

DECEMBER 2010

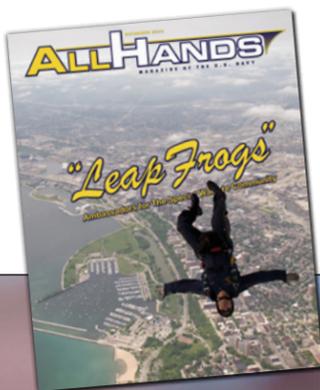
ALL HANDS

MAGAZINE OF THE U.S. NAVY

"Leap Frogs"

Ambassadors for The Special Warfare Community





[On the Front Cover]

SO1 (SEAL) Robert Darakjy is the first of the U.S. Navy parachute team, leap frogs to jumps out the back of a C-17 Globemaster onto the beach of the Milwaukee Air Show.

Photo by James Woods



The Navy parachute demonstration team, the Leap Frogs greet the crowd following a performance at the Milwaukee Air Show.



Relieving the Watch

Two veteran warships, the last two of the five *Tarawa*-class amphibious assault ships USS *Nassau* (LHA 4) and USS *Peleliu* (LHA 5), recently turned over a watch near the Arabian Peninsula that the Navy continues to stand 19 years after Operation *Desert Shield/Storm*.

Photo by MC2 Michael Russell



**Pakistan Flood Relief
Disaster Assistance From the Sea**

This year's extreme monsoon season caused the worst flooding in recent Pakistan history. Disaster relief assistance arrived from the sea, with assistance provided from Expeditionary Strike Group 5, the *Peleliu* Amphibious Ready Group, the 15th Marine Expeditionary Unit's helicopters and Marine Corps KC-130 *Hercules* aircraft were then joined by the Bahrain-based Helicopter Mine Countermeasures Squadron 15, Det. 2, that arrived aboard USS *Peleliu* (LHA 5) in early August 2010.

Photo by MC3 Ian Campbell



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“Leap Frogs” – Ambassadors for The Special Warfare Community

In the heartland of America, at air shows, state fairs and Navy Week celebrations across the country, the U.S. Navy Leap Frogs engage spectators through the demonstration of teamwork, choreographed maneuvers and physical prowess as they unveil the capabilities of the Navy's elite special operations.

Photo by MC2 Jai Scott

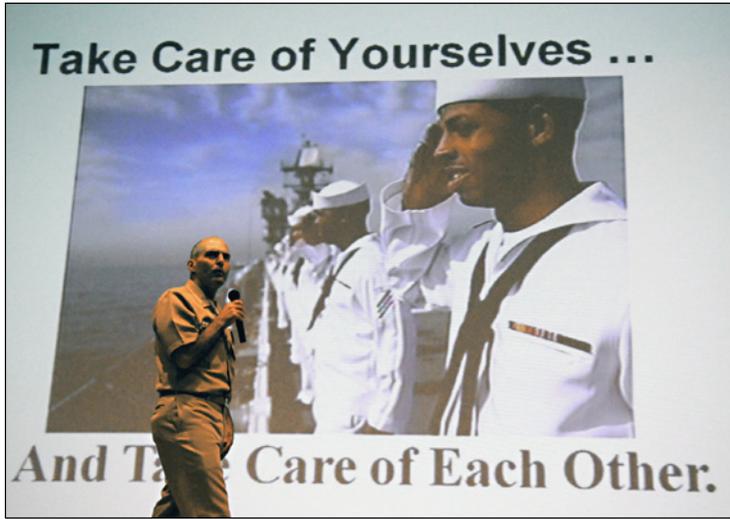
[Next Month]

All Hands presents the 16th edition of the annual Owners' and Operators' Manual.



An F/A-18E *Super Hornet* assigned to Strike Fighter Squadron 137 launches from USS *Abraham Lincoln* (CVN 72).

Photo by MC2 Alan Gragg



The holidays are upon us, so 'tis the season for taking leave to visit with family and friends, for decking the halls with lights and wreaths, and for preparing and enjoying lavish meals.

It's also the season to party.

Command holiday parties, family gatherings and casual get-togethers with friends will take place in abundance through New Year's Eve. Most people enjoy the opportunity to share season's greetings away from the work environment, but it can lead to the potential for alcohol overconsumption and increase the risk of impaired driving.

Of course, the vast majority of Sailors and Marines do the right thing and manage the risk by drinking responsibly and designating sober drivers.

The stats, especially in the Navy, are really promising. The Navy has seen a significant decline in alcohol-related mishaps. But, we can't become complacent. We need to take what we've learned and build on that so we can continue to move in the right direction.

Everyone needs to think about how they will handle alcohol during the holiday season. There are going to be parties, and typically, there's alcohol involved. Pay attention, and remember that you don't need to drink, or drink excessively, to have a good time.

It's important to plan for success if you do choose to drink alcohol at a holiday party. That plan should be in place before taking the first sip of alcohol so it's easier to make smart decisions, even if you're under the influence.

Designate a driver. Use your command's safe ride program. Be accountable to yourself and your fellow service members.

When it comes to accountability, everyone plays a part. Bystander intervention is a concept that empow-

ers Sailors and Marines, up and down the chain of command, to step in when they see a potentially dangerous situation - such as a shipmate who wants to drive after a night of drinking.

Grass roots organizations, such as the Coalition of Sailors Against Destructive Decisions (CSADD), are leading the way in bystander intervention. CSADD chapters are comprised of junior Sailors who work from within their commands to stress responsible drinking to their peers.

The efforts of peer groups, like CSADD, are effective, but command leadership also has a role to play in do-

ing things right.

When commands hold holiday parties, be aware that some Sailors and Marines who don't ordinarily drink might get carried away which could lead to excessive drinking. Leaders need to talk about responsible drinking before a command-sponsored event and plan for safe rides home for anyone who's had too much.

This is risk management on duty. In an operational environment, we train our people in advance to get the job done safely. A social environment should be no different when it comes to risk management. It's still vitally important, because it doesn't matter whether we lose someone in an on- or an off-duty mishap. It's still a tragedy for the team and diminishes our readiness."

While a lot of effort is expended to eliminate drunk driving, many fatality and injury reports received by the Naval Safety Center have nothing to do with motor vehicles, but do involve Sailors and Marines who made bad decisions because they were drunk. Decisions such as jumping off a balcony or participating in a high-risk activity without proper training or personal protective equipment are common in mishap reports that involve alcohol. Alcohol is also implicated in a number of sexual assault cases, so it's important that service members know they are accountable for their actions and that intoxication is no excuse for bad or even criminal behavior.

To our leaders, clearly communicate the command's expectations. Don't beat them down - talk to them and foster an environment where Sailors and Marines can talk to each other. Give them ownership of the risk management process.

To our Sailors and Marines, take care of each other. It may be difficult, but have the courage to do what's right. **AH**

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Photo by MC3 Charles Oki

IC1 Shawn Sutphin, from Norfolk, examines a Navy Working Uniform cover in the Fleet Exchange at Navy Activities Yokosuka, Japan.

Some Sailors to Receive One-Time, Targeted Allowance for NWU

In a recent message, the Navy announced a targeted, one-time clothing replacement allowance (CRA) for approximately 45,000 Sailors who did not receive the required amount of Navy working uniform (NWU) or annual allowances.

According to NAVADMIN 358/10, active component, full time support and National Call to Service Sailors who entered recruit training between Oct. 1, 2007, and Sept. 30, 2008, will receive a one-time CRA of \$368.19. Affected Sailors who entered recruit training between Oct. 1, 2008, and April 26, 2009, will receive a one-time CRA of \$524.35. Payments began as early as Nov. 15, 2010, and will meet leadership's intent to ensure no out-of-pocket expenses are used to meet uniform requirements.

The Navy recognized that selected active component, Full Time Support and National Call to Service Sailors who entered recruit training between Oct. 1, 2007, and April 26, 2009, were not issued NWU components due to a delay in uniform production.

Additionally, these Sailors did not receive sufficient allowances to compensate for these changes. These one-time targeted payments are designed to correct this shortfall and ensure all Sailors have the means to purchase the required uniforms or reimburse those who may have already purchased the NWU.

"Navy leadership's goal has always been to ensure our Sailors receive their full entitlement and no one is financially burdened when

meeting sea bag requirements," explained Vice Adm. Mark Ferguson, chief of naval personnel. "These targeted payments will correct this oversight and bring our junior Sailors up to the appropriate level of uniform entitlement."

Dec. 31, 2010, remains the NWU mandatory wear date for the entire fleet, as the Navy utility uniform (dungarees) will no longer be authorized. Following receipt of the targeted CRA, these affected Sailors will not be expected to have a full complement of the NWU in their sea bags until Sept. 30, 2011.

Sailors can learn more about these targeted payments through the following means:

- **Bupers Online (BOL)** Sailors can log on to BOL at <https://www.bol.navy.mil> and run an individual review to determine if they will receive a targeted CRA payment.

The query hyperlink is named "Navy Working Uniform One-time Targeted Clothing Replacement Allowance Information."

- **Naval Personnel Command Customer Service Center (CSC)** The NPC CSC is available by e-mail 24/7 via cscmailbox@navy.mil. Place "Navy Working Uniform One-time Targeted Clothing Replacement Allowance Information" in the subject line, and the e-mail must include name, last 4 digits of your SSN, unit identification code (UIC) and recruit training attendance dates (from DD Form 4/1).

The NPC CSC is also available between the hours of 8 a.m. to 8 p.m. EST at 1-866-U-ASK-NPC (866-827-5672). With the same e-mail information, CSC personnel can run an individual review and answer questions specific to the targeted CRA payment.

Sailors will be notified of payment in the remarks section of their Leave and Earnings Statement. This note and payment will be in addition to any eligible anniversary CRA payments.

Sailors who entered recruit training between the specified dates, but do not have a pending payment reflected in their BOL account, should contact the NPC CSC. The CSC will verify the Sailors' recruit training commencement date and provide the Sailor with a response at that time. NPC will then work with the required offices, including the Defense Finance and Accounting Service, to help ensure payment, normally within 30 days.

Exchanges have sales associates available to help with proper sizing and fit, as well as ample supplies of the NWU to meet demand. If a local exchange does not have a particular item, or if a Sailor is not stationed near an exchange, uniform items can be ordered by calling the Uniform Support Center's toll-free number, 1-800-368-4088, or by going to https://www.navy-nex.com/command/about_us/p-uniformsupport.html. AH

Story courtesy of the Chief of Naval Personnel, Washington, D.C.

Perform-to-Serve Responds to Fleet Feedback

The Navy recently announced the merger of Perform-to-Serve (PTS) with the Fleet Rating Identification Engine (RIDE) program which was a direct result of the fleet's request for changes to the current PTS system.

"We asked the fleet Navy counselor, 'What can we do here to make the Navy counselors' job easier?'" said Lt. Mark Reid, deputy enlisted community manager, Bureau of Naval Personnel. "This merger offers the features they need to effectively take care of their Sailors."

The new program is a career counselor's single system for identifying eligibility requirements, managing reenlistment applications and reporting results.

NAVADMIN 352/10 describes the initial implementation of the system, specific policy changes, PTS algorithm changes, procedures for application submission and point of contact information for addressing questions or concerns.

The new system allows commands to view in-rate and conversion quotas on a monthly basis. Additionally, the enhanced, performance-driven algorithms include additional screening criteria such as:

- Performance evaluation average for the last five evaluations
- Physical fitness assessment failures within a four-year period
- RIDE score
- Enlisted community manager's critical Navy enlisted classification codes list by rating and pay grade.

Improvements to the application process include pre-populated application data, which helps reduce the counselor's workload.

"This feature is designed to reduce the number of Sailors who are falling through the cracks at many commands, and it creates accountability at the command level for each of their Sailors," said Reid. "Navy counselors also have batch submission capability, another time management tool."

The enhanced reporting features include monthly PTS report visibility for fleet commands, improved inventory control and forecasting ability and an automated notification of application results.

Commands must ensure PTS applications are submitted for all E-3 to E-6 Sailors with less than 14 years of service as early as 15 months, but no later than 12 months, prior to their end of active obligated service as extended. In addition, a PTS application may be submitted when Sailors are negotiating orders to new commands, for selective reenlistment bonus purposes or any other reason requiring additional obligated service. PTS applications are not necessary if additional obligated service is not required, or if the Sailor intends to execute an authorized short-term extension. For Sailors who do not intend to reenlist, commands are required to submit a PTS application so they can be issued a separation quota.

Commands should re-verify the Sailor's decision to separate prior to submitting his or her application. Once an application is finalized, the member will not be allowed to resubmit for active duty, in-rate or conversion options, even if the Sailor changes his mind prior to the six-month end-of-service period.

"Commands are required to validate all applications as correct and state the commanding officer recommendation supports the submission," said Reid. "This is just one more level of accountability."

A user guide is available on the PTS website at www.npc.navy.mil/CareerInfo/PerformtoServe. The former stand-alone PTS website will no longer be accepting applications. PTS applications are now accepted only through the Fleet RIDE program. Detailed submission procedures



Photo by MC3 Elena Penne

ENC(SW) Corbin Stalcup (right) from USS *Freedom* (LCS 1), Gold Crew, is recognized by his commanding officer, Cmdr. Randy Garner, as the 2010 George Sirian Meritorious Award winner.

Freedom Chief Receives 2010 George Sirian Meritorious Service Award

The USS *Constitution* Chapter of the Surface Navy Association (SNA) recently named Chief Engineman (SW) Corbin Stalcup, assigned to USS *Freedom* (LCS 1), as the 2010 George Sirian Meritorious Service Award winner.

The George Sirian Meritorious Service Award recognizes chief petty officers (CPOs) who demonstrate exceptional seamanship, operational excellence and inspirational leadership.

"It is an amazing honor to be selected, and I credit the littoral combat ship (LCS) program for this achievement," said Stalcup, who was chosen from 27 nominees from both the Pacific and Atlantic surface fleets. "LCS is a command where, due to small crew size, we are all given the opportunity to engage in a wide range of operational activities. We are continually challenged to grow technically and as leaders."

The award is named for George Sirian, who served in the Navy for nearly 50 years in the 1800s. During that time, Sirian rose through the ranks from seaman to master gunner, and eventually warrant officer. He served multiple tours aboard *Constitution* during the first half of the 19th century.

"We are very excited to reflect the proud heritage and spirit of the early years of the Navy with the George Sirian Award, and to present the eighth annual award to such an outstanding Sailor - Chief Stalcup of USS *Freedom*," said retired Capt. James Alosi, president, *Constitution* Chapter of the SNA.

"No one better embodies the spirit of service, excellence and tradition represented by this award," said Cmdr. Randy Garner, commanding officer of *Freedom's*, Gold Crew. "A superior leader and a true 'Sailor's Sailor,' he consistently and successfully leads *Freedom's* Sailors in setting new records and breaking through boundaries." AH

Story courtesy of USS *Freedom* (LCS 1).



CSSN Mike Driscoll prepares breakfast aboard USS *Cape St. George* (CG 71).



Photo by MEd Thomas Brennan



Photo by MEd Casey H. Kuhl

Ensign Crispin L. Cristal (right) of the Armed Forces of the Philippines, tries to beat a throw home during a pickup softball game at San Esteban Elementary School during a community outreach event.

At top—A Filipino child waves as USS *Halsey* (DDG 97) gets underway after participating in Cooperation Afloat Readiness and Training (CARAT) Philippines.

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are provided via the Navy Personnel Command website.

For more information on the PTS/Fleet RIDE merger, read NAVADMIN 352/10 or call Navy Personnel Command's customer service center at 1-866-U-ASK-NPC. **AH**

Story by MC1(AW) LaTunya Howard, Navy Personnel Command, Millington, Tenn.

Office of Naval Research Co-launches Science Studio in Bronx, N.Y.

The Office of Naval Research (ONR), the Navy and Marine Corps' science and technology provider; and Iridescent, a nonprofit group supporting underserved youth, recently launched an educational studio in Bronx, N.Y., to fuel that community's interest in science and mathematics.

Secretary of the Navy Ray Mabus joined Chief of Naval Research Rear Adm. Nevin Carr at the official opening of Iridescent's newest center.

"The Navy and Marine Corps have a stake in strengthening the future science and engineering workforce," Mabus said. "Our investment in programs like Iridescent demonstrates our commitment toward improving science, technology, engineering and mathematics (STEM) education for students across the country. This program is transforming the lives of children who might not otherwise be exposed to the wonders of technology and innovation."

ONR's partnership with Iridescent is part of a DoD-wide campaign to grow a diverse STEM talent pool that will benefit future warfighters.

"Iridescent gets students excited about learning and passionate about inventing," Carr said. "They take everyday science topics and bring them to life through inspiring mentors and hands-on experiments."

"Using the simplest of tools, they are able to create and build

real-world items such as houses, roller coasters and boats; and then test the underlying science or engineering concepts. It's truly amazing to watch these children as they experience their first 'a-ha' moment," noted Carr.

In addition to ONR, more than 11 exhibitors were represented at the event, including the Naval Undersea Surface Warfare Center, Newport, R.I., and NASA.

Future visitors to the science center will get hands-on experience with robotics and other interactive demonstrations. **AH**

Story courtesy of the Office of Naval Research Corporate Strategic Communications, Arlington Va.

Changes to Voluntary Education Program Helps Sailors Achieve Educational Goals

Changes made to the Navy's Voluntary Education (VOLED) program this year are designed to first prepare the Sailor for the job and then focus on the pursuit of academic goals.

A significant change included the stand up of the Virtual Education Center where Sailors can receive counseling and information around the globe.

Details on these updates are available in the Navy Administration messages (NAVADMINS) 105/10 released in March 2010 and 245/10, released in July 2010.

"It's important for our Sailors to understand the Navy's focus on voluntary education," said Capt. Chuck Hollingsworth, commanding officer of the Center for Personal and Professional Development (CPPD). "Our goal is not to simply 'enroll more Sailors,' but to enroll Sailors who are postured for success in the pursuit of a degree."

CPPD, part of the Naval Education and Training Command domain, manages the execution of the Navy's VOLED programs.

"We work closely with Sailors to ensure they maximize their education benefits by providing them with education planning and counseling prior to their use of tuition assistance (TA)," Hollingsworth said. "This pre-planning and counseling gives Sailors time to acclimate to their work in the Navy, and also allows them time to develop foundational education skills that will help ensure their future academic successes."

According to Hollingsworth, NAVADMIN 105/10 is the most significant VOLED policy change in the past 12 months, and has been met with broad approval, especially within the ranks of senior enlisted leadership. NAVADMIN 105/10 requires new accessions, both officer and enlisted, to serve one year at their first permanent duty station before applying for TA. It further requires all Sailors have an education plan on file with Navy College before TA will be authorized.

"The Navy's VOLED policies serve to get the right Sailor, the right degree, at the right time," Hollingsworth said. "The first 12 months at the first permanent duty station is a crucial period of 'Sailorization,' when Sailors should concentrate on learning their Navy job and establish themselves as a valued asset to their command."

"The education plan requires Sailors to think about their education goals. This thought process serves to reduce the number of individuals who take courses arbitrarily, without a focus toward long-term education goals. We want Sailors to succeed in their careers and in their academics, which is why we provide them with comprehensive education planning and support services," said Hollingsworth.

The TA program provides active-duty personnel funding for tuition costs for courses taken in an off-duty status at a college, university or vocational/technical institution.

Navy TA pays tuition and fees charged by educational institutions

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Photo by Joseph M. Blumstein



Photo by MC2 Jason Tross

An HH-60H *Sea Hawk* helicopter from Helicopter Anti-Submarine Squadron 4 embarked aboard *USS Ronald Reagan* (CVN 76) delivers pallets of supplies to the Carnival cruise ship *C/V Splendor*.

Above— MA2 Ryan Wehrsig demonstrates the second-man position in room-clearing procedures to Armed Forces of the Philippines special forces candidates during vessel boarding search and seizure training.

From top right— AM2 Ronald Lauderman, from Williamstown, W.V., patches a panel door on an F/A-18C *Hornet* during preventive maintenance aboard *USS Harry S. Truman* (CVN 75).



Photo by MCSN Ryan McKeenon



Photo by MC3 William Jamieson

Sailors assigned to Riverine Group 1 conduct maneuvers aboard Riverine Command Boat (Experimental) at Naval Station Norfolk.

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for course enrollments up-front for Sailors. Under the program, TA pays 100 percent of tuition costs for courses applicable to the completion of a high school diploma or equivalency certificate.

For other education levels, there is a fiscal year credit limit of 16 semester hours, or 24 quarter hours, per individual. Payment for tuition and fees cannot exceed \$250 per semester hour or \$166.67 per quarter hour.

For more information on Navy College opportunities, visit <https://www.navycollege.navy.mil/>. **AH**

Story by Susan Lawson, Center for Personal and Professional Development, Virginia Beach, Va.

Navy Establishes Fleet Weather Center in San Diego

The Naval Meteorology and Oceanography Command (NMOC) recently established Fleet Weather Center San Diego (FWC-SD), relocating all maritime and aviation services to San Diego, and consolidating all weather services provided across the 3rd, 5th and 7th fleet Areas of Responsibility.

Through a phased approach, services for these areas will be completed by September 2011.

The Navy is consolidating weather services for the Pacific and Indian oceans and Arabian Gulf region in San Diego in an effort to streamline operations, gain manpower efficiencies and establish a larger footprint in a fleet concentration area while maintaining the quality of service.

“Relocating and consolidating our weather support activities into the major west coast fleet concentration area will enhance our focus on fleet safety, while improving our collaboration and alignment with operational support requirements,” said Rear Adm. Jonathan White, NMOC commander.

The Fleet Weather Center stand up is the second part of a recent

two-prong consolidation of Navy weather services worldwide. Fleet Weather Center Norfolk, is the home of Navy weather forecasting for the 2nd, 4th and 6th Fleet areas of responsibility.

FWC-SD, located aboard Naval Air Station North Island, will bring together three separate commands under one roof – Strike Group Oceanography Team San Diego; Naval Maritime Forecast Center (NMFC), previously located in Pearl Harbor; and Naval Aviation Forecasting Detachment (NAFD) San Diego. The command will remain in the building that has been the San Diego home of Navy meteorology and oceanography since 1994.

Forecasters and observers of the Strike Group Oceanography Team deploy with aircraft carriers and amphibious ships, providing on-scene maritime forecasting as well as strike and safety of flight forecasts for the embarked air wings.

NMFC held responsibility for general maritime forecasting in the Pacific and for routing ships around hazardous weather. NAFD provided forecast weather for flight operations throughout the western United States and the eastern half of the Pacific.

“We are honored and humbled by the trust that has been placed in us by the naval oceanography enterprise and by the responsibility we have to fleet safety and mission success,” said Capt. Todd Monroe, FWC-SD prospective commanding officer.

While the new FWC-SD will be the primary base for all Pacific weather forecasting, weather offices will be located in other parts of the Pacific region. The Joint Typhoon Warning Center (JTWC), also which the Navy has operated in conjunction with the U.S. Air Force since 1945, will remain in Pearl Harbor. JTWC is the DoD agency responsible for issuing tropical cyclone warnings for the Pacific and Indian oceans.

FWC-SD will operate other remote detachments and components at key locations in Pearl Harbor; Bahrain; Atsugi, Japan; and Fallon, Nev. NAFD Pearl Harbor will provide joint aviation services in Hawaii with the Air Force, based at Joint Base Pearl Harbor - Hickam. The NAFD partnership with the Air Force is similar to one that has been in place at Sembach, Germany, since 2007.

FWC-SD is the ninth name change for the Navy weather operation in San Diego since Navy meteorology was established there in 1944.

“The change to the new center will be seamless to operational commanders,” White said. “We will continue to ensure safety at sea and enable decision superiority for our forces and allies with forecasts, analysis and recommendations.” **AH**

Story by George Lammons, Naval Meteorology and Oceanography Command, San Diego.

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“Leap Frogs”

Ambassadors for the Naval Special Warfare Community

Story by MC2(SW/AW) Jhi L. Scott

Members of the Navy’s special warfare community often work in environments far removed from wherever they call home, involved in clandestine missions in which tactical movements and a host of other operational endeavors set them apart from military personnel worldwide.

Members of the U.S. Navy parachute demonstration team, the “Leap Frogs,” perform canopy relative work during the Chicago Air and Water Show, the cornerstone event of Chicago Navy Week.





Photo by MCz Michelle Kapica

SO1 (SEAL) Robert Darakjy, assigned to the Leap Frogs, shows a display M-4 assault rifle to a Washington Wild Things baseball fan after the Leap Frogs parachuted into the opening ceremony of a game at Consol Energy Park, Washington, Pa.

But another mission in which a team of Navy SEALs is involved revolves around a different sort of endeavor, something that brings them face to face not with an enemy, but with the very people who might never know the missions in which they ordinarily operate.

In the heartland of America, at air shows, state fairs and Navy Week celebrations across the country, the U.S. Navy Leap Frogs engage spectators, through the demonstration of teamwork, choreographed maneuvers and physical prowess and unveil the capabilities of the Navy's elite special operations.

The Leap Frogs, a team comprised of service members, each of whom have undergone some of the most intense training on the face of the planet, serve a twofold purpose, an effort that removes them from an operational capacity, but provides them with an equally important mission.

These Navy SEALs, explosive ordnance disposal personnel (EOD), aircrew survival equipmentman (PR) and special warfare combatant-craft crewmen (SWCC) have the sole mission of promoting the U.S. Navy as well as Naval special warfare programs to the American public, something retired Navy SEAL and Leap Frogs Safety Officer Jim Woods said can instill a sense of pride in the future generations of Americans.

"We get to meet a lot of young people and show them what it means to dedicate yourself and have a commitment toward something like the military," the 21-year veteran said during a Leap Frog demonstration in Milwaukee. "We perform for them and have a positive attitude while doing so, and it's fun to be able to express ourselves and look into the eyes of the younger crowd enjoying and absorbing everything that we do."

The Leap Frogs were formed in 1969, representing an effort to showcase the unique skill sets of Naval special warfare personnel. On their own initiative, the first team of Leap Frogs performed for crowds on weekends during air shows or other gatherings.

The group was officially commissioned in 1974 by then-Chief of Naval Operations Adm. James L. Holloway III in an effort to promote not only Naval Special Warfare but to demonstrate the pride, integrity and excellence of all Sailors.

"When I look at what the parachute team can do for Navy recruitment, I look at the demographics of the team," said Woods. "I look at the broad spectrum of performers that we have. We've got a corpsman, a mass communication specialist, an EOD tech, a PR, we have Navy SEALs and we have SWCC – so we promote the Navy, we don't just promote one unit over another."

Woods said the Leap Frogs appeal to virtually all observers is universal, and serves as a hands-on recruitment tool for the more than 55 rates the Navy employs.

"I was at a high school in Janesville, Wis., and had a ninth-grader come up and tell me she wanted to join the Navy as a culinary specialist," he said. "She's telling that to an old retired Navy SEAL, but I thought that was great. I told her that's the best thing you can do, if that's your dream."

Woods added that instances such as these promote the Navy's value system and present a positive picture of the thousands of jobs, mission and tasking of the U.S. sea services.

"We're out in the public's vision describing what the Navy can do and talking to young kids about their futures – whether they want to go to college, become an officer, come in enlisted – a lot of kids really want to come into the Navy but just don't know what steps to take," said Special Warfare Operator 1st Class (SEAL) Isaiah Maring, Leap Frogs leading petty officer. "The demonstration teams are a great asset to the Navy, but the difference between us and the Blue Angels is that we land, and immediately after, we are interacting with the fans and discussing the capabilities of SEAL teams or SWCC."

Maring said this personal interaction, often with each member of the Leap Frog team, serves a unique purpose to both team members and the countless spectators they encounter, many of whom are fascinated with the job these Sailors perform.

"Being able to interact with each member of the team is a great recruiting tool," he said. "And we love talking to the fans. They really show their appreciation for us not only as a demonstration team, but for serving our country."

Leap Frog performances – whether at air shows, Navy Weeks or high schools – often involve jumping from altitudes as high as 13,000 feet and include aerial maneuvers and acrobatics. Leap Frogs are selected for participation in this high-visibility program based on a rigorous series of prerequisites, something Maring said is important to overall mission success.

"Prior to even trying out, your record has to be clean, you have to be within military standards, you have to have at least two operational deployments with NSW [Naval Special Warfare], you have to go to military free-fall school and then you can request a tryout," Maring said. "Tryouts are usually about three days – you jump with whatever parachute you're qualified on at that time with the team members, and they will see how comfortable you are under canopy."

Maring said that after initial qualifications are met, an informal interview process is conducted, something he feels significantly enhances the family and teamwork atmosphere the Leap Frogs enjoy.

SO1 (SEAL) Isaiah Maring, assigned to the Leap Frogs, jumps from the ramp of a C-130 Hercules cargo aircraft during the Chicago Air and Water Show.



Photo by James Woods



Photo by James Woods



Photo by James Woods

Photo by MCz Michelle Kapica



AW1 Thomas Kinn, assigned to the Leap Frogs, speaks to a reporter about parachuting after the team performed a parachute demonstration above Boise State Capitol.



HM1 Eric Parillo passes out stickers to onlookers prior to the Leap Frogs performance at the Milwaukee Air Show.

“We will just hang out with [prospective Leap Frogs] and get to know them a little. We’ll also sit down as a team and ask them a few questions,” he said. “After the three days, the team sits down and evaluates whether we feel the candidate would be an asset to the team or might need a little more work.”

Woods agreed with the qualification and interview process, saying prospective candidates may fulfill initial requirements but they are also campaigning for a highly visible position in one of the U.S. Navy’s most effective recruiting tools.

“It’s difficult to become a part of this team. It’s stressful, and the guys aren’t really hard on you, but you know they are watching you very closely,” he said. “Being part of this team is something candidates very much want to do, so they don’t want to mess up, and sometimes that hurts them as well. We not only test their skills in the aircraft but their compatibility with the team to see if they are what the Naval Special Warfare

Recruiting Directorate wants to represent the team and essentially the Navy.”

Maring said despite the rigorous schedule, team members – six jumpers and four support personnel – each have military duties as well as a near-constant deployment schedule that often sees the Leap Frogs traveling more than 200 days a year.

“It can get difficult at times, especially when you get home and all you want to do is relax but there’s training to do or something that always needs to get done,” Maring said. “We have to handle everything along with performing our Navy duties. It gets tough sometimes, but that’s a part of the Navy, being able to adapt and overcome.”

With an availability for 16 team members, the Leap Frogs essentially represent a self-contained unit, something Hospital Corpsman 1st Class Eric Parillo, the team corpsman said facilitates the informal screening process as well as determines prospective candidates’ compatibility with the team.

“Everyone on the team wears more than one hat – they don’t just jump out of airplanes and go home,” he said. “The camaraderie on this team is like no other. We are gone 200 to 250 days a year so we are always around one another, and if there’s a problem we really have to work it out right there on the spot or that could potentially place someone’s life at risk. We have to be like a family because honestly, were around each other more than we are around our own families, and that’s why we’re so close to one another.”

Maring agreed with the sense of closeness Parillo described, adding the inherent nature of the job the Leap Frogs does strengthens the bond among the Leap Frogs, Naval Special Warfare service members and Sailors around the world.

“We see each other a lot. There’s no time for dislike and hatred on this team. I look at each and every member of the team as my brother; we are very close, we know each other’s families,

we go out to eat together and workout together,” Maring said. “These are my brothers, and I couldn’t imagine jumping out of a plane with anyone else.”

The operational tempo of the Leap Frogs parallels that of many deployed Navy assets, a task Maring said is both demanding but rewarding.

“It’s like we’re constantly deployed,” he said. “This is a great place to be, but we are rarely back in San Diego, and even when we are, we are training and doing administrative work. You have to be mature and understand you’ll be away from your family and friends while attached to the team. It’s a great experience meeting the thousands of people we meet at shows, but it’s very taxing on you while you’re here.”

Despite the demanding workload, Leap Frog personnel maintain their passion for what they do.

“I couldn’t imagine doing any other job in the Navy,” said SO1(SEAL) Robert Darakjy, a jumper with the team. “The guys are great, the people are great,

and I love this job. I can’t believe I get paid to do what I love, and I don’t think there’s a better way to finish out my career. I will have some great stories to tell my kids in the future.”

Maring said the Leap Frog performances are a direct reflection of the camaraderie the team boasts, and said he enjoys being a physical conduit to the Naval Special Warfare programs that are often shrouded in secrecy.

“I would recommend that if you have a chance to come to the parachute team once in your career, you should jump at the opportunity,” he said. “Jumping out of a plane for a living and meeting people around the country who genuinely appreciate what we do for our nation is priceless.” AH

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

U.S. Navy parachute team, the Leap Frogs and the U.S. Army parachute team, the Golden Knights come together prior to a jump during the Milwaukee Air Show.



When they are not performing the Leap Frogs train constantly to perfect their craft.



Photo by MCz Jhi L. Scott

Photo by MCz Jhi L. Scott

Photo by MCz Jhi L. Scott



Relieving the Watch

Story by MC1(SW/AW) R. David Valdez and MC2 Coleman Thompson

“It is now time for these Sailors, the Sailors you have trained, mentored, and led to say: ‘Shipmate, you now stand relieved. We have the watch.’”

— Excerpt from “The Watch”

Security boats escort the amphibious assault ship USS Peleliu (LHA 5) as she enters San Diego Bay after completing a six-month deployment to the U.S. 5th and 7th Fleet areas of responsibility.

Photo by MC3 Michael C. Barton



Lt. Tracy Branch, assigned to USS *Peleliu*, checks the ear of a local patient during a medical screening at Bunabun Health Center in support of *Pacific Partnership*.



Marines assigned to the 11th Marine Expeditionary Unit fire 9mm handguns on the flight deck during a live-fire weapons qualification aboard USS *Peleliu*.

On July 22, two veteran warships, the last two of the five *Tarawa*-class amphibious assault ships USS *Nassau* (LHA 4) and USS *Peleliu* (LHA 5), turned over a watch near the Arabian Peninsula that the Navy continues to stand 19 years since *Operation Desert Shield/Storm*.

USS *Tarawa* (LHA 1), USS *Saipan* (LHA 2) and USS *Belleau Wood* (LHA 3), appropriately bearing the names of battles where Marines achieved significant victories, stood their watches through multiple deployments. But, like many of the men and women who served aboard them, they have retired from active service.

Of the two remaining LHAs, *Nassau* is the elder. The ship began standing watch in 5th Fleet when she deployed in support of *Operations Desert Shield* and *Desert Storm* for eight months with only eight days notice, mobilizing and loading the 4th Marine Expeditionary Battalion in record time. That deployment marked the first time AV-8 *Harriers* flew combat missions from the flight deck of an LHA.

Peleliu is likewise an accomplished warrior. *Peleliu's* crew and embarked Marines were enjoying a port visit in Australia Sept. 11, 2001, when they received word about the events in Pennsylvania, the Pentagon and New York City. After recalling all personnel from liberty, *Peleliu* steamed through the Indian Ocean and became the first ship to launch Marine air strikes into Afghanistan, as well as being the first to deploy Marines to the beach in support of what would become the Global War on Terrorism.

While these are historical achievements, they are also part of the tradition of *Tarawa*-class ships.

In 1983, *Tarawa* set sail for a routine deployment to the Mediterranean and diverted to support UN peacekeepers in Beirut, Lebanon. Later, in 1990, the Cold War was declared over, and a new war was beginning. *Tarawa* was assigned as the flagship of a 13-ship amphibious task force during *Operation Desert Storm* and landed Marines in Saudi Arabia, just south of the Kuwaiti border, which would ultimately push the Iraqi army out of Kuwait and back to Iraq.

But, the achievements of the *Tarawa* class are not merely counted in terms of combat. These ships were and are some of the U.S. Navy's most effective instruments of goodwill, since they were designed with the ability to move heavy equipment ashore from their well decks and use the heavy-lift capable CH-53 *Sea Stallions* helicopters during humanitarian



ABHAN Adam Elswick watches other flight deck personnel during a break in flight operations aboard USS *Peleliu*.

missions. Last, but certainly not least, *Tarawa*-class ships are equipped with medical facilities larger than a *Nimitz*-class aircraft carrier. Second only to the Navy's hospital ships, USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20), the LHA platform is capable of providing sustained humanitarian assistance anywhere on the globe.

The dual ability to quickly bring expeditionary warfighting capabilities and swift medical assistance is what makes this type of Navy ship a necessity in an ever-changing world.

During the first deployment of *Tarawa*-class ships in 1979, the namesake ship established a tradition of lending humanitarian aid when *Tarawa* rescued 400 Vietnamese refugees adrift in the South China Sea.

Saipan lent aid to the citizens of Liberia in 1990 when they evacuated 1,600 civilians during a war in that country.

Belleau Wood earned two Humanitarian Service Medals. The first was in 1981 when the ship rescued 150 Vietnamese refugees. The second was in 1992 when the ship provided disaster relief to the people of Kauai, Hawaii, after Hurricane Iniki ravaged the island.

In 1991, Mount Pinatubo erupted in the Philippines, one of the largest volcanic eruptions of the past century. *Peleliu* was

The dual ability to quickly bring expeditionary warfighting capabilities and swift medical assistance is what makes this type of Navy ship a necessity in an ever-changing world.

en route to stand watch once again in the Arabian Gulf, when the ship diverted to assist in the evacuation of nearby Subic Bay. Some of the evacuees were patients from the local hospital's maternity ward, resulting in multiple births on board, one of whom was named "*Peleliu*."

Most recently, *Nassau* surged to Haiti following a devastating 7.0-magnitude earth-

quake that decimated the nation's infrastructure and killed between 250,000 and 300,000 people.

Throughout the history of LHA-class ships, they have deployed on missions of peace and goodwill as well as missions to enhance security and stability.

It should come as no surprise that the *Tarawa*-class amphibious assault ships serve in multiple roles for the Navy. The initial design

of these ships was intended to incorporate the capabilities of four different ship types: the amphibious assault ship, the amphibious transport dock, the amphibious cargo ship and the amphibious dock landing ship. With a complement of 1,900 embarked Marines, a *Tarawa*-class ship can send Marines ashore by Landing Craft Utility or Landing Craft Air Cushion while launching an array of aircraft.



A Sailor uses hand signals to direct an AV-8B Harrier during flight operations aboard USS Peleliu.

Right—
Two boatswain's mates secure Landing Craft Utility 1666 inside the well deck aboard USS Peleliu.

Above right—
A CH-46 Sea Knight helicopter practices vertical replenishments as it approaches the flight deck aboard USS Peleliu before sunset.

But, the era of *Tarawa*-class ships is drawing to an end. *Tarawa*, *Saipan* and *Belleau Wood* have been decommissioned. *Tarawa* has moved to Hawaii. *Belleau Wood* has served as an artificial reef for coral and other marine life since 2006, and thus provides a service to the sea itself. *Saipan* was sold to a company that scrapped the ship and recycled the metal.

Eight *Wasp*-class amphibious assault ships (LHD) stand between *Peleliu* and the next class of LHA, Pre-Commissioning Unit *America* (LHA 6). *America* will be a different kind of LHA, as it will be larger and more specialized for Marine aircraft.

The last two *Tarawa*-class ships turned over the watch in the 5th Fleet AOR, July 22, 2010, and it was noted in a log: "*Peleliu* relieves *Nassau*."

Until these remaining ships reach the end of their service life, *Nassau* and *Peleliu* will remain sentinels, ready for war, yet eager for peace. **AH**

Valdez is assigned to Navy Public Affairs Support Element West, San Diego, and is currently on assignment aboard USS Peleliu (LHA 5).

Thompson is assigned to Navy Public Affairs Support Element East, Norfolk, and is on assignment aboard USS Nassau (LHA 4).

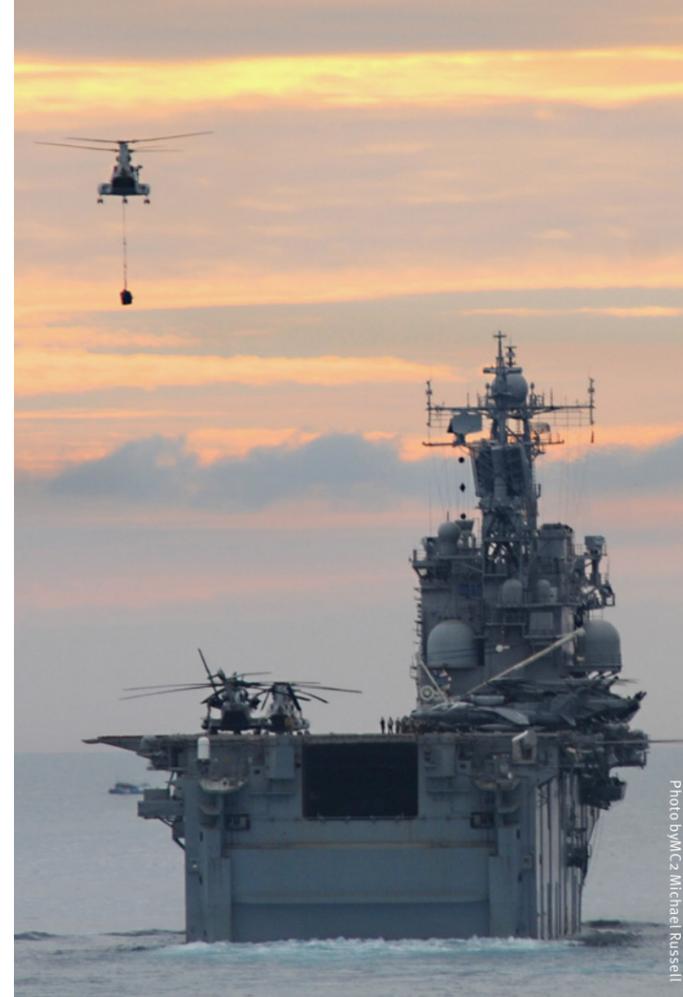


Photo by/WC3 Michael Russell



Photo by/WC3 Foster Bamford

Historical Highlights of the Tarawa-class LHAs:

USS Peleliu (LHA 5):

1980: Commissioned May 3.
Named after the *Battle of Peleliu*, that has the dubious distinction of having the highest casualty rate of any battle in the Pacific. Eight Marines were awarded the Medal of Honor for their actions during the Battle of Peleliu, five of whom were decorated posthumously.
1980: Achieved record for shortest period between commissioning and "Crossing the Line."
1984: Completed 10,000th accident-free landing near the Aleutian Islands.
2001: Housed several prisoners of war from *Operation Enduring Freedom*, including John Walker Lindh.

USS Nassau (LHA 4):

1979: Commissioned July 28.
Named after the *Battle of Nassau*, the first combat amphibious landing in U.S. history
1984: Deployed to Beirut less than four months after the bombing of the Marine barracks.
2008: Provided aid to Galveston Island, Texas, in the aftermath of Hurricane Ike.
2010: Set record for consecutive days at sea (159) during WESTPAC 2010.

USS Belleau Wood (LHA 3):

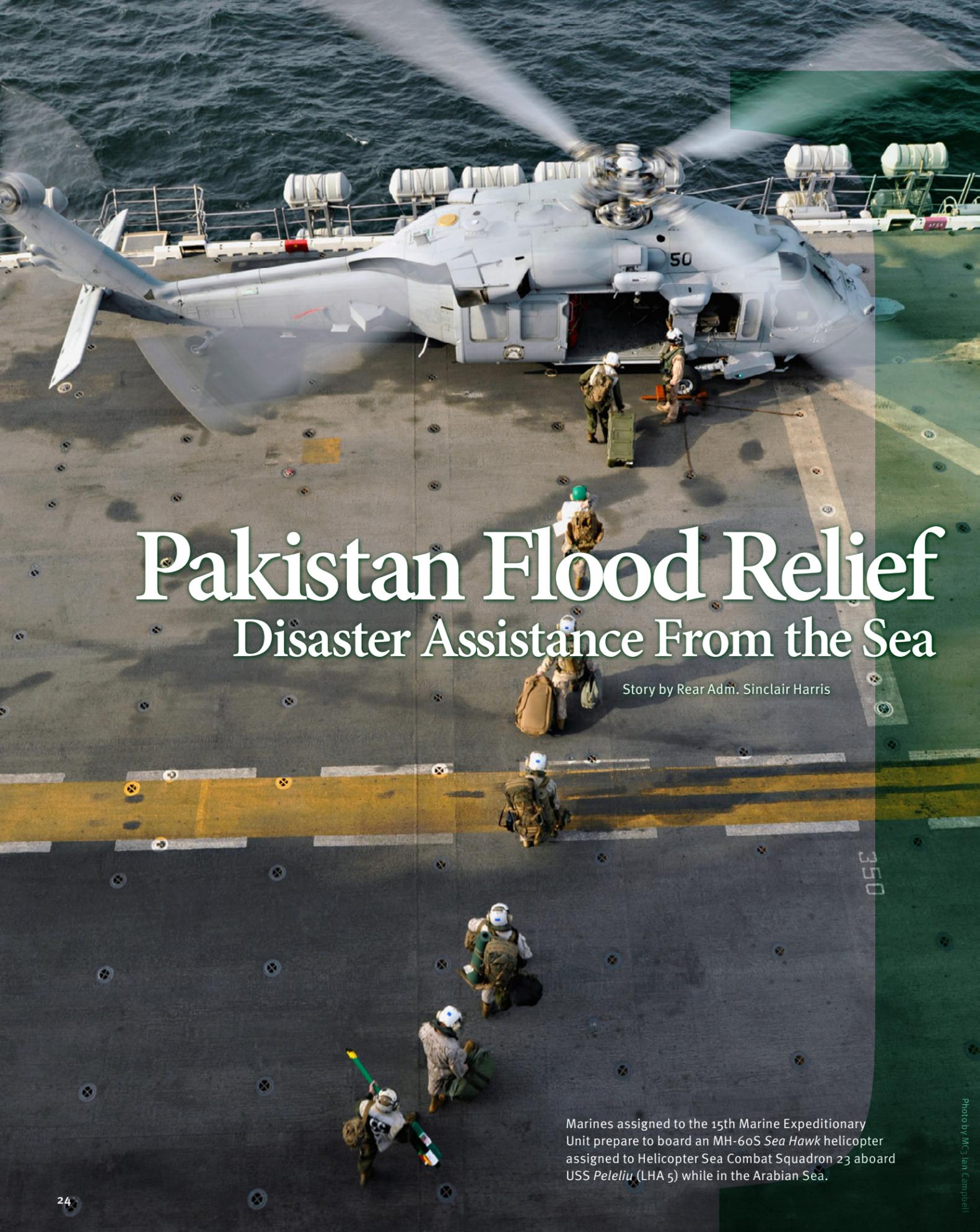
1978: Commissioned September 23.
Named for the *Battle of Belleau Wood*, that took place near the Marne River in France during World War I. *Belleau Wood* is the only LHA named for a battle with no amphibious landing involved.
1987: Conducted the first winter amphibious exercises in the Aleutian Islands since World War II.
1989: Hosted the Minister of Defense of the Soviet Union during his visit to the United States.
2000: Took part in the largest crew swap to date when relieved by USS *Essex* (LHD 2) in Sasebo, Japan, as part of *Forward Deployed Naval Forces*.
2002: Was the backdrop for making the movie "Antwone Fisher."
2003: Marine Brigadier General Joseph V. Medina took command of Expeditionary Strike Group 3, of which *Belleau Wood* was the flagship. This was the first time in history that a U.S. Marine Corps officer took command of a U.S. Navy flotilla.
2005: Decommissioned October 28.

USS Saipan (LHA 2):

1977: Commissioned October 15.
Named after the *Battle of Saipan*, located in the Marianas and a later addition to the "Island Hopping" strategy in the War of the Pacific during World War II.
1979: Diverted for special contingency operations to evacuate non-combatant evacuation from Nicaragua during that country's civil war.
1980: Assisted USCG efforts to aid Cuban refugees during the Mariel boatlift.
1980: Departed Norfolk for the first Mediterranean deployment by an LHA.
1983: Participated in *Operation Urgent Fury* off Grenada.
1991: Supported *Operation Desert Storm*
1999: Became the developmental and operational test platform for V-22 *Osprey*.
2003: Deployed in support of *Operation Iraqi Freedom* and the War on Terrorism.
2006: Participated as one of two U.S. vessels in the Royal Navy International Fleet Review, conducted by Queen Elizabeth II and members of the Royal Family of Great Britain.
2007: Decommissioned April 20.

USS Tarawa (LHA 1):

1976: Commissioned May 29.
Named after the *Battle of Tarawa*, the second offensive battle fought in the Pacific during World War II.
1983: Provided support to UN peacekeepers in Beirut, Lebanon.
1990: Served as the flagship of a 13-ship amphibious task force in support of *Operation Desert Storm*.
1991: Provided humanitarian assistance in Bangladesh, delivering rice and water purification equipment to victims of a cyclone.
1996: Participated in the first exercises with the Royal Jordanian Navy
2000: Led force protection efforts following the attack on USS *Cole* (DDG 67) in the Gulf of Aden. *Tarawa* remained with *Cole* until the destroyer was secured aboard the Norwegian salvage ship M/V *Blue Marlin*.
2000: Scenes from the movie "Rules of Engagement" were shot aboard *Tarawa*.
2009: Decommissioned March 31 **AH**



Pakistan Flood Relief

Disaster Assistance From the Sea

Story by Rear Adm. Sinclair Harris

Marines assigned to the 15th Marine Expeditionary Unit prepare to board an MH-60S *Sea Hawk* helicopter assigned to Helicopter Sea Combat Squadron 23 aboard USS *Peleliu* (LHA 5) while in the Arabian Sea.

Photo by MC3 Ian Campbell



Summers in Pakistan bring large amounts of rain and increased water levels in rivers due to melting runoff from the Siachen Glaciers. This year was different as extreme seasonal monsoon rains caused the worst flooding in decades to Pakistan's Indus River Valley and surrounding areas.

Flood waters exploded changing the course of the Indus River and either severely damaged or wiped out entire villages from the foothills of the Himalayas to the Arabian Sea. Barrages and dams filled beyond capacity, farm lands flooded, adding agricultural instability to the already mounting difficulties Pakistanis already faced.

Key supply routes were submerged and a great many bridges destroyed, forcing the Pakistani military and National Disaster Management Authority to resort to helicopters to provide aid to isolated areas. Soon after the initial flash-flooding up north, the waters spread south, creating a flood plain covering 20 percent of Pakistan and directly effecting 20 million people. No nation could face such a disaster alone and Pakistan quickly realized the need for international assistance.

The U.S. responded quickly to the Government of Pakistan's request for assistance.

Secretary of Defense Robert Gates immediately ordered six U.S. Army aircraft, four CH-47 *Chinook* helicopters and two UH-60 *Blackhawk* utility helicopters, to Pakistan from Afghanistan to begin providing humanitarian assistance. Two weeks into the operation, helicopters from Expeditionary Strike Group (ESG) 5 arrived to relieve the Army helicopters, providing assistance from the sea.

Peleliu Amphibious Ready Group (ARG), the 15th Marine Expeditionary Unit's (MEU) helicopters, and KC-130 *Hercules* aircraft joined by the Bahrain-based Helicopter Mine Counter-



Marine Corps Lance Cpl. Daniel Breneiser (right), assigned to the 26th Marine Expeditionary Unit, gets vaccinated against smallpox by HN Nathan Stallfus aboard USS *Ponce* (LPD 15).

Above right—

Marine Corps Cpl. Dennis Hurst, assigned to Combat Cargo, prepares humanitarian assistance disaster relief supplies to be loaded on an MH-60S *Sea Hawk* helicopter aboard USS *Peleliu* (LHA 5).



measures Squadron (HM) 15, Det. 2, arrived on amphibious assault ship USS *Peleliu* (LHA 5) and began providing relief on Aug. 6.

Throughout our time in Pakistan, I came to view teamwork as the linchpin holding the flood relief machine together. Successfully saving lives during such a sweeping crisis and with a wide array of joint military, multi-national public and private organizations made teamwork and collaboration vital. We couldn't have done the work we did without close coordination between non-governmental organizations (NGO), Pakistan and U.S. military forces and U.S. and Pakistani government authorities.

As guests in a foreign country, our forces supported the Pakistan military and the Pakistani government in their relief efforts. We relied heavily on them to identify locations that needed aid and to provide force protection for our troops.

Pakistan's military leadership was vital to the success of our efforts and members of the Pakistani military worked diligently to ensure U.S. Forces were able to safely provide relief to the towns that were hardest hit by the floods.

U.S. efforts included many organizations that united to ensure rapid delivery of aid to the people of Pakistan. Contributions across all the services, Department of State and NGOs were merged to provide the resources and brainpower needed to make the relief operations a success. The leaders of the World Food Programme (WFP) and Pakistan's National/Provincial Disaster Management Authorities (NDMA/PDMA) cooperated with the Pakistani military and U.S. forces to ensure delivery of supplies to the flood affected areas on a daily basis.

To ensure lasting support that met the needs of the flood-affected Pakistani people, the location and composition of U.S. support changed three times, beginning with the Army

helicopters, then moving to the *Peleliu* ARG and embarked 15th MEU and concluding with the Army's 16th Combat Air Battalion (CAB) that took over the mission at Ghazi Air Base in the northern part of Pakistan, allowing ESG 5's helicopters to shift their focus to Pano Aqil Air Base in the southern province of Sindh.

Additionally, Air Force C-130s and C-17s as well as Marine Corps KC-130s flew supplies throughout the country, augmenting the non-stop rotary-wing operations, all delivering relief supplies and transporting tens of thousands of people displaced from their homes to emergency camps.

Pakistani and U.S. military forces cooperated to set up air bases able to support missions out of the north and the south getting each location operational in a blazingly quick five days. The logistics teams were able to ensure mission success, from



Marines assigned to the 15th Marine Expeditionary Unit load supplies aboard an MH-60S *Sea Hawk* helicopter assigned to Helicopter Sea Combat Squadron 23 aboard USS *Peleliu* (LHA 5).

building bases of operations to providing parts and supplies throughout relief operations.

Collaboration of task force operations in multiple locations, under the operational control of the U.S. Office of the Defense Representative-Pakistan (ODR-P) and strategic guidance of the Pakistani government, ensured efforts covered as much of the flood-affected region as possible.

All logistic considerations such as berthing, messing, communications, computer networks and other facilities were brought online rapidly in an austere environment by a combination of Army and Air Force specialists. This ad hoc team augmented the expeditionary expertise indigenous to the Expeditionary Strike Group and rapidly improved the quality of life and operational capabilities of the U.S. forces.

You can never have enough helicopters in a disaster, and this was certainly true in Pakistan. Thousands of villages and towns were cut off and could only be accessed by air. This meant the skilled pilots of HM 15 and the 15th and 26th MEUs had to fly to areas where traditional landings were not

always an option. Ultimately, we had as many as 30 U.S. helicopters operating in Pakistan.

Time was our enemy, with millions of Pakistani people suffering from hunger for weeks on end. The logistics and maintenance teams worked diligently around the clock to ensure the helicopters remained up and flying.

Flying into places like Gilgit with its sheer, Alpine cliffs and a reputation for being one of the most challenging airfields in Pakistan at which to land, became a common occurrence for the Marine C-130 aviators who were working to augment Pakistan's Air Force.

Reassuring the Pakistani's that U.S. forces were here to help proved to be a challenge – how do you communicate USS *Peleliu's* role in the relief efforts when it wasn't readily apparent to the flood victims? Actions speak louder than words and the role of the helicopters was more visible and therefore understandable.

From establishing air bases to communicating the U.S. military's role in the relief efforts, there were plenty of lessons to be learned, but through them all one thing remained true.



A Marine Corps CH-46E *Sea Knight* helicopter assigned to Marine Medium Helicopter Squadron 165 (Reinforced) flies over the Tarbela Dam en route to Kohistan, Pakistan.

However challenging and expensive humanitarian relief efforts can be, the juice is most assuredly worth the proverbial squeeze.

In Pakistan, we were able to save lives, provide food to the hungry, and assist a devastated nation. There are few things more rewarding than seeing the smile on someone's face after you have been able to provide their family with what could have been their first meal in weeks.

In the years to come, these missions will occur with increasing frequency and complexity because the sea services have made humanitarian assistance a core mission in their Maritime Strategy, highlighting these missions in the training regime is an important consideration for maintaining peace and stability.

The failure to respond quickly to a disaster like the one in Pakistan opens a gap that allows extremist groups an opportunity to exploit those who are desperate for the relief of their suffering regardless of how they may feel personally about the source. **AH**

Harris is Commander, Expeditionary Strike Group 5, Commander, Task Forces 51/59.



Pakistani flood victims in Pano Aquil, Pakistan, collect relief supplies delivered by U.S. Marines assigned to Marine Medium Helicopter Squadron 165 (Reinforced).

Ask the Chef: Food and Kitchen Safety 101

Story by MC2(SW) Elizabeth Vlahos

The holidays – Christmas, Hanukkah, Kwanzaa, what have you - are approaching at warp speed, and what does that mean? Fun, merriment and, of course, FOOD.

For the past two years, general holiday safety, as well as smart eating over the holidays, have been in the spotlight, but now the focus is on something that every holiday chef should have foremost on his or her mind – food and kitchen safety.

A holiday feast can be a wonder to behold, but it can easily turn into a huge headache if the guests end up ill. Likewise, if someone in the kitchen has to be rushed to the hospital with an injury, it's bound to kill everybody's appetite.

To avoid such disasters, keep the following tips and guidelines in mind, courtesy of the Naval Safety Center, Norfolk, and the Culinary Institute of America.

Barefoot in the Kitchen? Bad Idea ...

According to the Culinary Institute of America (CIA), the kitchen is a potentially dangerous environment, so here are some tips on how to dress for success and safety.

Wear Shoes

Professional chefs wear hard leather clogs that protect their feet from sharp descending projectiles (i.e. falling knives), but a good pair of shoes or boots is acceptable. No high heels or open toes – the shoe should cover the entire foot. Let's face it - a pair of sandals is useless in protecting feet from a blade or a cascade of boiling water.

Protect Yourself

Yes, it can get hot in the kitchen, but shorts and short sleeves offer no protection. Wear pants, preferably with a snap fly and no belt; in case of accidentally spilling hot grease on the legs, this will make for easier removal to lessen the severity of the burn. Also, pants should not have cuffs; these can trap debris and hot liquids. The same principle applies to sleeves, which should be long and not rolled up to cover as much of the arm as possible, due to the danger of splatters.

Don't Let Things Get Hairy

Keep long hair up or contained so that it doesn't fall into the food – a bun or a hairnet is ideal. If necessary, wear a headband to keep shorter hair out of the face and out of the cuisine du jour.

Leave The Jewelry In The Box

According to the 2009 FDA Food Code, food service employees may not wear any jewelry on the job except for a plain wedding band. This is a good guideline to follow at home as well.

“Knife Juggler” Is Not a Viable NEC

While dressing for safety in the kitchen is paramount, the meat and potatoes of kitchen safety – pardon the pun – consist of the measures taken therein. On today's menu:

Handle Knives With Respect

Knives can be damaged – and can damage people – if handled irresponsibly. Learn the proper techniques for sharpening a knife; a sharp knife performs better and is safer to use because less pressure is required to cut through the food. Keep knives clean and avoid the risk of cross-contamination.

When carrying a knife, sheath the blade or hold the knife straight down at your side with the sharp edge facing behind you. Use an appropriate cutting surface, preferably wood (glass cutting boards, according to Food Network personality Alton Brown, are “the Sith Lord to knives”). Finally, keep knives properly stored.

Fire Safety Is Paramount

Keep a fire extinguisher designed for kitchen use easily accessible, i.e., where it is most likely to be needed. Keep potholders, dishcloths and other flammables away from the burners, and keep a large pan lid on hand should the entrée spontaneously flambé itself. NEVER try to put out a grease, chemical or electrical fire by tossing water onto the flames.

When preparing a flambé dish, follow it to the letter, and do not add any more liquor than that for which the recipe calls. (Too much rum will make your Bananas Foster go “FOON!” - and overpower the flavor of the dish itself).

Turkey Fryers

Turkey fryers have popped up as a heated topic of concern in recent years. Here's what to know for those who plan deep fry a turkey this year:

- Use the turkey fryer outdoors at a safe distance away from buildings and other flammable materials.
- Place the fryer on a solid flat surface in an open area – not on a deck, or under an overhang.
- To ensure against overfilling the fryer, test it out with water before filling it with oil.
- Clean up grease and other spills as they occur. CIA recommends using salt or cornmeal to absorb grease before cleaning the area.

Keep “Sam ‘n’ Ella” Off the Guest List

Few things can ruin a holiday meal as quickly as food-borne illness caused by unsanitary handling procedures during preparation. Here's how to ensure that the cuisine set before the guests is not a gastronomic time bomb waiting to go off.

Proper hand-washing techniques are the best line of defense against food-borne illness. Wash with soap and warm water for 20 seconds (a good guideline is to sing the “Happy Birthday” song quietly twice while doing so). Use enough soap to work up a good lather, and use a nail

brush to scrub under the nails and around the cuticles. Rinse hands completely with warm water afterwards, and dry off with paper towels.

Wash after engaging in any activities that may contaminate the hands. These include, but are not limited to: eating, handling soiled equipment, smoking, using the toilet, coughing or sneezing, touching any part of the body (hair, face, etc.), working with raw food, and before donning gloves for food handling. When in doubt, wash.

Cross-contamination occurs when disease-causing elements or harmful substances are transferred from one contaminated surface to another (e.g., cutting fresh vegetables on a cutting board used for raw chicken). Use separate cutting boards for raw and cooked foods, and clean and thoroughly sanitize them between uses; also, clean and sanitize the knife, sharpening steel and the hands. Store food carefully to prevent contact between raw and cooked items.

Check the quality of the ingredients. If even the slightest bit suspicious that an ingredient may be spoiled, do not use it. When it comes to food safety, it's better to be safe than sorry. Just remember – when in doubt, throw it out.

Keep hot foods hot and cold foods cold. Pathogens tend to thrive in a “danger zone” of 41 to 140 degrees Fahrenheit.

When chilling or reheating foods, move them through the danger zone quickly. Reheat hot foods over direct heat or in a microwave oven to at least 165 degrees Fahrenheit for at least 15 seconds. Cool liquid foods by placing them in a metal container, then place the container in an ice-water bath that reaches the same level as the liquid inside.

Stir the liquid frequently so that the warmer liquid at the center mixes with the cooler liquid at the edges to bring the overall temperature down more rapidly. Use an instant-read thermometer to check the temperature, then sanitize the thermometer after each use.

The best method of thawing frozen food is in the refrigerator. Keep food wrapped and place it in a shallow container on a bottom shelf to prevent any liquid from dripping and contaminating food below. If pressed for time, place the food in a container under running water of approximately 70 degrees Fahrenheit or below. Use a stream of water strong enough to wash loose particles off the food, but don't let the water splash on other food or surfaces. DO NOT THAW FOOD AT ROOM TEMPERATURE – IT'S AN INVITATION TO PATHOGENS.

When cooking, use tasting spoons to assess the quality of the food, and use them only once – do NOT “double dip.”

Serve ready-to-eat foods with the proper utensils, and hand out rolls and ice with tongs - never with the hands.

Thoroughly clean and sanitize every piece of equipment used in the cooking process.

Following the guidelines listed above will ensure that the holiday feast should be one to remember – for all the right reasons.

Bon appétit! **AH**

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

(Source: U.S. Naval Safety Center and *The Professional Chef*, 7th Edition, Culinary Institute of America.)



Sailor Finds Passion Through Mixed Martial Arts

By MC2 Maebel Tinoko NPASE Det. NW

The world of mixed martial arts (MMA) is a grueling physical chess match between well-trained athletes who are brave enough to step into the ring and compete.



For Machinist's Mate 2nd Class (SS) Carl Edwards assigned to Puget Sound Naval Shipyard and Intermediate Maintenance Facility (IMF), it's a challenge he is willing to face.

One day while working out at the local gym, Edwards had an unexpected encounter with a professional cage-fighter, Cedric "Spiderman" Marks. Marks challenged him to a friendly wrestling match and Edwards quickly took on the competition.

"I got involved with MMA by accident, and I never planned on becoming a fighter," said Edwards. "Marks challenged me to a friendly wrestling match, and I had no idea I was wrestling with a professional cage-fighter."

Since then, Marks took him under his wing, and Edwards continues vigorous training at the Full Circle Fight Club, Bremerton, Wash., preparing for future fights.

Edwards's biggest fans are the very people he works with. His current command supports his hobby 100 percent.

"IMF is extremely supportive of our Sailor's off-duty interests and educational goals," said Lt. Shawn Hale, IMF division officer for shop C 832. "We work with Edwards and all of our Sailors to give them the time off to attend college classes, volunteer in the community, compete in sporting events and take care of their families."

Hale believes that competitive sports help Sailors become better leaders in the Navy.

"Participating in competitive sports provides service members with many skills that can be applied to leadership in the Navy," Hale said. "Sailors must be able to adapt to changes, usually requiring split-second decisions and action. The truly successful leaders maintain a calm, cool and collected attitude, even in the face of adversity."

For Edwards the support from his command and family has helped him reach his goals.

"My command is very supportive of my educational and fighting endeavors," Edwards said. "They have shown support by allowing me to have a manageable work schedule so that I can make it to class on time, and I don't have to worry too much about make-up work. My peers try to attend my fights if their schedule permits."

Edwards is currently working on his associate of science degree at Olympic College and wants to become a bio-technician or bioengineer.

"My wife is very supportive, and I am very blessed to have her in my life," said Edwards. "Without family support, I don't think I would be this successful."

Shelley Edwards is proud of her husband's accomplishments and supports his love for MMA.

"At first I wasn't too happy about MMA because I was scared he was going to get hurt," said Shelley. "He is so busy with work, school and MMA I barely get to see him, but I know it's what makes him happy. I am proud of him, and I try to motivate him through everything."

Edwards's goal is to win a title belt and move on to the professional ranks this year.

"I've learned so much from being a part of MMA, but one thing that comes to mind is that nothing in life should come free," said Edwards. "I believe that people should work hard, and then we get our due reward. I adopt this philosophy in all of my endeavors in life." **AH**

Tinoko is assigned to Navy Public Affairs Support Element Det. Northwest, Keyport, Wash.



NAS Kingsville, Texas, became the first Navy Region Southeast command to install Advanced Metering Infrastructure smart meters. The \$23 million project, calls for the installation of 2,177 smart meters at 12 region commands. Plans exist to install 160 smart meters throughout the base.

NAS Kingsville First Region Southeast Command to Install Energy Smart Meters

NAS Kingsville, Texas, recently became the first command throughout Navy Region Southeast to initiate the Navy Advanced Metering Infrastructure (AMI) program.

The program will soon be running throughout the southeast region as a means to monitor electrical use and track reduction progress. NAS Kingsville is the first of 12 sites across the region to have state-of-the-art utility meters installed.

"These new meters will help us track our electrical use throughout the base," said Capt. Mark McLaughlin, NAS Kingsville commanding officer. "More than that, these meters will have remote reading capability and many other features unheard of in legacy meters. The AMI program is the first step in seeking ways to promote energy efficiency and identifying options to improve utility consumption management."

The AMI program is standardizing AMI components in various forums, emphasizing

open standards and interfaces and planning for smart meters whenever possible.

Furthermore, future goals may include demand response programs with technology initiatives to perform joint energy audits, determine load profiles (baseline and peak), pilot installation of new technology, demand bidding, time-of-use/critical peak pricing and tracking on-base energy generation and storing capabilities.

The future capabilities of these meters are boundless but represent the backbone of any energy saving or energy generation system.

Following federal and state mandates, energy management now has more visibility than ever, and is a high priority for the Navy. This milestone was accomplished through the collaborate efforts through the Naval Facilities Engineering Command (NAVFAC) and big Navy.

"To reach this step, many hours of collaboration and coordination was required at all levels," said Keith Weidenbach, NAVFAC

Southeast program manager. "To finally see the first meter installed is very rewarding."

"AMI is one of the basic building blocks of the Smart Grid initiatives we have been reading so much about recently," said Tom Grant, who is with URS Corporation and the design contractor.

"Smart Grid is the wave of the future in building controls such as HVAC control. When the meter recognizes that peak charges are occurring the meter can tell the thermostat to increase by one degree to save on energy costs," Grant added.

The American Recovery and Reinvestment Act program provided NAVFAC's Engineering Service Command a way to secure funds that are now accelerating the implementation of the Navy's AMI Program.

As a result, three Design-Build contracts were awarded in the fourth quarter of FY09. These were regional contracts targeting the Northwest, Southwest and Southeast regions.

"Navy Region Southeast was awarded \$23 million in September 2009, to install a comprehensive AMI system throughout the Southeast at 12 bases to include 2,177 smart meters," said Don Shaver, NAVFAC Southeast AMI program manager.

Setting up the AMI program is a little complicated," said Grant. "It will require a phased process that will involve many people at the bases who are receiving the new system."

There are four phases to the project. The first phase, initiation or inception, is where the team visits the sites to develop the functional requirements. This is accomplished by sampling current metering programs and defining the scope of work.

During the second phase, the development phase, the contractor will develop the final design for the Southeast region installations, each being unique in terms of size, location, mission, occupants, environment, etc. Specific meter installation requirements (pipe size, flow rates, indoor verses outdoor) will be confirmed when the contractor develops the design surveys.

The third phase of the project is implementation. Typically, this is the most visible phase of the project because it is during this time that equipment is actually installed.

The fourth and final phase of the project is the close out. During this period, the newly installed meters and system will be tested and validated.

"AMI is here, and the success of the program will rely on everyone's participation, commitment and support of the project activities," said Shaver.

Cmdr. Troy Hamilton, NAS Kingsville public works officer, said the installation of the "smart meters" will actually make base personnel smarter about where the energy costs are coming from.

"AMI will help make us more aware of what we're using in regard to utility consumption," Hamilton said. "At the same time, we will be getting that information into the hands of our energy managers who will be tracking the data. These meters will tell us where our energy use is; down to the individual building. We'll also be able to better understand how to minimize our energy use throughout the base."

NAS Kingsville plans to install about 160 meters throughout the air station. **AH**

Story by NAS Kingsville and NAVFAC Southeast, Kingsville, Texas.

Continuing Promise Wraps Up Work in Guyana

The *Continuing Promise 2010 (CP10)* team, comprised of service members and non-governmental organizations (NGOs), recently provided assistance to the people of Guyana.

Capt. Thomas Negus, commodore of *CP10*, receives a lei from a girl during a ceremony closing the Guyana phase of the *CP10* mission in New Amsterdam, Guyana.



Medical, engineering and community relations sites were set-up at different locations throughout the New Amsterdam region.

Healthcare providers performed 38 surgical services on board the multi-purpose amphibious assault ship *USS Iwo Jima (LHD 7)*, and helped more than 5,500 patients ashore.

"Guyana was definitely an amazing country to visit," said Hospital Corpsman 1st Class (FMF) Ivin Philpott. "I was able to have a lot of interaction with the patients because there was no language barrier."

U.S. Army veterinarians traveled throughout the country helping local farmers by providing services to more than 500 animals at seven different locations.

At the three engineering sites, U.S. Navy Seabees renovated classrooms, repaired electrical fixtures, installed new lights and air conditioning, and worked with a local contractor to repair an incinerator that had been out of commission for two years.

"The people of Guyana were very receptive and understanding to what exactly we were trying to do and why we were there," said Philpott. "Providing services to so many people can almost seem chaotic, but it wasn't. Our time in Guyana went very smooth and was organized."

During the visit to Guyana, four *CP10* members were giving the opportunity to be reunited with family living in the country.

"It was great to have a chance to see my grandmother, which was totally unexpected at the beginning of [*CP10*]," said Aviation Machinist's Mate 3rd Class (AW) Daniel A. Singh. "Having that opportunity made this an even more memorable deployment than it already has been."

CP10 is a humanitarian civic assistance mission, delivering medical, dental, veterinary, engineering, subject matter expert exchange and disaster response cooperation to host nations to include Haiti, Colombia, Costa Rica, Guatemala, Nicaragua, Panama, Suriname and Guyana. **AH**

Story by MC3 Travis J. Kuykendall, *USS Iwo Jima (LHD 7)*.

Navy Continues Restoration of Shoreline Along Potomac River

DoN, in partnership with other environmental agencies, recently announced that it will continue to support the Potomac River Shoreline Stabilization Project.

Permitting for the project began in 2004 to 2006 and ground was broken on the project in 2007.

The Navy, along with Baltimore's National Aquarium, the Southern Maryland Resource Conservation and Development Board, the Charles Soil Conservation District, the Charles County Master Gardeners and Maryland Conservation Corps have neared completion of phase two of the four-phase project, which was designed not only to protect mission critical infrastructure but also to enhance aquatic and terrestrial wildlife habitats and improve water quality by reducing sediment loading to the Chesapeake Bay watershed.

"This project affects the Potomac in a positive way," said Jeff Bossart, installation environmental program manager, Naval Support Activity South Potomac. "It's reducing sedimentation in the water column where before there was really no habitat for fish or wildlife to harbor around. We're bringing in stone beaches so it's actually providing fish spawning habitats."

According to Robert Summers, deputy secretary, Maryland Department of Environment, projects like these supports the Navy's stewardship of the environment as well protects the Navy's mission.



Photo by MC3 Sunday E. Williams

Chico, a military working dog, leads his trainer around a vehicle during a daily training exercise. Military working dogs play a vital role in the U.S. Navy's Force Protection Program.

"Moving this rock in here and dealing with this situation is quite costly but it's an investment in our infrastructure that is absolutely vital," said Summers. "Without this the base wouldn't be here very long and buildings would be lost. Without a clean Chesapeake Bay, we don't have a basis for our economy in this state."

Although the importance of this project is high, Bossart said there were numerous challenges.

"Some of the challenges we had to face were the long-term planning/funding and trying to convince several of the agencies on the regulatory side that this is a good thing to do," said Bossart. "It's been a challenge and continues to be a challenge as we try to explain to the regulatory agencies what it should be looking like and what its function is going to be."

During the project volunteers helped plant a variety of wetland grasses, trees and shrubs, which are native to the Chesapeake Bay, along the waters edge to help stabilize the area, reduce erosion, protect the existing land and provide a habitat for numerous species of wildlife." AH

Story by MC3 Shannon Burns, Defense Media Activity, Washington, D.C.

Navy Certifies First Master Military Working Dog Trainer

The Navy recently certified the first master military working dog (MWD) trainer (MMWDT) at Naval Technical Training Center Lackland Air Force Base, San Antonio.

The distinguished honor was achieved by Master-at-Arms 2nd Class Luis Reyes.

Reyes is the Navy's first MMWDT and the 23rd MMWDT in the entire DoD.

"The most challenging part?" said Reyes. "Having to prove myself and be the first for the Navy."

A MMWDT, or more commonly known as "Red Patch," is recognized for superior performance, ethics and leadership, while serving as a MWD trainer.

"To be a 'Red Patch' means you are the subject matter expert at training military working dogs, the go to guy," said Reyes. "You're not only an expert with handling and training MWDs, but also at training new MWD handlers just coming into the program."

The MWD handler course is a 77-day course of instruction that is designed to train and qualify personnel in the handling of MWDs for patrol and detection of drugs and/or explosives.

"It's the job itself, going out and detecting bombs to prevent a tragedy or terrorist attack means a lot, and that's why I do it," said Reyes, when asked what he enjoyed the most about becoming a "Red Patch."

For more information about the MWD program, visit <https://www.netc.navy.mil/centers/csf/nttc/DogTraining.aspx>. AH

Story by YNSN Steven Cooney, Center for Security Forces, San Antonio.

Navy Sailing Toward Great Green Fleet

The U.S. Navy conducted a full power demonstration of a Riverine Command Boat (experimental) (RCB-X) powered by alternative fuel, recently, aboard Naval Station Norfolk.

Testing and evaluation of alternative fuels from the 49-foot fast and agile RCB-X boat supports the secretary of the Navy's efforts to reduce the fleet's reliance on fossil fuels and is part of a series of progressively complex tests and evaluations scheduled through 2012.

These exhibitions will culminate in 2012 with a Green Strike Group of U.S. Navy ships operating locally and by 2016 deploying a



Photo by MC3 Gregory N. Judday

Sailors assigned to Riverine Group 1 conduct maneuvers aboard Riverine Command Boat (Experimental) (RCB-X) at Naval Station Norfolk.

Great Green Fleet powered entirely by alternative fuels.

"Going green is about combat capability and assuring Navy's mobility," said Rear Adm. Philip Cullom, director of the Chief of Naval Operations Energy and Environmental Readiness Division, which leads the Navy's Task Force Energy. "It is not just about natural security; it also strengthens national security. By having reliable and abundant alternate sources of energy, we will no longer be held hostage by any one source of energy, such as petroleum."

"First and foremost, energy conservation extends tactical range of our forces while also preserving precious resources. Our goal, as a Navy, is to be an 'early adopter' of new technologies that enhance national security in an environmentally sustainable way," said Cullom.

The fuel, a "drop in replacement" to standard shipboard fuel, is 50 percent algae-based and 50 percent NATO F-76 fuel, which forms a 50/50 blend of hydro-processed renewable diesel, also known in industry as "HR-D."

Additionally, HR-D, as opposed to biofuel, does not include water which is incompatible for shipboard fuel systems and does not have the limited serviceable life (typically six months) of biofuels. A blended hydro-processed renewable diesel fuel ensures that the integrity of the fuel system is maintained.

The Navy is incorporating a systematic approach of evaluating systems, protocols and standard operating procedures. The testing and certification represents a cost-effective approach for the entire engine inventory.

The testing and evaluation is being led by Naval Sea Systems Command's Advanced Fuels program office.

For more news about Navy energy initiatives and priorities visit www.greenfleet.dodlive.mil/ or www.navy.mil/local/nee/. AH

Story courtesy of Naval Sea Systems Command, Washington, D.C.

Gliders Loaded Aboard USNS Pathfinder for At-sea Testing

USNS *Pathfinder* (T-AGS 60) recently embarked littoral battlespace sensing (LBS) gliders, for at-sea testing, while ported at Naval Base San Diego.

The Battlespace Awareness and Information Operations Program Office (PMW 120) for Space and Naval Warfare Systems Command (SPAWAR) will be acquiring and providing up to 150 LBS gliders for deployment aboard the Navy's seven T-AGS ships, which includes *Pathfinder*.

"We will be charting new territory in really deep water," said Brian Granger, a SPAWAR Systems Center (SSC) Pacific engineer and lead for the glider testing. "For the first time we'll be testing the gliders at a depth of 1,000 meters to characterize the sea floor at 3,500 meters."

Granger noted that the ability to employ multiple gliders will be a "force multiplier" in terms of gathering a vast amount of data for the same operating cost.

According to Randy Case, PMW 120's LBS-UUV assistant program manager, the gliders

can provide capability that exceeds what is available today.

"They have the potential to contribute far more substantially toward the Navy's information dominance goal of deploying remotely piloted, unattended and autonomous systems that can be adaptively networked to dominate the operating environment than their current mission of conducting oceanographic surveys," said Case.

The program office has built a remote glider command and control infrastructure around a government off-the-shelf UUV that is adaptable to various oceanographic missions by removing and replacing the sensor payload.

"It shouldn't be very difficult to see where this technology could be applied elsewhere in the information dominance domain," said Case.

Pathfinder provides persistent environmental surveillance that allows mission planners to better calculate how to execute mine warfare and antisubmarine operations.

For example, the data collected enhances navigation - and specifically subsurface navigation for submarines - because only a small percentage of the world's oceans are charted to modern standards. Atmospheric and oceanographic data collected is used to determine thresholds and limitations for special warfare operations.

"Gliders are unmanned underwater vehicles that have no propeller. They travel in a sawtooth pattern using changes in buoyancy for propulsion," explained Clayton Jones, of Teledyne Webb Research, which is under contract to produce the gliders for PMW 120. "This low-speed propulsion minimizes energy consumption, enabling long endurance missions despite a limited battery payload."

Daniel Braun (left), Eric Sanchez and David Barney, Systems Center Pacific engineers at Space and Naval Warfare Systems Command (SPAWAR), perform pre-deployment inspections on littoral battlespace sensing gliders aboard USNS *Pathfinder* (T-AGS 60).



Photo by Rick Navstait

Each glider will host a payload suite of sensors that will measure the physical characteristics of the water column as the glider routinely descends and ascends in the ocean. The gliders can operate up to 30 days autonomously with a standard battery and can operate up to eight months with a lithium battery.

The contract for the first 15 gliders was awarded in August 2010 and delivery of the first batch to the Naval Oceanographic Office (NAVOCEANO) is expected to begin first quarter of fiscal year 2011.

SSC Pacific provided PMW 120 with system engineering expertise during the program's development phase and will continue to provide technical assistance during the production and sustainment phases. The glider team consists of SSC Pacific, Portland State University and Applied Operations Research, Inc. personnel.

Pathfinder is designed to gather underwater data in coastal or deep ocean waters. The ship is operated for the Oceanographer of the Navy by civilian contract mariners employed by an operating company for Military Sealift Command. NAVOCEANO scientists and technicians perform surveys aboard the ship for the Naval Meteorology and Oceanography Command.

This will be the first time the glider team will be able to conduct a sea test on the platform to which glider will be deployed upon. After testing off the coast of Southern California, the goal is to conduct T-AGS "final exam" testing during a Western Pacific deployment in spring 2011. AH

Story by Steven A. Davis, Space and Naval Warfare Systems Command, San Diego.



Photo by MC2 Joseph M. Clark

A Navy SEAL points to members of the crowd during a capabilities demonstration as part of the 2009 Veteran's Day Ceremony and Muster XXIV at the National Navy UDT-SEAL Museum in Fort Pierce, Fla.

Veterans honored During National Navy UDT-SEAL Muster XXV

The National Navy UDT-SEAL Museum recently hosted its annual *Veterans Day ceremony and Muster XXV* Nov. 6-7 at Fort Pierce, Fla.

The two-day celebration featured several events open to the public, including a 5K run, a memorial ceremony in honor of Veterans Day, and a live capabilities demonstration performed by East Coast-based Navy SEALs.

The Veterans Day ceremony included remarks from Adm. Eric Olson, commander, U.S. Special Operations Command; Tom Norris, former SEAL and Medal of Honor recipient; and Chris Cassidy, a NASA astronaut and SEAL, who presented a challenge coin he carried with him on his recent space missions.

Retired SEAL Capt. Michael R. Howard, executive director of the museum, began the ceremony by recognizing naval special warfare personnel in attendance from every era of Navy special operations, beginning with World War II scouts and raiders, from underwater demolition teams, to present-day SEALs.

"This is a celebration of Veterans Day, first and foremost," said Howard. "I feel privileged to be part of the team that created a museum worthy of the great men it represents."

Fort Pierce has a significant place in the history and heritage of naval special warfare. Established in 1943 by Lt. Draper Kaufman, who is considered the father of naval combat

demolition, the installation served as the very first training site for Navy frogmen.

"All SEALs, one way or another, can trace their lineage to Draper Kaufman and the training he established here," said Olson.

The festivities continued with a live capabilities demonstration by East Coast-based Navy SEALs, which showcased the specialized training and unique skills of naval special warfare operators.

The SEALs demonstrated a fast rope insertion from a hovering helicopter, and performed a simulated fire-fight with role players.

Veterans and family members gathered at the beach just outside of the museum to honor 82 members of the naval special warfare community, active duty and retired, who have passed since last year.

At sunrise, retired chaplain, Capt. Robert Bedingfield, who currently serves as the museum's chaplain, read the names of all the 82 frogmen and led the crowd in prayer. A detail of SEAL swimmers then delivered the ashes of ten of the fallen to their final resting place at sea, in accordance with their wishes.

Following the muster, the museum board of directors hosted a dedication ceremony for the new UDT-SEAL memorial that took two years to research and build on the grounds of the museum.

The memorial featured a wall with the names of all 252 naval special warfare personnel who have died in the line of duty since World War II and a bronze statue of a UDT diver.

"Never has the country asked so much from so few, for so long," said Olson. "This memorial recognizes the human cost of extraordinary service."

Story by MC2 Trevor Andersen, Naval Special Warfare Group 2, Little Creek, Va.

Cable Sailors Encourage Children to Stay Drug Free During Red Ribbon Week

USS *Frank Cable* (AS 40) Sailors recently helped to promote drug awareness during *Red Ribbon Week* in Santa Rita, Guam.

The annual *Red Ribbon Week* is held nationwide, and participants wear red ribbons and use anti-drug events and community relations projects to encourage children to live a drug-free life.

Frank Cable Sailors volunteered their time to help raise drug awareness in the local community. The week kicked off with visits to Jose Rios Middle School and Price Elementary School.

"When the message of living drug free is promoted, it benefits the community, but perhaps more importantly, when children see people in positions of authority, such as military, law enforcement and emergency services, it reinforces the efforts of family and educators," said Lt. Glenn Fleming, chaplain aboard USS *Frank Cable*. "Hopefully we have left a lasting [impression]. It was a great opportunity for the Sailors to be a positive influence and have fun while doing it."

In addition to school presentations, a 5K race, a poster making contest and a gate decoration contest were held.

"I enjoy taking the time to come out into the community and help teach kids about staying drug-free," said Logistics Specialist 3rd Class (SW) Cliff Pugh. "It's very important to teach our youth about drugs, so they make good decisions as they grow older."

Red Ribbon Week concluded with "Say Boo to Drugs," an outreach at Agana Shopping Center in Hagatna, that combined the fun of Halloween with the important message of living drug-free.

Red Ribbon Week was inspired by Enrique "Kiki" Camarena, a Drug Enforcement Agency (DEA) special agent who was murdered in 1985 while investigating drug traffickers in Guadalajara, Mexico.

Within weeks of his death, Camarena's congressman, Rep. Duncan Hunter, of California,



Photo by MC3 Anna L. Arndt

RPSN Lusbeth Morales (left), Lt. Glenn Fleming and EM1 Bobby Bozeman, assigned to USS *Frank Cable* (AS 40), speak to a class of first-grade students about staying drug free during a *Red Ribbon Week* event at Price Elementary School, Santa Rita, Guam.

and high school friend Henry Lozano, launched Camarena Clubs in Imperial Valley, Calif., Camarena's home. Hundreds of club members pledged to lead drug-free lives to honor the sacrifices made by Camarena and others.

These coalitions began to wear red ribbons in his memory. The *National Red Ribbon Campaign* emerged from the efforts of these clubs and coalitions, and is now the oldest and largest drug prevention program in the nation, reaching millions of young people during *Red Ribbon Week*.

Frank Cable recently completed a Military Sealift Command (MSC) integration and is preparing for sea trials.

Story by MC3 Anna L. Arndt, USS Frank Cable (AS 40), Santa Rita, Guam.

USS Constitution Completes Latest Restoration

Naval History and Heritage Command (NHHC) Det. Boston, and the crew of USS *Constitution* recently wrapped up their three-year restoration period.

In addition to structural repairs, the major focus of this overhaul was to further restore 'Old Ironsides' to her 1812 appearance.

"Every restoration the ship undergoes is important," said Margherita Desy, historian at NHHC Det. Boston. "Each restoration extends her life and longevity. What is interesting about the 2007 to 2010 restoration is the visual impact it has on everyone."

This restoration replaced the spar deck to reintroduce the camber and curve into her top

deck and to restore her upper sides to her 1812 appearance. In addition, 50 hull planks, the main hatch and 10 other areas were repaired or replaced.

"Basically, by removing everything we did topside, we removed approximately 35 tons of weight," said Rich Whelan, NHHC Det. Boston director. "In turn that helps. It takes all that weight off of the keel."

The major targeted projects for this restoration are complete, but maintenance will always be required.

"With any repair or restoration to USS *Constitution*, the ultimate goal is keeping our nation's ship in service as long as possible," said Cmdr. Timothy M. Cooper, 71st officer in command of USS *Constitution*. "Seeing her appearance change to more accurately reflect her fighting days will only help our Sailors more effectively share her story and her place in our country's history."

With everything that was removed from the ship, people will see, for the first time in more than 80 years, what *Constitution* looked like after her triumph over HMS *Guerriere*, where she gained her nickname 'Old Ironsides', said Desy.

Constitution is located in the Charlestown Navy Yard in Boston. She is the world's oldest commissioned warship afloat, and welcomes more than 500,000 visitors a year.

Story and photo by MC3 Kathryn E. Macdonald, USS Constitution, Det. Boston.

USS *Constitution* returns to her pier after a recent underway to celebrate the 213th anniversary of her launching day.



Nuclear powered warships *Enterprise*, *Long Beach* and *Bainbridge* underway, 18 June, 1964.



Big “E” Came Through At Bien Hoa Story by MC2 Geraldine Hawkins

Bien Hoa, Vietnam, is a place that few Vietnam veterans will forget. It's where many veterans did their most serious growing up. Near the city of that name, 15 miles north of Saigon, in what was then South Vietnam, it was a base for the Republic of Vietnam Air Force (VNAF), and from 1961 to 1975 it was the major base for U.S. armed forces in Vietnam. Units of all branches of service were stationed there to support the largest number of air combat units. It was tactically the most accessible base for news reporters, and received more news coverage than any other base. The initial buildup of U.S. air power took place at Bien Hoa, headquarters for the region.

It was also on a main railroad. Because of this, not only was it a major target for enemy attack, it was easily accessible to the Viet Cong (VC), whose saboteurs were planted throughout the base (it has been estimated that 10 percent of civilian employees at Bien Hoa were VC sympathizers). The building crews worked all hours, for in the first months of 1965, U.S. and Republic of Vietnam (ARVN) personnel had no bunker for protection from rocket attacks. “Hanoi Hannah,” the Vietnam-era equivalent of “Tokyo Rose,” routinely taunted her radio listeners with, “When the rice is knee-high, all GIs will die.”

It was a great relief to the U.S. military stationed at Bien Hoa, when USS *Enterprise* (CVAN 65) launched air strikes near the surrounding area on Dec. 2, 1965. Combat records were broken instantly with the furious firepower from USS *Enterprise*, also known as “Big E.”

On the first day, 125 sorties were flown, dropping 167 tons of bombs and rockets on the railroad, destroying the enemy's

supply lines. A record of 165 sorties in one day was set December 3. Later in this mission, the number would rise to 211 combat sorties in a single day.

By the time “Big E” came home to San Francisco Bay in 1966, she had spent 201 days at sea, with 130 of them spent “on the line.” She had at one point spent 50 consecutive days at sea. There were 36 Distinguished Flying Crosses awarded among the crew, 23 Navy Commendation Medals, and two Purple Hearts. Traffic was backed up for 12 miles with citizens clamoring to greet the returning Sailors and Navy pilots.

USS *Enterprise* was the first nuclear-powered aircraft carrier. July 31, 1964, a year and a half before seeing action at Bien Hoa, she had participated in a “demonstration cruise,” along with USS *Bainbridge* (DLGN 25) and USS *Long Beach* (CGN 9).

“We Cover the World,” was the Navy's slogan, and the ships proved it, sailing an estimated 400,000 miles without a single refueling or replenishment. Operation Sea Orbit, as the mission was known, let the world know that the U.S. Navy could show up anywhere, at a moment's notice, to repel attacks against the U.S. and U.S. allies.

Today, “Big E” is about to complete 50 years of service, yet another record for this great ship. She was originally planned to be first of a class of six carriers, but due to unanticipated production costs, she has remained the only one of her kind.

Currently homeported in Norfolk, she is scheduled to be retired in 2012 and ultimately replaced by PCU Gerald Ford (CVN 78), but she will never be retired from the gratitude of the men whose lives she saved at Bien Hoa in December 1965. **AH**

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

Trident Refit Facility Sailor Completes IA Assignment

Story and photos by MCC(SW) Jeremy L. Wood

With his Navy seal-dotted red bandana and modified Army camouflage uniform on, Hospital Corpsman Anthony R. Funk quickly assists his team in establishing the vital signs of an improvised explosive device victim. A din of numbers and terms fly, as a trauma coordinator captures them at the end of the gurney.

Dark red blood drips onto the floor.

At the tweet of a flatline warning whistle, Funk jumps up on the gurney and begins cardiopulmonary resuscitation with a team member. That day, the team treated three patients from that IED blast and two others. Unfortunately, this patient did not survive his traumatic injuries.

As everyone's adrenaline ebbs, it's time to reset for the next trauma; silently the team cleans the floor and equipment. A yellow bucket of water and disinfectant slashes through the blood, fluids, dust and sand.

Later, Funk recalled that he would often feel nauseated at the sight of blood, before becoming a medic.

"The experience has been a real eye-opener, in your face reality," said Funk. "First time was a British soldier, double amputee in KAF [Kandahar Air Field]. This was back in February. I walked into the operating room and wondered, 'What am I doing here?'"

The 22-year-old individual augmentee hails from Naval Hospital Okinawa, Japan, the service's largest overseas, where he works in optometry. He has also been an emergency medical technician with the Wildland Firefighters in Oregon state.

"I didn't know that I would ever be on a Romanian [and U.S.] Forward Operating Base, with an Army uniform," Funk said later, adjusting his ACU cap. "I never thought I would be entrusted with someone's life, being able to work as I do."

When asked how he got past his trauma shock, he remembered his experiences with a slight pause.

"You have to realize it is about them, the patients," he simply said, looking up. "I ask where I can put myself in the team, [then] black out everything but the steps of treatment.

I think that shocked me into reality," he added. "I felt 'OK, this is what I am here to do, better the Navy and the rest of Coalition Forces, regardless where they are from."

This is the young corpsman's first deployment to Southwest Asia, a bit different from his hospital experience.

The hospital corpsman joined the 20-person Navy Forward Surgical Team 4509, assembled from 12 commands and units from throughout the world, in January 2010. The group began their two-week individual augmentation training at Camp McCrady, part of Fort Jackson, S.C., before deploying to Forward Operating Base Lagman, Zabul Province, Afghanistan.



Photo by MSgt. Demetrius Lester

"At first, it was very surprising how we gelled together," said Funk. He credits the leadership being one of the keys. "The personalities are more important," seeing how the team atmosphere grew and adapted to the mission.

One of his assets is being familiar with the different team position roles.

"[This] allows you to adjust to each patient who comes into the trauma unit," Funk said. "There are no questions; just react and provide. I can move to each location to help."

He also emphasized the importance of knowing what the equipment is in the trauma room, especially their purpose.

"Knowing where everything is and how to use it saves a lot of time and effort. When the doctors and nurses call out for something, I am confident that I can provide it," said Funk. "Sometimes, 10 seconds can be a big difference."

According to Funk, "Training is emphasized over and over again in many fields in the Navy, and medical is no exception. Cross-training between the team members, alertness, and thorough understanding of the mission are essential.

"I heard this so many times, but it is true," chuckled Funk. "You have to have a level head and be able to work with the people around you."

The FST has treated more than 130 patients, since being in country, ranging from double to multiple amputations, IED explosions, and various combat injuries. They even have treated citizen Afghans, such as an 11-year-old boy who fell from a cliff and had his legs saved through the team's efforts.

"It is amazing how people can get it together in a short time in such a dramatic, dangerous environment," added Funk.

When he returns to Okinawa, he plans to enter the preventive medicine technician program in February 2011. Ultimately, he strives to further his emergency medical technician certifications. **AH**

Wood is currently deployed with Task Unit Trident, part of Combined, Joint Special Operations Forces – Afghanistan.

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