The ART of refueling AT SEA
Primed and Polished to Serve
Representing the Navy at funerals, inaugurations, sporting and other high-profile events and other ceremonies, the Ceremonial Guard is always out front. That responsibility and honor demands dedication from some of the finest Sailors entering the Navy.

Charting a New Course
The San Antonio (LPD 17) class of amphibious dock landing ships are designed to support embarking, transporting and landing elements of a Marine landing force. They are at the forefront of the Navy’s next generations of warships—a class of amphi with a strikingly different appearance and level of capability than its predecessors.

Operating Side by Side
For the Navy to operate globally at full-capability, its ships must be capable of staying at sea for extended periods of time, often where it isn’t possible to reupply in a friendly port. To do this, they must be replenished at sea. The Military Sealift Command plays a critical role in providing fuel, ammunition, provisions and spare parts to Navy ships across the globe.
USS Abraham Lincoln (CVN 72) steams in the western Pacific Ocean while on a scheduled seven-month deployment to the U.S. 5th Fleet area of responsibility.

Photo by MC2 James R. Evans
The Making of the Mess

Chief petty officers (CPOs) around the fleet are making preparations to train and develop a new generation of CPOs. This August, when the results come out, induction will begin and every one of you will see bits and pieces of it.

It is a time-honored process that has gone by several names and has changed over the years. The most traditional title was “initiation.” For decades the term carried with it an air of mystery and even a little fear for those who were on the brink of going through it. Hundreds of thousands of chief petty officers can proudly claim to be initiated, and their pride is justified. To be initiated meant you had been challenged, you had passed - then you had been accepted. More than that, you had proven yourself worthy to join the Navy’s chief’s mess.

Initiation was effective because a chief selectee was intentionally taken out of his comfort zone and asked to accomplish things that would have been impossible without all their energy, initiative and, most of all, the collective efforts of all the selectees with whom he was being initiated.

Induction is how we refer to the process now, and it’s what we use to prepare our selectees to enter our mess. It was built on the traditions and the qualities we value most from initiation. Both processes challenge a selectee. Both carry with them a feeling of acceptance, and both terms will never be confused with anything passive or easy. Those initiated CPOs who have gone before us left a remarkable legacy of leadership. They were - first and foremost - deckplate chiefs who were connected to their Sailors. The induction process should build upon that and focus on a continuum of training from throughout the year and the passing of knowledge from one generation of chiefs to the next.

Last year we brought some of the initiation traditions back. We invited our retired, initiated, CPOs back into the process and we stressed the value of our heritage as chiefs. This year, we’ll do the same. I’ve emphasized to our chief’s mess that we should recall the good things about initiation, the serious tone and the challenge that accompanied that term. And I’ve asked that our chiefs bring that tone back. A chief selectee who wears anchors for the first time, Sept. 16, 2008, will know that they have earned them. He or she will know they’ve been accepted by the mess. A new chief will be ready to lead Sailors on the deckplate and advise our leadership without hesitation.

They’ll do that because induction trains them to. It’s something I hope all of you strive for. Wearing anchors is a noble goal, shipmates. It’s something I hope all of you strive for. Wearing anchors is a noble goal, shipmates. Part of that goal is proving yourself for the six weeks leading up to that pinning ceremony. If there are first class petty officers in your command selected to chief this summer, watch them during induction. See how they progress and grow as leaders. It’s an inevitable transformation, one that benefits the entire fleet. It’s a tradition I’m proud of and hope you are as well.
Chief of Naval Operations (CNO) Adm. Gary Roughead recently announced the reestablishment of U.S. 4th Fleet and assigned Rear Adm. Joseph D. Kinnan, currently serving as Commander, Naval Special Warfare Command, as its first commander.

U.S. 4th Fleet will be responsible for U.S. Navy ships, aircraft and submarines operating in the U.S. Southern Command (SOUTHCOM) area of focus, which encompasses the Caribbean, Central and South America and the surrounding waters.

Located in Mayport, Fla., and dual-hatted with Commander, U.S. Naval Forces Southern Command (COMUSNAVSO), U.S. 4th Fleet reestablishment addresses the increased role of maritime forces in the SOUTHCOM area of focus, and demonstrates U.S. commitment to regional partners.

"Reconstituting the 4th Fleet recognizes the immense importance of maritime security in the southern part of the Western Hemisphere, and sends a strong signal to all nations and military forces in the region," said Roughead. "Aliasing 4th Fleet along with our other numbered fleets and providing the capabilities and personnel are a logical execution of our new maritime strategy." 4th Fleet was original established in 1943 as one of the original numbered fleets and, was given a specific mission. During World War II, the United States established a command in charge of protecting raiders, blockade runners and enemy submarines in the South Atlantic. U.S. 4th Fleet was disestablished in 1950 when U.S. 2nd Fleet took over its responsibilities.

Initially, the new 4th Fleet will be heavily supported with COMUSNAVSO and take advantage of the existing infrastructure, communications support and personnel already in place in Mayport. As a result, U.S. 4th Fleet will not involve an increase in forces assigned in Mayport.

"As a numbered fleet, we will be in a better position to ensure the Combatant Commander has the right assets available when needed," said Rear Adm. James W. Stevenson Jr., Commander, U.S. Naval Forces Southern Command (NAVSO). U.S. 4th Fleet will retain responsibility as COMUSNAVSO, the Navy component command for SOUTHCOM. Its mission is to direct U.S. naval forces operating in the Caribbean, Central and South American regions and interact with partner nation navies within the maritime environment. Various operations include counter-illicit trafficking, theater security cooperation, military-to-military interaction and bilateral and multinational training.

MCPON Stresses Navy’s Expectations To First Class Petty Officers

MCPON(SW/FACO) Joe R. Campa Jr. has made his expectations of the Navy’s first class petty officer community a public priority of his last six months.

"During the annual Petty Officer First Class Leadership Symposium, recently held in Washington, D.C., I left no doubt in the minds of more than 400 attendees that the Navy expects them to meet the responsibility of being first class petty officers and that Sailors depend on their first line leadership. They are first class petty officers what their first priority should be.

"You are in the best position to influence Sailors," said Campa. "I want you to look at those expectations (of the first class petty officer) and use them to determine whether you’re doing everything to meet your individual responsibilities and your responsibilities as a first class mess."

Campa said that since the document was released in February, he’s seen results around the fleet. He also said he agrees with feedback he’s received that the points discussed in the Expectations of the First Class Petty Officer are not new concepts.

"These expectations aren’t anything new and some have asked why we have to put these out. My response to that is that it is a chief’s responsibility to define expectations for those they lead. I was inspired by what I’d seen across the fleet and that led to their development. I believe the great majority of you understand them and have taken them on board."

The expectations, said Campa, are not a request. They are what the Navy needs enlisted leaders to do to manage Sailors professionally and personally successful.

He added that within the Navy’s first class mess there is an abundance of talent and experience.

He said that more is being expected of the Navy, which has placed a greater strain on the Sailor and their families.

"We have come to a point where we don’t have any leaders to spare," said Campa. "We have to make the best possible use of your experience and put those skills to work on the deckplate. If you’re doing those things, it will better prepare you to be a chief petty officer, but first and foremost, you will be one outstanding first class."

Sailors Work with Habitat for Humanity to Build Homes in El Salvador

Sailors and U.S. contractors assigned to Forward Operating Location (FOL) Comalapa, El Salvador, continued their mission with Habitat for Humanity by recently completing the construction of four new homes for Salvadorans.

Sailors permanently stationed at the FOL, and deployed Sailors from Patrol Squadrons 4 and 40, Airborne Early Warning Squadron 77 and Consolidated Maintenance Organization 2, built the new homes for families in the town of San Luis Talpa.

"I love to volunteer for such a great cause," said Hunter, a helicopter equipment technician. "The families were so grateful to us they tried to offer us the little they had to us such as water and some lunch to try to show their appreciation," said Master-at-Arms 2nd Class (SW) Joseph Zaccagnino, a member of the FOL’s security team. "You definitely get a good workout and digging the ditches and shoveling dirt to lay out the foundation for the walls."

The Sailors worked four consecutive Saturdays to ensure all those who wanted to volunteer from the current deployed squadrons had the opportunity to participate.

Habitat for Humanity is the site supervisor and marcon worked with roughly two dozen Sailors ready to help build the new homes.

Habitat for Humanity provided the oversight, supervision and instructions to Sailors as well as tools, safety gear, ready to help build the new homes.

Chief Fire Control Technician (SS) Willie H. Corey, assigned to the Program Executive Office Submarines, Washington, D.C., was recently recognized by the Leukemia & Lymphoma Society (LLS) Program in Cincinnati, for his participation in the National Bone Marrow Donor (NMDP) Program.

Corey has been a participant in the bone marrow donor program since Fall 2006.

"When I found out that the potential recipient was a little girl (having a daughter myself), it was a no-brainer to enroll in the program," said Corey. "They wouldn’t tell me her name, but they told me her age. I really respect the privacy of the recipient of both parties agree, identities are exchanged after 12 months."

Earlier this year Corey and the bone marrow recipient were introduced over the phone. "I talked to her and her aunt. They sent me before and after photos from the operation. The positive changes in her were incredible." Corey finally met his bone marrow recipient at the LLS Program in Cincinnati.

For more information call toll free the Navy College call center at 1-877-537-7122 or go to https://www.navycollege.navy.mil/

Story by Sharon Anderson, Chief of Naval Personnel, Washington, D.C.
and building materials.

“I really enjoy these builds coming from a Seabee unit. It is a great opportunity for the FOL to get involved with the local community to show that we care about the people that live around us and want to help in any way possible to make life better for them,” said Utilitiesman 2nd Class (SCW) Joseph Rubino.

FOL Comalapa’s primary mission is to provide logistical support to aerial counter-drug aircraft and crew from U.S. military and government law enforcement organizations. Promoting Theater Security Cooperation like community relations events in the El Salvador area is also a large part of the mission.

Story Courtesy of Forward Operating Location Comalapa, El Salvador.

Navy Tests New Technologies for Maritime Interception Operations

The Navy successfully demonstrated a biometrics tool set and wireless link interface for the fleet’s Expanded Maritime Interception Operations (EMIO) teams aboard USS Howard (DDG 83). This demonstration tested the Navy’s new EMIO technologies for collecting biometric identification data and globally sharing the intelligence during maritime interdiction operations during visit, board, search and seizure (VBSS) missions at sea.

Cmdr. John Funn, PEO LVM’s assistant program manager for expeditionary systems, explained the Navy’s maritime interception operations involve monitoring and disrupting the movement of terrorists and terrorism-related materials at sea. Specially trained (VRSS) teams deploy from an EMIO capable U.S. ship. After they stop, board and secure a suspect vessel, they may use portable identity data collection devices, including digital cameras and fingerprint scanners, to identify persons of interest. They also conduct methodical searches for weapons or weapon materials.

“EMIO is a key maritime component of the global war on terrorism,” said Funn.

The demonstration test on Howard, under the direction of Program Executive Office for Command, Control, Communications, Computers and Intelligence (PEO C4I), focused on EMIO’s technology components and represented a major leap toward a broader use of the wireless capability. Currently, biometric data collected aboard a suspect vessel is physically brought back to the platform and transmitted through shipboard communication systems and satellite networks to the Biometrics Fusion Center (BFC), a DOD facility in Clarksburg, W.Va. At the BFC, the information is matched against data in the DOD’s Automated Biometric Identification System (ABIS). The ABIS search results are relayed back to the parent platform andạn

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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

Mail your submissions to: Navy Visual News Service 1200 Navy Pentagon, RM. 4814W Washington, D.C. 20350-1200

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

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A L L  H A N D S tables and columns inhibited.

Around the Fleet

Photo by MC2 Michael B. Lavender

NMCB-7 commissioned officers and chief petty officers participated in a weeklong field exercise to build teamwork and practical knowledge.

Photo by MCSA Matthew A. Lawson

during flight operations in the Persian Gulf.

Photo by MCC Robert G. Inverso

25,000 Sailors serving in the 5th Fleet area of responsibility.

Photo by Air Force Tech. Sgt. Jeremy T. Lock

Civil Affairs Brigade treated more than 500 patients.

Photo by Marine Corps Lance Cpl. Grant T. Walker

Djibouti, Africa. During the first two days of the six-day MEDCAP, the 354th Civil Affairs Brigade treated more than 500 patients.

Photo by Marine Corps Lance Cpl. Grant T. Walker

5th Marines, Regimental Combat Team 1 while on a patrol in the Al Sina district of Fallujah, Iraq.

Photo by Marine Corps Lance Cpl. Grant T. Walker

rate of EMIO information. Wireless capability allows the boarding team to check and verify the identities of crew members and passengers and confirm false identity documents while remaining in control of the suspect vessel and communicating with the onsite commander. “This saves time and provides an important strategic advantage for our VBSS teams,” said Funn. PEO LMW is managing the acquisition of the portable tool set used by VBSS teams to collect identity data. This kit comprises a water-resistant, “ruggedized” computer with a touch-sensitive screen, a camera for taking digital photos, a digital fingerprint scanner and pen, and a scanning device to input identification documents, cargo manifests and other information. Future technology upgrades to the EMIO tool set will include a lighter weight integrated configuration and eventually additional biometric modalities such as iris recognition. Story courtesy of the Program Executive Office Littoral Mine Warfare, Washington, D.C.

DSU Prepares for Submarine Escape and Rescue Exercise

Deep Submergence Unit (DSU), the Navy’s only worldwide deployable submarine rescue capability, command recently loaded equipment and support personnel aboard a Russian aircraft at Naval Air Station North Island, San Diego, in preparation for the NATO exercise Bold Monarch (BMH) 2008.

BMH 2008 is a joint Allied Command Submarine Escape and Rescue Live Exercise (LIVEX) designed to train and demonstrate that NATO, in participation with other submarine operating nations, can perform life-saving operations from a distressed submarine including all medical aspects involved in a submarine disaster.

“This is the first time Russia will participate in this exercise, and it is a significant step forward in the development of a truly international rescue capability,” said Bill Orr, U.S. submarine force escape and rescue officer. “Other nations such as Canada, France and Germany will be participating.” The U.S. Navy will be mobilizing the submarine rescue system-rescue capable system (SRS-RCS), which is a next generation, state-of-the-art submarine rescue system. The SRS-RCS is comprised of two main systems, the pressurized rescue module system and the submarine decompression system.

“This phase is very important, because we will be able to demonstrate that we can take the system anywhere in the world to rescue Sailors in distress,” said Orr. The program is designed to be a government-owned, commercially operated system, consisting of military personnel and civilian contractor support and operation. Story by MCSW Alesic M. Riveracoreo, Fleet Public Affairs Center Pacific, San Diego.

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It’s 8 a.m. on a Monday morning. USS Boxer (LHD 4) is at sea off the coast of Southern California, and the 36 newest members of the ship’s Basic Security Reaction Force (SRF-B) class make their way to the soft-cushioned chairs in the ship’s briefing room.

MA2 Charles Sakaris demonstrates proper baton handling techniques to his class. The first day of classroom instruction is the last of the week-long course, as the students are soon practicing physical restraint and defense procedures on each other.
The mood is light because the Sailors are expecting an easy week of slide show presentations on instructions and regulations putting them asleep. The seemingly oblivious students are soon attentively leaning forward in their seats, as the course instructors reveal a curriculum filled with topics like physical takedown procedures and terrorist cell activities.

This SRF-B class is no ordinary shipboard instruction. It is designed to give the next generation of Ship’s Self Defense Force (SSDF) members the tools they need to be on the “front line” of shipboard physical security.

“We teach a tough hands-on overview on how to maintain a tactical posture for shipboard security posts,” said Master-at-Arms 2nd Class Charles J. Sakaris, SRF-B instructor aboard Boxer. “Seamen and Chiefs are in this class; rank doesn’t matter – pride and professionalism does.”

It’s that same pride and professionalism combined with keen vigilance that MAs like Sakaris count on. The ship is only allotted a certain number of specialized MAs, so ensuring these Sailors from various job backgrounds give their all in the training helps put the most qualified Sailors on SSDF posts around the ship.

“These Sailors qualifying helps them understand how to do what we do,” adds Sakaris. “And that helps us do our job.”

Boxer MAs teach the class that covers everything from unarmed self defense and vehicle searches to rules of engagement and anti-terrorism. Since many Sailors in the course have never been through any physical security training before, instructors emphasize intensity to prepare students for the gravity of the hostile situations they may face.

“The instructors are intense,” said Air Traffic Controlman 1st Class (AW/SW) Chris Chitwood, a student in the class. “They’re very confident and proud of what they do, so we have to take it seriously.”

The group spends very little time in this classroom environment. Before the Sailors have a chance to get comfortable in the plush chairs, they are quickly moved to another room empty of desks and stand in rows side-by-side. Here they are shown how to best defend against physical attack and threats to the ship itself.

The students begin practicing control holds and strikes on their classmates, a big shift from their day-to-day jobs. “A class like this teaches things you can’t get anywhere else,” said Chitwood. “It gets you out from behind a desk or radar screen and shows you that you’ve got your shipmates’ back and they’ve got yours.”

Sailors who volunteer and are selected for SSDF are required to attend the course and must be outstanding Sailors in daily performance and physical fitness.

“These Sailors are the ones who go above and beyond,” adds Sakaris. “They’ve all got their heads in the game.”

The first round of striking and blocking drills has finished and it feels like the temperature in the room has risen at least 10 degrees. The looks on their faces say one thing – this is true training.

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The mood has shifted from light-hearted morning conversation to determination and focus, which is just what the instructors had planned. “This is the kind of training you go to and walk away with battle scars.”

▲ MA1(SW) Jorge Schulz demonstrates striking techniques to AETM(AW) Judith Garza (left) and SKa (SW/AW) Erika Noriega (center).

▼ MA1(SW) Jorge Schulz instructs his students on how to properly restrain an uncooperative person.
said Aviation Electricians Mate 1st Class (AW/SW) Shana Svedberg. “They beat you up, but it’s good training and you learn a lot.”

A few days into the course, the Sailors move from physical self-defense to the most anticipated event of the course. It’s the day they’ve all heard about; the day with a legacy of storytelling around the ship. Today they learn how to employ and respond to oleoresin capsicum (OC), better known as pepper spray.

All SRF-B students are required to be sprayed in the face with OC and then demonstrate many of the physical defense techniques they’ve learned to help ensure they can defend themselves while partially impaired.

It’s barely early morning, but Boxer’s MAs, SRF-B students and crowds of supporting shipmates are already gathering on the flight deck for the day’s popular evolution.

“I’m really nervous,” said Svedberg, awaiting her turn. “Everyone says it hurts, but I’m not going to quit.”

Each Sailor stands face-to-face with an instructor as they’re sprayed with OC. They are then guided from event to event as they scream commands to “get back” to Sailors acting as potential threats. The students move through the stations as the sensation from the OC spray worsens, driving them to focus even more. Their shipmates echo cheers across Boxer’s flight deck as the students near the end of the obstacles.

“You just block out everything,” said Chief Aviation Electrician’s Mate (AW/SW) Michael Dover, as he recovered from his run through the evolution. “It’s like swimming through salt water with your eyes open and having the worst sunburn all over your face.”

As the day comes to a close, the yells and cheers die down as the crowd clears and the students head off to clean up. The MAs look at each other and smile, holding their heads high, filled with pride and accomplishment based on the events over the past few days.

“These students are highly dedicated and hands-on with this training. They’ve taken time from their normal jobs to learn and understand a different type of training from their day-to-day environment.”

— MA1(SW) Jorge Schulz

Miller is assigned to USS Boxer (LHD 4).

▲ MA2 Charles Sakaris uses a class student, FC3 John Lesh, to demonstrate proper restraint techniques. Class participation reaches a new level in this course.

▲ No(SW) Beverly J. Ellis demonstrates a restraint technique on ACs(AW/SW) Chris Chitwood. Students practice the restraint techniques on each other so they can give an accurate assessment of the technique’s effectiveness.

▲ AE1(AW/SW) Shana Svedberg counts to 10 after being sprayed in the face with Oleoresin Capsicum (OC), better known as pepper spray. Students are required to count to 10 before making their way through the obstacle course to ensure the spray has taken effect. It’s not until they open their eyes that they feel the true effect of OC.

▲ She can finally rinse her face in a bucket of water after making her way through the obstacle course. Even after dunking their heads in water, most students feel the affect of the spray over the next day.
he sound of hooves echo in the stillness between the rows of engraved white marble headstones. An abrupt crack of a rifle and the notes of a lone bugler playing “Taps” pierce the air.

As you approach, you witness the final farewell for a hero who gave their lives in the name of Duty, Honor, Country.

Carrying out the ceremony is a squad of individuals wearing crisp, white uniforms that match the sea of tombstones laid before you. They stand silently on the manicured field of grass, moving as one as the ensign is folded above a casket before being placed in the hands of a grieving family member.

Those words - Duty, Honor, Country - embodied by the men and women who join the military and it’s only fitting their passing be recognized with distinction. For Sailors, that respect is extended by the Sailors of the United States Navy Ceremonial Guard.

Representing the Navy at funerals, inaugurations, sporting events and other ceremonies, the Ceremonial Guard is always out front. That responsibility and honor demands dedication from some of the finest Sailors entering the Navy.

“We are the face of the Navy and are always standing in front of the families, brass and cameras. We have to [be perfect] at all times,” said Seaman Paul Gomez, a casket bearer for the Guard. “We spend countless hours practicing, and working on our appearance.”

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Representing the Navy is what is expected of the Guard and when a family has to say good-bye to a loved one, the solemn task falls to the Navy’s Casket Bearer Platoon.

“It’s an honor for me to be standing there representing the Navy and the country before the family,” said Seaman Apprentice Matthew Glenn Hale, a casket bearer. "That’s one reason why I wanted to be a guardsmen. I wanted to be out front and I believe if you want something done right - like delivering honors to the grieving - I have to do it myself. I take pride in that.”

Finding Sailors who might make the cut starts in boot camp. Candidates are selected from the different divisions and are required to attend meetings where they learn about the rigors of becoming a member of the Ceremonial Guard.

“I was approached by the Recruit Division Commander and was asked why I wasn’t attending the Ceremonial Guard meetings,” said SN Cedrick Dickinson leading seaman of the Casket Bearers. “I had no idea they existed and was pretty much signed up on the spot.”

After boot camp the candidates arrive in Washington, D.C. where they begin a two-year assignment as a guardsmen in one of the platoons as a casket bearer, firing party, drill team or colors platoon.

Arriving for the first time at the Ceremonial
Guard headquarters located aboard Anacostia Annex, is an eye-opening experience for most. They left boot camp thinking that the hardest part of training was over.

"Guardsmen meet you at the airport and are talking to you as though they were your friend. They’re telling you about the different sites on our way to the base and then it becomes very apparent once you step off that van and onto the sidewalk in front of the headquarters building that this is not going to be what you thought it was,” said Dickinson. “They were up in our faces and yelling at the top of their lungs to straighten up and get in to proper ranks. It was boot camp times 10.”

Thus begins the day-after-day tigers of constant shining, ironing, buffing and drilling that will prepare the Sailor for the next two years of high-profile duty.

Fellow students help SR Miguel Mora prepare for one of many daily inspections. 

But, according to Dickinson, there are misconceptions about the guard.

“People think we only go to sporting events and present the colors or fly to different areas around the country for holiday celebrations. That’s just not the case,” said Dickinson. “This is harder than the three-a-day football practices when I was in high school. The fact that we can have up to eight funerals in a day and we train constantly is extremely draining.”

The long hours of continuously making sure their uniform is inspection-ready, that they are always in front of families and the nation’s leaders, teaches them a level of responsibility and attention to detail that was only touched on in boot camp.

Guardsmen find themselves attending events at the White House or at the Pentagon on a weekly basis. But before they get to meet the President or the Secretary of Defense, they will find themselves in an intense four-month training period that is broken up into two parts.

Candidates spend their first two months learning the basics of making their uniforms look like they were sculpted out of granite. They polish the brass that goes with the uniform to a shine so highly reflective it could be used as a signaling device.

“It takes an insurmountable amount of hours to make our brass and uniforms sharp,” said Hale. “We can easily go through five cans of starch a day, and every piece of metal has to be pristine - no pits, streaks or discoloration.”

Training doesn’t finish after those two months. Once they are in one of the platoons, there are better refined toward meeting the platoon’s mission.

For casket bearers, that means becoming very familiar with not-so-average size boxes - longer than seven feet and weighing hundreds of pounds. For the Navy, who uses six people to carry a casket, training is a night and day operation to learn to work fluidly as a team.

“We wake up every day at 4 a.m., and are ready for inspection and training by 5 a.m.,” said Hale. “We place weights in the caskets and proceed to the river where we march for more than a mile and back conducting different drill movements.”

Being able to lift and carry extreme weights is only part of the duty that the guardsmen face. Each movement has to be executed flawlessly and with precise synchronized movements.

According to Gomez, the guard trains daily. Even though casket bearers have performed the ceremony hundreds of times they still practice every day.

“I have performed honors more than 1,000 times,” said Gomez. “We still practice every day and before each funeral.”

Their story look that never shows any expression is taught during the training before becoming a full-time guardsmen. They call it breaking tightness when a guardsman moves in anyway or shows emotion while performing their duties - that is strictly forbidden.

Honoring so many Sailors who have passed away can take a toll on the guardsmen, too.

According to Hale, conducting so many funerals can be depressing, but that service member and their family deserve to have the ceremony performed perfectly and respectfully each and every time.

“Even though we're tired from the funerals we did earlier in the day we have to perform perfectly every time,” said Dickinson “We never show we're tired or it was an emotional event to the point where I would break tightness.”

The number of funerals the Casket Platoon conducts has risen through the years. Between current events, the World War II veterans passing every day and the Korean War and Vietnam-era generation getting older, the requests to be buried with honors have been rising.

“The amount of funerals does have an effect on us” said Dickinson. “To relieve the stress we try to joke around - pulling pranks on one another and we also work out heavily to relieve stress.”

According to Hale it is a way of taking that burden off your shoulders so that you don’t carry it on to the next event that will be in less than an hour from the last.

“It can get emotional at times,” said Hale “like the time I had to present the flag to a child. I never broke tightness, but when we were finished we talked among each other to share the moment and that helped get me through to the next event.”

Guardsmen must dedicate two years away from their rate which can be an issue if they’re not working and learning for advancement. To offset that, a guardsmen can choose a different rate than what they signed up for as long as their ASVAB scores are high enough and the rate is not over-manned. But the leadership at the Guard also urges the Sailor to keep studying during their off time. When the opportunity arises, they allow guardsmen to do a little on-the-job training.

"I'm slated as a CS,” said Hale, “and I had the honor of being able to cook at the Vice President’s house where I learned a lot.”

Another misconception according to the

Guard is the time you are here is a detriment to one’s career. The Guard combats that by making sure that the Sailor gets the rate they are qualified for and the A-school that corresponds with it.
Program Teaches Standardized Funeral Honors

Ten Sailors and two Department of the Navy civilians recently graduated from the Navy-wide Funeral Honors Training Program at Naval Support Facility Anacostia, Washington, D.C.

The graduation included a display of skills learned during the five-day-long program. Graduates performed a mock-funeral with honors, which was critiqued by Cmdr. Chris Higginbotham, commanding officer of the U.S. Navy Ceremonial Guard.

The training program, spearheaded by Commander Naval Installations Command, Vice Adm. Robert Conway, is conducted by the Ceremonial Guard throughout the fleet in an effort to standardize Navy funeral procedures and to ensure that all fallen shipmates are properly honored.

“We are here to help shipmates,” said Higginbotham. “It’s what the Navy does best. It’s what we do every day.”

Regional representatives who attended the course were able to apply the training to their prior experience with funeral honors and perfect the details.

“I found that every region was pretty much doing their own thing,” said Personnel Specialist 2nd Class Anthony Carrigan, Navy Operational Support Center (NOSC) Tampa, Fla. “And, this only last as long as you have people who are qualified to continue the training, which is why it never stops.”

Personnel interested in volunteering for funeral honors service should contact their command or regional CACO for more information.

Story by MC3(AW) Jesse Awalt, Naval District Washington, Washington, D.C.
Each new generation of Navy ship uses the latest technology as the world’s navies compete for dominance at sea. Every so often a ship comes along that is a quantum leap ahead in both design and capability, and alters the entire landscape.

A Marines return to San Antonio’s well deck aboard rigid hull inflatable boats. The ship was built with the needs and requirements of the Marine Corps in mind.
The San Antonio (LPD 17) class of amphibious dock landing ships are designed to support embarking, transporting and landing elements of a Marine landing force. They are at the forefront of the Navy’s next generations of warships – a class of amphibious with a strikingly different appearance and level of capability than its predecessors.

The multi-mission San Antonio-class is designed and engineered to operate either as a critical part of a group, or alone. The LPD 17 has a reduced vulnerability in the littoral environment by minimizing its radar cross section signature using a streamlined topside design. Combining this significant improvement with state-of-the-art command and control, communications, computers, intelligence, surveillance and reconnaissance capabilities and upgraded self-defense systems significantly improves the ship’s ability to defeat threats.

The ships of the LPD 17-class are replacing four retiring amphibious ship classes. With a length of more than 680 feet and a beam of 105 feet, the LPD 17-class is substantially larger than the LPD 4-class. It can carry approximately twice the number of Marine vehicles, along with approximately the same number of troops, cargo and ammunition space as the older Austin-class. The increased beam size permits a larger flight deck able to support, from its aviation spots, all aircraft in the Marine inventory.

If you look at the CNO’s new policy and naval strategy, the maritime strategy right now, we’ve got six core competencies [to meet] from presence all the way through the strategic level of capability than its predecessors.

The LPD 17-class has significant survivability features and the latest in computer technology. In addition to Rolling Airframe Missile (RAM) protection from air threats, the ship was designed to minimize its appearance as a target. Using radar cross-section (RCS) reduction techniques, the ship will not only have a new look, but will be more difficult to locate and target. Realizing that continuous leaps in technology are expected over the next 50 years, LPD 17’s fiber optic shipboard-wide area network (SWAN) connects onboard integrated systems. Computers resident on the ship are in a “plug in and fight” configuration, allowing hardware to be more easily and appropriately replaced by newer technology as necessary over the ship’s lifetime. Moreover, LPD 17 has extensive communications, command, control and intelligence systems to support expeditionary warfare missions.

“Something we have here that we didn’t have on my last ship, USS Trenton (LPD 14), is the Voyage Management System,” said Quartermaster 1st Class (SW) William Bratcher. “What the system does is integrate the engineering plant with the steering console and the navigation track. Essentially, we can put this ship on autopilot. We can put in a start time and an end time and it will do all the work for you.”

Optimum Manning

A distinct advantage of installing cutting-edge technology aboard San Antonio and the LPD 17-class is a reduction in the manning requirements for the new amphibs. The new ships are applying a concept called optimum manning, which is revolutionizing the way Sailors work aboard Navy ships.

Optimum manning is a combination of three variables: reducing total ownership cost, achieving the right manning level and taking advantage of the ship’s capabilities. At first glance, it would appear that technology and automation are simply reducing the manning requirements aboard Navy ships, but there are other factors involved.

Ship design, enhanced crew capabilities and organizational support are the three main areas where an optimum manning ship must excel.

During the shipbuilding and design process the cost versus capability of each piece of new technology was analyzed and the level of human interaction was assessed. But, with San Antonio recently completing her Operational Evaluation, the real-world application of the LPD 17-class is on the horizon.

“We’ve got a lot of high-tech systems that allow us to do more with less people. After we go on deployment we’ll have to come back and do a re-evaluation of what the manning capabilities should be on this particular class of ship,” said Meglen. “We’re still getting new systems added but we’re not getting any bodies to come with it. We’ll have to see if the threshold has been exceeded already or if we’re about where we should be.”

A Sailor’s effectiveness on a ship with optimized manning is mission critical.
Welcome aboard, Leathernecks

“This ship was built with the Marine Corps in mind,” said Kastner. “The feedback we received [from the Marines] has been very good. From the wider passageways to the sit-up berthings and the continuous meal hours we went to on the mess decks, the Marines absolutely love this ship and I think everyone has been very pleased with how it has gone so far,” said Damage Control Fireman Mariatika Ambid, who works in the ship’s galley. “We are able to keep the galley open longer hours so people can finish their watch and still get some chow when they’re done.”

Eliminating a fixture of old Navy galleys has reduced man-hours while improving the overall health of San Antonio Sailors.

“In the galley we don’t have the deep-fat fryers anymore so that reduces the requirements for maintenance and cleaning,” said Kastner.

“As with every first of its class ship, San Antonio has had its share of birth pangs as new and existing technologies are integrated and put to sea. The hard-earned lessons learned aboard San Antonio are being applied to each successive LPD 17-class ship that comes online.”

Life on the 21st century deckplate

The new technology installed aboard the San Antonio-class ships is changing the way Sailors respond to some shipboard emergencies.

“It’s a whole new culture in some ways,” said Enginemen 1st Class (SW) Andrew Ellis, M-Division. “On older ships we went to GQ (General Quarters) for certain shipboard casualties. On this new ship, a Class Bravo fire or a major fuel leak is easier to contain damage control-wise and we are able to have a much more targeted response with our shipboard damage control teams. We’re able to handle a lot of shipboard casualties locally.”

The everyday responsibilities of San Antonio crew members may be changing with the times, but in most respects the role of a deckplate Sailor stays true to Navy tradition.

“There are responsibilities, from keeping the ship clean to accomplishing preventive maintenance, that haven’t changed all that much with optimum manning,” said Kastner.

“It has changed for some of the engineers, when you look at our engineering spaces being unmanned, they aren’t down in a hot space. I’ve got a rover that walks port and starboard side of the ship, but for the most part it’s done through television cameras and sensors that feed into a nice, air-conditioned central control space. For those types of things, their life has changed.”

One of the challenges presented to San Antonio’s galley crew was an entirely new messing process. The new approach allows for longer chow hours for the crew despite a smaller galley crew.

“We serve the officers, chief and crew from the same galley and I think everyone has been very pleased with how it has gone so far,” said Damage Control Fireman Mariatika Ambid, who works in the ship’s galley. “We are able to keep the galley open longer hours so people can finish their watch and still get some chow when they’re done.”

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“We’ve had wonderful communication with USS Mesa Verde (LPD 19). Before they got commissioned we took Mesa Verde riders wherever we went, which benefited both of us,” said Kastner. “Being a leader of the class, we’re able to give them a whole lot of information ahead of time and a lot of issues were resolved before they were even commissioned.”

The San Antonio-class amphibs are truly a revolution in ship design and human engineering, but some Navy traditions remain constant from generation to generation.

“The Sailors are what brings this ship to life,” said Meglen. “Every time something is asked of them, they far exceed our expectations.”

McCammack is a photojournalist assigned to Naval Media Center, Washington, D.C.
The 20th century has been called “the American Century.” One of the primary reasons for America’s ascent to its current status as the lone superpower in this new century has been its ability to project power abroad with the unmatched power of its Navy. An integral part of the Navy’s vast reach is its ability to replenish its ships at sea. For the Navy to operate globally at its full-capability, its ships must be capable of staying at sea for extended periods of time, often where it isn’t possible to resupply in a friendly port. The Navy’s Military Sealift Command (MSC) leads the effort to refuel, arm, replenish provisions and spare parts at sea.

A total of 29 MSC ships support the fleet by supplying Navy warships around the world, 14 of these are underway replenishment (UNREP) oilers that provide fuel to Navy combat ships and jet fuel to aircraft carriers at sea. USNS John Lenthall (T-AO 189) is one of MSC’s oilers. Fewer than 100 personnel crew the ship on most occasions, mostly civilian service mariners complemented by a handful of Navy Sailors.

“We go wherever the Navy goes,” said Lenthall’s First Officer, Gene Lovitt. “Our job is to replenish Navy ships at sea and we support them around the world.”

The goal of the ship’s team is to make the extraordinary seem routine. Like firefighters or high-rise construction workers, the men and women working aboard Lenthall do a complex, dangerous job with such precision and consistency that it becomes second nature.

In their book, Keepers of the Sea, Edward Beach described the scene aboard a replenishment ship:

“...In no fleet maneuver is the steering ability of the helmsman, indeed, the exercise of pure seamanship by all hands so demanding. No evolution is so fraught with potential danger as the high-speed maneuvering of huge ships in close quarters, where the knowledge of one’s ship, of the action of the wind and sea, and the laws of physics is crucial. At replenishment stations, some individuals seem to have an intuitive awareness of what is happening around them. Such men never seem to lose sight of the ponderously certain outcome of the events they have set in motion. They have eyes in the backs of their head, a feel for the sea in the tips of their fingers, and the born confidence of a professional juggler or racing car driver. It shows in the way they handle their heavy gear and in the way they drive their ships. …”

Wide Open Spaces

During a recent two-week underway period four Navy Sailors were aboard Lenthall as she departed Norfolk on a brief, but busy, replenishment mission. For any Sailor who has spent a significant amount of time at sea aboard a U.S. Navy ship, life aboard an MSC ship is a whole new world.

“The Navy element of the crew is very small compared to the 80 or so civilian mariners we have aboard right now,” said Operations Specialist 1st Class (SW) David Shepherd, Lenthall’s leading petty officer. “It’s a much different environment on an MSC ship than you would have aboard a ship full of Navy personnel. We all work together as a team to get the job done.”

One striking difference for Sailor’s assigned to Lenthall and many other MSC ships, are the accommodations. Every crew member, regardless of rank, civilian or uniformed, is provided their own stateroom.

“It’s a little hard to adjust,” said OS2(SW) Victor Vazquez. “You have to be mature enough as a Sailor to come to this platform because you really get pampered compared to other ships. You have your own room, which is very unusual in the Navy, especially for junior personnel. You even have your own head or you have a head that you only share
The Art of Refueling at Sea

The Building Blocks of Refueling-at-Sea

The first noteworthy U.S. UNREP was in 1899 with a transfer from the collier USS Marcolibus to the warship USS Massachusetts. During this time, the process was lacking any clear direction or standards. The century that followed would eventually bring UNREPs to the forefront of naval planning and the results for the U.S. Navy – and the country’s influence abroad – were immeasurable.

When fuel oil became the leading power supply for Navy ships, the Navy commissioned a diesel-powered oiler, USS Maumee (AO 2) in 1916. The ship was only designed to transfer fuel to ships while at anchor, but necessity spurred innovation. Maumee’s crew developed a plan to refuel ships at sea, as America realized its potential as a global power. At the outbreak of World War I they were sent to a rendezvous point 300 miles south of Greenland to refuel U.S. destroyers headed for England. Despite having never tested their method for UNREP, Maumee’s crew successfully re-fueled 34 destroyers using a four-inch fueling hose supported by a wooden saddle suspended from cargo booms.

Maumee’s success was a great leap forward in the history of underway replenishment, but after the war ended the operation was seen as something that should only be conducted in an emergency or during wartime because of its inherent dangers.

During World War II, as the Navy fought its way toward Japan in the Pacific, the technology of resupplying ships at sea had not progressed much beyond innovations shaped by Maumee. Friendly islands and atolls were used as the primary supply stations. Supplies were brought to the forward bases on the islands. Small craft would sometimes take provisions to ships and resupply them while at anchor. In some limited cases, aircraft carriers and their escorts were resupplied by oilers of the fast attack carrier forces using Maumee’s method.

It was the Korean War that demanded further innovation in underway replenishment because the Navy had very few logistics ships and the methods used during World War II were now seen as insufficient to properly handle the persistent pace of naval operations to support the Korean War effort.

Because of the significant hurdles faced by Sailors in the Korean War during UNREPs, a conference was convened at San Francisco Naval Shipyard in 1952 to address the issues of resupplying-at-sea. It was the Navy’s first major push for innovation in this area since 1913.

During this conference a new Navy shipbuilding program was implemented that created the first “Designed-for-Purpose” UNREP ships, including new oilers, stores ships and ammunition ships. Despite the initiative, the same methods for moving fuel from ship to ship were still largely in place.

In 1957, then-Chief of Naval Operations Admiral Arleigh Burke called for a “new underway replenishment system that minimized the time for UNREP and could be conducted day or night, in fair weather or foul.” The multi-product concept was born allowing ships to go alongside an UNREP ship and get everything they needed, all at once, instead of renderring with several different ships. The speed of an UNREP on an aircraft carrier was reduced by almost 70 percent as a result and the U.S. Navy was now at the forefront of UNREP technology and performance.

“The [current] system allows the Navy to safely and efficiently conduct this vital requirement while at sea,” said USS Theodore Roosevelt (CVN 71) First Lieutenant, Lt. Cmdr. David Tarwater. “If we lost the ability to conduct these operations, we would have to place the Navy’s greatest assets, its warships, at a greater risk by pulling into port to refuel – taking away precious time that is needed to conduct maritime security operations.”
The Mechanical Aspects of an UNREP are quite complex, but if you compare an UNREP to going to the local gas station, the trolley serves as the driver’s arm when supporting the nozzle into your car’s gas tank opening. It’s a little more complicated across 150 feet of high tension wires and various high strains placed upon the hull while fuel is being pumped to the receiving vessel. The UNREP ship can also provide fresh milk, vegetables or most anything else with which a hard-working crew needs to be resupplied. “We have eight refrigerated containers that hold something like 16 regular pallet-sized loads of frozen or chilled goods,” said Echeverria. Sailors are deployed at sea around the world, and around the clock. Some are on training missions off the coasts of Florida and California while others are on-station in the Persian Gulf. The support of MSC and their unmatched ability to resupply the Navy – whenever, wherever – is the lifeblood that keeps our Sailors-at-sea ready and able.  

Lessons from the Great White Fleet

Sixteen battleships departed Norfolk, Dec. 16, 1907, on a peacetime maritime expedition that would last 14 months and forever change the perception of American sea power. President Theodore Roosevelt sent the ships on the around-the-world mission that newspapers dubbed the “Great White Fleet.” Beyond the worldwide recognition of American military strength that the Great White Fleet showcased, the massive undertaking highlighted the challenge of global logistics that would prove to be immensely important in the 20th century and beyond.

The Navy employed private shippers from destinations far and near to power the steam-driven warships of the Great White Fleet. Essentially, the Navy was buying coal from contracted suppliers around the world. Because the Navy was using private shippers from numerous countries including, Peru, Australia and Japan, during this peacetime mission, a clear question emerged: What would happen if the Navy needed to resupply its ships during wartime and the contractors weren’t willing or unable to contract with the American Navy?

“What the Navy learned from the Great White Fleet from a logistics perspective was that the need was the ability to plan far in advance and to be able to provide for the logistical support of the fleet,” said Secretary of Navy, Donald Winter. “Whether that had to do with providing coal for the ships, providing for spares and replenishment capability as the ships went around the world, refurbishing to a great extent with the Cannons and around the world, as opposed to going into dry dock.”

The answer was inescapable, but it took decades for Congress to be convinced to act. By the 1930s the logistics lesson culled from the Great White Fleet expedition led to the funding and development of support ships that could resupply the Navy’s warships while they were patrolling the world’s oceans. The ships would be part of a dedicated Navy auxiliary. The rest, as they say, is history.

Story by MC2(SW/AW) Jason McCammack, Naval Media Center, Washington, D.C.
Something to Think About

CREDENTIALING OPPORTUNITIES ON-LINE

Story by MC1(SW/AW) John Osborne

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Theodore Roosevelt

Out to sea and tucked away in USS Theodore Roosevelt’s (CVN 71) reactor department, Roberts has just started his second enlistment and is currently serving as the leading petty officer and quality assurance supervisor of Reactor Mechanical Division’s Number 2 Propulsion Plant. Libby is working on patients half a world away at Naval Hospital Camp Pendleton, Calif., and Denney just arrived at Submarine Base New London, Conn., as the complex manager.

Three different Sailors, doing three different jobs at different points in their careers, yet they have all taken the initiative to better themselves and better those with whom they serve by taking advantage of one of the Navy’s newest and greatest career-enhancing tools, Navy Credentialing Opportunities On-Line (COOL).

Launched in June 2006, Navy COOL is a one-stop shop for information that will light the path for Sailors who wish to obtain civilian credentials related to their Navy career field and a chance to continue and enhance the training they began in their service schools. What should be even more enticing to Sailors is that more and more Sailors are starting to get nervous about their post-Navy employment, Denney has prepared for his transition by using Navy COOL to become a Certified Food Executive, Certified Professional Food Manager and earn a certification in Hazard Analysis & Critical Control Point. "Navy COOL made it possible to take a high-quality class at no cost to me that earned me civilian certifications," said Denney, who acknowledged that his desire for the certifications was all planning for the future. "Every Sailor should earn credentials in the civilian world regardless of their intentions to make the Navy a career because it will show them a different aspect of their job."

So, why isn’t everyone using Navy COOL? Libby admits that had the program not been brought to her attention by her leadership, she would not have known about it, and she encourages everyone up and down every chain of command to learn as much as they can about the Navy COOL program and all the other incredible opportunities and civilian job equivalents that require fees. There are also links to the United States Department of Labor’s Occupational Information Network (O*NET) to build their professional qualifications, or time constraints will have funding available to them at all times of the year.

The strong usage statistics on Navy COOL indicate that Sailors are very interested in taking advantage of credentialing opportunities to build their professional qualifications,” said Capt. Connie Fritzell, program manager for Navy COOL and commanding officer for the Center for Information Dominance in Pensacola, Fla. “The funding policy making credentaialing even more appealing, and is a significant step forward in the professionalism of our Navy workforce. We’re presenting Sailors with another key to career success that will benefit them while they’re serving in the Navy and beyond.”

Beyond what is on Denney’s mind these days. With the experience of 20 years and tours on four separate submarines to back him up, he can, without hesitation, say it’s been a memorable and rewarding career, and while many Sailors at this same stage in their careers are starting to get nervous about their post-

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Working aboard a Military Sealift Command vessel is a unique experience for a Sailor with previous fleet experience. There are perks of the job that make life at sea a bit more comfortable while underway, but there are also new challenges and hurdles to overcome—and they usually arrive when they’re least expected.

Operations Specialist 2nd Class (SW) Victor Vazquez is one of only four Navy Sailors stationed aboard USNS John Lenthall (T-AO 189), a replenishment oiler. The remainder of the crew (usually just under 100) are civilian mariners.

“I served on USS Spruance (DD 963) and also on USS Shreveport (LPD 12) so I was accustomed to the traditional Navy way of life and it was a real adjustment when I got to Lenthall. You really get pampered on this ship,” said Vazquez.

The four-man Navy team, all operations specialists, make sure that Lenthall and the ships she is scheduled to replenish are in the right place at the right time.

“When he got to Lenthall he adapted quickly and grasped all of the operational message tasking with very little supervision,” said Lenthall Navy Detachment’s Officer-in-Charge, OS3(SW/AW) Arlene Rogers. “He’s really the go-to-guy when it comes to our replenishment-at-sea (RAS) requirements and operational summaries and he’s a great example for junior personnel to model themselves after. Our seaman can come to him with questions and he can usually handle it before it needs to get up to the chief.”

For most ships an UNREP is something they are on the receiving end of, but not for Lenthall’s crew. They conduct multiple UNREPs on a normal day—on their most recent underway period they did seven UNREPs in a single day.

“On my first two ships, you had a pretty routine schedule that you went by,” said Vazquez. “You would have regular hours and then you had some free time to yourself. On this platform we’re on call 24/7. Anything can happen. We could have a RAS opportunity happening in less than an hour, even at two a.m. We’re here to supply whatever the Navy needs whenever they need it.”

Vazquez said he has enjoyed the opportunity to serve on an MSC ship because it’s a chance few Sailors will get in their career. He said working side-by-side with the ship’s civilian mariners was one of the highlights of his tour aboard Lenthall.

“We get along pretty well,” said Vazquez. “They’re doing their job just like we are. We have a few extra rules to live by because the Navy folks are in the military and the civilian crew isn’t, so it’s important to keep your military bearing and professional attitude.”

McCammack is a photojournalist assigned to Naval Media Center, Washington, D.C.
Although not as popular or widely studied as tactics, logistics has been the key to every major conflict since the dawn of modern warfare. World War II provided the backdrop for the biggest logistics operation ever attempted. The D-Day landing and force buildup alone involved millions of tons of supplies, thousands of ships and hundreds of thousands of personnel. To carry out this massive logistics operation, planners stockpiled supplies, transported them to forward depots and moved them to the forward ships and units.

The invasion plan was named Operation Overlord and its overall commander was Army Gen. Dwight D. Eisenhower. The planning and logistics behind Overlord were unparalleled in history. The Allies had to ensure that none of the plan was released—above all, the desire to fool the Germans into thinking that Pas de Calais, France, was the main target as opposed to the real target, Normandy, France. The military deception was helpful in weakening German readiness to repel the Allies’ assault in Normandy.

For the actual invasion, 6,000 ships were needed for D-Day and for future cross-channel trips carrying troops and equipment. In advance of such a massive undertaking, bases were constructed across Great Britain to stage the troops, armament and supplies necessary to the massive invasion force.

As soon as some of the bases began operation in the summer and fall of 1943, it became apparent that a central supply base was needed from which distribution to the many amphibious and naval operating bases. Such a base was established at Exeter, which had advantages of location, space and excellent transportation facilities by both road and rail. This base would come to be considered the most valuable United States naval activity in Europe at the time.

The construction work of building the U.S. naval bases, warehouses, industrial and housing facilities, and hospital space was principally done by the Seabees from naval construction battalions. The work of approximately 350 officers and 11,000 enlisted in this effort was a historic achievement.

The vast amount of stores supplied, the intricate arrangements for maintenance work, for the handling of troops, for housing and quartering were feats to be remembered and lauded. All future logistical missions would be judged against the efforts before and immediately following the D-Day invasion on the beaches of Normandy.

Excerpted by MC2(SW/AW) Jason McCammack from Ships, Salvage, and Sinews of War by Rear Admiral Worrall Reed Carter (Ret.) and Elmer Ellsworth Duvall (Ret.) and The Logistics of Invasion by Frederick V. Godfrey.
“It’s about collaborating, sharing and enhancing our business practices. Not to turn the Navy into a business, but to understand the business of the Navy so that we remain the most effective and efficient Navy in the world.”

— CNO Admiral Gary Roughead
March 2008

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