Navy’s Newest CVN: Preparing for Air Dominance
Aircraft assigned to Carrier Air Wing (CVW) 8 are stored in the hangar bay of USS George H.W. Bush (CVN 77).

Photo by MC3 Nicholas Hall

**PANAMAX 2010: Panama Canal takes center stage**

The Panama Canal unites the Atlantic and Pacific Oceans at one of the narrowest points – between the Isthmus of Panama and the North American continent. In support of their partnership and to continue to provide uninterrupted passage to ships of all the nations of the world, the United States, Panama and several other partner nations come together once a year for PANAMAX, a 12-day regional exercise focused on training participants as a joint, multinational force to protect the Panama Canal.

Photo by MC2 Joseph M. Clark

**McInerney Expands Gallant Service to Pakistan**

USS McInerney (FFG 8), the longest-serving Oliver Hazard Perry-class frigate in the U.S. fleet, has been a valued asset to the Navy for more than 30 years. But on Aug. 31, 2010, the U.S. Navy, along with the remaining members of her crew and honored guests, bid farewell to McInerney. Upon the ship’s decommissioning in Mayport, Fla., she was commissioned in the Pakistan navy as PNS Alamgir (F 260).

Photo by MC2 Sunday Williams

**Navy’s Newest CVN: Preparing for Air Dominance**

One hundred years ago a 50 horsepower Curtiss plane landed on Willoughby Spit in Norfolk after taking off from USS Birmingham (CL 2). Since then, the U.S. Navy has been perfecting the forward presence of air dominance, and no one knows this better than the crew of the Navy’s newest aircraft carrier, USS George H.W. Bush (CVN 77).

Photo by MC3 Tony Curtis

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Cmdr. Amy Burin, assigned to U.S. Naval Forces Central Command, Manama, Bahrain, is fitted to a phoropter during an eye examination at the Naval Branch Health Clinic at Naval Support Activity Bahrain.

Photo by MC2 Jason T. Poplin
Speaking with Sailors

Force Master Chief (AW/SW) James Delozier, Commander, Naval Air Forces (CNAF), U.S., Pacific Fleet

The focus of this issue is naval aviation. To many, that term brings to mind pilots, helicopters, jets and aircraft carriers, but we know that it’s the entire team that makes naval aviation successful—especially the hardworking Sailors who keep the planes ready to fly and keep the flight deck and flight lines open and safe.

As I visited the aircraft carriers, squadrons and other commands within Naval Air Forces Pacific, I am continually struck by the caliber of the men and women serving our Navy. I could not be prouder of our Sailors, especially those who have earned the qualification of Naval Aircrewman (NAC) and Enlisted Aviation Warfare Specialist (EAWS).

The enlisted Sailor has played a key role in aviation from the start. In 1916, a class of enlisted men was formed and placed under instruction in flying and in January 1920 the enlisted pilot designation of Naval Aviation Pilot (NAP) was first used.

NAP certificate No. 1, dated Jan. 22, 1920, was issued by the Bureau of Navigation to Harold H. ‘Kiddy’ Carr, CQM (A) (NAP) USN. NAPs retained their specialty ratings and performed duties as well as flying. In 1921 NAP designations were made for seaplanes, ship-planes and airships and NAPs were authorized to wear their specialty rating badges on their sleeves and Naval Aviator wings on the upper left chest.

The rating of Chief Aviation Pilot (CAP) was established in 1924 for those qualified in heavier-than-air craft. The rating badge for CAP used a replica of Naval Aviator wings. The Aviation Pilot First Class (AP1c) rate was added in 1927. Our enlisted aviators made significant contributions throughout World War II but, not long after, the Enlisted Flight Training Program was cut. Most consider 1948 as the official termination of the NAP program, but many enlisted pilots continued their careers in the Navy, Marines Corps and Coast Guard.

When the Korean War began in June 1950, the Marine Corps had 225 NAPs. By the cease-fire in July 1953 the number of NAPs in the Corps had dropped to 137. By 1964 as forces prepared for the conflict on Vietnam, only 27 NAPs remained in Marine aviation.

In 1955, the number of enlisted Navy pilots in flight status hovered around 300. Retirements, coupled with advancements into Limited Duty Officer status, continually cut into the number of bluejacket aviators. The last enlisted pilot on active duty was ACCM Robert K. "NAP" Jones, who retired from the Navy Jan. 31, 1991.

Today, earning the EAWS or NAC pin is the identifier for our enlisted aviation warriors. As I talk to Sailors from across the force, that sense of pride and professionalism is equally as evident. I continue to see enlisted Sailors working on challenging qualifications and I watch them with pride as they professionally support naval aviation.

Our hardworking enlisted Sailors keep the pilots safe, the aircraft well-maintained, the flight deck equipment in working order and the ordnance loaded correctly. As I travel throughout the world as the CNAF Pacific Force Master Chief, I know the future is in good hands!
Legislation Extends Special Stop-Loss Pay Deadline

President Barack Obama recently signed legislation extending the Retroactive Stop-Loss Special Pay deadline through Dec. 3, 2010. The program allows the military to extend service members whose end-of-term of service, retirement or end-of-service obligation date falls during a deployment. They may be involuntary extended until the end of their unit’s deployment. The Army and Marine Corps used the policy the most. The program has been used extensively since 9/11 to maintain personnel strength in deploying units. Officials estimate about 80,000 eligible service members, veterans and beneficiaries have yet to apply for the special stop-loss pay. “It’s important that all those eligible for this benefit take the opportunity to apply for what they’ve earned,” said Lernes Hebert, DoD top Loss Program director.

The program affects military members whose service was involuntarily extended under stop-loss between Sept. 11, 2001 and Sept. 30, 2009. Eligible members or their beneficiaries are required to submit a claim to their respective military service to receive the benefit of $500 for each full or partial month served in a stop-loss status.

A qualified Seabee Combat Warfare officer, Gregory encouraged women service members to take advantage of opportunities, accept the most difficult of assignments and remaining adversary will only improve individual capabilities.

The symposium and workshop was sponsored by Academy Women, a nonprofit organization comprised of current and former women military members, cadets, midshipmen and candidates, provides supplementary education and development opportunities and resources to achieve better personal and professional balance for military women and veterans.

Story by MC3 Shannon Burns, Defense Media Activity, Arlington, Va.

Rating Conversion Keeps Good Sailors on Boats

With the recent merger of Perform-To-Serve (PTS) and Fleet Rating Identification Engine (RIDE), Sailors are advised to take full advantage of the program’s conversion option to stay Navy as the force is shaped to provide future capabilities.

“With what we have is 5,000 Sailors in overmanned ratings being looked at in PTS, but 6,600 vacancies in undermanned ratings are not yet filled,” said Mike Faiz, Bureau of Naval Personnel deputy military community manager. “We have to match these Sailors up with these undermanned specialties by educating Sailors on how to use PTS and Fleet RIDE can keep them from becoming separated from the Navy because they didn’t qualify in ratings we need.”

PTS was implemented in March 2003 as a means for the Navy to match Manning requirements with mission requirements. It’s a centralized reservation system that balances overmanned and undermanned ratings, using reenlistments as its key tool.

With Fleet RIDE integration, Sailors are provided the additional information of what other rating billets are open and what the Sailor may qualify for outside of their current rating, based on their Armed Forces Reserve Objective (CREO). CREO categories are identified in one of three levels: CREO 1 rates are undermanned; CREO 2 rates are overmanned; CREO 3 rates are overmanned.

Some advantages that accompany a rating conversion are advancement, increased future training, increased future rate, increased personal growth, and increased educational opportunities of what other rating billets are open.

“Sailors considering conversion can review their Career Reenlistment Objective (CREO) and provide future capabilities. The chain of command must counsel Sailors before they enter the PTS window to clarify the importance of applying for both in-place and conversion quotas.

“Some advantages that accompany a rating conversion are advancement, increased future training, increased future rate, increased personal growth, and increased educational opportunities of what other rating billets are open.”

Sailors converting consideration can review their Career Reenlistment Objective (CREO). CREO categories are identified in one of three levels: CREO 1 rates are undermanned; CREO 2 rates are overmanned; CREO 3 rates are overmanned.

Command career counselors can assist Sailors with understanding the benefits of reviewing their CREO information and can provide Sailors with guidance throughout the PTS process.
“PTS and Fleet RIDE helps us keep our best and brightest Sailors in the Navy in their current rating, conversion to undermanned rating or by direct affiliation into our SELRS,” said Fair. “There are many untold happy endings.

For example, a machinist’s mate third class was approved for conversion. His old rating was overmanned with advancement opportunity to E-5 less than 7 percent. The Sailor converted to cryptologic technician collection; attended A School; graduated; converted to CTR 3rd Class; received a standard re-enlistment bonus for a six-year reenlistment; and is now assigned to a Navy information operations command. CTR advancement opportunity for E-5 is nearly 100 percent. ‘We want to get the word out to Sailors about the power of PTS and Fleet RIDE. We believe a satisfied Sailor makes a better Navy,’” said Fair.

Story Courtesy of Navy Personnel Command, Millington, Tenn.

New Law Extends 75-Day Leave Carry-Over

A 2008 law that increased annual leave carry-over from 60 days to 75 days has been extended to 2013.

The 2010 National Defense Authorization Act passed by Congress and signed by President Barack Obama in October 2009, extended the planned December 2010 expiration of the 75-day leave carry-over benefit, until Sept. 30, 2013. Afterward, leave carry-over eligibility will be reset to 60 days. “While this extension was effective in October 2009 and policy documents were updated to reflect this change, it appears that many Sailors had not received this information. The release of NAVADMIN 281/10 ensures maximum distribution to the fleet,” said Lt. Brandi McGehee, Navy military pay and compensation policy, assistant pay and allowances officer. Special Leave Accrual (SLA) retention limits for SLA earned between Oct. 1, 2008, to Sept. 30, 2013, for service members assigned to hostile fire or imminent danger areas, certain deployable ships, mobile units or other duty, were also extended to four fiscal years from the previous three fiscal year limit.

These leave carryover changes are now reflected in the MILPERSMAN articles that apply (1050-010, 1050-060 and 1050-070).

For more information, visit the Navy Personnel Command website at www.npc.navy.mil and read the message or contact your servicing personnel support detachment. 

Story Courtesy of Navy Personnel Command, Millington, Tenn.

Navy Tightens E-5 Eval Recommendations

To more closely define top-performing Sailors, the Navy is revising the E-5 periodic evaluations (PERS eval) mandatory “ranking” requirement.

According to NAVADMIN 286/10, the E-5 force distribution rules are being changed so that the total number of “early promote” and “must promote” recommendations cannot exceed 60 percent and “must promote” recommendations can be increased by one for every unused “early promote” quota.

Previously, raters were not limited in how many “must promote” recommendations they were able to give, but “early promote” recommendations have been set and remain at 20 percent.

As the Navy continues to center its attention on performance, it’s more important than ever for Sailors to ensure their records are up-to-date and accurate. The electronic service record can be viewed at https://www.bol.navy.mil and official military personnel files are available on RUPERS Online https://www.bol.navy.mil.

An updated release of the NAVFIT98A software is planned for January 2011 to incorporate the policy change. The software was modified earlier this year to incorporate changes regarding the documentation of physical fitness assessments and individual augmenter assignments.

For more information, visit www.npc.navy.mil/CareerInfo/PerformanceEvaluation/FAQ.htm.

Story Courtesy of Navy Personnel Command, Millington, Tenn.
Learning, Development Roadmap Available for All Enlisted Sailors

Culminating three years of intense work by the staff at Naval Education and Training Command (NETC) learning centers, learning and development roadmaps (LaDRs) are now available for every rating.

Announced in NAVADMIN 258/10, the completed LaDRs are fleet-focused products that provide guidance to Sailors along with a learning and development continuum that is specific to each rating.

Completion of all learning and development roadmaps is a significant milestone for helping Sailors to be successful in their ratings,” said Master Chief Petty Officer of the Navy (SSSNV) Rick D. West. “Having a written guide that explains in detail what each Sailor needs at specific points in their career is an invaluable tool for service members and their mentors.”

All rating-specific LaDRs were developed by subject matter experts at the NETC learning centers and include input from the enlisted community managers at the Bureau of Naval Personnel and have been validated by the fleet.

“The LaDR for each rating is organized around significant career phases and enables targeted learning opportunities,” said Tom Smith, NETC enlisted learning and development coordinator. “Each LaDR is also sequenced to meet growing and changing roles throughout a career. Sailors new to the Navy and early in their careers will find that LaDRs provide a solid technical and analytical foundation that will support tactical and operational competencies.”

Commanders are required to ensure distribution of LaDRs to every enlisted pay grade at all commands. This can be accomplished through Navy Knowledge Online (NKO) at https://www.nko.navy.mil. After accessing the NKO home page, a Sailor selects the “Career Management” tab and navigates along the blue side banner and selects the LaDR hyperlink.

Additional information about LaDRs is detailed in NAVADMIN 258/10, available through the Naval Personnel Command Web site at www.npc.navy.mil/ReferenceLibrary/Forms/NAVPERSSS.

Story by Ed Barker, Naval Education and Training Command, Pensacola, Fla.

Officers Required to Have Full-Length Photo on File

The requirement for officers to submit photographs for their permanent service records was reinstated in NAVADMIN 103/07, released in April 2007.

“While there may be limited opportunities for officers to have a photo taken professionally, there is a simple way to accomplish this requirement using materials and equipment available [a white board, a digital camera and a plain wall],” said Capt. Leo Faladeaux, Navy Personnel Command (NPC) assistant commander for Career Progression.

Per the instruction, write the required information on a piece of paper, poster board or white board in two-inch letters (can be hand-written):

• LAST NAME, FIRST NAME, MIDDLE INITIAL
• GRADE/SSN LAST FOUR/DESIGNATOR
• DD/Month abbreviation/YY (for example: 09 OCT 10)

Take the white board, poster or paper along with a digital camera and a shipmate into the passageway. Stand up against the bulkhead (left shoulder forward), while a shipmate takes the full-length photo. The photograph (per MILPERSMAN 1070-160) must be in color and display a full-length, three-quarter view of the member, left shoulder forward. A plain, flat background provides sufficient contrast to highlight details of the uniform. The photo must be four inches in width and six inches in height.

Save the picture to a hard drive, then copy and paste it into the submission form (link below). Type in requested information, print the form with the picture and sign the form.

Mail the completed, signed form to: Navy Personnel Command Pers-312C, 5720 Integrity Dr., Millington, TN 38055-3120

NAVPERSSS Form 1070/884 is available at www.npc.navy.mil/ReferenceLibrary/Forms/NAVPERSSS.

Board schedules can be viewed at www.npc.navy.mil.

Story Courtesy of Navy Personnel Command, Millington, Tenn.

To be considered for the “Around the Fleet” section, forward your high resolution images with full credit and cutline information, including full name, rank and duty station to: navyvisualnews@navy.mil.

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

Mail your submissions to: Navy Visual News Service 2200 Navy Pentagon, Rm. 4B154 Washington, DC 20350-2200

Click on the Navy’s home page, www.navy.mil, for fresh images of your shipmates in action.
Navy’s Newest CVN:
Preparing for Air Dominance

From the first take-off of a 50 horsepower Curtiss plane from a wooden deck built on USS Birmingham (CL 2) Nov. 14, 1910, to the first landing of an F/A-18F Super Hornet on the flight deck of USS George H.W. Bush (CVN 77) in May 2009, the U.S. Navy continues to perfect the forward presence of air dominance. No one knows this better than the crew of the Navy’s newest aircraft carrier, USS George H.W. Bush.

Story courtesy of USS George H.W. Bush (CVN 77)
Operations range from global crisis response to full-scale war, but the carrier’s main objective is to conduct flight operations promoting forward presence and sea power.

As America’s newest aircraft carrier prepares for her maiden deployment, there are countless equipment and systems certifications that USS George H.W. Bush (CVN 77) must complete to prove that she and her crew are combat ready. Despite the daunting number of tests and inspections the carrier goes through, the most vital task is taking a crew who has never spent extended periods of operational activity at sea and prepare them for a deployment. That preparation ranges from in-rate training to shipwide evolutions.

To help in this endeavor, the command used local training organizations and coordinated with Bush’s sister ships throughout the fleet to send Sailors on temporary assigned duty (TAD) to deploy on other aircraft carriers. Beginning in May 2009, nearly 30 Bush Sailors joined the crew of USS Ronald Reagan (CVN 76) for the ship’s deployment to the 5th Fleet Area of Operations. The Sailors spent five months aboard Reagan learning or refreshing their trade.

During his six months on board Reagan, Aviation Support Technician 2nd Class (AW) Hansel Zapata, assigned to Bush’s Aircraft Intermediate Maintenance Department (AIMD), helped with maintenance in multiple aviation support shops and received valuable hands-on experience. Zapata worked on flight deck and hangar bay equipment such as tractors, fire trucks and spotting dollies.

With as many people on board as some small towns, an aircraft carrier’s crew operates together as one large team through every evolution they conduct.

AC2(AW/TMF/SW) Joseph Heale, assigned to the Operations Dept. aboard USS George H. W. Bush (CVN 77), monitors aircraft status in the ship’s Carrier Air Traffic Control Center while in the Atlantic Ocean.

Opposite page—
A Sailor from USS George H. W. Bush (CVN 77) Air Department watches an F/A-18 Hornet launch from the ship’s flight deck.
Deploying helped give me an idea of what deploying on a fully operational warship was like. It helped me learn my job and ultimately, prepare me for deploying on this ship,” Zapata said. “That’s why TAD deployments are important. They prepare Sailors by sending them to a well-oiled machine where they don’t have to learn from the ground up.”

Aviation Boatswain’s Mate (Handling) Airman (AW) Andres R. Garcia, an aircraft director for Bush’s Air Department V-3 division, deployed to the Western Pacific aboard USS Nimitz (CVN 68) in June 2009 with nearly 20 other Bush Sailors. He was aboard Bush for just four months before deploying, but by the time he returned, he was a fully qualified aircraft director and had earned his enlisted aviation warfare specialist (EAWS) pin.

“They had the opportunity to gain so much experience that they can now bring back to benefit us,” said George H.W. Bush Commanding Officer Capt. Chip Miller. “It really adds depth to our team for flight operations on the first attempt and zero mishaps during ing deployment. Miller noted the importance of capitalizing on the ship’s busy underway schedule as an opportunity to sharpen the skills of the entire crew during drills and regular operations.

“I am extremely pleased with the invaluable experience we gain through our daily operations and training exercises,” said Miller. “It is of the utmost importance that we use our at-sea periods as opportunities to certify equipment, qualify our personnel and conduct training, so that this warship and her crew are fully prepared for our first combat deployment. We are committed to continued diligence in all of the training scenarios we conduct, from general quarters and mass casualty drills, to man overboard and security alert drills.”

This invaluable, hands-on experience resulted in the ship qualify- ing for flight operations on the first attempt and zero mishaps during in all of the training scenarios we conduct, from general quarters and mass casualty drills, to man overboard and security alert drills.”

Command Master Chief (AW/SW/FPJ) John W. Heck echoed Miller’s sentiments.

“This crew has made a lot of progress in terms of our training and operational warfighting capabilities,” agreed Heck. “We have had multiple opportuni- ties to put our training to the test and each time we contin- ued to prove the importance of ‘training like we fight’ and ‘fighting like we train.’”

While the aircraft carrier was being built at Northrop Grumman Newport News Shipyard, crew members took advantage of various Navy training facilities.

Several times during the ship’s pre-commissioning stage and after the ship’s commissioning in January 2009, Sailors from Deck Department trained to load and unload cargo while attending a three-day course at the Center for Service Combat Systems Det. East Underway Replenishment (UNREP) Training Facility at Joint Expeditionary Base Little Creek – Fort Story, Va. UNREP is one of the ship’s primary methods of receiving mail, food and other critical items such as equipment and aircraft parts. Deck Department sent 30 Sailors to practice using the machinery and to build teamwork. The training facility has two UNREP sta- tions to train on both fueling at sea and cargo transfers.

“At this facility we can take Sailors into a controlled training environment, so if something goes wrong we can stop everything to correct it,” said Master Chief Boatswain’s Mate (SW/AW) Alphon C. Smith. “It is a lot safer than just putting a new Sailor onto a ship and expecting them to know what to do during an actual UNREP.”

Additionally, 14 Bush air traffic controllers partici- pated in team training at Carrier Air Traffic Control Center (CATCC), Naval Air Technical Training Command (NATTC) Pensacola, Fla., where they used a full CATCC simulator.

“Naval air traffic controllers are in charge of the 50 miles of airspace that surrounds the flight deck of the ship,” said Air Traffic Controller 2nd Class (AW/SW) Joseph P. Heale, of Operations Department. “Once the aircraft is within 50 miles of the ship, we gain control of the planes via radar and bring them safely aboard, one at a time.”

“The CATCC simulator is like a giant video game,” Heale said. “The radar systems operate realistically. There are simulated aircraft that we talk to and they do what we tell them to do [via voice simulators].”

According to the commanding officer, these train- ing opportunities paid off.

“It takes a team of professionals to safely land an aircraft aboard a carrier at sea. The crew of USS George H.W. Bush has been working and training for this for more than two years,” said Miller.

Bush has accomplished much in her short career and none of it would have been possible if it weren’t for the great amount of experience from senior Sailors and the diligent training of the ship’s newest Sailors.

By February 2010, the ship took on more than 800,000 gallons of fuel from the oiler USNS Leroy Grumman (T-AO 195). Deck Department Sailors manned several different stations during the UNREP using the training they received. Their most important
Sailors along a catapult on the flight deck of USS George H.W. Bush (CVN 77).
U.S. business, industry and government have an interest in reliable, open access to the Panama Canal. Although the United States’ formal responsibility in the canal concluded at noon, Dec. 31, 1999; a partnership with the government of Panama continues today to provide uninterrupted passage to ships of all nations.

In support of that partnership, the United States, Panama and several partner nations come together once a year for PANAMAX, a 12-day regional exercise focused on training participants as a joint, multinational force to protect the Panama Canal.

Considered one of the engineering wonders of the world, the Panama Canal is 50 miles long and unites the Atlantic and Pacific Oceans at one of the narrowest points – between the Isthmus of Panama and the North American continent.

This year’s exercise, co-sponsored by the government of Panama and U.S. Southern Command, took place in the vicinity of the Panama Canal, Colombia, Miami, Mayport, Fla. and Norfolk. The exercise also featured components from the U.S. Air Force and Army with more than 2,000 civilian and military personnel participating from 18 countries.

PANAMAX 2010 provided U.S. 2nd Fleet (C2F) staff the ability to maintain proficiency as a joint task force-capable headquarters. During the exercise, C2F assumed the role of a joint task force leading a multinational force while operating under a United Nations resolution.

This allowed the team to test their ability to respond to threats in the Panama Canal, and to plan and execute a large-scale, simulated humanitarian assistance and disaster relief operation in the region.

"PANAMAX is the capstone event that leverages the strengths and capacities of our partner nations in building

Members of Fuerza de Operaciones Especiales, the Peruvian special operations force, fast rope from a UH-60 Blackhawk helicopter operated by the Army 160th Special Operations Aviation Regiment onto the flight deck of USS Carr (FFG 52) as part of PANAMAX 2010.
Panama

Area: 78,800 sq km (30,350 sq mi); slightly smaller than South Carolina. Panama occupies the southern end of the isthmus forming the land bridge between North and South America.

Capital: Panama City. 1.7 million in metropolitan area. More than half the population lives in the Panama City-Cocoli metropolitan corridor.


Ethnic groups: Mestizo (mixed African, American and European ancestry) 70%, American Indian 10%, European 8%, Others 12%.

Religions: Roman Catholic 84%, Protestant 15%, other 1%.

Languages: Spanish (official), 14% speak English as their native tongue, various indigenous languages.

Government: Constitutional democracy.

Independence: Nov. 3, 1903.


Economy: GDP (2008 est.): $82.54 billion.

Natural resources: Timber, copper, gold.


Imports (2009): $27.8 billion. Principally imported are capital goods, foodstuffs, chemicals and consumer goods.

Agriculture: bananas, corn, sugarcane, rice, coffee, shrimp, timber, vegetables, livestock.

Industry/manufacturing: construction, brewing, petroleum refining, food processing, textiles, tobacco, cement and other construction materials, sugar milling.

Trade (2009):

Exports (goods): $8.1 billion in exports, with Washington as the largest dollar amount, followed by beef, wheat, bananas, shrimp and pineapples.

Imports (goods): $7.8 billion. Major imports are in petroleum products, foodstuffs, capital goods, chemicals and consumer goods.

Panama Canal

The canal consists of three sets of locks – Gatun (Atlantic side), Pedro Miguel and Miraflores (Pacific side) – each of which has two lanes. Operations continue 24 hours a day, 365 days a year, allowing more than 14,000 vessels ferrying nearly 280 million tons of trade goods between Eastern and Western nations each year. The canal transports 16 percent of total U.S. trade and 68 percent of canal traffic originates in or is destined for the United States.

Panamanian navy Lt. Luis Rodriguez (right) discusses maritime strategy with Canadian navy Lt. Liza Sprang as IS3(SW/AW) Jose Maldonado translates the conversation at Commander, U.S. 2nd Fleet Maritime Headquarters, Norfolk, during PANAMAX 2010.

Ecuadorian Navy Capt. Roberto Yanes enjoyed using APAN and networking with partner nations and U.S. military personnel. “It was great to see the interaction and involvement of a joint operation in person and to use APAN to monitor daily threats in the given scenarios,” said Yates.

With simulated Panama Canal scenarios at the ready, PANAMAX participants relied upon APAN, each other and translators to communicate key themes, messages and guidance.

“The translators were vital to the operational and tactical course of PANAMAX since many of the partner nations are not fluent in English,” said Brig. Gen. Juan E. Vergara Frias, the general director of the Air-Sea Service of Panama.

Colombian Marine Capt. Andres Vasquez Billegas, in charge of the Caribbean Navy Force, was impressed by how well they were able to translate so much information into understandable Spanish.

“The translators were professionally knowledgeable of the topics, even with the immense number of acronyms used and were vital to decisions made in the operational, strategic level and essential in clarifying subjects discussed,” said Vasquez Billegas.

To effectively communicate with PANAMAX participants outside the Norfolk area, the exercise focused around All Partner Access Network (APAN). This “community of communities” website combines the benefits of unstructured collaboration (blogs, forums) and structured collaboration (file and calendar sharing) with the personalization of social networking to share unclassified information with multinational partners, non-governmental organizations and various U.S. federal and state agencies.

“APAN proved to be an extremely valuable means to share information and collaborate with our partner nation participants,” said Nancy Jenkins, C2F’s knowledge management officer. “Additionally, it provided a single repository for exercise documents and a means to share significant event information and developments across the [strategic, operational and tactical] levels of military planning and operations involved in the exercise.”

Ecuadorian Capt. Pedro Miguel, a C2F mission commander in APAN, set the tone for the exercise by explaining how the Panama Canal has evolved from a small regional waterway into a large international waterway.

To facilitate participation, translation and feedback, APAN provided a single repository for exercise documents and a means to share information and developments across the strategic, operational and tactical levels of military planning and operations involved in the exercise.”

continued on page 24
their quest to defend the canal with live training and simulated scenarios.

“This year, PANAMAX participants learned and shared the knowledge required to successfully support multinational maritime, air and land operations with a focus on protecting the canal against serious threats,” said Fraser.

Vice Adm. Dan Holloway, C2F commander, is confident his team of U.S. and partner nations will perform flawlessly together if a real-world event occurs.

“I am extremely proud of the entire 2nd Fleet team, our partner nations and joint partners for making PANAMAX a huge success,” said Holloway. “The knowledge, expertise and planning during the exercise was simply phenomenal. Our processes received arduous testing, allowing us to practice what if scenarios and reach out to our counterparts in the international community to determine the best course of action for each situation. I am left with tremendous confidence that our PANAMAX team will do an outstanding job, if and when the call to action may come.”

Popejoy and Martie are assigned to Commander, 2nd Fleet, Norfolk.

Panamanian Marines, members of Riverine Squadron 3 and U.S. Marines complete a riverine exercise for the day during PANAMAX 2010.

Panamanian Marines from the National Aero-Naval Service, Riverine Squadron 3 from Yorktown, Va. and Marine Corps 2nd Fleet Antiterrorism Security Team (FAST) Company from Yorktown, Va., storm a beach in Panama with air support from a Panamanian Aero-Naval Service AN-111 helicopter during the pursuit of three suspected “drug traffickers.”

Whether it was translating a speech or a training session, the overarching goal was to keep everyone on the same page concerning simulated events involving the security of the canal and ensuring its unhindered access and operation.

“This exercise allows us to practice and unite as a whole in defending the canal,” said Vergara Frias. “We as Panamanians are proud to have the canal, but we also understand the importance it has on the economy of Panama, the continent and the world.”

In addition to using computers during simulate scenarios, U.S. Navy Riverine Squadron (RIVERON) 3 and U.S. Marine Corps 2nd Fast Company were able to participate in live training during a riverine counterdrug exercise with the Panamanian Marines from the National Aero-Naval Service.

“We got great training alongside the Panamanian Marines. I never imagined we would learn a lot from each other and I look forward to working with them again in the future,” said QM2(EXW) Jack Doughtery.

According to Air Force Gen. Douglas Fraser, commander, U.S. Southern Command, PANAMAX participants learned and shared the knowledge required to successfully support multinational maritime, air and land operations with a focus on protecting the canal against serious threats,” said Fraser.

Vice Adm. Dan Holloway, CZF commander, is confident his team of U.S. and partner nations will perform flawlessly together if a real-world event occurs.

“I am extremely proud of the entire 2nd Fleet team, our partner nations and joint
McInerney Expands Gallant Service to Pakistan

Story by MC2(SW) Jacob Sippel

The U.S. and Pakistan national anthems are played during the decommissioning ceremony of USS McInerney (FFG 8) at Naval Station Mayport, Fla.
USS McInerney (FFG 8), the longest-serving Oliver Hazard Perry-class frigate in the U.S. fleet, has been a valued asset to the Navy for more than 30 years. The ship’s motto “Fast, Fearless, Gallant,” can be said to be true over and over again with the help of the MQ-8B Fire Scout.

Possessing a remarkable history, McInerney’s crew helped disrupt the smuggling of nearly 10 tons of narcotics coming into the United States over the past decade.

And so, during the ship’s decommissioning ceremony, McInerney’s decommissioning, she achieved one more first. That was to train Pakistan navy sailors to take control of the ship, sail her out of the United States as their own thus becoming part of the first-ever United States-to-Pakistan “hot transfer.”

Workers assigned to USS McInerney (FFG 8) bow their heads while a Pakistani sailor stands by holding a Quran during the invocation of the ship’s decommissioning ceremony.

“I am going to miss my Sailors the most. They are the best. They nailed every challenge put in front of them and they never let me down.” - Cmdr. Paul Young, former commanding officer, USS McInerney (FFG 8)

“We have never had to do this before; build a training program from the ground up,” said Cmdr. Paul Young, McInerney’s commanding officer. “The crew was diligent with executing a plan ahead of time. By the time the training started, the crew knew what they were going to do, how they were going to do it and they made it happen. They have done remarkably well through this hot transfer.”

McInerney received the ship in working condition and will see the ship turns over Pakistan’s navy as PNS McInerney (F 260).

The birth of the Royal Pakistan Navy came with the creation of Pakistan in 1947. Later on, the navy was made one of the multi-national force conducting maritime security operations in the Arabian Sea, Indian Ocean and the Red Sea.

“The relationship between the United States and Pakistan is getting stronger, and it’s evident today,” said Capt. Naveed Ashraf, Alamgir commanding officer. “The United States has helped us in the past and most recently with the devastating floods. Even though the United States is losing a fine ship, they are gaining so much more by strengthening their relationship with Pakistan.”

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operate this frigate to the best of their abilities, the Pakistani crew felt they needed to know the ship inside and out.

“There were so many concerns leading up to the Pakistani sailors getting here because no one knew what to expect,” said Fire Controlman 1st Class (SW) Sean West. “We weren’t sure about how much experience or knowledge they were going to have, but it turned out that almost every one of them has as much or more experience than we do.”

West said that he, along with many of the other crew members, became students.

“I was one of the many who became a student and absorbed the unique Pakistani culture,” said Electronics Technician 2nd Class (SW) Eric Gordon. “I learned many valuable lessons, both personally and professionally.”

With a smile on his face, Gordon continued expressing his evaluation of the Pakistani Sailors.

“These guys already knew how to be sailors! We were getting them adjusted to the ship’s equipment while sharing knowledge and past naval experiences,” said Gordon. “They have many of the same interests we have. They have so much respect for each other and their families. I learned a great amount about who they are and what they are about. I respect the differences as much as I do the similarities, and I have made some great friends through this process.”

Before the Pakistanis arrived, the Navy looked to raise McInerney’s awareness of Pakistan’s culture. To do this, the crew went through two days of sensitivity training to learn about Pakistan and many of the customs involved with the country.

Sharing such opportunities to exchange stories made the transfer a lot easier and Gordon believes that the Pakistani crew are sailors, just like his peers and Young whole-heartedly agreed.

“What I learned, more than anything, is that no matter what uniform is being worn or what country is represented, Sailors are Sailors,” said Young. “They want the same things and have the same motivations. They are professional, and they are very good at what they do.”

Damage Controlman 1st Class (SW/AW) Jeremy Ruud, who taught all of the Pakistani crew vital basic and advanced damage control, said they are great Sailors.

“They know their jobs, and they showed me that I knew mine,” said Ruud. “By teaching, I found out I knew a lot more than I thought I did.”

Though most of McInerney’s crew put in their final hours aboard the ship, a heavy U.S. Navy presence will remain aboard for a few more months.

A group of highly-trained and professional retired Navy contractors have been aboard doing their part to help prepare the leadership of the Pakistan Navy. The contractors are managing a shipyard industrial availability contract to make ship repairs that will help to extend its life. During the availability, a Ship Training and Assistance Team (STAT) will provide hands-on maintenance and operational training for the Pakistan crew.

In January 2011, STAT is scheduled to conduct underway training for the crew, with a final evaluation by the Navy Afloat Training Group on the ability of the Pakistan crew to operate the ship and equipment. After that evolution, the crew will sail the ship home to Karachi, Pakistan. A small party of civilian transfer assistance team personnel will accompany the ship and provide further underway training.

Among those contractors is retired Navy Capt. Rick Arthur.

“Arthur’s job has been to train the commanding officer, executive officer and department heads on operational training. Arthur’s job has been to train the commanding officer, executive officer and department heads on operational training.

According to Arthur, the selection of Pakistan leaders is spot on.

“It seems to me that Pakistan went through and hand picked the best of their best to send here. All of them are exceptional,” said Arthur. “They are highly motivated and professional, and I truly believe they are going to take this ship and continue to do great things with it.”

During her long career in the Navy, McInerney served the United States during 14 deployments, from the Middle East in 1984, to the Caribbean in 1993, and finally in South America in 2010.

“They are getting a ship with a lot of life left in her,” said Young. “I am really sorry to see her go because she is in great shape and we proved it. I feel even worse to see my Sailors go. They are the best, and they nailed every challenge put in front of them and they never let me down. I am going to miss my Sailors the most.”

When McInerney sails away with her new crew and new name, the colors of green and white will be seen on the frigate instead of red, white and blue. Still, for most of McInerney’s Sailors, the ship will be remembered for her days in the U.S. Navy and all the memorable times the crew shared on board.
Something to Think About

Joe Schmuckatelli’s Guide to Eval/FITREP Writing

Story by: MC2 Chris Blake
Illustration by: MC2 William Blake

A photographic memory with the lens cap glued on.

“This Sailor has the potential to go far… and the sooner he does, the better.”

“The wheel is turning, but the hamster is dead.”

“When Petty Officer Schmuckatelli opens her mouth, it will be tempting to insert one of those zingers, if only in my or her mind.

“…if your eval reads ‘Pety Ossifer Shmukateli is a grate sailer,’ any to write your own eval.

It’s an extract from a book called ‘Guide to Y’

‘When Petty Officer Schmuckatelli opens her mouth, it will be tempting to insert one of those zingers, if only in his or her mind.

It, if your eval reads “Pety Ossifer Shmukateli is a grate sailer,” any to write your own eval.

potency of Petty Officer Joe knows no bounds,” is like cotton candy –

thing you want is to present a negative reflection of yourself. Let’s face

laughing so hard before dismissing your package. On the other hand, 

seems that it is for the sole purpose of changing feet.”

Your eval or FITREP has the power to make or break you, especially

during a chief or officer selection board. For this reason alone, you do not

deserve it. Chances are, however, that if you

Your eval is basically a stripe-year representation of you and the last thing you want is to present a negative reflection of yourself. Let’s face

You probably don’t want to see the above bullets in your evals – or anyone else’s, regardless of whether or not they deserve it. Chances are, however, that if you don’t know how to write your evaluation (eval) or fitness report (FITREP), whoever reads it will be tempted to insert one of those zingers, if only in his or her mind.

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A group of resilient survivors of combat injuries recently joined together in a unique cycling adventure called the Sea-to-Shining-Sea Ride. These survivors had the opportunity to experience the power, freedom and strength of literally moving themselves forward. Among these survivors was Nicolette Maroulis, a Navy K-9 handler who was injured in Iraq during 2003.

Maroulis suffered from brain trauma, pelvis and back injuries, along with nerve complications in her leg. But that didn’t slow her down one bit. After being told she would never walk again and spending three and a half years confined to a wheel chair, she signed onto the bike challenge with two months notice. She initially had her reservations but overcame them once the race began.

“I have no doubt at all that I’ll finish,” Maroulis said. “I’m going to take it one pedal at a time.”

Maroulis took the challenge into her own hands. She didn’t just pedal the race, but hand cycled the entire journey, which began in San Francisco and ended in Virginia Beach, Va.

“I want people to know me for who I am,” she said. “I don’t want to identify myself through my injuries.”

After 64 days and 4,000 miles, the grueling ride came to an end.

“You know, it’s a little bittersweet,” Maroulis said. “I made some life-long friends here and it’s been an amazing opportunity - an amazing adventure - so in some ways it’s sad to come to an end. But this was my final goal, so I’m glad that I got the chance to accomplish it.”

Maroulis was also just accepted to be a part of the U.S. Paralympic Rowing Team and is pursuing a degree in sports and health sciences, which she hopes to use in helping other injured veterans.
This Just In

Patients using the program can use the teleconference system in the privacy of their own room, for up to an hour. Face to Face is typically conducted during normal business hours, but special cases may be granted after working hours. The program works on a first come first served basis, but is available for multiple patients in a single day.

For more information on NMCSD or the Face to Face program, visit www.navy.mil/local/af or contact Patient Relations Department at 619-532-6418.

Seabees, Marines Rebuild Haitian Hospital Roof

Seabees and Marines deployed aboard USS Iwo Jima (LHD 7), recently spent five days reconstructing a hospital in Port de Paix, Haiti, during Continuing Promise 2010.

Naval Mobile Construction Battalion 7, Construction Battalion Mobile Unit (CRMU) 202 and Marine Logistical Command Element (LCE) built a new roof on the hospital, washed and bleached all the walls and floors, painted the walls inside and outside the facility and constructed a shelter over a well behind the hospital where locals wash their clothing.

Seabees, Marines and the locals work together to help and explain how and why the walls inside and outside the facility were painted and constructed.

“One of the best ways to help in the communication of the training being conducted was to conduct the classes in English, to help in the communication of the training being conducted,” said Builder 2nd Class Thomas J. Camara, CBMU 202 project supervisor.

“The program helps families by uniting them at a stressful time,” said Hospital Corpsman 3rd Class Charles M. Powers, Face to Face program coordinator. He went on to explain how technology allows a video teleconference connection that was previously unavailable.

“The program was established in 2007, with 26 participants to date,” NMCSD Patient Relations hopes to raise awareness so more beneficiaries will use this service.

“If we did one Face to Face a year, gave one service member and their family the opportunity to either welcome a baby while deployed, or even to say ‘goodbye’ one last time, this program would be a success,” said Powers. “The Face to Face program was put into the service member peace of mind and helps allow them to concentrate on the task at hand.”
Swift Crew Members Begin Exchanges in Dominican Republic

Sailors, Airmen and Marines deployed aboard High Speed Vessel Swift (HSV 2) recently began subject matter expert (SME) exchanges in Santo Domingo, Dominican Republic. The exchanges support Southern Partnership Station (SPS) 2010’s primary mission of information sharing with navies, coast guards and civilian services in the U.S. Southern Command’s Area of Responsibility throughout the Caribbean and Central America.

“These professional exchanges between the United States and the Dominican Republic are what SPS 2010 is all about,” said Capt. Kurt Hedberg, mission commander, SPS 2010. “We will re-enforce a valuable partnership with the defense forces in the Dominican Republic, in hopes of ensuring a future of long-lasting maritime security for both nations.”

Scheduled SME exchanges for the upcoming weeks include small boat maintenance and basic operations, senior leadership principles, combat first aid and tactical land navigation and martial arts, both facilitated by the embarked Marine Corps detachment.

“With all the current events in today’s world, our jobs require more coordination with other nations than ever before,” said Chief Hospital Corpsman Tracie Ham, from the Maritime Civil Affairs Security Training team deployed aboard Swift. “These exchanges give us a better insight to the structure of each military, which makes integration much easier when needed.”

While each exchange includes some lecture and group discussion, much of the time is spent in hands-on exhibitions of one another’s knowledge and expertise on a particular topic.

“I just hope they get as much out of the exchanges as I do,” said Ham, who’s facilitating both the senior leadership and combat first aid exchanges. “I had such a great time with the folks in Guyana and I’m really looking to learning from the people here in Dominican Republic.”

Continuing Promise 2010 Brings Veterinary Aid to Guatemala

U.S. Army Soldiers and civilian volunteers from ‘World Vets’, currently embarked on board the multi-purpose amphibious assault ship USS Iwo Jima (LHD 7), recently brought veterinary assistance to the people of Puerto Santos, Guatemala.

Continuing Promise 2010 (CP10) veterinary mission’s goal is to improve the Guatemalan people’s quality of life while serving as ambassadors for the United States.

Capt. Rebecca Carden, a veterinarian from South Plains Veterinary Services, Fort Sam Houston, emphasizes the importance of eliminating diseases capable of being transmitted between humans and animals.

“The mission is to improve people’s outlook and way of life and improving their food production and animal husbandry is another way of doing that,” said Carden. “CP10 shows a compassionate side of the military, a mission like this helps develop relationships internationally.”

Elsa and Kristen Swenson, sisters participating in the mission, view their participation as a chance to see the world and help those who live in it.

“We wanted to travel internationally together and the CP10 mission provided the opportunity at the right time,” said Elsa Swenson.

“I think it’s nice we can provide services for people,” said Kirsten Swenson.

“We re-improving animals’ lives and health, educating farmers and improving public health by reducing the risk of transmissible diseases such as rabies and parasites in food animals,” said Elsa Swenson.

Dr. Jenny McDougle, a veterinarian, sees the CP10 mission as a unique opportunity to learn and teach.

“It gives us [veterinary professionals] a chance to see other country’s level of veterinary care, vaccines and parasite and infectious disease prevention,” said McDougle.

CP10 is a humanitarian civic assistance mission. The assigned medical and engineering staff embarked on board Iwo Jima will work with partner nation’s teams to provide medical, dental, veterinary and engineering assistance to eight different nations to improve mutual understanding of current medical issues.
**Vice Adm. Samuel Gravely Jr., Pioneer for a Race**

*Story by MC2 Mikelle Smith*

The thirteenth amendment to the Constitution was the first of many steps forward for African Americans and their dream to establish a better life. From that point on, many sacrifices were made by pioneers such as Harriet Tubman, Dr. Martin Luther King Jr., Frederick Douglass, Malcolm X and an array of others. Many of these men and women accomplished “firsts” as African-Americans, but their common denominator was in being the first to step outside of what was expected during adverse times throughout the history of the nation and stand up for what was morally right. Among these influential individuals was Vice Admiral Samuel L. Gravely Jr., the first African-American to reach the rank of admiral in the U.S. Navy.

On the brink of World War II, then the 20-year-old Gravely decided to pre-empt the draft and joined the Navy in 1942. At that time the Navy was undergoing an experiment that was his job. "That was his motto," said his wife. "Vice Adm. Gravely was an inspiration, not only to African Americans, but to all naval officers aspiring to be the best that they can be," noted Vice Adm. Anthony Wynn, Naval Inspector General.

Despite the adversity he faced, Gravely never let that stop him from assuming duties as a communicant, computers and personnel officer during his career. He believed all jobs were good jobs because they provided a chance to excel. "He loved the Navy and he loved ships, he always said, "Sailors belong on ships and ships belong at sea." That was his motto," said his wife.

Throughout his 38 years of service to his country, Gravely had many historical “firsts” to his time as a flight student. "The future was not crystal clear for African-Americans in the navy at the time Gravely felt that it would take him any place further, but he thirteenth amendment or the thirteenth amendment was called in by the patrol. Within seconds his arms were pulled into the equipment, which is used to separate the grain from the hulls after it has been threshed.

"This certainly isn't the kind of patient you anticipate in a war zone," said Bittner. "It is one of those days that can change a life." Like any other day Ali and his family were working hard to change a mission USS Gravely (DDG 107) on Nov. 20, 2010, in Wilmington, N.C.

Smith is assigned to Defense Media Activity, Washington, D.C.

When he deployed, Bittner figured he would work on the occasional broken hand, crushed foot, and of course combat-related injuries. But that didn’t mean he wasn’t ready to see the arms of a local child caught in harvesting equipment.

Aug. 10, 2010, wasn’t any ordinary day for 12-year-old Ali Omara.It was one of those days that can change a life.

"Ali was feeling wheat into a 25 horse power threshing machine, the wind blew his clothing causing it to get caught in the thresher. Within seconds his arms were pulled into the equipment, which is used to separate the grain from the hulls after it has been harvested. Ali’s father struggled to pull him free, but even his immediate action wasn’t fast enough. Unable to free his son, he disengaged the machine by removing a pin and standing in the threshing machine. That day the threshing machine was separated more than just grain. Ali’s flesh was removed from his hands and arms.

Ali’s family encountered a U.S. Army patrol. A nine-line report (emergency information with location) was called in by the patrol and Ali was rushed by helicopter to the nearest medical facility. Being the initial facility was unable to provide the level of reconstructive care that Ali required, he was transported to a ROE 3’s hospital. "This certainly isn't the kind of patient you anticipate in a war zone," said Bittner. "I see this kind of accident at home and we are better prepared to manage this level of trauma in the states, but to save the arms of a local child caught in harvesting equipment.

It was also a good day for Bittner: He and the other medical surgeons – this is what medicine is about.”
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<tr>
<th>Event</th>
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<tr>
<td>San Diego Centennial Kickoff Celebration &amp; Aerial Review</td>
<td>Feb. 10-13</td>
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<td>Jackson Navy Week (NAS Meridian, Miss., &amp; Keesler AFB, Biloxi, Miss., air shows)</td>
<td>March 19-27</td>
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<td>NAS Corpus Christi Salute to 100 Years of Naval Aviation, Corpus Christi, Texas</td>
<td>April 9-10</td>
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<td>NAS Ft. Worth JRB Air Power, Ft. Worth, Texas</td>
<td>April 15-17</td>
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<td>MCAS Beaufort Air Show, Beaufort, S.C.</td>
<td>April 30-May 1</td>
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<td>Centennial of Naval Aviation Week Pensacola, Fla.</td>
<td>May 3-9</td>
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<td>New Orleans Navy Week &amp; 'Nawlins Air Show</td>
<td>May 5-11</td>
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<td>Marine Week St. Louis</td>
<td>May (TBD)</td>
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<td>MCAS New River Air Show, Jacksonville, N.C.</td>
<td>May 13-15</td>
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<td>DoD Joint Services Open House Andrews AFB, Md.</td>
<td>May 20-22</td>
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<td>New York Fleet Week, New York City &amp; Jones Beach Air Show, Wantagh, N.Y.</td>
<td>May 22-June 2</td>
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<td>Philadelphia Navy Week &amp; Millville AAF Show, Millville, N.J.</td>
<td>May 23-29</td>
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<td>Rockford Air Fest 2011, Rockford, Ill.</td>
<td>June 4-5</td>
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<td>Evansville Freedom Festival, Evansville, Ind.</td>
<td>June 11-12</td>
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<td>Davenport Navy Week &amp; Quad Cities Air Show, Eldridge, Iowa</td>
<td>June 16-22</td>
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<td>National Guard Association of Rhode Island Open House &amp; Air Show North Kingstown, R.I.</td>
<td>June 25-26</td>
</tr>
<tr>
<td>Rochester Navy Week &amp; ESL International Air Show, Rochester, N.Y.</td>
<td>July 11-17</td>
</tr>
<tr>
<td>EAA Air Venture Oshkosh, Wis.</td>
<td>July 25-Aug. 1</td>
</tr>
<tr>
<td>Seattle Fleet Week &amp; SeaFair</td>
<td>July 31-Aug. 8</td>
</tr>
<tr>
<td>Fargo Navy Week and Air Show, Fargo, N.D.</td>
<td>Aug. 8-14</td>
</tr>
<tr>
<td>The Great State of Maine Air Show, Brunswick, Maine</td>
<td>Aug. 26-27</td>
</tr>
<tr>
<td>NAS Patuxent River Air Expo ‘11, Patuxent River, Md.</td>
<td>Sept. 3-4</td>
</tr>
<tr>
<td>Omaha Navy Week &amp; Guardians of Freedom Air Show, Lincoln, Neb.</td>
<td>Sept. 6-11</td>
</tr>
<tr>
<td>National Championship Air Races, Reno, Nev.</td>
<td>Sept. 14-18</td>
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<tr>
<td>Memphis Air Fest, Millington, Tenn.</td>
<td>Sept. 17-18</td>
</tr>
<tr>
<td>NAS Oceana Air Show &amp; AIAA Centennial Convention, Virginia Beach, Va.</td>
<td>Sept. 20-25</td>
</tr>
<tr>
<td>San Diego Fleet Week &amp; MCAS Miramar Air Show</td>
<td>Sept. 19-Oct. 2</td>
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<tr>
<td>San Francisco Fleet Week</td>
<td>Oct. 8-9</td>
</tr>
<tr>
<td>Lemoore Air Show, Lemoore, Calif.</td>
<td>Oct. 15-16</td>
</tr>
<tr>
<td>El Paso Navy Week &amp; Amigo Air Show, El Paso, Texas</td>
<td>Oct. 17-23</td>
</tr>
<tr>
<td>NAS Jacksonville, Birthplace of the Blue Angels Air Show, Jacksonville, Fla.</td>
<td>Nov. 5-6</td>
</tr>
<tr>
<td>Pensacola Homecoming, Pensacola, Fla.</td>
<td>Nov. 11-12</td>
</tr>
<tr>
<td>Centennial Closing Gala, Washington, D.C.</td>
<td>December 2011</td>
</tr>
</tbody>
</table>