tools and resources for the diverse needs of our Navy families - for the many life choices and challenges that our Navy families undertake. We will be there for our families along this career-long journey and one way we keep that commitment is to support those families that chose to embark on the journey to adopt a child."

Some Navy families hesitate when considering adoption, believing that the adoption agencies will not see the military

lifestyle as compatible with raising an adopted child. This is simply not true, according to representatives from adoption agencies.

"More than half of my clients are military," said Michele Jordan, Ukraine Program Coordinator with an adoption agency in Ferndale, Wash. "I typically have about 50 families adopting at any given time, and I'm continually impressed by the hearts of these people."

"We have a very active adoption program with the U.S. military. In fact this is our largest clientele base," said Dr. Carol Albers, an adoption counselor who created an agency in Harrisburg, Pa., specifically to help U.S. families with their adoption needs while living overseas. "We also promote U.S. foster care adoptions with military families based overseas, which I am very proud of, I might say, and have placed 12 children with U.S. military families within the past year."

Chareyl Moyes, an adoption counselor with an agency in Ogden, Utah, said she has worked with several military families and the adoption process has gone very well for them.

"I think the military is wonderful at helping families through the process and they make it pretty easy to get documents notarized and authenticated, this is really a big plus. I think that U.S. Navy families are excellent candidates for adoption," Moyes said.

Another reason why Navy families are excellent candidates is the extent to which they embrace diversity. The Navy population provides a high concentration of possible families who reflect the diversity of children served by the child welfare system who may be in need of foster or adoptive homes. As a group, they bring diversity in race, culture, ethnicity and personality. In 2006, 35.9 percent or 492,735 of all active duty military members identified

themselves as a minority (i.e., African American, Hispanic American, Native American, Alaskan Native, Asian American, Pacific Islander or multi-racial) and 54.6 percent were married.

This is an important subject because of the need for diverse adoptive families. On any given day, more than 100,000 of our nation's children wait in foster care to be adopted. Many of them are over the age of nine or are children of color," said Moyes.

As for deployments and moves, Navy families often see the downside while failing to consider that there is an upside. The average Navy family has learned to deal with change and adversity, such as risk to personal safety and family separation.

"As a result, they are resilient, adaptable people who are mission-driven and stick by their commitments," said Meg Falk, Fleet and Family Readiness Community Alliance Program Manager. "Navy families and their communities have many strengths including resilience, diversity, inclusiveness, social networks and educational and health benefits, which support them wherever they live."

The Navy is a rich environment for raising children, according to Falk. It's a place where children can grow and thrive.

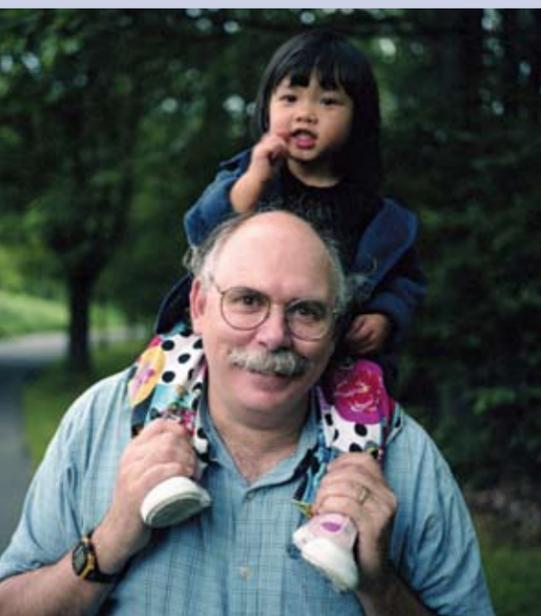
"They are part of the Navy family, and the Navy is a supportive organization," she said. "The Navy takes care of its people, and many choose to follow their heart and their desire to give a child a chance by giving that child a home through adoption."

Ferris agrees.

"It's a calling," she said. "Once it's in your heart, you can't ignore it."

For those Navy families who answer that call, Falk says, "they'll find it all worthwhile." ■

Moody is assigned to Commander, Navy Installations Command, Washington, D.C.



# If you can sail one ...

Story by MC1(AW) Richard Kiroy, photo by MC1(AW) R. Jason Brunson

Nearly three years ago, Command Senior Chief Hospital Corpsman Donald. B. Abele interviewed Boatswain's Mate 3rd Class Timothy Patrick at Recruit Training Command, Great Lakes. When he asked Patrick why he should be selected for an assignment aboard USS *Constitution* the young Sailor said he had been sailing nearly all of his life and it was something he could contribute to the command. Abele explained to Patrick that sailing an 18th century warship was different than a modern sail boat, to which Patrick replied, "The principles and physics are all the same."

Perched atop a 5,000-pound cannon on the spar deck of the oldest commissioned war ship afloat in the U.S. Navy, Patrick bellows commands to *Constitution's* crew, ultimately pushing the 211-year-old heavy frigate through the waters of Boston harbor. Just like warrant officers who held the title of sailing master in the past, Patrick is responsible for the safe and efficient movement of "Old Ironsides."

It takes plenty of team work to get the 204-foot long, 2,250 ton, wooden-hulled, three-mast ship underway. And that's before addressing her 42,000 square feet of sails.

"It's a lot of team work that goes into getting underway and it's great to see that kind of success come out of it" said Patrick.

For him, sailing *Constitution* is a "blast" but he's quick to admit it's different than a typical sail boat.

Soon after reporting to *Constitution*, the command needed to find a replacement for their sailing master. Years of experience combined with a deep passion for sailing paid off for Patrick. He was obviously the most qualified Sailor aboard.

"I had to learn a few additional lines, but a sail is a sail. There are just different ways to handle them," Patrick added. ☞

*Kiroy and Brunson are photojournalists assigned to Naval Media Center, Washington, D.C.*

Focus on  
Service

# History

## The Sullivan Brothers and the Battle of Guadalcanal

Story by Mass Communication Specialist 1st Class Michelle R. Hammond

Growing up in Waterloo, Iowa, the Sullivan brothers, Albert, Francis, Joseph, Madison and George did everything together, and when they heard about the death of a friend during the attack on Pearl Harbor, they enlisted in the U.S. Navy together.

At that time, the policy of the Navy was to separate family members, but the brothers insisted they be allowed to serve together as a condition of their enlistment. They took their request all the way to Washington, D.C. In a letter to the Navy Department, they said, "We stick together!" The Navy finally allowed the five brothers to enlist in the U.S. Naval Reserve, and assigned them all to USS *Juneau* (CL 52).

*Juneau* was commissioned Feb. 14, 1942, and in August of that year, she headed to the Pacific Theater. The Battle of Guadalcanal would be her last stand.

In response to the Japanese taking over the island of Tulagi and constructing an air base in the Coral Sea, Guadalcanal was the first major battle led by the Allied forces against the Japanese Empire. The Solomon Islands were needed to stop the Japanese from blocking the supply lines between the United States, Australia, New Zealand and the Indian Ocean.

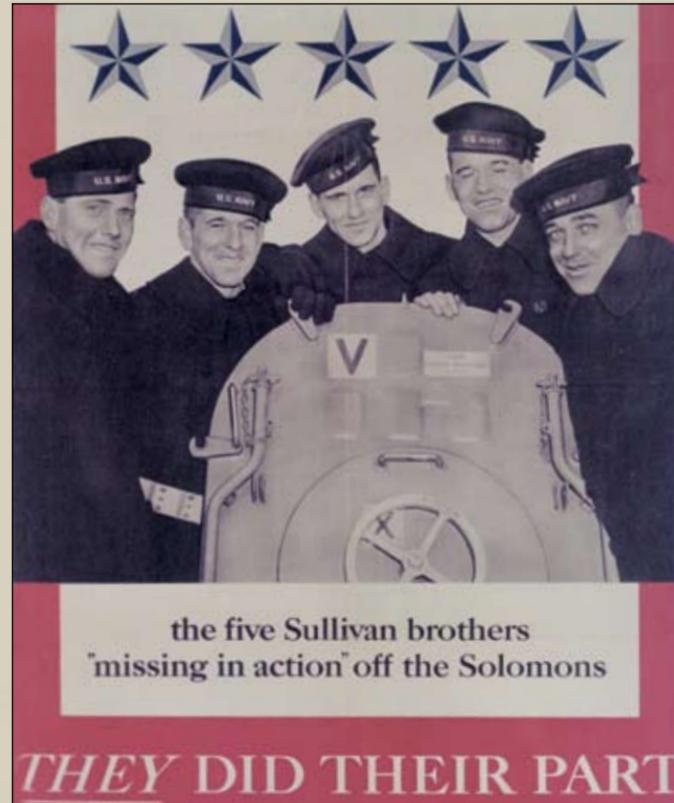
The Battle of Guadalcanal is considered by some experts to be one of the most hostile, lengthy naval struggles in the war in the Pacific. Culminating with the decisive naval battle that took place in "Iron Bottom Sound," many battles were fought in the air, on the land and the sea.

In the early part of November, both the Allies and the Japanese were desperately trying to reinforce their troops and supplies while trying to prevent the other side from doing the same. While two ships were unloading their cargo, intelligence intercepted Japanese messages and reconnaissance reports about approaching Japanese naval forces consisting of two battleships, a light cruiser and 11 destroyers. To combat the approaching forces, five cruisers including *Juneau* and eight destroyers belonging to the United States took up station in an area known as "Iron Bottom Sound."

In the very early hours of Nov. 13, Japanese warships appeared on American radar, but due to poor radar coordination, their location could not be pinpointed. It was only when a Japanese search light was turned on they were they able to be seen. The battle, which began at point blank range, lasted only 30-minutes. Nine of 13 American ships were either sunk or heavily damaged compared to the Japanese who lost three.

*Juneau* was heavily damaged within the first five minutes of the battle taking a torpedo to her port side, exploding near the forward fire room. The shock wave of the explosion buckled the deck, shattered the fire control system and knocked out the power.

At dawn, *Juneau* struggled to rejoin the five remaining American warships. Shortly before noon, she took another torpedo to her port side, exploded, broke in two and sank within 20 seconds. Four of the Sullivan brothers, Albert, Francis, Joseph, and Madison, were thought to have perished along with the rest of her crew, save for 10 during this explosion.



The fifth brother, George, died five days later as a result of wounds he received during the explosion, exhaustion and possibly a shark attack.

The Battle of Guadalcanal was a turning point in the war in the Pacific. The Japanese were on the defensive and any efforts toward reinforcing Guadalcanal with new troops and supplies left their forces in other theaters weakened. This helped to prepare the way for Army Gen. Douglas MacArthur's and Adm. Chester Nimitz's campaigns in the Pacific. It also helped to open the Indian Ocean to Allied shipping of supplies and reinforcements, which contributed to the defeat of Gen. Erwin Rommel at El Alamein.

Contrary to the popular myth about family members not being able to serve together on the same ship or unit, the deaths of the Sullivan brothers served as a catalyst for the enactment of a sole-survivor policy which protects the remaining family members insofar as possible, when a family member has been lost as a result of their military service. Their deaths also became a rallying point for the war effort telling everyone, "They did their part." ✎

*Hammond is a reservist assigned to Naval Media Center, Washington, D.C.*

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Layout by MC3 Christopher Newsome

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