

Surface Warfare

No. 4 • Fall 2011

HUMANITARIAN ASSISTANCE

INSIDE:

Riverines

Mark Five Years Strong

DDG Modernization

John Paul Jones Charts the Course

The United States and Japan

A Naval History

<http://surfwarmag.ahf.nmci.navy.mil>



On the Cover:

HM2 Ramon Santos slaps hands with a Salvadoran child waiting to receive medical care during a *Continuing Promise* 2011 community service medical project at the Polideportivo, El Salvador, medical site. *Continuing Promise* is a five-month humanitarian assistance mission to the Caribbean, Central and South America. For more on these missions, see story pages 26-27. (MC1 Kim Williams/USN)



On the Back:

Pacific Partnership is a keystone humanitarian assistance operation conducted by the Navy each year. The professional expertise of hospital corpsmen, in collaboration with domestic and international partners, is vital to the exercise's success. For more on Navy's hospital corpsmen, see story pages 28-31.

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Surface Warfare



◀ More than 100 Chilean Navy recruits, called grumetes, board the guided-missile frigate USS **Boone** (FFG 28) for a tour in Tulcahuano, Chile. **Boone** and USS **Thach** (FFG 43) were in port for multinational events including a community service project and a **Project Handclasp** delivery as part of **Southern Seas 2011**. (MCI Steve Smith/USN)

Departments

- 2 Message from Commander
- 3 Director's Corner
- 4 Inside SW
- 38 Book Review
- 40 Fit for Duty
- 41 Ship Shape
- 42 Views from the Fleet
- 44 Notice to Mariners

On Our Web Site

ONR Demonstrates
New Lifesaving Caregivers
In the hands of an autonomous corpsman

FEATURES

SWONET 2.0	5
<i>Revitalized site delivers new tools and resources</i>	
Training in a Shark Tank	6
<i>Exercise exposes Surface warriors to expeditionary challenges</i>	
Casualty Control: Phoenix Express 2011	10
<i>Mediterranean training strengthens capabilities and cooperation</i>	
USS John Paul Jones Shows off Modernization Features	12
<i>First destroyer showcases first-phase offerings</i>	
ESWS: Streamlined and Simplified	13
<i>Shaping ESWS PQS for the 21st century</i>	
Nothing Routine about It	14
<i>A behind-the-scenes look at preparations for entering port</i>	
Making a Difference	16
<i>The SWO Acquisition Community</i>	
Riverines: Five Years of Providing Strong Littoral Support	18
<i>Riverines celebrate five years of securing the brown waters</i>	
Lessons Learned by a First Time Deployer	22
<i>Advice for enlisted and officers alike</i>	
Blood Drives Save Lives	25
<i>The Armed Services Blood Program keeps Sailors in the fight</i>	
Helping Hands of Comfort and Mercy Connect with Navy's Mission	26
<i>USNS ships play vital role in meeting Navy's HADR needs</i>	
Choose Your Rate: Hospital Corpsmen	28
<i>Helping hands on land and sea</i>	
This Sailor's Navy	30
<i>HM2(SW) Lizet Barboza</i>	
You've Got Orders: Fleet Activities Sasebo	32
<i>A historic base offers unique opportunities</i>	
U.S. Naval History in Japan	34
<i>Competition to cooperation; enemies to friends</i>	
The Final Farewell	37
<i>Navy Ceremonial Guard honors the service of Sailors</i>	

SAFETY

Secure for Land	39
<i>A simple risk management measure to save Sailors</i>	

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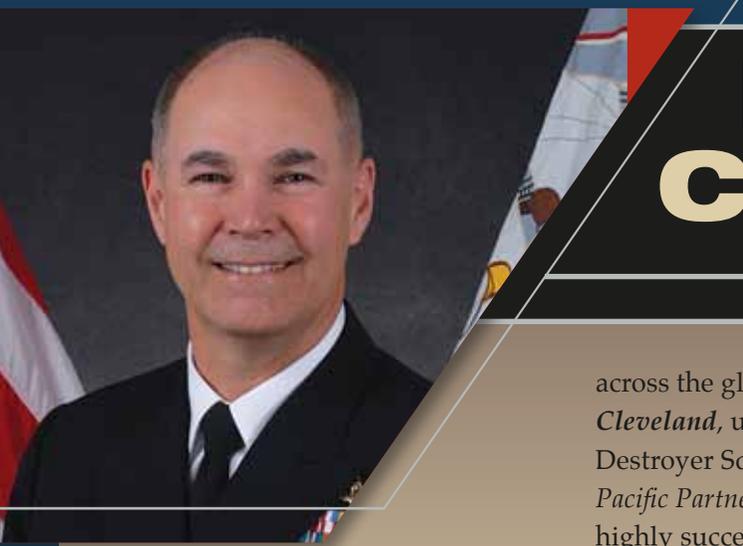
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Force Commander's CORNER

Surface Warriors,

The daily contributions of our men and women in the Surface Force serve to illustrate the importance of our Navy as a key component to our national defense. I consistently witness the dedication, professionalism, and unfailing ability to execute by our Surface Warriors at home and abroad. Whether we are placing weapons on target, providing relief to a nation suffering from a natural disaster, or using our cutting-edge technology to keep the world's oceans secure, our Surface Navy is there making a difference! This year, our Surface Force was first to respond to victims of the earthquake, tsunami, and nuclear crisis that devastated Japan through Operation *Tomodachi*. Our units worked tirelessly to provide aid to our Japanese allies through a variety of means, infused with our hallmark dedication, compassion, and professionalism at every level. I am both proud of and impressed by the resilience of our Navy when called upon to deliver in Humanitarian Assistance / Disaster Relief operations.

The Surface Force is deeply engaged in partnership operations

across the globe. In August, the USS *Cleveland*, under the leadership of Destroyer Squadron 23, returned from *Pacific Partnership 2011*, a series of highly successful humanitarian and civic assistance activities conducted throughout the Western Pacific and Micronesia. Surface ships, USS *Boone* (FFG 28) and USS *Thach* (FFG 43) participated in *Southern Seas 2011* a variety of exercises and multinational exchanges designed to enhance interoperability, increase regional stability, and build and maintain regional relationships with countries in the Caribbean and Central and South America. Finally, *Africa Partnership Station* continues to build cooperative partnerships with regional maritime services in order to enhance stability and security; this year's visits include Senegal, Togo, Sao Tome and Principe, Cameroon, Liberia, Gabon, Equatorial Guinea, and Ghana.

In these uncertain times, our nation's security clearly rests with our Navy. Our forward presence and our continued contact with others are essential to our success against future threats. Everything we do as a Navy is being watched, by our allies, by our adversaries, and by those currently undecided. Our professionalism and how we are perceived by others, directly equates to the projection of naval combat power ... assuring our allies, holding our adversaries in check, and drawing the undecided into our camp. We must remain

poised to prevent, protect, and prevail when called upon.

I encourage each of you to reflect on the positive impact you make every day. Regardless of your individual job, you are an integral part of our Surface Warfare team. Your daily performance and conduct enhances the lives of your families, shipmates, fellow Americans, our allies, and friends all over the world. Take pride in who we are and what we do. Most importantly, be ready!

In closing, I would like to thank Rear Adm. Frank Pandolfe for his outstanding work as Director, Surface Warfare Division OPNAV N86. His stalwart leadership, dedication, and vision yielded tremendous gains for our Surface Force in the identification, analysis, prioritization, and resourcing of critical capabilities to enable our Surface Navy to remain dominant in the maritime domain.

Richard Hunt
Vice Admiral, U.S. Navy
Commander, Naval Surface Forces

Director's LETTER

Surface Warriors!

As I turn over the leadership of OPNAV's Surface Warfare Division (N86), I thank each of you for your continued service to our Nation. You are making a great difference and should be excited about the future. Our Surface Warfare community is well postured for continued success in the coming decades.

Over the next 12 months, two more Littoral Combat Ships will join the Fleet, LCS 3 and 4. We have started construction on LCS 5 and LCS 6. LCS 7 and 8 are under contract. These ships with their associated mission modules are on track and meeting all milestones. Because of the leadership of the Secretary of the Navy and Chief of Naval Operations, with the support of Congress, 24 of these innovative ships will join the Fleet by 2019, with more to follow as we build toward our goal of 55 LCS.

Another program that has turned the corner from concept to reality is the DDG 1000 *Zumwalt* destroyer. DDG 1000 is more than 50 percent complete, incorporating a whole range of new technologies, including a Multi-Function Radar, Integrated Power System, and 155mm Advanced Gun System that will fire a guided Long Range Land Attack Projectile in excess of 60nm.

DDG 1001 is nearly 30 percent complete and we are starting work on DDG 1002, as well.

The DDG 51 line has been restarted. DDG 113, the first *Arleigh Burke*-class destroyer built with Ballistic Missile Defense (BMD) capability, will deliver to the Fleet in 2015. DDGs 114, 115, and 116 are also under contract. These ships will lead the way to a Flight III variant of the DDG 51 equipped with the new Air and Missile Defense Radar (AMDR). At the same time, our current Aegis ships will be upgraded with installation of Advanced Capability Build-12 (ACB-12) combat system software, a new Multi-Mission Signal Processor, Naval Integrated Fire Control – Counter Air capability, the SQQ-89A(v)15 sonar suite, and updated Hull, Mechanical, and Electrical systems.

We are also delivering impressive new weapons. The MK-54 Lightweight Torpedo, Rolling Airframe Missile (Block II), Griffin Missile, and SM-3 (Block IB) and SM-6 missiles will be joining the Fleet over the next few years.

These ships, systems, sensors, and weapons are great new capabilities. Nevertheless, it is you, our professional Sailors, who make our Navy the finest in the world. I hope you share my optimism of where our Surface

Navy is heading: we have a clear vision and a bright future!

As I depart station, I extend a warm welcome to my relief, Rear Adm. Tom Rowden. Additionally, Rear Adm. (Select) Vic Mercado will report in as the new N86 Deputy Director in the near future, relieving Rear Adm. Ann Phillips, who has done a tremendous job. These great SWOs will lead us into the future. Fair Winds to all; I look forward to seeing you in the Fleet!

Frank Pandolfe
Rear Admiral, U.S. Navy
Director, Surface Warfare

The U.S. Navy has a proud history of helping those in danger. Our culture is rooted in the tradition, continued to this day, of aiding mariners in distress. The assistance USS *Cowpens* (CG 63) and USS *George Washington* (CVN 73) provided to a disabled Indonesian fishing vessel in July is only the most recent example.

Today, however, not all assistance takes place at sea. A key element of our maritime strategy calls for developing and strengthening Humanitarian Assistance/Disaster Response (HA/DR) capabilities, turning our aptitude for forward presence and power projection from the sea into assets for relieving suffering ashore. Every ship in the fleet has the capacity to aid in HA/DR missions, as demonstrated in Operation *Tomodachi*, the relief mission to Japan earlier this year. Some, such as hospital ships USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20), bring uniquely suited capabilities. The article “Helping Hands of *Comfort* and *Mercy*

Connect with Navy’s Mission” explores their operations and the annual HA/DR missions *Pacific Partnership* and *Continuing Promise*.

Similarly, while all surface Sailors will devote themselves to a HA/DR mission if called upon, the men and women of the hospital corpsman (HM) rate contribute a particularly applicable skill set. This issue’s “Choose Your Rate” and “This Sailor’s Navy” articles go behind the scenes of the world of corpsmen to show the great variety of experiences, and commonality of professionalism and caring, of those we call “Doc.”

Elsewhere, we journey through “U.S. Naval History in Japan,” and later examine what’s awaiting Sailors headed to U.S. Fleet Activities Sasebo, Japan, in this issue’s “You’ve Got Orders.” Meanwhile, “Riverines: Five Years of Providing Strong Littoral Support” illustrates the experiences, dangers, and successes of the world’s premiere brown-water operators since their rebirth five years ago, while

“Training in a Shark Tank” showcases Reserve SWOs learning new tricks.

Thanks to all the contributors who made this magazine possible. If you have an idea for an article (perhaps you think your rate should be covered next in “Choose Your Rate”) or would like to write about something important to you, don’t hesitate to send us an email at surfwarmag@navy.mil

I would also like to extend a personal welcome to Senior Chief Mass Communication (MC) Specialist (SW/AW) Janet Davis and Yeoman (YN) 3rd Class (SW) Jarret Gutierrez. MCCC Davis, the new managing editor, brings 22 years of experience to the magazine from her last command as Officer in Charge, Armed Forces Network Souda Bay, Crete. YN3 Gutierrez reports straight from the fleet, having served aboard USS *Denver* (LPD 9), and is taking over duties as the distribution petty officer. We expect great things from them both. Welcome aboard!



Coming Next Issue



Naval destroyers will take a revolutionary step forward with the commissioning of USS *Zumwalt* (DDG 1000). Before that historic occasion, we will take you inside some of the new equipment and systems you could be using, if you serve as a member of her crew.

» See information and POC for all SWO billets. Search by command, billet, PRD, rank. View the latest PERS-41 Downstream Fills.

Billets

Current Downstream Fills

LCDR SEP 2011

CDR SEP 2011

Search SWONET/NPC Billet Data

OR Base: Ship/Command: Billet:

Last Name: PRD Range: - Rank:

Only Show Matching Fills

SWONET 2.0

By Lt. Scott Cheney-Peters, Surface Warfare

In early July, users of the Surface Warfare Officers Network (SWONET) were greeted with a comprehensive upgrade. The Office of Chief of Naval Operations (OPNAV), Surface Warfare Directorate (N86), operates SWONET, an online internet community for SWOs to make daily work easier, faster, and more productive. The update features a new look and tools including the ability to search an archive of Navy messages, track SWO pin qualification requirements, and browse downstream billets with contact information for the current billet-holder.

For Lt. Abby Mennerich, USS *John Paul Jones* (DDG 53) training officer, the new "Navy Messages" tool is the prize addition. "I love that all the important messages applicable to SWOs are listed in one spot. It makes finding the facts a lot easier," she said. SWOs also gain the ability, in one central location, to store and share files such as instructions and training aids, especially useful when changing commands.

Users looking for job-related information can also head to the overhauled "Wardroom," SWONET's discussion board. The Wardroom features a new look, discussions organized by departments and mission areas to make finding relevant topics easier, and a "Request for Information" option to get questions answered. Another new feature is the ability to create a private group in which users

can administer their own membership and discussions – useful for squadron and fleet-level information sharing. "The ability to tap into a pool of expertise before I need to accomplish something and not have to reinvent the wheel is key," said Lt. David Huscher, training officer at Commander Task Group Iraqi Maritime.

SWONET debuted on Jan. 6, 2001, as a relatively small site offering a few features, a rudimentary e-mail system, and a scaled-back, non-threaded discussion board. Since SWONET's inception, a multitude of useful Web sites, such as Facebook, Wikipedia, Gmail, and SailorBob, have become available to SWOs. Rather than replicating their functions, SWONET has developed new features and enhancements to leverage its status as an official Navy portal behind a For Official Use Only firewall. This allows SWOs to conduct robust professional conversations and disseminate targeted content that would otherwise be restricted with a public-facing site. Additionally, the site provides tools designed specifically for the Surface Warfare professional, like web-based ".navy" e-mails that can be accessed from ship or shore, and a directory to locate a SWO's current duty station.

In addition to a new look, July's upgrade added more than a dozen new tools and hundreds of enhancements. These include: "SWO

Essentials," the basics of professional knowledge; "PCS Tracker," featuring a step-by-step guide for changing commands; and command and ship pages with information, articles, and lists of SWOs for each command.

SWONET has also started live broadcasts to the fleet and public. Over the past year, SWONET provided coverage of important Surface Warfare events such as the Surface Navy Association (SNA)'s West Coast and National Symposia, SNA's Open Architecture Forum, and the U.S. Naval Academy's Ship Selection Night. A new feature for this year's coverage was the ability to ask speakers and interviewees questions during the live events via the SWONET Live page.

SWONET continues to develop new tools to aid the Surface Warfare professional and will add more features soon, such as an interactive SWO Career Planner with what-if scenarios and the ability to review aggregated career data drawn from what others have done. A "lighter" version of the site for restricted connectivity and for mobile devices is also coming soon.

Many of the enhancements incorporated in SWONET's refresh are the result of direct input from the fleet. If you have any comments on the new changes or suggestions for further improvements, send them to support@swonet.navy.mil.



Training in a Shark Tank



By MC1(SW/AW) Arif Patani, Navy Public Affairs Support Element West

In an ever-changing world that demands force protection, Sailors in the Maritime Expeditionary Security Force, a component of the Navy Expeditionary Combat Command, constantly hone their skills to ensure they will be ready for any threat. *Shark Tank*, an annual training evolution off the coast of Southern California begun in 2010, gives Maritime Expeditionary Security Squadrons (MSRONs) essential hands-on training needed to ensure readiness for any assignment.

More than 200 reservists attached to MSRONs 1 and 11 set up camp this summer on San Clemente Island, a location the surface Navy has been using to run exercises since the 1930s. Unlike most previous exercises, *Shark Tank* 2011 focused on basic skills needed to perform in various expeditionary environments. "The last time I was here, I was cruising by on the bridge of a destroyer, firing five-inch rounds onto the island," said Lt. J.R. Guernsey, a Surface Warfare Officer (SWO) Reservist who served aboard USS *Pinckney* (DDG 91) as an ensign. "It's a completely different ballgame looking at the island from this point of view."

The MSRONs began the exercise by setting up a forward operating base duplicating a deployed squadron's living conditions. Sailors lived and worked out of tents and established medical, administrative, and technical support. The site also included maritime and tactical operation centers, a patrol boathouse, and entry control points.



▲ Maritime Expeditionary Security Squadron 1 Sailors perform patrol craft exercises off the coast of San Clemente Island, Calif., during *Shark Tank* 2011. (MC1(SW/AW) Arif Patani/USN)



▲ Lt. Cmdr. Christopher Burns, attached to Maritime Expeditionary Security Squadron 1, conducts training with his Sailors before a live-fire exercise during *Shark Tank* 2011. (MC1(SW/AW) Arif Patani/USN)



Exercises like *Shark Tank* offer Sailors the opportunity to experience a different side of the Navy. For Personnel Specialist (PS) (EXW) 1st Class Daryl Standifer assigned to MSRON 1's Communications Division, the diversity of training he got from this exercise made his job a little less routine. "Here, there were a variety of things to do," said PS1 Standifer. "One minute I might be on the gun range firing weapons or standing watch. The next minute I might be helping out with a patrol boat mission"

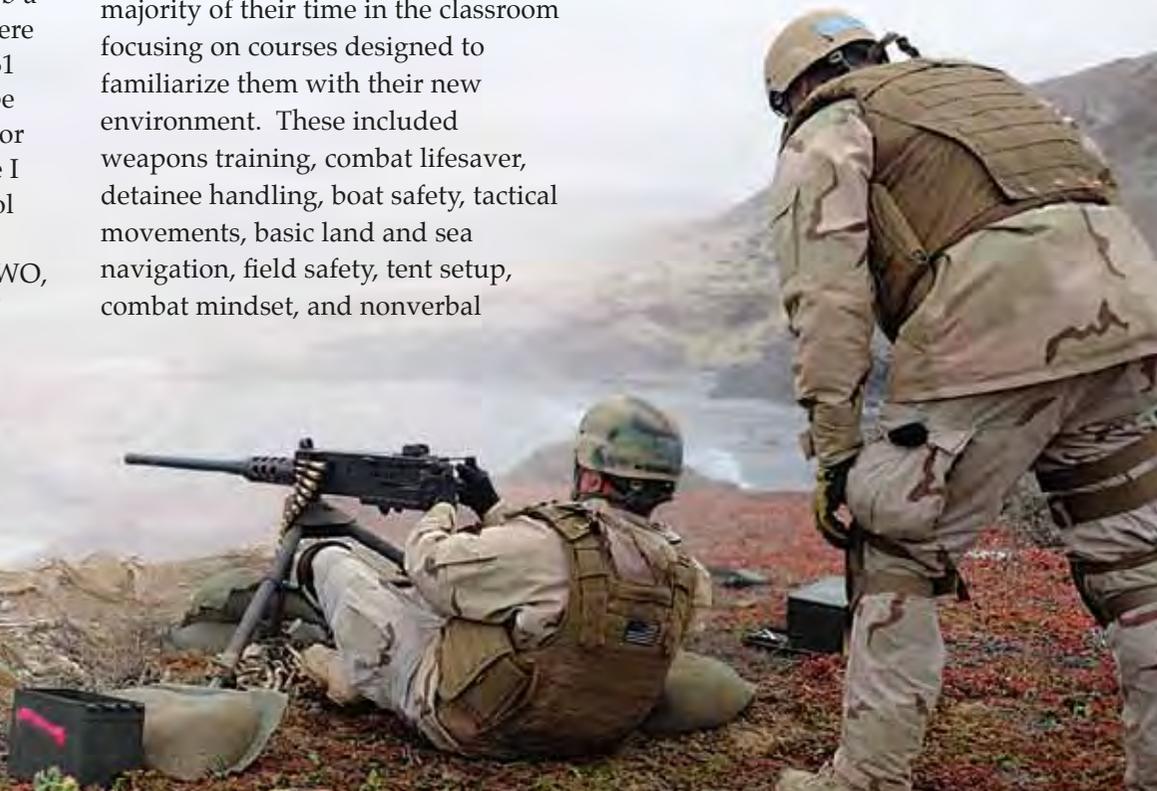
Lt. Richard Vallejos, another SWO, agreed. "Put me on the bridge of

a ship – I know exactly what I'm doing. By taking part in *Shark Tank*, I learned a whole new set of skills and will be ready for the expeditionary environments I come across while deployed with MSRONs."

Initially, students spent the majority of their time in the classroom focusing on courses designed to familiarize them with their new environment. These included weapons training, combat lifesaver, detainee handling, boat safety, tactical movements, basic land and sea navigation, field safety, tent setup, combat mindset, and nonverbal

▲ Sailors attached to Maritime Expeditionary Security Squadrons 1 and 11 set up camp on San Clemente Island, Calif., during *Shark Tank* 2011. (MCI(SW/AW) Arif Patani/USN)

► Maritime Expeditionary Security Squadron 1 Sailors conduct a live fire-exercise on San Clemente Island, Calif., during *Shark Tank* 2011. (MCI(SW/AW) Arif Patani/USN)





▲ Maritime Expeditionary Security Squadron 1 leadership meets to discuss the progress of exercise *Shark Tank* 2011. (MC1(SW/AW) Arif Patani/USN)

communication. “The first two weeks are about assessing your individual combat skills,” said Chief Intelligence Specialist Bill Cuellar, who helped with the training. “How to put together and breakdown a tent, handle a 9mm pistol, or a .50-cal[iber]. We go over use of force, rules of engagement, how to treat a sucking chest wound, how to treat someone for shock - all those things that you may come across on the battlefield.”

Once students complete their classroom time, the squadrons transition to a field exercise where they apply their newly acquired skills. Field exercises not only make sure Sailors knew what they are doing, but they also focus on senior leadership to make sure they are training Sailors the right way. “Standardization of training across the organization is the



◀ Lt. Cmdr. Christopher Burns, attached to Maritime Expeditionary Security Squadron 1, shoots an M-16 during a *Shark Tank* 2011 live-fire exercise. (MC1(SW/AW) Arif Patani/USN)

best way to put it," said Lt. Timothy Anderson. "We are tested to see if our trainers and senior instructors are teaching the same knowledge, to the same level of effectiveness, across the board."

The requirement to mobilize whenever or wherever the squadron is tasked encourages Sailors to pay close attention to the training provided. "It's a steep learning curve, and you have a lot to learn in a short period of time," said Lt. Cmdr. Jonathan Chavanne, officer in charge, MSRON 1 Boat Det. Alpha. "Within a month of joining the community, and taking part in a similar exercise, I deployed to Korea."

Harkening back to the Vietnam-era "Brown Water Navy," an MSRON's

primary mission is force protection. MSRON units can primarily be found stationed or deployed in the United States, Bahrain, Kuwait, the United Arab Emirates, and the Horn of Africa.

"As an expeditionary unit, we are capable of deploying anywhere in the world," said Lt. Dustin Burton, MSRON 1 training officer, another SWO who previously served on USS *O'Brien* (DD 975) and USS *Comstock* (LSD 45). "We are responsible for establishing force protection watches both on land and at sea to protect high-value assets." Lt. Burton added that these assets could include military bases, commercial or military vessels, or a high-traffic port, harbor, or body of water.

From seasoned Special Weapons and Tactics (SWAT) team members to experienced submariners, MSRONs profit from the extensive life experience provided by Reserve Sailors. "If you take this squadron anywhere in the world, it is literally a 'can do anything' force," said Lt. Timothy Anderson. "You give me any 12 people here, and I can pretty much accomplish anything." 



▲ Sailors attached to Maritime Expeditionary Security Squadrons 1 and 11, get ready to transit to the firing range on San Clemente Island, Calif., during *Shark Tank* 2011. (MCT(SW/AW) Arif Patani/USN)



▲ GM2 Paul Adkins assists a student with his M-16 during a *Shark Tank* 2011 live-fire exercise. (MCT(SW/AW) Arif Patani/USN)

Casualty Control: Phoenix Express 2011

By MC2(SW) Jeff Troutman, Navy Public Affairs Support Element-East Detachment Europe

On a hot Saturday morning in June, cries of agony from victims of an explosion, strewn across the pier in Souda Bay, Crete, reflected a tragedy unfolding. Sailors from USS **Robert G. Bradley** (FFG 49) rushed to assist their fellow service members. One Sailor screamed for her mother, her yellow Navy PT shirt stained dark red. Algerian and Moroccan Sailors from ships moored nearby scrambled with **Robert G. Bradley** crew to put another Sailor, covered in burns, on a stretcher and carry him to safety. Young men and women rushed to the injured, relieving others who arrived on the scene only a moment after the explosion. It was a glimpse of chaos, but chaos controlled by professionals, thanks to the hours of training the **Robert G. Bradley** Sailors had undertaken.

Fortunately, this scene was only a drill – one of many new and intensified medical scenarios in *Phoenix Express* 2011. This year *Phoenix Express*, a Maritime Interdiction Operations (MIO) training exercise, ramped up its training and awareness provided by medical-based scenarios involved while honing the skills at the core of the exercise's mission.

The exercise focused on improving the ability of MIO boarding teams to intercept vessels suspected of carrying illicit materials or materials associated with weapons of mass destruction. Participating North African and European navies worked together with the U.S. Navy to share information and refine tactics, techniques, and procedures that are key to successful maritime operations.

The three-week exercise enabled MIO boarding teams to integrate training they learned during the in-port phase into a real-time environment at sea in the central Mediterranean. Seven ships and MIO boarding teams from the 13 participating countries executed structured and free-play scenarios, conducting Visit, Board, Search, and Seizure (VBSS) operations on three target vessels, USS **Stephen W. Groves** (FFG 29), Military Sealift Command's maritime pre-positioning ship USNS **LCPL Roy M. Wheat** (T-AK 3016), and fleet replenishment oiler USNS **Big Horn** (T-AO 198). Representing the United States, **Stephen W. Groves**

and **Robert G. Bradley** boarding teams conducted multiple MIO VBSS boardings during the at-sea phase.

With their launching ship sometimes several miles away from the target vessel, MIO boarding team members must be well-versed in providing immediate, on-scene medical assistance should a casualty occur. Boarding teams usually consist of no more than eight members and each team member is required to possess working knowledge of first aid.

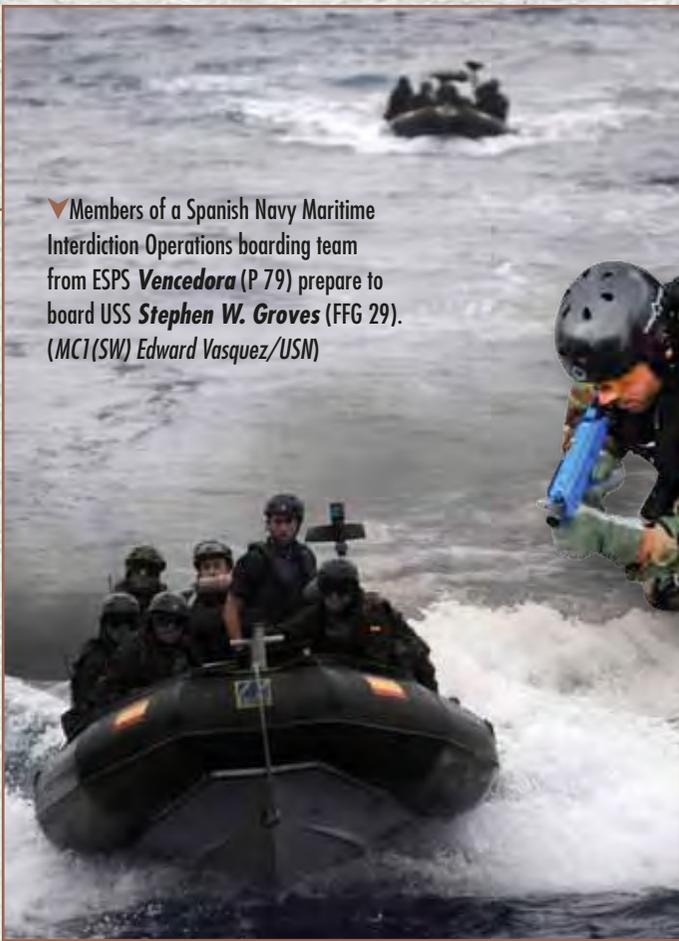
Phoenix Express 2011 saw an increased emphasis on medical-based training scenarios. These ranged in scope from classroom instruction by Navy and Army medical doctors, corpsmen, and medics to mass-casualty scenarios like the pierside fueling explosion. Such training scenarios were implemented spontaneously throughout the teams' boarding evolutions.

"A mass-casualty drill in this kind of exercise serves as a unique way of bringing the different countries and nationalities together for training," said Hospital Corpsman 3rd Class Matthew Layton, on board **Robert G. Bradley**. "Drills like this get the medical responder's heart pumping, because this is the kind of atmosphere someone from any nation will be confronted with should they find themselves in a real mass-casualty scenario. It's easy to get scared, nervous, or excited because you have people screaming and blood everywhere. You need to know how to respond to save someone's life."

Many of the medical scenarios *Phoenix Express* boarding teams



◀ Lt. j.g. Marc Schorm, USS **Stephen W. Groves** (FFG 29) assessment officer for *Phoenix Express* 2011, talks to members of a Spanish Navy Maritime Interdiction Operations boarding team from ESPS **Vencedora** (P 79). (MC1(SW) Edward Vazquez/USN)



▼ Members of a Spanish Navy Maritime Interdiction Operations boarding team from ESPS *Vencedora* (P 79) prepare to board USS *Stephen W. Groves* (FFG 29). (MC1(SW) Edward Vasquez/USN)



▲ Members of a Greek Navy boarding team remove a simulated casualty during small arms training against hostile forces at the NATO Maritime Interdiction Operations Training Center in Souda Bay, Crete. (MC1(SW) Edward Vasquez/USN)

encountered were unfamiliar to the participants. “This is the first time some of these teams had ever encountered a certain type of injury, such as a sucking chest wound,” said Army Sgt. 1st Class David Openshaw, a senior medical advisor for *Phoenix Express* and member of the Utah National Guard, who planned many of the medical scenarios incorporated in the training operations. Trainers implemented these different scenarios not only to challenge the boarding teams during their search and seizure operations, but also to gauge the effectiveness of the lessons provided by *Phoenix Express* instructors.

“Basically, we took the teams and monitored how they were performing, and then threw several different scenarios at them to see how they would react,” said Sgt. 1st Class Openshaw. “With team members injured around you, it’s interesting

to see how the rest of the boarding team reacts. A lot of these teams came here with a lot of knowledge, both tactically and medically, but our objective was to throw them off with different scenarios and see how they would cope under pressure.”

During the medical training and related scenarios, Sgt. 1st Class Openshaw and the other medical instructors emphasized to the boarding teams that when faced with a casualty on their team, the only option is to continue the mission while aiding and protecting their fallen comrade, as well as each other. Said Sgt. 1st Class Openshaw, “They need to constantly be prepared for a situation where one or several of their teammates may take a hit during a mission, and *Phoenix Express* was the perfect place to address that.”

By including multiple nations in a training setting and allowing

each to bring its medical and tactical expertise to the scenarios, exercises like *Phoenix Express* provide the boarding teams from each participating country an opportunity to expand their own training and train others in a realistic environment. This is a format in which Navy Capt. Martin Beck, commander, Task Force *Phoenix Express*, believes everyone involved benefits.

“It takes time to work together, trust each other, exchange practices and techniques, and then put that together in an operational environment,” said Capt. Beck. “Doing this annually at *Phoenix Express* gives us a tremendous opportunity. We learn a lot from each other during this exercise.”



USS John Paul Jones Shows off Modernization Features

By Destroyer Squadron 23 Public Affairs

In March 2011, USS *John Paul Jones* (DDG 53) completed the first phase of the guided-missile destroyer modernization (DDG MOD) upgrade program, topping off nine months in the shipyard with highly successful sea trials. The first of the *Arleigh Burke*-class destroyers to reach this milestone, she has set the pace for the remainder of the class.

The purpose of the DDG MOD program is to ensure ships reach their expected service lives and to modernize their combat capability to maintain warfighting superiority. The first availability in the two-phased modernization process addresses hull, mechanical, and electrical (HM&E) issues, while a second availability will update combat systems.

The mechanical portion of the first availability modified the control systems of the engineering plant, while leaving the heart of the engineering plant intact. The core of the single Central Control Station (CCS) watchstander modification is centered on an upgraded Machinery Control System (MCS). MCS is designed to make the entire engineering plant interoperable, adding the ability to stand any watchstation in any main space while reducing the number of watchstanders in CCS from four to two. This upgrade includes completely new software and the introduction of universal control consoles (UCCs) in both CCS and Main Engine Rooms 1 and 2. The engineering watch team can then monitor and control propulsion, electrical, and auxiliary capabilities from either a single UCC or any combination of two.

Another new feature is the Training In-port Watchstander Simulator (TIWS).

Available whether at sea or anchor, the simulator allows engineers to train without lighting off their equipment. "I can conduct casualty control training on a simulated hot plant, saving fuel and reducing wear and tear on my gear," said *John Paul Jones* Chief Engineer, Lt. Ryan Conole.

The program also installed 24 remotely controlled cameras throughout the engineering plant, allowing watchstanders to monitor 11 consoles in various spaces and making it possible to quickly locate and identify casualties before sending personnel into potentially hazardous situations.

Although the first-phase focus was on HM&E, two major renovations made elsewhere on the ship significantly improve daily operations. The galley was completely renovated with state-of-the-art equipment, and the bridge was completely modernized.

"This isn't your father's galley," Culinary Specialist 2nd Class Nicholas Konieczny said. "The deep-fat fryer is gone, so we need to rename the French fries." Replacing the fryer are stacked combination cooking and convection ovens. The new galley provides for faster cooking, increased capacity, reduced clean-up times, and improved reliability, along with self-diagnostics.

In the pilothouse, the single bridge watchstander modification is the heart of the Integrated Bridge Navigation System (IBNS). This addition brings together electronic navigation, radar, and automated information system into one composite picture, literally at the fingertips of the Officer of the Deck (OOD).

"IBNS is definitely the way of the future. Its touch-screen displays are

very operator-friendly and provide instant access to any information I need on watch," said Ensign Elizabeth Vollmer, one of the officers who stands OOD.

Additionally, IBNS reduces the number of watchstanders on the bridge from five to three, eliminating requirements for the helmsman and boatswain mate of the watch. Practical ship-handling training is included as well, once found only ashore at Surface Warfare Officer School, Newport, R.I., or navigation, seamanship, and ship-handling trainer sites in fleet concentration areas.

"With the addition of the helm forward station, I can hold training for bridge teams without getting underway or even leaving the ship," said Lt. Sara Knitt, *John Paul Jones*' navigator. "If underway and we want to practice pulling into a port or conning alongside an oiler, I can program that on one side of the bridge while the other side maintains the real-world picture."

John Paul Jones is undergoing unit-level training in preparation for deployment. The ship will complete the combat systems phase of DDG MOD in summer 2012.

For more information on DDG MOD, check out "DDG 51 Modernization Sharpens the Spear" by Barbara Mendoza, in our Winter 2011 issue: <http://surfwarmag.ahf.nmci.navy.mil/archives.html>. 

ESWS: Streamlined and Simplified

By Tom Malley, John Hull, and Kimberly Lansdale, Center for Surface Combat Systems Public Affairs

“Congratulations, shipmate on earning your Enlisted Surface Warfare Specialist (ESWS) qualification!” These words mark not only a significant career milestone for Sailors, but also an important contribution to a ship’s warfighting capability.

ESWS-qualified Sailors have proven they possess the necessary skills, knowledge, and proficiency to perform general watchstanding duties, damage control, and first aid. They have also demonstrated their understanding of anti-terrorism/force protection, and a strong knowledge of their ship’s systems, equipment, spaces, and missions.

As the administrative owner of the ESWS Personnel Qualification Standards (PQS) books, the Center for Surface Combat Systems (CSCS) in Dahlgren, Va., ensures that the content is valid, current, and most importantly, relevant to today’s Navy. During the last two years, the CSCS PQS development group has redoubled its efforts to make PQS books support the Sailor’s mission. The center first released the ESWS PQS books in their current format in 1998 and, as of two years ago, many had not since been updated.

During the recent review, the development group strongly believed the ESWS program should be run by Command Master Chiefs. With the help of Commander, Naval Surface Forces Pacific (CNSP) Force Master Chief (FORCM) (SW) Eric Page, and Commander, Naval Surface Forces Atlantic (CNSL) FORCM(SW / AW) James Williams, CSCS put the plan into action.

“As our Surface Force evolves to meet the new challenges of the day, it’s imperative that we stay in front of the changing technologies and current warfighting procedures,” FORCM Williams said. “The logical first step was to update existing doctrine, manuals, and all correspondence related to the training and qualification

of the deckplate Sailor.” Taking full advantage of the new relationship, the development group began updating the ESWS PQS books one at a time, working closely with unit command master chiefs and the chief petty officers at CNSP and CNSL.

“It was critical to begin the process by updating the ESWS common core PQS book first,” said John Hull, CSCS PQS program analyst. “Updating the content of the common core made it more effective and easier to identify the content of each unit-specific PQS book.” With input from personnel and commands around the globe, the development group published the updated ESWS common core (NAVEDTRA 43901-A) on Navy Knowledge Online (NKO) in April 2010. It was the first update to the PQS in almost 12 years.

The next challenge confronting the development group was to update the 27 unit-specific PQS books. The difficulty was not finding Sailors interested in helping, but rather finding time in ships’ schedules to accommodate formal workshops. To accommodate this reality, the development group adjusted their workshop routine.

In April 2010, the group held a modified workshop on board USS *Whidbey Island* (LSD 41) at Little Creek, Va., setting up with a laptop computer in the ship’s chiefs mess. When technical experts from the crew were able to break away from their regular duties, they came to the mess to provide feedback and explain shipboard processes. This format allowed access to the Sailors while limiting the impact on the ship’s schedule.

The development group not only updated the PQS book for dock landing

ships (LSDs), but was able to split the content into two books: one to cover ships prior to the mid-life modernization and another for those which had completed it. Since April 2010, the group has also been able to update unit-specific PQS books for guided-missile cruisers (CGs), guided-missile destroyers (DDGs), guided-missile frigates (FFGs), mine countermeasures ships (MCMs), amphibious transport dock ships (LPDs), and military sealift command hospital ships.

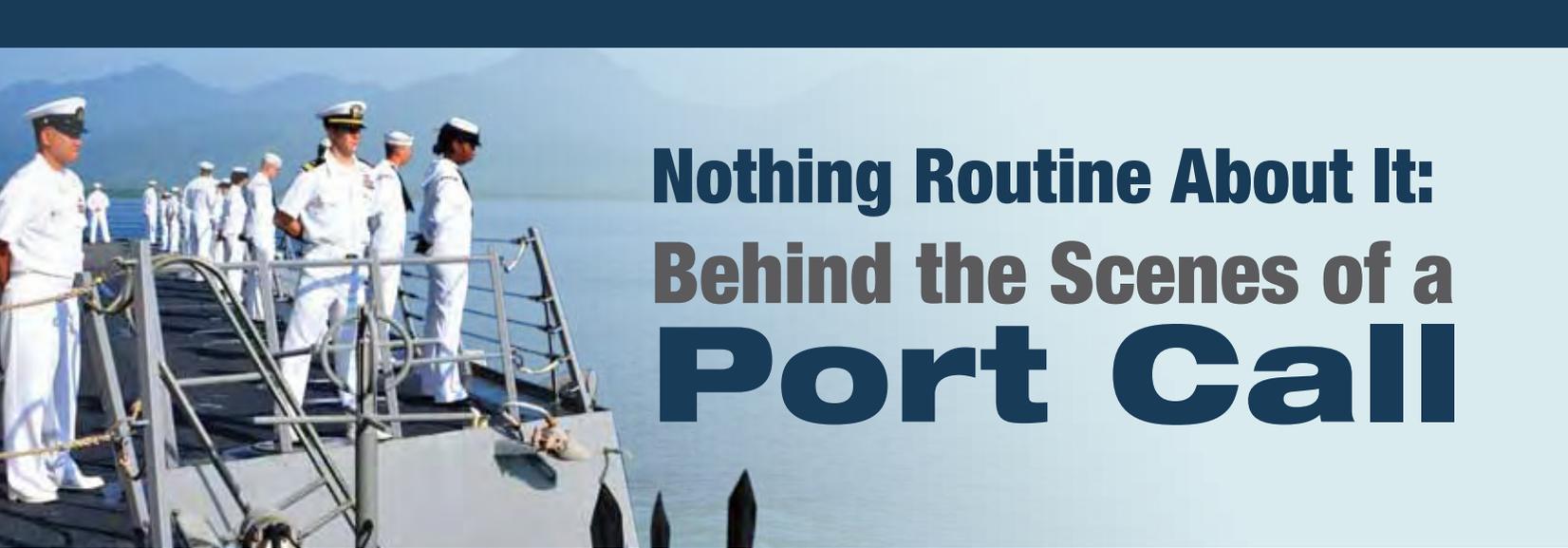
The development group most recently updated the unit-specific PQS books for both DDGs and CGs. With the instrumental help of the command master chiefs and Sailors on board USS *Vicksburg* (CG 69), USS *Hue City* (CG 66), USS *Gettysburg* (CG 64), USS *Carney* (DDG 64), USS *The Sullivans* (DDG 68), and Destroyer Squadron 24, the development group was able to finalize and post the books to NKO in May 2011. “This collaborative effort provided updated ESWS PQS to nearly 25,000 Sailors across these two classes,” said Chief Operations Specialist Raymond Strawbridge, CNSL.

After all updates are complete, CSCS’ goal is to execute a formal review of each ESWS PQS book every three years. In the meantime, the development group is always seeking support from experienced, qualified, shipboard Sailors to help them keep PQS current. Working with our Sailors, CSCS will ensure ESWS PQS remains a valuable and relevant tool for the Surface Navy.

If interested in participating in a future ESWS PQS workshop or to provide input concerning any PQS, please contact the CSCS PQS group at dlgr_cscs_pqs@navy.mil or call: 1-540-284-1061.

For more information about the Center for Surface Combat Systems, visit the Web site: <https://www.netc.navy.mil/centers/cscs/>.





Nothing Routine About It: Behind the Scenes of a Port Call

By Ensign Jacob Chang, Auxiliaries Officer, USS *Stout* (DDG 55)

The ability to resupply ships underway wherever and whenever the need arises is one of the great strengths of the modern U.S. Navy. A mastery of ship handling, navigation, physics, line handling, engineering, and logistics are all important to its success. While a replenishment-at-sea may seem more difficult and glamorous than a standard port visit – anyone who sees a picture of it knows that operating at 13 knots and

180 feet from another vessel leaves little room for error – it is in fact less time consuming than the complex and intricate preparations required for a ship entering port. A port call, from the advance-planning phase to the sea and anchor detail, is one of the most important and potentially dangerous evolutions a crew faces.

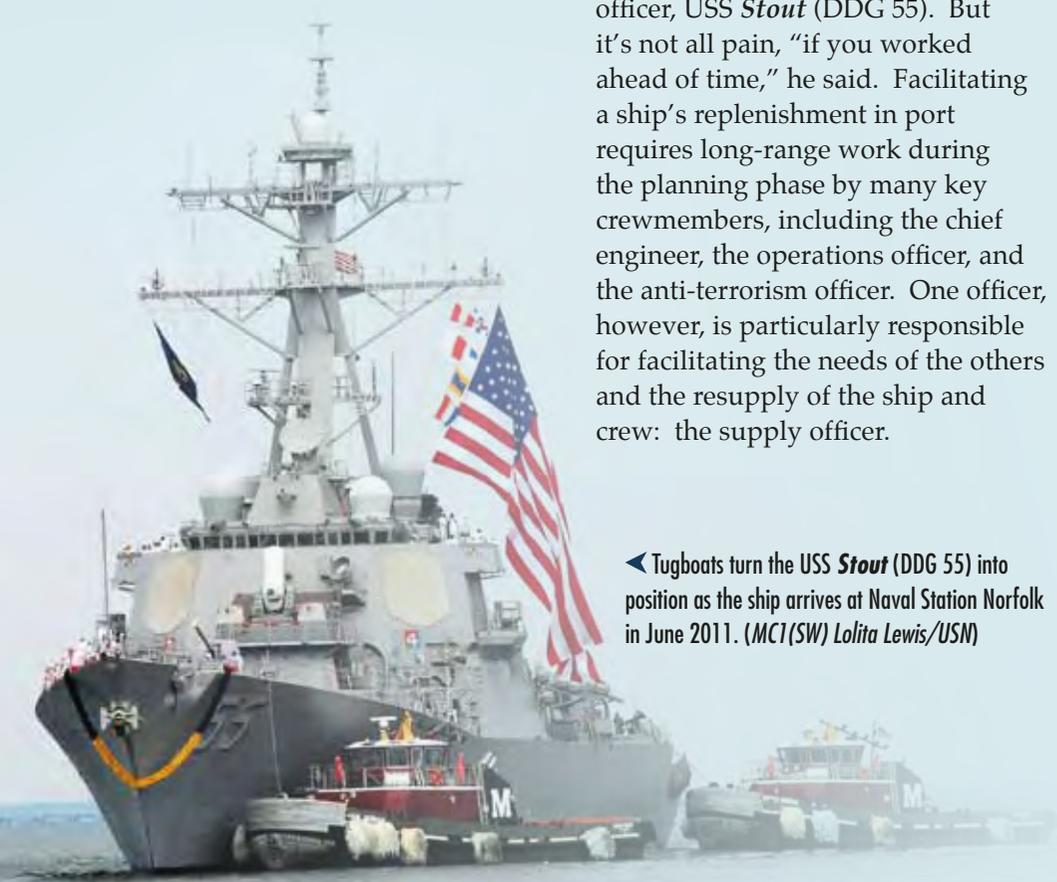
“The coordination of pulling into a port is one of behind-the-scenes hustle,” said Lt. Scott Milliet, supply officer, USS *Stout* (DDG 55). But it’s not all pain, “if you worked ahead of time,” he said. Facilitating a ship’s replenishment in port requires long-range work during the planning phase by many key crewmembers, including the chief engineer, the operations officer, and the anti-terrorism officer. One officer, however, is particularly responsible for facilitating the needs of the others and the resupply of the ship and crew: the supply officer.

In foreign ports, the coordination of the ship’s logistical needs passes through the supply officer to the husbanding agent, typically a local citizen. The “filter” for the host nation, the husbanding agent ensures the ship receives what it needs, when it needs it, and from reputable sources. The agent’s coordination helps make the logistical side of the port visit run smoothly.

The supply officer and husbanding agent usually start talking a few weeks in advance. This provides them with enough time to coordinate all aspects of the port visit as well as work through any confusion from language barriers. A ship’s needs can be very specific, so it is important to use plain English and verify that the agent understands what is needed.

The supply officer then works with the operations officer to document a ship’s needs in various naval messages. The arrangement of a ship’s engineering requirements, anti-terrorism/force protection preparations, and expected movements are also encapsulated in various naval messages, which involve coordination with groups ranging from Naval Criminal Investigative Service agents to local tour groups.

Prior to the visit, the supply officer and husbanding agent discuss what food is needed and when it needs



◀ Tugboats turn the USS *Stout* (DDG 55) into position as the ship arrives at Naval Station Norfolk in June 2011. (MCI(SW) Lolita Lewis/USN)

to be delivered. Replacement parts are sent from the U.S. to the host nation, and the husbanding agent assists in delivering the parts through customs and to the ship. Personnel arriving to meet the ship may be picked up by a driver sent by the husbanding agent. For the sea-and-anchor detail, the husbanding agent arranges tugs, fenders, and a pilot, typically in coordination with the ship's operations department and the embassy's naval attaché.

This sort of preparation creates the appearance of a seamless evolution, something all ships desire. But before the crew's labors can be displayed pierside – force protection watches on station, crewmembers headed to community relations events, engineers taking on fuel and connecting shore power – the navigation team must accomplish its tasks.

Once again, the key is preparation. "What seems smooth at the navigation brief and in the pilot house is the culmination of days of preparing," said Quartermaster 1st Class (SW) Jose Perez, leading petty officer of Stout's navigation department. The team first pulls paper charts and updates them through Notice to Mariners, a navigational safety advisory. These updates account for changes that have occurred to the charts since they were printed; for example, changes to depths, new buoys, or buoys that have been removed.

Next the navigation team lays out the track line. To an untrained eye it looks easy – just lines drawn through safe water. However, each turn on the track needs to be precisely marked, allowing the ship to turn onto the new track at the exact location necessary to keep the ship out of danger. This takes careful calculation based on factors including the proposed speed and rudder settings. On top of all that, the team must analyze the



▲ Sailors aboard USS *Cleveland* (LPD 7) sort mail. It takes hard work and detailed logistical coordination to ensure mail arrives on time and at the right place. (Kristopher Radder/USN)

weather, wind, current, and tides to predict how they will affect the ship as it transits the channel.

Once the navigation team has prepared the charts for entering port, they are reviewed by the chain of command. The navigator, executive officer, and commanding officer all review the track line and approve it. "There is no room for error," said Cmdr. Sly Steele, *Stout's* commanding officer. "When I see the charts, I want to know that they have been thoroughly and correctly prepared for our transit. That kind of preparation lets me know my team is taking this evolution seriously,"

The navigation brief is the critical dress rehearsal before the main event. From engineers to boatswain's mates, and bearing takers to master helmsmen, all essential personnel involved in the evolution must attend. "Everyone comes to the brief

so they are intimately familiar with our transit – what we are doing, when we are doing it, and how long it will take. You don't have time to learn as it's happening. You have to know right away what's going on," said Lt. j.g. Katelyn Hertenstein, *Stout's* navigator.

For this reason, she briefs every aspect of the transit. Each safety officer briefs his or her role in emergency situations. And, the conning officer discusses every leg of the transit, including tides and currents and how they affect the ship.

This knowledge provides the commanding officer with confidence that each person knows what to do and how to keep the ship safe. "Getting the ship in safely and correctly is our goal on every sea-and-anchor evolution," said Cmdr. Steele. "If we do that, we have been successful." 

Making a Difference

The Surface Warfare Officer Acquisition Corps

By Capt. Steve M. Kreutner, USN (Retired)

When the fleet needs a new capability, it is the job of the Acquisition Corps (AC) to translate that requirement into an actual ship, combat system, or weapon, and deliver it to the fleet. In addition to civil service workers and the Engineering Duty Officer community, approximately 50 SWOs have voluntarily taken up the challenge of designing, building, and delivering quality, affordable, and relevant systems and weapons to the surface Navy. These are the men and women of the SWO AC.

These SWOs are command-screened, in operational command, or post-command commanding officers. These officers bring a significant level of operational experience to the program management and research, development, test, and evaluation functions of program offices and Naval Surface Warfare Centers across the country.

Why are SWOs with years of operational experience at sea needed in the acquisition process? Capt. Tim Batzler, director for surface ship weapons in the Program Executive Office, Integrated Warfare Systems and former Commanding Officer (CO) of USS *Preble* (DDG 88) said, "We build

quality systems and weapons to go out and protect our Sailors and ships. I have to build weapons that work the first time, every time. Command experience gives you perspective – a very valuable perspective because you're much closer to the fleet. You understand what they need." Capt. Batzler controls a multi-billion dollar budget, and his span of responsibility includes the acquisition of every launcher, missile, and naval gun in the fleet, and surface weapons systems under development.

Capt. John Ailes is the program manager for Littoral Combat Ship (LCS) mission modules and former CO of USS *Chafee* (DDG 90). In addition to his years of experience at sea, Capt. Ailes has more than ten years of acquisition experience. "It's very important to have had command to be successful as a program manager. You understand the customer. You've been the customer," said Capt. Ailes. "We have to communicate what it is we are building, why it is we need certain resources, and build relationships. It is a tremendous challenge because there is incredible pressure to deliver systems as inexpensively, but also as effectively, as possible."

Cmdr. Dan Brintzinghoffer became the LCS fleet introduction officer after his tour commanding USS *Pinckney* (DDG 91). "For those that want to have a difficult job and have an impact - a long term impact - this is definitely the way to go," he said. "I am responsible for putting together a plan to deliver LCSs for the next 15 to 18 years." Cmdr. Brintzinghoffer said that his operational experience on the waterfront has been invaluable in his current position. He is acutely aware of the effects that system delivery, system upgrades, and availabilities can have on the crew's training and operations schedules, after being on been the receiving end of the acquisition pipeline during six sea tours.

"The complexity of what we do demands that we be involved with the full breadth of our defense industrial base," said Vice Adm. Bill Landay,



director of the Defense Security Cooperation Agency (DSCA), former CO of USS *Aquila* (PHM 4) and USS *Paul Hamilton* (DDG 60), and senior member of the SWO AC. “Program managers deal with deans of the universities that we are funding for research, presidents of shipbuilding consortiums, and heads of major defense companies, as well as the Chief of Naval Operations and other senior Navy leaders. The work that we do as SWOs in acquisition is critical to the future of the Navy and the future of the SWO community. The reason I became a SWO AC – and I believe why most of us came into the program – is that it really gives us the opportunity to make a difference in today’s fleet and in shaping the Navy of tomorrow.”

“The people we are looking for in the acquisition community are first and foremost leaders in the SWO community, those who have been in command or have been selected for command,” stated Vice Adm. Landay. “We are looking for folks who have an interest in big programs, who like to solve problems, and who like to take on very difficult challenges.”

What can officers expect when they join the SWO Acquisition Corps? In the words of Capt. Batzler, “Make no mistake. An acquisition program doesn’t mean being in a little dark cubicle in the corner of the Pentagon crunching numbers all day.” Program managers and their deputies are “hands-on” participants in the design, manufacturing, testing, and delivery of systems to the fleet. A typical week for a program manager may start with a day in a program office on the Washington Navy Yard; followed by a day at the Naval Surface Warfare Center in Crane, Ind.; a day in Tucson, Ariz., observing factory production; and ending the week visiting the San Diego waterfront.

When officers are selected to join the ranks of the Acquisition Corps, they are not dropped into a program office managing a multi-million dollar program without training or support. To prepare them, SWO ACs attend the Defense Acquisition University at Fort Belvoir, Va., and receive training for certification in program management. They are also assigned to a flag officer who serves as a mentor and is dedicated to their career development and success in program management.

Life in a program office is not like life in the fleet. A SWO AC may be

the only SWO in a program office with 30 to more than 100 civilians and private contractors. Experienced managers and technical experts in their own right, they rely on the leadership skills and operational experience the officer acquired in the fleet as a critical component for the success of the program. It is a SWO’s operational experience that allows him or her to look at a proposed system and determine if it meets the needs of the fleet and optimally supports the Sailors who will operate and maintain it.

SWO Acquisition is not for everyone. But, for officers who enjoy leading large groups of technical experts and successfully pulling together very complicated projects that can make a powerful impact on the fleet for the next 30-to-40 years, the Acquisition Corps might be for you!

For more information on the SWO Acquisition Corps contact Capt. Tim Batzler, director for surface ship weapons in the Program Executive Office, Integrated Warfare Systems: (703) 872-3700, timothy.batzler@navy.mil; or Cmdr. Darren McPherson, head, Surface Post Department Head (LCDR/CDR) Officer Assignments (PERS 411): (901) 874-3504, darren.mcpherson@navy.mil.



◀ Naval Surface Warfare Center (NSWC), Port Hueneme Division’s Self Defense Test Ship, **Paul F. Foster** (EDD 964), goes underway for testing events in January. The decommissioned destroyer is a unique asset of NSWC Port Hueneme, under the command of Capt. William DeBow, a member of the SWO Acquisition Corps. (*Charlie Houser/USN*)

RIVERINES

◀ Sailors from Riverine Squadron 1 conduct live-fire target acquisition and engagement training with the Mk44 GAU-17 mini-gun aboard a Riverine Patrol Boat at Ft. Knox, Ky. (MC2 Jimmy Pan/USN)

Just nine months after the formation of Riverine Group (RIVGRU), the first Riverine squadron, (RIVRON) 1, deployed to Al Anbar province, Iraq, in 2007. The squadron relieved U.S. Marines and took control of their boats and ground vehicles in Haditha and Ar Ramadi for the mission of securing the Iraqi waterways. Within weeks, the Riverines were actively engaged in combat operations fighting side by side with the Marines.

Early Riverine missions were often continuous boat patrols of the region's waterways using a two-section rotation and lasting four to five days. The squadron was made up of a gold team and a blue team, each made comprised of eight boat crews and a small ground detachment. If the blue team was out on the waterway patrolling, the gold team was resupplying or standing by as a quick-reaction force.

The squadron completed vitally important boat missions and convoys throughout Al Anbar province during its nine-month maiden deployment. The Riverines captured more than



▲ Riverine Squadron 1 Sailors navigate their Riverine Assault Boat under a low pedestrian bridge in Iraq before landing security teams ashore. (Lt. Erik Reed/USN)

100 insurgents, uncovered more than 75 significant weapons caches, and provided solid combat support from the water for numerous Marine operations. In addition to combat operations, the squadron established in Al Qaim the first training academy for Iraqi Riverines.

Throughout the next four years, the Navy's Riverine force made significant contributions to Operation

Iraqi Freedom and Operation *New Dawn* – completing seven squadron deployments to Iraq, providing maritime security and interdiction along some 6,000 miles of Iraqi inland waterways. Squadrons completed 923 Riverine combat patrols and 689 Riverine convoy missions. They also registered nearly 1,000 Iraqi boats and trained more than 1,000 Iraqi security forces personnel.

Five Years of Providing Strong Littoral Support

By MCC(SW/AW) Kristen Loeding, Navy Expeditionary Combat Command Public Affairs

“Every patrol was different. We’d go out for four to five days at a time and stay on the boat,” said Chief Boatswain’s Mate (BM) (EXW/SW/AW) Gerald Russo, RIVRON 1, who first deployed to Iraq in March 2007 and since then deployed twice more. “We had a tight-knit group; every time we went outside the wire we were literally with family. We’d go out there and do our thing, and we all come back together.”

Through strong unit cohesiveness they achieved success in finding weapons caches during boat missions and patrols in the Al Anbar province, patrolling from the far western town of Al-Qaim near the Syrian border, to the South near Ar Ramadi. Each patrol encountered a myriad of challenges and dangers.

“Most Improvised Explosive Devices (IEDs) were on the roads, but there was danger in the water too,” said BMC Russo. “We had a waterborne IED that was on the river bank aimed toward where the boats would have passed, but the insurgent jumped the gun and detonated it before we got there. So we were pretty lucky.”

The rapid success of the Riverine squadrons throughout their seven deployments and current operations has provided them a variety of skills they can use in support of maritime evolutions.

“Riverines deployed repetitively to Iraq to the combat zone, and they have worked with a variety of U.S. forces as well as with Iraqi forces,” said Capt. Christopher Halton, commodore of RIVGRU 1. “They have also gone from zero to 60. Basically five years ago there was no Riverine force, and the three squadrons and RIVGRU have



▲ QM3 Joseph White, assigned to the Riverine Security Team of Riverine Squadron 1, helps his team set a security perimeter around a target during an exercise at Fort Knox, Ky. (MC3(EXW/SW) Bryan Weyers/USN)

stood that force up. They have trained and executed combat missions in a very compressed time period.”

The Riverine force, part of Navy Expeditionary Combat Command, is a combat-arms force that performs point defense, fire support, and interdiction operations along coastal and inland waterways to defeat enemies and support U.S. Joint and coalition forces. Riverine forces can operate throughout the world’s major river systems and brown-water environments.

Riverines trace their history to the Vietnam War. After that conflict they were all-but disestablished, with a small presence remaining in the Marines until the 2006 Quadrennial Defense Review stated a need for their unique capabilities. At that point, the Navy revitalized the Riverines into a full, active Navy force.

The new Riverine force needed warriors, and they came from the fleet. “I’ve been with the Riverines since they started back up in 2006,” said BMC Russo. “I was a coxswain in the fleet and nominated for the Riverine force.”

The Navy formally established RIVRON 1, the first of three squadrons, on May 25, 2006, at Joint Expeditionary Base (JEB) Little Creek-Fort Story, Va. Less than two weeks later, the 220 Sailors of RIVRON 1 moved operations to Camp Lejeune, N.C., to begin training.

Riverine Sailors complete a long list of schools at Camp Lejeune. The first school is the five-week Riverine Combat Skills Course, followed by two months at Special Mission Training Command for either boat captain or combat-craft boat coxswain training. Sailors then move on to a four-week convoy-training course at various

locations, before returning to Camp Lejeune for five weeks of Riverine security training. Following a week of language and culture training, they begin their final two weeks at Camp Lejeune with their Command Riverine Certification.

The three in-service RIVRONs – the 2012 budget calls for the establishment of a fourth RIVRON – include Sailors from a variety of ratings. Although a Riverine unit has a different mission than its blue-water counterparts, their skill-sets are valued in both communities. Boatswain's mates are combat coxswain of the small craft, operations specialists run the operations center, and Seabees take charge of combat gear.

Riverine Sailors receive tactics training on three different Riverine

boats (see sidebar). While each boat is unique, they share common characteristics. They are all designed to operate in shallow, confined waters; are built with aluminum hulls; and are armored for small-arms ballistic protection. They also all have mounts for M2 .50-caliber, M240B 7.62mm, Mk19 40mm, and Mk44 GAU-17 7.62mm machine guns.

The training each Riverine Sailor completes benefits not only the Riverine force, it also develops a Sailor trained for greater responsibilities in the surface Navy. "We provide the fleet trained and ready forces that are able to operate as small units almost anywhere in the world," said Capt. Halton. "The fleet gets a Sailor who is experienced in small unit tactics. They get a Sailor who has had a lot of responsibility at a

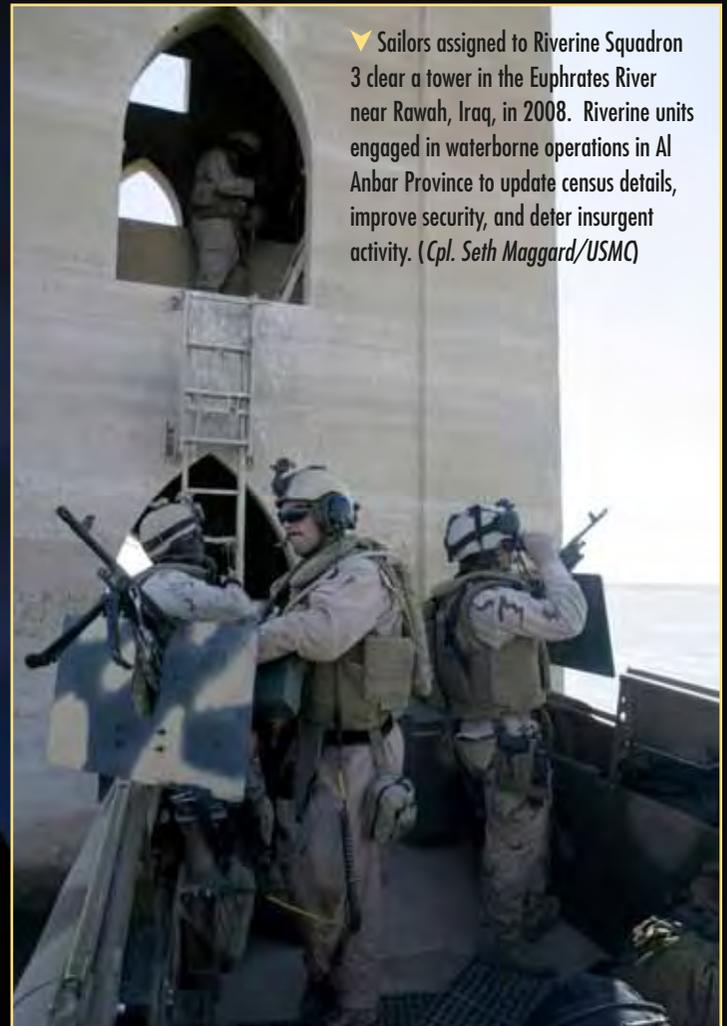
very junior pay grade, that's officer and enlisted, and someone who knows how to mission plan."

Early responsibility and authority provide Sailors professional incentive to volunteer for the Riverine force. "One thing that enticed me was the small unit leadership," said Lt. j.g. Gordan Van Hook. "Here the emphasis is a little bit different than the fleet, and it's more focused on the Sailors. You're making sure your guys are ready to go through the training cycle."

Although the Riverines' mission is complete in Iraq, there are opportunities around the world for different types of missions and maritime partnership building. "Several component commanders are looking at Riverine capabilities for missions in their areas of



▲ A Sailor assigned to Riverine Squadron 2 participates in pre-deployment exercises. (MC1 Andre McIntyre/USN)



▼ Sailors assigned to Riverine Squadron 3 clear a tower in the Euphrates River near Rawah, Iraq, in 2008. Riverine units engaged in waterborne operations in Al Anbar Province to update census details, improve security, and deter insurgent activity. (Cpl. Seth Maggard/USMC)



▲ The Philippine Marine Battalion Landing Team and Sailors assigned to Riverine Squadron 1 participate in exercises during *Cooperation Afloat Readiness and Training Philippines 2011*. (MCI Robert Clowney/USN)

responsibility,” said Capt. Halton. “Some of those missions could be independent operations, some working with U.S. Navy or U.S. Marines assets conducting training and exercises, and other areas may be more focused on theater security operations.”

Developing and strengthening partnerships with foreign countries, developing more cooperative training, and conducting maritime security on their inland waters are other opportunities available for the Riverines, added Capt. Halton. The Riverine force is small in size and cost-effective, allowing it to deploy and stay on location longer, leave a smaller footprint, yet build an enduring relationship. They are able to deploy from a small five-person team, up to a detachment or full squadron. The impact is more Sailor-to-Sailor and allows the Riverines to set the groundwork for repeated and extended relationships between other nations’ brown-water and coastal forces.

“The Riverines ability to go in and do small-unit to small-unit engagement is exactly what the maritime strategy talks about; doing that in a joint fashion

and with cooperation among seafaring nations. I think we hit all parts of that,” said Capt. Halton. “Whether it’s the coast mission in the future or the brown-water mission we do today, we are able to go from a small mobile training team up to a combat-focused, engaged unit.”

The successful completion of the first well-deck certification for the Riverine Command Boat (RCB) and Riverine Patrol Boat (RPB) aboard USS *Oak Hill* (LSD 51) in May 2011 opened another door for the group. “It shows that we can have our RCBs in the well deck of an amphibious ship and provide security-protection missions for amphibious ships,” said Capt. Halton. “We can go to other countries in an amphibious ship. I no longer have to fly my boats to locations. I no longer have the cost of heavy lift and shipping.”

“Operating in the coast environment will take the same level of Riverine combat arms and training, and the emphasis of taking the fight to the enemy but we’ll expand from the traditional Riverine brown-water environment,” said Capt. Halton. “Riverines will have craft that are

capable of operating further off shore, with armor onboard to protect the Sailors and sufficient armament to truly take the fight to the enemy.”

Whether on the waterways or off-shore, the Riverines are a formidable force. “Personally I love being in the Riverines. I work with great Sailors both in the group and in the squadrons,” said Capt. Halton. “It is challenging every day, and every day is different. I love it. For a person who wants a lot of responsibility quickly, and wants to be engaged in different countries around the world, this force provides that. I can’t think of a better place to go.” 

Riverine Patrol Boat (RPB)

Designed to provide tactical mobility and personnel transport for a ground combat element of 13 combat-loaded troops.

Crew 5
 Gun mounts 3
 Speed 25 knots
 Range 250 miles

Riverine Assault Boat (RAB)

Built for Riverine combat operations. The RAB is fast and maneuverable and can carry up to 15 troops.

Crew 7
 Gun mounts 5
 Speed 30 knots
 Range 250 miles

Riverine Command Boat (RCB)

Provides command and control, tactical mobility, and personnel transport for 18 troops.

Crew 4-6
 Gun mounts 4
 Speed 40 knots
 Range 320 miles

All Riverine boats fit into different military aircraft for rapid deployment, or aboard any of the Navy’s amphibious platforms.



Lessons Learned by a First-Time Deployer

By Lt. j.g. Charlie Hymen, Gunnery Officer, USS **Stockdale** (DDG 106)

For as long as ensigns have been tasked to master maneuvering boards, junior officers have been nervous about their first deployments. The fleet abounds with sea stories of first deployments and the scary, funny, and not-so-funny events that shaped Sailors' memories of their first extended times at sea. No two junior officers have the same experience on deployment, but there are a few lessons that can prove useful regardless of one's platform, billet, or background. Below are some of the more striking lessons I learned on my first deployment on board USS **Stockdale** (DDG 106). I hope they will benefit those wondering what to

expect when they first depart for far-away shores:

✦ **Earn your qualifications.**

It's much easier to work on your qualifications at sea when everyone on the ship is standing watch. Watchstanders will be eager to teach you what they know, and there will be plenty of evolutions to take part in and observe. Getting qualified on deployment also means more free time when you return home.

✦ **Don't burn your bridges.**

You'll need every single Sailor on the ship at one point or another. Lean towards saying "yes" when people ask

you for help. Not only is it the right thing to do, but you will probably need that person in some future scenario. On a similar note, don't be afraid to ask for help. There are few evolutions or problems in the Navy that have never been encountered before. The problems you face will be solved more quickly and effectively if you refrain from "going at it alone."

✦ **Listen to your subconscious.**

If a concern crosses your mind but you don't think you need to worry, that is exactly what you should worry about. If you wonder, even for a second, if you have batteries in the flashlights you'll need to conduct

▲ **Left:** EN3 Raymond Delacruz (right) turns the rudders as GSMFN William Stanley and EMFN Hao Shum time their movement during rudder swing checks aboard USS **Stockdale** (DDG 106). Observing special evolutions underway is an ideal way to learn about integrated ship functions, work on rarer Personnel Qualification Standard items, and break up any monotony. (MC2(SW) James Evans/USN) **Right:** CSSN Jessica Yost prepares lunch aboard USS **Stockdale** (DDG 106) while in port Chinhae, South Korea. Port calls provide once-in-a-lifetime opportunities to experience new cultures, but can be deceptively short, especially if standing duty. Be sure to plan ahead. (MC2(SW) James Evans/USN)

a boarding, check it out. There's a reason you thought about it. If it turns out that everything is okay, you just bought yourself peace of mind. If not, you just avoided a great deal of pain. Likewise, if wondering whether you should report a problem, just do it. The senior guy with the secret is the one who bears responsibility if things don't work out, and your chain of command may just know how to handle it.

★ **The first report isn't always the most accurate.**

Whether it's a personal matter with one of your Sailors or an incident on the ship when you are the officer of the deck, take the time to figure out what happened. You'll never have 100 percent of the information. Speed

is often more important than a full account when reporting a problem, and there will be many situations where you need to make judgment calls with less information than you would like. However, the effect of a wrong decision can be worse than the effect of waiting to make the right decision. Be careful to discern which situations truly warrant quick decisions and which ones do not.

★ **Break up the monotony.**

Do whatever you can to get a ride in the helicopter, drive the RHIB (Rigid Hull Inflatable Boat), or shoot the guns. Deployment can be monotonous at times, but the more you involve yourself in the ship's events, the more fun you will have. Let it be known that you want to participate.

★ **Stay in touch with those back home.**

This is especially true for those with whom you have fallen out of touch. Memories will arise on the bridge in the middle of the night. The next morning, e-mail those who you remembered and just say "hi." You'll be amazed at who is thrilled that you contacted them, and you may just make their day. Seeing their response will surely make yours.

★ **Make plans for port calls.**

The Navy will take you places you never imagined. Research what you "can't miss" and follow through. Explore the sights, eat the foods, meet the people, and go on the adventures you might never have the chance to experience again. Don't forget your liberty buddies – they'll thank you for having the chance to do the same.



▲ Lt. Cmdr. John Evans teaches children to juggle in Cambodia. Participation in a community relations event can be the highlight of any port visit. (Lt. Mikaela Rodkin/USN)



▲ HT1 (SW) Nicholas Siemens (center) enjoys a USS *Stockdale* (DDG 106) favorite, the Sunday Skeet Shoot, while GM2 (SW) Christopher Lamotte (right) looks on. (Lt. j.g. Charlie Hymen/USN)

★ **Volunteer in command events.**

Whether it's a steel beach picnic, an ice cream social, or a talent show, these events are rejuvenating. True, spending a Saturday night on the mess decks playing bingo might not offer the excitement of a night off back home, but you'll be amazed how fun these events are. Make sure you have a good emcee. That will make a difference!

★ **Attitude is contagious – good or bad.**

If you laugh, your Sailors will laugh. If you get frustrated, your Sailors will get frustrated. If you get mad when people bring you problems, people will stop telling bringing you about problems. Your attitude is more powerful than you think, and those around you (especially those junior to you) will react directly to how you carry yourself on a daily basis.

★ **Every dog has its (rough) day.**

You will not be the first person in the Navy to have a tough day at sea, nor will you be the last. There are some days (note the plurality) when it truly seems like nothing can go right. There

will be days when you make mistakes, your Sailors make mistakes, or your chain of command is upset with you for reasons that aren't immediately obvious. Wake up the next day and learn from your experience.

★ **Take care of yourself.**

The best role models on board are the healthiest. Although it feels like the days are a few hours short, try to incorporate sleep and exercise into your routine any way you can. While working on qualifications, go on the roving watches. Bring study material to the elliptical. And hard as it may be, try to eat healthy – that's one thing you have ultimate control over. It's much easier to make sound decisions when your body and mind are rested and healthy.

★ **Say hello to everyone you pass.**

This holds true whether at sea or in port, as a Sailor or civilian. The effects, however, are accentuated at sea. Just as you never know whose day you will make when you e-mail them, you never know who will feel better when you smile and say "hi."

★ **Be part of tradition.**

Whether you are a bull, JORG (Junior Officer Requiring Guidance), shellback, or wog, immerse yourself in these fun traditions. You may ask yourself why you are voluntarily making yourself the laughing-stock of the ship, but if you play your role you will brighten someone's day. That is what's important. (See "Attitude is contagious.")

★ **Capture your experiences.**

Take photos of everything - you have no way of knowing what events will be most important to you at the end of deployment. Reviewing pictures and reliving memories with shipmates is a favorite pastime while at sea, and at home with friends and family. The more pictures you take, the more stories you will recall, and the more laughs you can share.

★ **Don't forget for whom you work.**

You made a promise when you took your commission to look out for those serving under you. An hour of making their days easier or futures brighter is worth an hour of your sleep or exercise underway. Believe it or not, that hour will come back to you tenfold in the future when you witness your Sailor's promotion, award, or increased proficiency.

Your deployment will be filled with firsts. You are not expected to be omniscient from the moment the helmsman sounds one prolonged blast and the tugs ease you away from the pier. Remember that every situation, positive or negative, is a learning experience from which you can benefit and become a better person and Sailor. The advice above is not necessarily the result of evolutions performed smoothly, decisions made wisely, or work completed efficiently. It will be difficult to abide by all of these lessons throughout an entire deployment, but in doing so you will make life better and easier for yourself and for those many Sailors whose lives you impact.



Blood Drives Save Lives

By Hugh Cox, Navy and Marine Corps Public Health Center Public Affairs

Every time a Navy ship opens its brow to a blood donor team from the Armed Services Blood Program (ASBP), it becomes a vital resource for a program that supplies blood and blood products to service members and their families worldwide. Ships sometimes use the lure of “vampire liberty,” early liberty in exchange for a blood donation, to get reluctant donors to roll up their sleeves, but those who understand the impact of giving need no additional motivation. A single pint of blood can save up to three lives.

The blood products collected and processed by ASBP are either stored for use at the local Military Treatment Facility (MTF) or prepared for shipment overseas, with nearly 50 percent of monthly collections going directly to warfighters. “Blood products are needed to support deployments throughout the year,” said Lt. Cmdr. Leslie Riggs, blood bank officer at the Naval Medical Center Portsmouth (NMCP) in Virginia.

Ships are strongly encouraged to schedule blood drives immediately prior to deployment to verify the blood types of crewmembers and identify those who can donate, the ship’s “walking blood bank.” Hospital Corpsman 1st Class (SW) Erica Stevenson, blood donor team leading petty officer for NMCP, was a laboratory technician on board USS *Ashland* (LSD 48) and recalled the importance of this information. “If there was an accident that required a Sailor to receive a transfusion, we had direct contact with someone on board who could donate,” she said.

Aircraft carriers and amphibious ships with surgical suites maintain a supply of blood whenever they deploy, critical not only for their own medical capabilities, but also for emergency care for ships in company. From the time blood is collected, the shelf-life clock begins to tick. Red blood cells are usable within 35-42 days of collection, and platelets within five. For this reason,

blood collection shore-side is an ongoing process, often targeting individuals with specific blood types, such as “O Negative” – the universal donor.

In addition to shelf life, other challenges make it difficult for ASBP to maintain an adequate supply of blood for military personnel and their families. “The challenge for scheduling blood drives with ships is two-fold: eligibility, primarily based on one-year deferrals for personnel returning from malarial-endemic areas, and the busy daily operational schedule,” said Ralph Peters, ASBP blood donor recruiter. Food and Drug Administration guidelines detail deferrals, specific circumstances that prohibit an individual from again donating blood for a period of time.

ASBP is also limited to collecting blood on federal property and installations, and individuals must be at least 17 years old and 110 pounds. Coupled with the fact that a significant percentage of military personnel are deployed at any given time and that many that remain are ineligible to donate due to deferrals, a hard-to-reach donor pool is a harsh reality.

“No one expects to need blood. However, if it is not available when needed, the consequences can be fatal,” said Lt. Cmdr. Riggs. “Although those who donate will tell you there’s no better feeling than saving a life, only about five percent of eligible donors actually donate.”

Winston Churchill may have said it best, “We make a living by what we get; we make a life by what we give.” Give the gift of life and donate soon.

For more information on donating to the Armed Services Blood Program, speak with your command medical representative or visit the ASBP Web site at <http://www.militaryblood.dod.mil/default.aspx>.





▲ ET2 Cory Clark donates blood aboard USS *Iwo Jima* (LHD 7). (MC3 Travis Kuykendall/USN)

Helping Hands of **Comfort**

By Barb Mendoza, OPNAV N86 Public Affairs Officer, and MCCS(SW/AW) Janet Davis, *Surface Warfare*

The lifestyle aboard America's hospital ships USNS *Mercy* (T-AH 19) and USNS *Comfort* (T-AH 20) differs in many ways from that of warships, but the Sailors and civilian mariners aboard *Mercy* and *Comfort* are just as critical to national strategies. Annual humanitarian assistance operations like *Pacific Partnership* and *Continuing Promise*, and rapid response to disasters such as Operation *Unified Response* in Haiti provide Sailors with opportunities to work with people around the world, building trust, enhancing capabilities, and improving lives.

While most Sailors do not train in Humanitarian Assistance/Disaster Response (HA/DR) as a primary mission, rendering aid as first responders is part of our maritime culture and our maritime strategy notes Commander, Destroyer

Squadron 40, Capt. Brian Nickerson, mission commander for *Continuing Promise* 2011.

"I have not found my responsibilities to vary significantly," said Capt. Nickerson. "However, my team make-up for *Continuing Promise* is considerably different than most deployments. For example, my deployments do not usually consist of doctors, nurses, veterinarians, non-governmental organizations [NGOs], partner-nation military and civilians, a band, and civilian mariners."

A full hospital ship complement underway consists of approximately 70 Military Sealift Command (MSC) civil-service mariners and an expanded medical staff of up to 1,200 military medical personnel drawn from treatment facilities ashore. Cadres of volunteers from NGOs like the East

Meets West Foundation, International Relief Teams, and Latter-day Saint Charities also deploy with the crew.

MSC mariners are responsible for operating, navigating, and maintaining the ships while the Navy is responsible for the ashore and on-board hospitals and their staffs. In homeport, these ships function in a reduced operating status with skeleton crews. Once a mission is identified, they can deploy within five days.

"There are a lot of misconceptions about the pace of operations on a hospital ship," said Chief Hospital Corpsman (HM) (SW) Hilburn, leading chief petty officer, internal medicine, Naval Medical Center San Diego, and deploying crewmember of *Mercy*. "On a gray-hull, you do most of your work at sea. On a hospital ship, most of our work begins once we pull into a port."

and Mercy

Connect with Navy's Mission

◀ USNS *Comfort* (T-AH 20) moored pierside in Puntarenas, Costa Rica, for *Continuing Promise* 2011 in August. (MCT/SW) Kim Williams/USN

Although the mission primarily begins at their destination, Sailors and mariners work together at sea in daily operations and evolutions, such as damage control, while NGO volunteers assist in the sculleries, laundry, and the sickbay. "Sailors are put in the repair lockers right along with the mariners," said HMC Hilburn. "They do things a little differently than the Navy, but we manage just fine."

HA/DR operations involve coordination with a wide variety of entities including fleet commanders, ambassadors and host nation leaders. Only line officers with proven experience are chosen to lead these complicated missions.

"This was by far the most complex deployment I've been on," said Capt. Lisa Franchetti, mission commander of *Pacific Partnership* 2010 on *Mercy*, and

whose leadership credentials include tours as the commanding officer of USS *Ross* (DDG 71) and assistant surface operations officer on USS *George Washington* Strike Group during Operation *Enduring Freedom*.

"By working with our partners in the region and our host nation counterparts – truly the first responders in any disaster – we all became better prepared to assist when called upon to do so," said Capt. Franchetti. "We learned different construction techniques. We practiced setting up clinics. And we made valuable contacts, including in-country NGOs, which may prove beneficial in the future."

HA/DR operations also provide capabilities quickly during critical periods. Navy Expeditionary Combat Command Chief of Staff, Capt. Rodelio Laco Jr., was Destroyer Squadron

40 commodore and *Unified Response* mission commander aboard *Comfort* in 2008. The need for treatment of the bones crushed by collapsing structures in Haiti's earthquake demanded more orthopedic doctors than available aboard *Comfort*. Capt. Laco used the logistics system he operated as a combatant task group commander to fly in doctors within a relatively short time.

"It was very rewarding to have the power to bring many people dedicated to a mission together to save lives," he said. "We were able to look across the Navy's capabilities and use everything from blue water to shore resources in order to safely move patients from triage to *Comfort*. When the Navy says we are acting as a 'Global Force for Good,' that's what we're talking about."



Choose Your Rate:

HOSPITAL CORPSMAN (HM)

By MC1(SCW) Demetrius Kennon, *Surface Warfare*

The Job:

HMs aid in the prevention and treatment of disease and injury. They assist health care professionals in providing medical and dental care to Sailors, Marines, and their families throughout the fleet and at medical treatment facilities. Qualified HMs may be assigned independent duty aboard ships and submarines; attached to Fleet Marine Force, Special Forces, and Seabee units; or at isolated duty stations without a medical officer.

Corpsmen have served on the front lines in every conflict in which Navy or Marine personnel have participated, and responded to natural disasters,



military accidents, and humanitarian missions. In the fleet, versatility is expected. "One of the hardest parts about being an HM is that we have to be well-rounded in all aspects of

Navy medicine," said HM1(SW) James Dixon, an advanced X-ray technician aboard USS *Tortuga* (LSD 46). This however also provides an opportunity for learning, as "you're always able to expand and explore other aspects of the medical field," said HN Princess Petway aboard *Tortuga*.

In the fleet, HMs perform all tasks expected of any Sailor, such as quarterdeck watches and damage control assignments, that don't interfere with their medical duties. In addition to standard collateral duties, corpsmen have a stake in all occupational health programs. These programs include hearing conservation, heat stress, food safety, galley and berthing inspections, pest control, and water testing.

HMs also share on-call responsibilities for medical emergencies. One of HM2(SW) Kelby Mays' proudest moments while serving aboard USS *Carter Hall* (LSD 50) came from just such an emergency, when he rendered medical aid to "an Indian mariner who was injured while working on the engine in his fishing boat," he said.

Becoming an HM:

Those considering the HM rate must have a combined ASVAB score of 156 in GS+VE+MK, no history of drug or alcohol abuse, and no non-judicial punishment within the last 18 months. They must also possess a desire to care for the health and well-being of others. And, as HM3 Colleen McDavid aboard USS *Halsey* (DDG 97) said, "If you are afraid of body fluids this is not the job for you."

The HM rate consists of 38 various Navy Enlisted Classifications (NECs)

Fast Facts:

History:

- 1799: Navy ships provide an area where medical crewmembers can attend to sick and injured Sailors. Duties of the "Loblolly Boy," an assistant to a ship's surgeon, included feeding the sick the ship's "loblolly," a thick porridge.
- 1814: Formal enlisted position of "Loblolly Boy" created.
- 1838: Senior enlisted "Surgeon's Steward" created.
- 1861: Loblolly Boy changed to "Nurse" with start of Civil War, and "Bayman" in 1870.
- 1866: Surgeon's Steward changed to "Apothecary."
- 1898: Navy organized the Hospital Corps in the Bureau of Medicine, with "Hospital Apprentice," (HA) seamen and petty officers, and a "Hospital Steward" (HS) chief petty officer.

- 1917: "Pharmacist's Mate" (PhM) petty officers added. Hospital Steward changed to PhMC.
- 1948: Rates changed to "Hospital Corpsman" (HM) and "Dental Technician" (DT), and welcomed women.
- 2005: DT merged into Hospital Corpsman.

Rating Badge:

Formerly red Geneva cross. Changed in 1948 to a winged caduceus entwined by snakes, the symbol of Greek god Hermes.

SITREP Fall 2011:

On board all ship classes
24,663 Active Duty
637 Full Time Support
4,337 Selected Reserve



▲ HM2(SW) Kelby Mays assists an Indian fisherman aboard USS *Carter Hall* (LSD 50) to receive medical assistance. (MC2(SW) Kristin Grover/USN)

and skill sets. Upon completion of “A” school in San Antonio, Texas, Sailors attend either a “C” school, or Field Medical Service School in Camp LeJeune, N.C., to receive the intensive Fleet Marine Force (FMF) training. “C” schools include Cardiovascular, Dental Assistant, and a variety of Independent Duty Corpsman specialties.

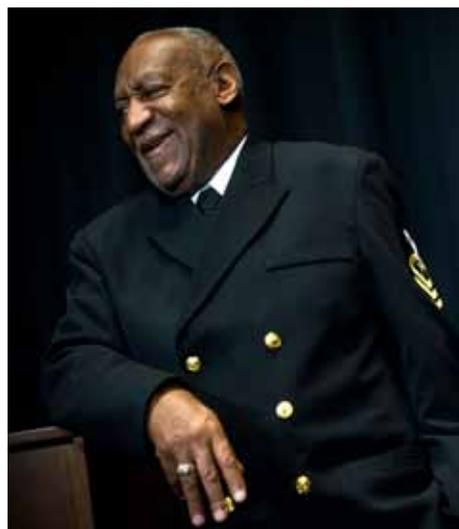
The current attrition rate is approximately 8 percent, and advancement opportunity hovers near the Navy-wide average, with E-5 and E-8 the most difficult to achieve.

Incentives:

Several NECs qualify for special duty assignment pay, sea duty incentive pay, or a selective reenlistment bonus. For corpsmen interested in advancing their Navy career, the Medical Enlisted Commissioning Program, Health Professions Scholarship Program, Health Services Collegiate Program, and Seaman to Admiral-21 Program provide excellent opportunities. HMs can also qualify for a variety of civilian certifications including pharmacy technician, biomedical repair, optician, and dental hygienist.

Famous HMs:

In addition to 22 HM Medal of Honor recipients, half of the Department of the Navy’s total, countless other corpsmen have displayed extraordinary valor. PhM2 John Bradley, known to the Marines he served with as “Doc,” took part in the assault on Iwo Jima. He received a Navy Cross for saving the life of a Marine under heavy Japanese fire, and was later wounded by shrapnel in both legs. A modest man, helping



▲ MCPON(SS/SW) Rick West and SECNAV Ray Mabus recognized actor/comedian and former Navy hospital corpsman (1956-1961), Bill Cosby, as an honorary chief petty officer. (MC1(AW) Kevin O’Brien/USN)

to raise a flag atop Mount Suribachi made him famous, and he was immortalized in the book “Flags of our Fathers,” written by his son. More famous for his post-Navy career, comedian/actor/educator Bill Cosby completed a four-year enlistment as an HM in 1961, including time aboard USS *Fort Mandan* (LSD 21).

Hardest Part:

According to HM2 Mays, the hardest part of being an HM is “having to tell patients the truth about their conditions,” he said. “Not being able to give good news to people who are looking to you and expecting you to heal them no matter the diagnosis is tough.”

For others, the job’s most demanding aspect is the requirement for professional knowledge. “You’ve got to know your stuff,” said HM3 McDavid. “People are your ‘equipment.’ If I make a mistake treating someone I can’t just order a replacement part from supply support.”

Best Reason to be an HM:

In addition to the wide variety of duty stations, directly translatable civilian job skills, and unique education opportunities, there are more intrinsic reasons for becoming an HM. “I love the feeling that I get from helping others and knowing that I can ease pain and discomfort,” said HM1(SW) Marlene Rivera aboard *Tortuga*. “Knowing I’ve brightened someone’s day is all the satisfaction I need.”

“The moment I was most proud of being an HM was when a fellow corpsman pulled a Marine out the way of a rocket-propelled grenade as it went by his legs in Iraq,” said HM1(SW/FMF) Maurice Cornish, preventative medicine technician aboard *Tortuga*. “When asked why he did it, he simply said that we had enough patients to save; we didn’t need more.” 



THE SAILOR'S IN THE NAVY

Hospital Corpsman (HM) 2nd Class (SW) Lizet Barboza

By Lt. Scott Cheney-Peters, *Surface Warfare*

HM2 Barboza's reasons for joining the Navy were the same as many others'. The chance to travel while earning money for education held great appeal. Since enlisting in 2003, she has done both, and as a corpsman the manner of her interaction with people she's met along the way has been arguably more consequential than if she had chosen any other Surface rate.

She selected the HM rate for the simple reason that she "likes helping people" and because "it's one of the most practical rates the Navy has

for transitioning into the civilian workforce." Following Hospital Corpsman "A" School at Naval Station Great Lakes, Petty Officer Barboza transferred to NMC San Diego (NMCSD). Working in the inpatient ward and Nephrology (kidney) clinic, she gained customer-service skills and bedside manners. "I learned that no matter how bad a day I was having, I should not bring it to work," HM2 Barboza said. "When someone is sick, the last thing they want is to be helped by some disgruntled HM. So I learned to be patient."

HM2 Barboza traveled abroad earlier than she expected and under circumstances unforeseen. The Navy assigns HMs at NMCSD to a surge platform, and HM2 Barboza received USNS *Mercy* (T-AH 19). After a tsunami wreaked havoc along the coastline of Indonesia in late December 2004, she embarked *Mercy* to aid the disaster-response mission. Later that year, Hurricane Katrina brought her to New Orleans aboard USNS *Comfort* (T-AH 20) to help with recovery efforts. "Everything was covered in mud and you just saw all the water damage," she said. "It was a ghost town at night, pitch dark, and all you could hear were the patrol cars enforcing curfew."

Not all travel while at NMC San Diego came in the wake of disaster. HM2 Barboza points to *Pacific Partnership* 2008 as one of

her most rewarding experience in the Navy. She rejoined *Mercy* in Guam as part of the ship's Medical Surgical ward, which together with civilian and international partners, performed more than 1,300 surgeries during *Pacific Partnership*. She also participated in community relations projects and saw places few Sailors visit, like Port Moresby, Papua New Guinea; Nha Truong, Vietnam; and Cotabato, Republic of the Philippines.

It was after she transferred to *Preble* that HM2 Barboza "learned



▲ HM2(SW) Lizet Barboza prepares a shot for a Sailor aboard USS *Preble* (DDG 88). (MC2 Kristopher Regan/USN)

Fast Facts:

Hometown: South Gate, Calif.

Billet: General Duty Corpsman, USS *Preble* (DDG 88)

Homeport: Naval Base San Diego

Service: Naval Medical Center (NMC) San Diego, May 2004-February 2009

Something Sailor can't deploy without: "The Great Gatsby," by F. Scott Fitzgerald

Favorite Navy movie: "Top Gun"

Favorite Port Call: Darwin, Australia



▲ HM2(SW) Lizet Barboza checks the blood pressure of LSSN Andrea Sanz aboard USS *Preble* (DDG 88). (MC2 Kristopher Regan/USN)

what it was to be a Sailor," she said. "On a destroyer, you are expected to wear many hats. With a crew of just under 300, you are expected to be part of all aspects of ship life. Within months of checking on board I went to basic firefighting, pipe-patching, and "crash and smash" [aircraft firefighting] courses for damage control. To help our ship out with ATFP, I qualified as Sentry and was required to get my level-one [pepper] spray qualification."

With time aboard *Mercy* and *Comfort*, HM2 Barboza is no stranger to shipboard life, but *Preble* has reinforced what she enjoys and dislikes most about sea duty. "There's no cable TV, and you can't go home at the end of the workday," she said. She also misses her husband, an operations specialist, who returned from a 14-month Individual Augmentee assignment to

Afghanistan only three months before *Preble* began her deployment.

On the plus side, HM2 Barboza enjoys the chance to save money. "All your basic needs are taken care of and you don't have to worry about what you are going to cook for dinner or if you will have time to drive to the gym for a workout." While back home she spends free time going to concerts and running with her dogs, aboard *Preble* her favorite way to relax is by watching movies, especially both "Star Wars" trilogies. When it comes to meals on the mess deck, Petty Officer Barboza said it's hard to beat Mongolian barbecue night.

HM2 Barboza continues to focus on her medical proficiency aboard *Preble*. As a general duty corpsman, "I assist my IDC [Independent Duty Corpsman] with sick call, physicals, immunizations, and maintaining the ship's medical readiness –

currently at 95 percent, well above the fleet average," she said. She is also responsible for the ship's computerized medical records system and keeping the crew's files up to date. Nor has life aboard *Preble* ended HM2 Barboza's capacity to respond to emergencies. *Preble* was one of the first ships to arrive on station for Operation *Tomodachi* this year in response to the Japanese tsunami, and Petty Officer Barboza did her part as Flight Deck Safety Corpsman during countless hours of flight quarters, as helicopters flew supplies ashore and refueled.

In addition to her workload as a corpsman, she has a range of collateral duty responsibilities. "I take care of my division's 3M program and am in charge of 145 pieces of equipment," said HM2 Barboza. "I am my divisional maintenance man as well as responsible for teaching CPR to the crew. I also give ESWS training. I am my work center supervisor and training petty officer, as well as the shipboard habitability inspector."

The best advice she's ever received: "Don't stop working on qualifications, it's the only way to stay competitive." For those underway or about to be so, she recommends remembering that "underway time is the time to get as much work done as possible so that you can get a little more time off when in port." Having taken her own advice to heart, she achieved her personal goal for her time on *Preble*, earning her Enlisted Surface Warfare Service qualification in July 2010.

When HM2 Barboza's time aboard *Preble* ends, she hopes to get orders to a "C" school and overseas assignment. And when she eventually decides to leave the Navy, she is looking beyond medicine for her next challenge. "I would like to go to law school and study environmental law," said HM2 Barboza. 🇺🇸 🇺🇸

You've Got Orders: FLEET ACTIVITIES SASEBO

By Barbara Mendoza, N86 Public Affairs Officer

CFAS is also home to 5,600 military members and their families as part of the Forward Deployed Naval Forces.

Today, as throughout its history, CFAS stands ready to support U.S. 7th Fleet units as they continue to ensure peace and security in the Pacific region.

Housing:

In addition to off-base housing, there are two Navy family housing locations in Sasebo: Main Base and Hario Village.

The 129 units of Main Base housing are located across the street from CFAS. Main Base facilities include: two gyms, indoor and outdoor swimming pools, banks, restaurants, a commissary, a movie theater, a chapel, a post office, the main Navy Exchange, and the Navy Exchange Autoport.

Hario Village is a 30-minute drive from CFAS and home to 532 housing units. Hario Village has the larger commissary, a gym with outdoor swimming pool, tennis courts, a chapel, a craft store, a post office, a restaurant, a gas station, the Navy Exchange Home Store, a child

development center, and youth, teen, and community centers.

Schools:

Sasebo Elementary School (grades K-6) and E.J. King School (grades 7-12) are located in the Main Base housing area, while J.N. Darby School (grades K-6) is in Hario Village. High school and middle school students living in Hario Village or off-base are provided bus service to and from E.J. King School.

Health Care:

The Branch Health Clinic and Hario Village Annex provide routine health and dental care. Although there are no specialists assigned to the clinic full-time, they visit quarterly from Naval Hospital Yokosuka. Appointments are available for active duty service members and their families. Retirees, retiree family members, and DOD civilians may also use services on a space-available basis. Patients requiring specialty services who cannot wait for the visiting providers are referred to a local Japanese specialist or medevaced to a military

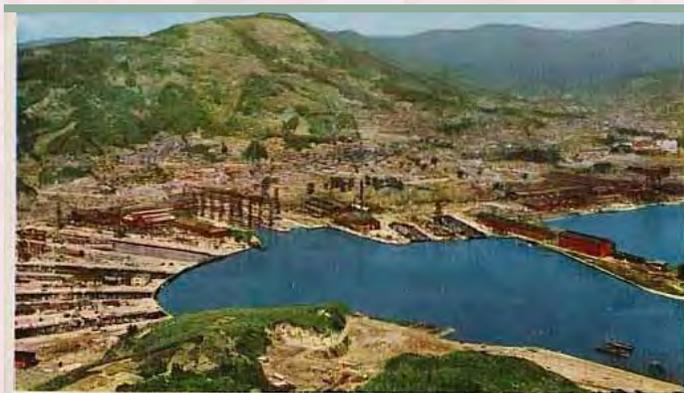
facility in Japan or the United States.

There is no emergency room at either clinic. Patients on Main Base and Hario Village in need of emergency care can call for ambulance transportation to their clinic. Off base, Japanese ambulances respond to all emergencies and deliver patients to local Japanese hospitals.

Play:

• **Facilities/Activities:** The Morale, Welfare, and Recreation (MWR) department at CFAS provides Navy personnel, DOD employees, and family members with off-duty leisure activities through fitness centers, swimming pools, youth and family recreation centers, food and beverage facilities, movie theaters, an auto-hobby shop, a sailing and outdoor adventure center, a bowling center, and a ticket/travel office. In addition, the CFAS MWR Department hosts concerts and community festivals for seasonal family entertainment, such as the Enchanted Holiday Festival in the winter.

Off base, two of the most popular places for Sailors, civilians, and family members to visit are Huis Ten Bosch,



BIRD EYE'S VIEW OF SASEBO DOCKYARD



▲ An aerial view of Fleet Activities Sasebo, showing USS *Essex* (LHD 2) moored at the Juliet Pier facility. (MC2 Dustin Kelling/USN)

▲ A 1930s postcard with a view of Sasebo Naval Arsenal. (Wikimedia Commons)

Overview:

Location:

On the Japanese island of Kyushu, about 45 miles from the prefecture's capital of Nagasaki.

Size:

1,285 acres bordering or near Sasebo Harbor. The city of Sasebo is the second largest in Nagasaki prefecture, with a population of approximately 250,000.

Mission:

Enable forward-deployed U.S. and allied forces while providing superior support to their families.

Commands:

Fleet Activities Sasebo is commonly referred to by the title of its commanding officer, Commander, Fleet Activities Sasebo (CFAS). In addition to numerous tenant commands, including Assault Craft Units 1 and 5, hosts USS **Essex** (LHD 2) and the Navy's only forward-deployed Amphibious Ready Group: USS **Germantown** (LSD 42), USS **Tortuga** (LSD 46), USS **Denver** (LPD 9), USS **Avenger** (MCM 1), USS **Defender** (MCM 2), USS **Guardian** (MCM 5), and USS **Patriot** (MCM 7).

a Dutch theme park adjacent to Hario Village, and a downtown shopping arcade. Huis Ten Bosch, whose re-creation of 17th-century Holland comes complete with canals, charges admission, but a recently opened "Free Zone" welcomes those with military ID at no cost. The arcade, usually referred to as "the Ginza," is a 10-minute walk from Main Base and is the longest pedestrian shopping arcade in Japan. Parks, familiar landmarks, such as Starbucks and McDonalds, and excellent shopping line the arcade.

• **Best Food on Base:** Chops, an American-style steakhouse, opened in June 2011 in the Main Base's Harbor View Club. While the glassed-in wine cellar is an eye-catching feature, Yeoman 2nd Class Eric Sly of the CFAS Administrative Department says Chops' breakfast and lunch specials are what keep him returning. Chili's anchors the Galaxies Club and their baby-back ribs are the hands-down favorite of Mass Communications Specialist 2nd Class Dustin Kelling, assigned to the CFAS Public Affairs Department.

• **Best Food off Base:** Located near the shopping arcade, Ton Chin Kan is a yakitori ("chicken on a stick")

restaurant, which offers an English-language menu and more than just chicken. "I love it. I'm in there once a week. It's casual, the food's awesome, and the people are friendly," said CWO3 John Deal of the CFAS Security Department. In addition to the many varieties of Japanese food off-base, there are popular Indian, Thai, and Mexican restaurants in Sasebo City.

Take Note:

• **Words of Caution:** Most personnel will arrive at Fukuoka Airport, a 1.5-hour drive from Sasebo. The CFAS Public Works Department provides a free shuttle bus for all personnel and accompanying family members with military ID and orders. The bus departs from domestic terminal three's parking lot at 1200 and 2230. Taking a taxi from Fukuoka to Sasebo costs over \$300.

• **Interesting Facts:**

– Sasebo has been an important naval base since 1889, when Sasebo Naval Station began operations as the headquarters of the Imperial Japanese Navy's Third Naval District. In 1905, ships of the Combined Fleet under Fleet Admiral Heidachiro Togo sailed from Sasebo to defeat the Russian Baltic Fleet in the Russo-Japanese War's famous Battle of the Tsushima Straits.

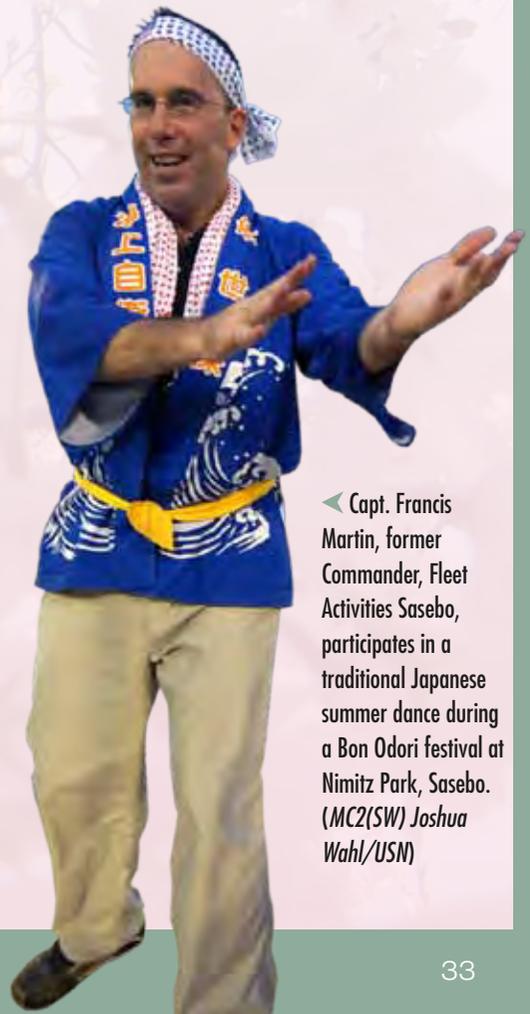
– In September 1945 the U.S. Marine Corps' Fifth Division landed at Sasebo, and in June 1946, the U.S. Navy established U.S. Fleet Activities Sasebo.

– The Saikai Bridge was one of many local sights "destroyed" in the 1956 Japanese film "Rodan, the Flying Monster."

– The 208 islands that stretch from Sasebo to Hirado make up Kujukushima ("The 99 Islands"), and add to the area's fame as a place of natural beauty, with rolling hills, mountains, islands, and beaches.

– The Sasebo area is known for its shipbuilding, oysters, pearls, and the finest porcelain in Japan.

The CFAS Facebook page will answer any posted question within 24 hours. On the CFAS Web site, the 2011 Base Guide provides comprehensive installation information: <http://www.cnmc.navy.mil/Sasebo/About/index.htm> 



◀ Capt. Francis Martin, former Commander, Fleet Activities Sasebo, participates in a traditional Japanese summer dance during a Bon Odori festival at Nimitz Park, Sasebo. (MC2(SW) Joshua Wahl/USN)

U.S. NAVAL HISTORY IN JAPAN

By Barbara Mendoza, N86 Public Affairs, and Lt. Scott Cheney-Peter, *Surface Warfare*

THE BLACK SHIPS

By the mid-1800s, Japan had kept its ports closed to most of the world for more than 200 years. Under this policy of sakoku, or “locked country,” only a few Dutch and Chinese traders were allowed into Nagasaki, Japan. The United States, one of the fastest growing nations at that time, wanted to expand its markets, open up trade with Japan, and secure rights for refueling posts and the safety of shipwrecked mariners.

Commodore Matthew Perry departed Norfolk in 1852 at the head of the U.S. Navy’s black-hulled East India Squadron to achieve these objectives. In July 1853, the squadron arrived at Edo (Tokyo) Bay, shocking locals who had never before seen steamships, which billowed smoke

like “giant dragons.” Threatening use of force, Commodore Perry demanded that the Japanese accept a letter he carried from President Millard Fillmore. After six days of tense stand-offs, the Japanese allowed him to land at Kurihama, in modern Yokosuka, and deliver the letter asking for a treaty of friendship to achieve the American aims.

Commodore Perry then departed to explore further west and allow the Japanese government time to consider the proposal. The Japanese began building fortifications in Edo Bay near Odaiba, still visible today, but they soon concluded they would be unable to resist militarily. When Commodore Perry returned with an enlarged squadron, he found the Japanese representatives willing to negotiate

The history of the U.S. Navy in Japan spans hundreds of years. While last year’s 50th anniversary of the U.S./Japan Treaty of Mutual Cooperation and Security marked an important milestone, the naval affairs of the two nations have been intertwined for far longer.



▲ Woodblock print depicting one of Commodore Perry’s ships. (*Navy History and Heritage Command*)



▲ Contemporary Japanese depiction of U.S. Marines in Commodore Perry's expedition. (*Navy History and Heritage Command*)

a treaty, which was signed on March 31, 1854. The signing of this treaty is celebrated each year at the Black Ship Festival in Shimoda, one of the two ports opened by the treaty, with frequent U.S. Navy participation.

To take advantage of Japan's potential for trade, the Shogun developed Yokosuka into a navy yard with French assistance in the late 1800s. By the beginning of World War II, its shipbuilders were producing battleships and aircraft carriers, and Yokosuka Naval District was home to navy and submarine bases, a naval air flotilla for training, and an assortment of support and storage facilities.

WORLD WAR II AND AMERICAN OCCUPATION

The Dec. 7, 1941, Japanese attack on Pearl Harbor brought the United States into World War II. This initial tragedy ultimately led to the American occupation of Japanese naval bases and the current treaty of cooperation. The road to victory was far from certain, however, and among initial Japanese victories they first captured

a string of American naval bases, including those at Wake Island and Guam in 1941, and Cavite and Subic Bay in the Philippines in 1942.

By 1945 the United States had recovered from its early losses and turned the tide of war, capturing Imperial Japanese Navy (IJN) bases in locations such as Iwo Jima and Okinawa. In August of that year Emperor Hirohito announced his intention to surrender, and Allied forces began occupying military installations throughout Japan.

By the time of surrender, American bombing raids had repeatedly struck targets in Yokosuka Naval District, beginning with the Doolittle Raid in 1942. Yet when Commander of the Yokosuka Naval District, IJN Vice Adm. Michitaro Totsuka, surrendered his command to U.S. Rear Admiral Robert Carney, Marines of the U.S. 6th Marine Division, British Royal Marines, and U.S. Navy Sailors captured many of the facilities intact. Soon thereafter, the Navy established U.S. Fleet Activities Yokosuka/Commander Fleet Activities

Yokosuka. Sasebo was likewise peacefully occupied by U.S. Marines in September. (For more on Sasebo, see page 32.)

At the Atsugi Airdrome, IJN Capt. Yasuna Kozono, the base's commander, refused to surrender. Capt. Kozono and his pilots printed thousands of leaflets accusing those who surrendered of treason and urging the continuation of the war, and dropped them over Tokyo, Yokohama, Yokosuka, and other locations across the Kanto Plain. After holding the base for seven days, they at last acknowledged the reality of the surrender and left Atsugi open to the Allies. For the next five years Atsugi was used as a storage area by the U.S. Army, to be reopened as a naval air facility only with the start of the Korean War and help of the Seabees.

The American occupation of Misawa Air Base began in September 1945. During the war, Misawa had been crippled by B-29 bombing raids and had to be almost completely reconstructed by U.S. Army engineers to return it to its mission of defending



▲ USS *San Diego* (CL 53) docks at Yokosuka on Aug. 30, 1945, to take part in the occupation of the facility. (*Navy History and Heritage Command*)



▲ Marines of the 4th Regiment, 6th Division, wade ashore with a 75mm pack howitzer at Yokosuka, Aug. 30, 1945, from attack cargo ship USS *Waukesha* (AKA 84). In the distance are the Japanese battleship *Nagato* (center) and Yokosuka dockyard facilities (at right). (*Navy History and Heritage Command*)

Northern Japan. It remained primarily a U.S. Army Air Forces / U.S. Air Force installation until the arrival of naval air elements in 1972, and in 1975 was commissioned as Naval Air Facility Misawa.

After the surrender of Japan was officially signed Sep. 2, 1945, on the battleship USS *Missouri* (BB 63), U.S. Armed Forces acquired overall administrative authority of Japan. The Japanese Imperial Army and Navy were decommissioned and the new United States-backed Japanese constitution included a clause prohibiting the creation of armed forces with war potential.

KOREA AND BEYOND

With the start of the Korean War in 1950, General Douglas MacArthur, Supreme Commander of the Allied Powers in Japan, instructed the Japanese government to establish the National Police Reserve. This was later developed into the Japan Self-Defense Force and included the Coastal Safety Force, forerunner of today's Japanese Maritime Self-Defense Force.

The Korean War also underscored the need for maintaining a naval presence in Okinawa. On Feb. 15,

1951, the Navy activated U.S. Naval Facility Naha on the island. In 1957, the Navy stood up U.S. Fleet Activities Ryukyu, also at Naha. After Okinawa returned to Japanese administration in 1972, the two organizations were combined to form Commander, Fleet Activities Okinawa (CFAO) and joined with Naval Air Facility Kadena in 1975. In 1992, the Defense Base Closure and Realignment Commission eliminated Naval Air Facility Kadena, although CFAO remains responsible for hosting Navy aircraft at Kadena

Air Base and important refueling and support facilities such as White Beach Port Facility.

In September 1951, the Allied Powers and Japan signed a peace treaty, which restored Japan's full sovereignty. The United States and Japan also signed a security treaty at this time. This treaty granted the United States the ability to establish a military presence in territorial Japan and affirms the Americans' willingness to defend Japan against armed attack. The mutual security ties between the United States and Japan were further strengthened in 1960 with the signing of the Treaty of Mutual Cooperation and Security, which included the Status of Forces Agreement in effect today.

Time and again, naval installations in Japan provided critical support for American efforts in the region. Atsugi supported fighter missions during the Korean and Vietnam Wars while Sasebo and Yokosuka were vital repair and staging points for ships headed to the theaters. To this day, American naval bases in Japan are linchpins of the efforts to maintain security in the U.S. 7th Fleet area of responsibility, not just as first-responders to war, but to natural disasters of nature as well.



▲ White Beach Naval Facility, Okinawa, hosts U.S. Navy and Japanese Maritime Self-Defense Force ships in preparation for exercise *Keen Sword 11*. (*Lt. Colby Drake/USN*)



THE FINAL *Farewell*

Lt. Joe Ditchett, U.S. Navy
Ceremonial Guard Public Affairs

▲ Members of the U.S. Navy Ceremonial Guard at Arlington National Cemetery render honors during a burial with full honors for a Korean War Sailor whose remains were recovered in 2009. (MC2(SW) Kiona Miller/USN)

Since 1931, Sailors of the U.S. Navy Ceremonial Guard have provided solemn closure for former members of the fleet. Nearly 1,000 Navy shipmates are laid to rest in Arlington National Cemetery every year.

The Ceremonial Guard is “the face of the Navy,” based in Washington, D.C. Most Sailors of the Guard are selected straight from Naval Station Great Lakes, well before earning their sea legs. They report to the nation’s capital with little more than a sea bag and an innate sense of pride and duty. Each recruit is destined for a different community and career path, yet all are dedicated to honoring those who served before them.

Sailors start their career with two years of service performing funerals in Arlington National Cemetery, dignified transfers at Dover Air Force Base of personnel who gave their lives abroad, and ceremonies for the President, foreign dignitaries, and senior members of the naval services.

Guard staff members recruit Sailors based on their performance at Recruit Training Command. Men must be at least 6 feet tall, and women, 5 feet 10 inches. All candidates must have a desire to put others first and be able to communicate well. Surface rate senior enlisted Sailors who wish

to aid in running the Guard must contact their detailer for special duty consideration. They submit a package and, after completing interviews and a screening process, are selected by Naval District Washington staff based on demonstrated performance, physical fitness, leadership, and height requirements. Among the guard’s leadership, Surface Warfare Officers serve as company officers.

The approximately 200 guardsmen learn the value of teamwork early, as each unit comes together to perform a crisp routine. Six casket bearers, a firing party, and bugler form the core of a Navy funeral. The firing party consists of seven riflemen and a team leader, drawn from the best guardsmen. The team leader calls the unit to attention and begins military honors by firing three volleys into the air. Following the three-volley salute, a lone bugler plays “Taps.” Upon the conclusion of “Taps,” the casket bearers fold the National Ensign with care before final presentation to the family.

Each company of guardsmen has Sailors that serve as peer mentors and perform at full-honors funerals. These funerals have an additional marching element, color guard, band, and horse-drawn caisson. Funerals are performed

regardless of rain, snow, or the high heat of an Arlington summer.

“The Ceremonial Guard is special because we play a part in honoring our fallen heroes,” said Seaman John Williams of San Luis Obispo, Calif., a casket bearer. “Our dedication helps provide strength for the families in their moment of grief.”

Young Sailors of the Ceremonial Guard devote nearly 10 hours a day to perfecting the honors deserved by fallen patriots and their families. Casket bearers, for example, have a rigorous training routine consisting of weight-lifting, uniformed movements, and flag-folding.

“Being a casket bearer with the Ceremonial Guard teaches you attention to detail and helps you appreciate how you represent the greater Navy,” said Airman Mike Anderson, a casket bearer. “It is our way of honoring those that came before us, those that will follow, and those that serve with us now.”

At the end of their two years, guardsmen for the first time report to ships and squadrons of the fleet, bringing with them a unique sense of pride and accomplishment. Taking care of shipmates from start to finish is one of the first lessons they’ve learned.



CLICK IT! Secure for Land

By April Phillips, Naval Safety Center Public Affairs

For most of us, buckling up is a force of habit, something we've been doing for so long that it happens almost automatically. However, despite the widely known fact that seat belts save lives, there are still Sailors who stubbornly refuse to use them. What may not be widely known is that these Sailors are violating a direct military order and state laws. "All Sailors are required to wear seat belts, whether they are on or off a military installation," said Dan Dray, a traffic safety specialist at the Naval Safety Center.

Failure to use seat belts is one of the "fatal four" factors in automobile mishaps seen by the Naval Safety Center. The others are alcohol impairment, fatigue, and speed. Aside from protecting themselves, drivers are responsible for ensuring that all passengers are buckled in and children are restrained in booster or child safety seats, Dray added.

Sadly, two Sailors were killed within eight days of each other in early



▲ All states have child safety restraint laws. To determine yours, check your state's department of transportation Web site. (Sgt. Jason Gallentine/USMC)

July. Both were unbuckled and might have survived their crashes had they not been ejected from their vehicles. These incidents, occurring so close together, caused Navy leaders to focus attention on the simple preventive measure of buckling up.

Rear Adm. Brian Prindle, commander, Naval Safety Center, released a message to the fleet on the topic, stating that "many of us fall victim to the false sense that we can see and avoid any bad situation. However, at highway speeds, one blown tire on a car ahead of you can set up a chain reaction you will not be able to avoid. With no time to react, buckling up ensures you are best prepared for those circumstances you cannot see coming."

Statistics underscore how important seat belt usage is in terms of saving lives in a crash. "About 50 percent of Sailors and Marines who are killed in car and light truck accidents weren't wearing their seat belts," Dray said. "Many of them could have been saved if they had not been ejected from their vehicles or slammed into a steering wheel or windshield."

With all the data showing how something as simple as buckling up can dramatically improve the chances of surviving an accident, why are there still people who don't? The National Highway Traffic Safety Administration reports national seat belt usage rate for 2010 at 85 percent. The numbers have moved up about a percentage point each year since 1994. While the steady increase is good news, it still means 15 percent of the population does not take two seconds to perform one of the simplest yet



▲ A civilian employee at Naval Station Norfolk buckles her seatbelt before leaving for the day. Seatbelt-use prevents ejection from vehicles and keeps the wearer from slamming into steering wheels or windshields in the event of an accident. (John Williams/USN).

most important risk-management steps associated with driving.

To combat this, many states have passed seatbelt laws, requiring drivers and passengers to buckle up or pay a hefty fine. A hit to the wallet should not be the sole reason to wear a seatbelt. "It may seem like a small thing," Dray said, "but it's a small thing that can make the biggest difference in keeping you alive to see your family and friends."

Rear Adm. Prindle concurred, "If nothing else, the great thing about wearing a seatbelt is that it will compensate for a lot of other situations that are either within or not within your control, such as falling asleep at the wheel or getting T-boned by a drunk driver. No matter how many other bad decisions you make, your seatbelt will give you a fighting chance!" 

All Brave Sailors

The Sinking of the Anglo-Saxon, August 21, 1940

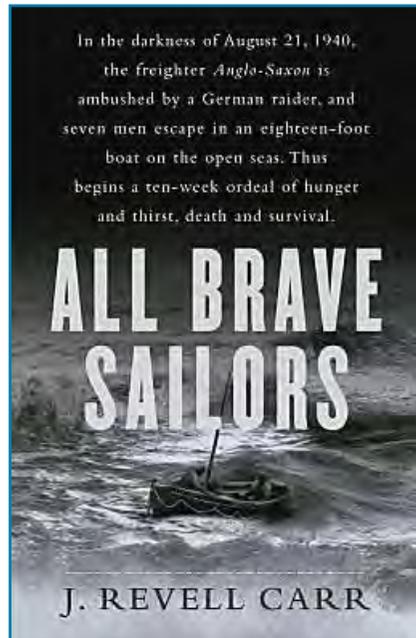
By J. Revell Carr

Review by Barbara Mendoza, N86 Public Affairs Officer

All Brave Sailors is a story of heroism, brutality, and survival. Set during the early days of World War II, the novel recounts the Allied merchant mariners' fight against great odds, the heroic endurance they showed, their hope for justice, and the terrible price that innocent victims paid.

When the English armed merchant ship *Anglo Saxon* sank in the Atlantic on Aug. 21, 1940, it was just one of thousands of ships to go to the bottom in the course of a terrible war. Author J. Revell Carr superbly develops the characters in this remarkable tale of a lucky few who survived the sinking by a German raider. He explains the times in which they served, the frightful events on the high seas, and the extraordinary will to live in a small group of men left to their own devices in the middle of the Atlantic Ocean. The 384 pages devoted to survival at sea in a small "jolly boat," little more than a large row boat, are gut-wrenching. While filled with admiration for both those who survived, and those who didn't, Carr does not embellish. He doesn't need to.

The story begins when an apparently harmless Swedish freighter stalks *Anglo Saxon* that fateful night in August 1940 off Africa's western coast. In reality, the freighter is the carefully disguised German surface raider *Widder* (HSK 3). From only 2,500 yards, *Widder* opens fire, immediately hitting the merchant's deck gun, and setting fire to its ready-use ammunition.



Following a massive explosion, which blows a large hole in her hull, *Anglo Saxon* goes down slowly by the stern, taking 34 of her 41-man crew with her. Of the seven who manage to escape in a small, undetected jolly boat, three have serious leg injuries and others have major and minor wounds.

For two months, the survivors live aboard the jolly boat in the Atlantic Ocean. They live in agony, struggling against unimaginable thirst, hunger, and pain as they sail in desperate hope of redemption. One by one, survivors of the ill-fated *Anglo Saxon* succumb to their fate. After 70 days, and an incredible test of their physical and mental limits, two make it to the coast of the Bahamas, barely alive. Even after

they reach shore, more twists to this tale of survival await the reader.

The story of Hellmuth von Ruckteschell, *Widder's* captain, fills the other half of the book and proves no less compelling. In illuminating his life and character, Carr provides fascinating insight into a complex personality, rather than settling for a caricature villain. Von Ruckteschell first served in wartime as a watch officer during World War I on the submarines U-3 and U-57. He was given his own command in July 1917, first of UB-34, then, in March 1918, of U-54. After the war, von Ruckteschell fled Germany for Scandinavia and worked as a lumberjack and a surveyor before returning in the 1930s. *Widder* would not be his only command, but it would be his actions there for which he would ultimately face a reckoning.

All Brave Sailors is the story of war and ordinary people. Among the many commendable attributes of this book, one of the most is the recognition it gives to the merchant seamen who so bravely and at such extraordinary risk served the Allied cause.

Simon and Schuster (2004)

384 Pages

ISBN: 978-074323873

List price: \$24.95. Kindle: \$14.99

The Real Cost of Tobacco: What Can Be Done

By Hugh Cox and Dr. Mark Long, Navy and Marine Corps Public Health Center Public Affairs



The Navy needs fit and capable personnel to support its mission. It is no secret, then, that “tobacco adversely impacts health, productivity, and mission,” said Capt. Larry Williams, dentist and public health educator with the

Navy and Marine Corps Public Health Center (NMCPHC). “Regardless of your rank or job title, the use of tobacco impacts your military readiness.”

Tobacco use includes cigarettes, cigars, and pipes as well as all varieties of smokeless tobacco. While much of Navy policy addresses prevention, reduction in use, and restrictions for use in uniform, the ultimate vision is a tobacco-free Navy.

According to Capt. Williams, every Navy dollar spent on healthcare costs related to tobacco and second-hand smoke drains the budget for supporting the mission at hand, including costs for fuel, equipment, and personnel. “Every Sailor and family member with tobacco-related pneumonia, bronchitis, asthma attack, middle ear infection, and even gum disease and tooth loss harms not only themselves but the overall mission and financial strength of the Navy,” he said.

Additionally, in 2008 the Navy suffered \$22 million in lost productivity from Sailors who became ill or worked “sick” due to their use of tobacco – a direct decrease in mission capability. While it costs hundreds of thousands of dollars and months of training to fully “activate” the Navy’s most important

weapons, Sailors, “it only takes a \$5 pack of cigarettes or \$3 can of dip to remove them,” said Capt. Williams.

At the deckplate, every dollar Sailors spend on tobacco is a dollar they lose. The cost of a pack of cigarettes is now greater than a gallon of gas. Purchasing a pack, can of dip, or pouch of chew every day for a year adds up to nearly \$2,000 gone up in smoke.

Tobacco use also results in poor physical readiness. Every Sailor who fails to meet personal fitness standards harms not only the mission, but their chances of promotion and retention as well. The Navy is downsizing its force using Perform to Serve to even-out rating numbers and raise promotion percentages. In this highly competitive process, tobacco use could be the one factor that halts a Sailor’s career.

“It is important that every Sailor consider quitting tobacco use,” said Dr. Mark Long, a public health educator with NMCPHC. “It will save the person money, improve their fitness and health, and end their nicotine addiction. Leaders can set the example, like the submarine community did by going smoke-free.” Beginning Dec. 31, 2010, submarines put out the smoking

lamp after extensive research revealed significant exposure to second-hand smoke for all hands within the self-contained environments.

Those looking to drop the habit can turn to improved medication support, free at local military clinics for eligible beneficiaries. It is important to note that quitting tobacco use may take several tries. Like most things, success is only achieved through hard work and persistence.

“Although the Navy’s mission will greatly benefit as each Sailor and family member quits,” said Capt. Williams, “it is your wallet, your family, your health, and your life that will gain most when you quit your tobacco use.” 



Help for active duty service and family members is available through local medical and dental providers and the following resources:

- The “You Can Quit Too-Make Everyone Proud” Web site and the new “Train to Quit” online tobacco cessation program: www.UCANQUIT2.org.
- TRICARE tobacco cessation support: <http://www.tricare.mil/mediacenter/news.aspx?fid=637>
- The NMCPHC Web site: http://www.nmcpHC.med.navy.mil/Healthy_Living/Tobacco_Cessation/Tobacco_PersonalHealth.aspx



Are you an expert at identifying surface combatants from foreign navies? Can you tell whether a ship on the horizon is an ally or an enemy? It's time to test your ship identification skills. Man the "big eyes," and take a look at the ship pictured below and let us know what type of vessel it is, its name, and what nation operates it.

Send your entry to surfwarmag@navy.mil with "Ship Shape" in the subject line. Be sure to include your rate, name, ship or unit of assignment, and current mailing address. The first individual to provide the correct information will receive recognition in the next issue of *Surface Warfare*.

Congratulations to former Personnel Specialist 2nd Class Michael Brown, working at the Surface Warfare Directorate, OPNAV N86, who was the first to identify last issue's ship as French Navy frigate FS *Guépratte* (F714).

▲ French Navy frigate FS *Guépratte* (F714) prepares to come alongside USS *Stephen W. Groves* (FFG 29) as part of a leap-frog exercise simulating an underway replenishment during *Africa Partnership Station East*. (MC2(SW/AW) William Jamieson/USN)



▲ The visit, board, search and seizure team assigned to USS *James E. Williams* (DDG 95) participates in an anti-piracy exercise with this ship during FRUKUS 2011. (MC1(EXW/SW/AW/NAC) Christopher Stoltz/USN)

Views from the Fleet

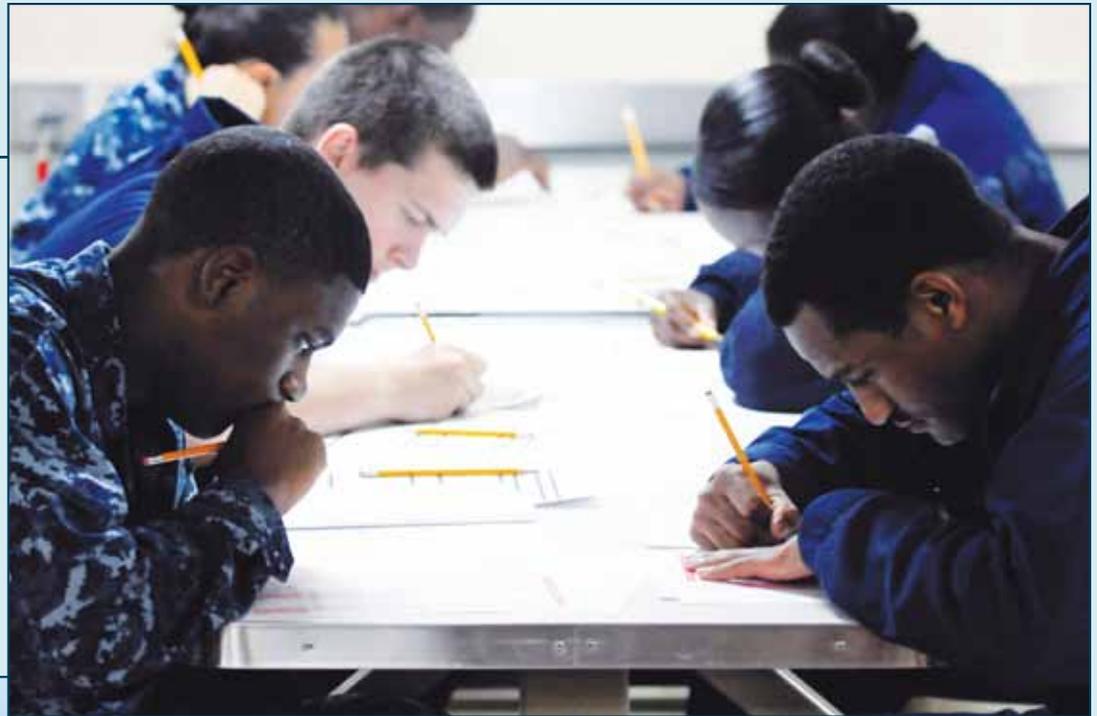


▲ Members of the Fire Department of the City of New York present honors as they pass the World Trade Center and the National September 11 Memorial aboard USS **New York** (LPD 21). **New York** has 7.5 tons of steel in her bow recovered from the World Trade Center twin towers. (MC1 Corey Lewis/USN)

► Chiefs prepare chili for the crew during a chili cook-off between the wardroom and the chief's mess aboard USS **Mesa Verde** (LPD 19). The officers won the competition in a landslide vote. (MC2 Josue Escobasa/USN)



➤ Sailors participate in the E-4 advancement examination on the mess decks aboard USS **Comstock** (LSD 45). **Comstock** is in the U.S. 7th Fleet area of responsibility during a deployment to the western Pacific Ocean. (MC2 Joseph Buliavac/USN)



◀ A01 Toby Snowden, left, and AS3 Jesus Mendoza from Commander, Fleet Activities Okinawa Targets Detachment signal that a BQM-74 target drone is prepared for launch from the flight deck of USS **Tortuga** (LSD 46). The gunnery exercise was part of *Cooperation Afloat Readiness and Training (CARAT) Malaysia 2011*. (MC2(SW) Katerine Noll/USN)

➤ BM3 Jeff Rashley stands by as a probe from the Royal Navy fleet auxiliary tanker RFA **Wave Knight** approaches a fuel receptacle aboard the guided-missile destroyer USS **Mitscher** during a replenishment at sea in the U.S. 5th Fleet area of responsibility. (MC3 Deven King/USN)



Notice to Mariners

Ship Christenings:

USS *Spruance* (DDG 111) Oct. 1, 2011

Ship Decommissionings:

USS *Cleveland* (LPD 7) Sept. 30, 2011

Awards

CNO's 2009 and 2010 Biannual USS *Arizona* Memorial Trophy Winner:

Winner: USS *Pinckney* (DDG 91)

Vice Adm. James Bond Stockdale Award for Inspirational Leadership:

Atlantic Fleet: Cmdr. Robert Chadwick, former commanding officer, USS *Roosevelt* (DDG 80)

SECNAV 2011 Safety Excellence Award:

Ashore, Non-Industrial, Category A: Naval Base Coronado, Calif.

Ashore, Non-Industrial, Category B: Commander, Fleet Activities Okinawa, Japan

Afloat, Surface Combatant: USS *San Jacinto* (CG 56)

Afloat, Amphibious: USS *Tortuga* (LSD 46)

Afloat, Littoral Warfare: MCM Crew *Conflict*

Afloat, Auxiliary: USS *Emory S. Land* (AS 39)

CNO's 2010 Marjorie Sterrett Battleship Award:

Atlantic Fleet: PC Crew *Lima*

Pacific Fleet: USS *Patriot* (MCM 7)

SECNAV 2011 Energy and Water Management Award:

Large Ship: USS *Bataan* (LHD 5)

Small Ship: USS *Hopper* (DDG 70)

Platinum Level of Achievement: USS *Bonhomme Richard* (LHD 6)
USS *Porter* (DDG 78)

Gold Level of Achievement: USS *Peleliu* (LHA 5)
USS *Klaking* (FFG 42)

Blue Level of Achievement: USS *Harpers Ferry* (LSD 49)
USS *Normandy* (CG 60)

Submit your command and individual achievements to: surfwarmag@navy.mil.

CHANGES OF COMMAND

USS *Germantown* (LSD 42) / August
 Cmdr. Carol McKenzie relieved
 Cmdr. Antonio Hull

ACU 4 / October
 Capt. Michael Ott, Jr. relieves
 Capt. Kenneth Levins

COMDESRON 40 / October
 Capt. Ace Van Wagoner relieves
 Capt. Brian Nickerson

USS *Ashland* (LSD 48) / October
 Capt. Ryan Scholl relieves
 Cmdr. Scott Curtis

USS *Chafee* (DDG 90) / October
 Cmdr. Justin Kubu relieves
 Cmdr. Chase Patrick

USS *Chung-Hoon* (DDG 93) / October
 Cmdr. Justin Orlich relieves
 Cmdr. Stephen Erb

USS *Comstock* (LSD 45) / October
 Capt. John Ring relieves
 Cmdr. Lance Leshner

USS *Farragut* (DDG 99) / October
 Cmdr. Glen Quast relieves
 Cmdr. William Daly

USS *Hopper* (DDG 70) / October
 Cmdr. Al Lopez relieves
 Cmdr. Kevin Melody

USS *Leyte Gulf* (CG 55) / October
 Capt. Brian O'Donnell relieves
 Capt. Eugene Black

USS *Lake Erie* (CG 70) / October
 Capt. David Hughes relieves
 Capt. William Johnson

USS *Philippine Sea* (CG 58) / October
 Capt. Stephen Shinego relieves
 Capt. Herbert Hadley

USS *Stockdale* (DDG 106) / October
 Cmdr. Alexis Walker relieves
 Cmdr. Jeffrey Bennett

ACU 1 / November
 Cmdr. Michael Boucher relieves
 Cmdr. Andrew Amidon

ACU 2 / November
 Cmdr. Mark McCulloch relieves
 Cmdr. Angela Morales

USS *Bainbridge* (DDG 96) / November
 Cmdr. Bruce Schuette relieves
 Cmdr. Daniel Sunvold

USS *Carney* (DDG 64) / November
 Cmdr. Marc Boran relieves
 Cmdr. Richard Field

USS *Chancellorsville* (CG 62) / November
 Capt. William Hesser relieves
 Capt. Michael Hegarty

USS *Donald Cook* (DDG 75) / November
 Cmdr. James Kenny relieves
 Cmdr. Jerris Bennett

USS *Independence* (LCS 2) Blue Crew / November
 Cmdr. Matt Jerbi relieves
 Cmdr. Kenneth Coleman

USS *Monterey* (CG 61) / October
 Capt. Thomas Kiss relieves
 Capt. James Kilby

USS *O'Kane* (DDG 77) / November
 Cmdr. Michael Ray relieves
 Cmdr. Derek Trinqu

USS *Rodney M. Davis* (FFG 60) / November
 Cmdr. Timothy Gibbonney relieves
 Cmdr. Scott Robertson

USS *Truxtun* (DDG 103) / November
 Cmdr. Adam Aycock relieves
 Cmdr. John Ferguson

PCRON 1 / December
 Cmdr. Derek Granger relieves
 Cmdr. Jeffrey Sinclair

USS *Higgins* (DDG 76) / December
 Cmdr. Andrew Carlson relieves
 Cmdr. Rome Ruiz

USS *The Sullivans* (DDG 68) / December
 Cmdr. Derick Armstrong relieves
 Cmdr. Mark Olson

MSRON 5 / October
 Cmdr. Stephen Murray
 Decommissioning

MSRON 6 / October
 Cmdr. Mark Schram
 Decommissioning

COMDESRON 24 / October
 Capt. Aaron Jacobs
 Decommissioning

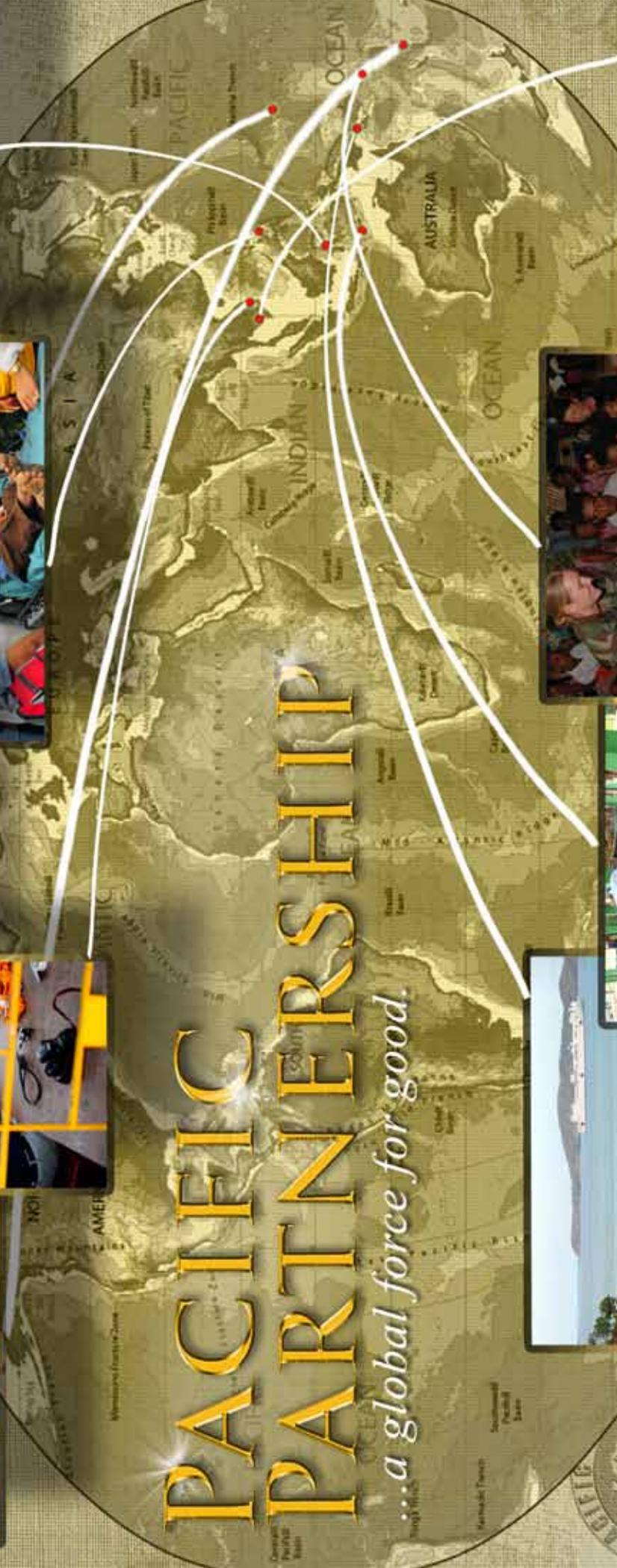
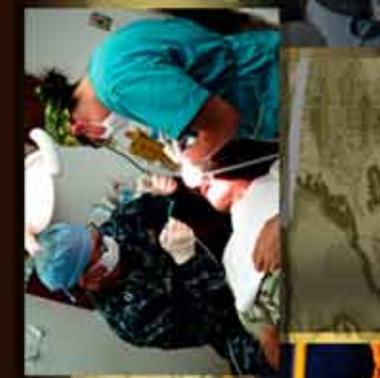
LIST OF ALL O-3/O-4 COMMANDS

PC Crew *Alpha*
 PC Crew *Bravo*
 PC Crew *Charlie*
 PC Crew *Delta*
 PC Crew *Echo*
 PC Crew *Foxtrot*
 PC Crew *Golf*
 PC Crew *Hotel*
 PC Crew *India*
 PC Crew *Juliet*
 PC Crew *Kilo*
 PC Crew *Lima*
 PC Crew *Mike*

Lt. Cmdr. Chris Riley
 Lt. Cmdr. David Coles
 Lt. Cmdr. John Lucas
 Lt. Cmdr. Jason Miller
 Lt. Cmdr. Matthew Foster
 Lt. Daniel Reiher
 Lt. Cmdr. Marcus Devine
 Lt. Cmdr. Rob McFarlin
 Lt. Cmdr. Christopher Schwarz
 Lt. Penny Glover
 Lt. Cmdr. Benjamin Ventresca
 Lt. Cmdr. Edward Bertucci
 Lt. Cmdr. Steven Schmidt

MCM Crew *Bulwark*
 MCM Crew *Conflict*
 MCM Crew *Constant*
 MCM Crew *Dominant*
 MCM Crew *Exultant*
 MCM Crew *Fearless*
 MCM Crew *Leader*
 MCM Crew *Persistent*
 MCM Crew *Reaper*
 MCM Crew *Swerve*
 USS *Avenger* (MCM 1)
 USS *Defender* (MCM 2)
 USS *Guardian* (MCM 5)
 USS *Patriot* (MCM 7)

Lt. Cmdr. Robert Sparling
 Lt. Cmdr. Courtney Minetree
 Lt. Cmdr. David Taft
 Lt. Cmdr. Gerald Lorio
 Lt. Cmdr. Edward Pledger
 Lt. Cmdr. Martin Holguin
 Lt. Cmdr. Morgan Roberts
 Lt. Cmdr. Vic Sheldon
 Lt. Cmdr. Wayne Liebold
 Lt. Cmdr. Andrew Bucher
 Lt. Cmdr. Patrick German
 Lt. Cmdr. Todd Levant
 Lt. Cmdr. Ken Brown
 Lt. Suzanne Schang



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