

JUNE 2010

ALL HANDS

MAGAZINE OF THE U.S. NAVY

ROK, U.S. Sailors respond to real-world scenario





[On the Front Cover]

ND3 Andrew Kornelsen, assigned to Mobile Diving and Salvage Unit ONE, assists Republic of Korea (ROK) Sea Salvage and Rescue Unit diver Koo Bang Hung with his dive helmet aboard the Military Sealift Command rescue and salvage ship USNS *Salvor* (T-ARS 52) during a joint dive training exercise.

Photo by MC2 Byron C. Linder

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Chaplains undertake a unique mission, a tasking that touches the lives of service members, their families and DoD personnel around the world.

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Come High Water

For six hours on May 1, and for nearly three weeks thereafter, the resolve of hundreds of Sailors, DoD personnel, civilians and community members at Naval Support Activity (NSA) Mid-South, Millington, Tenn., was tested after torrential rainstorms and severe flooding paralyzed the base and brought daily operations to a standstill.

Photo by Chris Desmond



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2,800 Sailors, 8 Ships, 2 Nations, 1 Partnership

Each year nearly 3,000 Sailors join their Republic of Korea (ROK) counterparts during *Key Resolve/Foal Eagle*, a series of exercises designed to evaluate existing interoperability, improve the joint and operational capabilities of both ROK and U.S. forces.

Photo by MC1 Bobbie G. Attaway



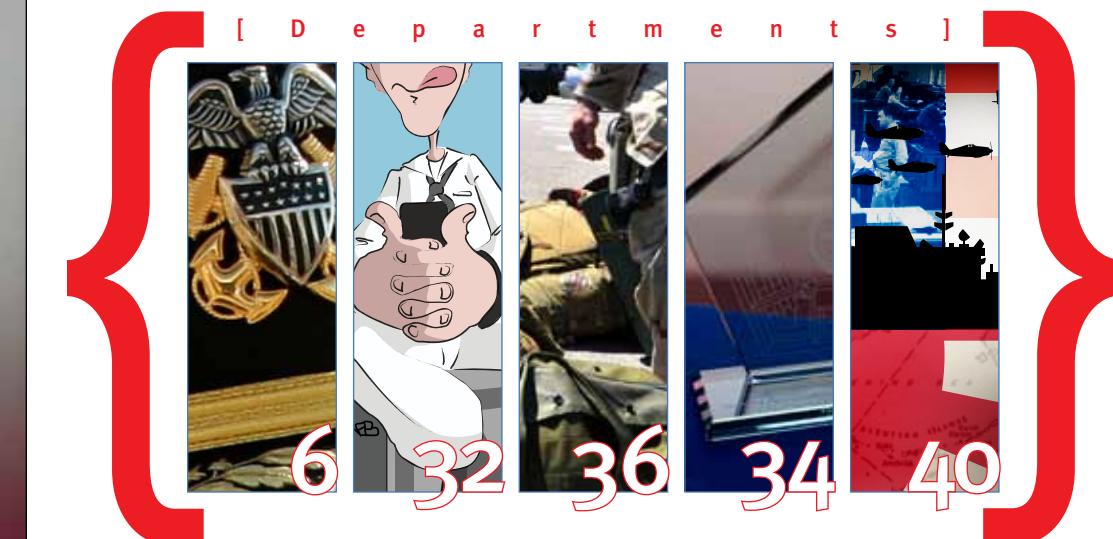
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ROK, U.S. Sailors

Respond to Real-World Scenario

As this year's annual iteration of *Key Resolve/Foal Eagle*, or *Ulchi Freedom Guardian* exercise ended, U.S. and ROK personnel quickly responded to a real-world scenario - A Republic of Korea ship ROKS *Cheonan* (PCC 772), sank off the southwest coast of Baengnyeong Island, Korea, in the Yellow Sea.

Photo by MC3 David Didier



A Call Within a Calling

Navy chaplains touch the lives of service members, their families and DoD personnel around the world. At the very core of a chaplain's mission is to support mission-ready Sailors, Marines and their families, demonstrate spiritual, moral and ethical maturity, support the innovative delivery of religious ministry and compassionate pastoral care despite religious affiliation.

Photo by MC2 Jhi L. Scott

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[Next Month]

All Hands reports on Warrior Games.



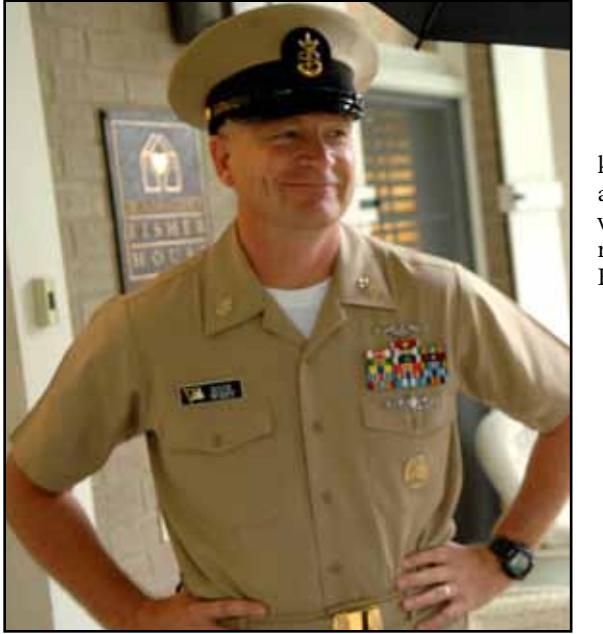
AT1 Ben Jones, from Jonesboro, Ark., assigned to the U.S. Navy flight demonstration squadron, the Blue Angels, performs the duty of a ground man safety observer during morning turns.

Photo by MCSN Andrew Johnson

Speaking with Sailors

Master Chief Petty Officer of the Navy (MCPON) (SS/SW) Rick D. West

Summer Safety and You



Shipmates,

Summer is right around the corner, and it's very important that while you are enjoying the beautiful weather, you are mindful about keeping yourself and your family safe.

Every summer too many Sailors or their family members are injured or killed while participating in common outdoor activities.

Naval Safety Center's Summer Safety Campaign is focusing on three major areas: water safety, motor vehicle safety (including motorcycles) and alcohol awareness.

Last summer was statistically a good year.

- Summer deaths in 2009 were down 37.5 percent for the Navy compared with summer 2008; but, that still means a loss of 20 trained and ready Sailors.
- Motorcycle deaths were down dramatically almost a 67 percent decrease from summer 2008.
- Drowning deaths, unfortunately, were up. Four Sailors died in water-related incidents last summer compared to zero Navy drowning deaths in 2008.

The best thing to do to ensure safety around the water is to make sure everyone can swim. Check with your Morale, Welfare and Recreation office or local community pool for available swim classes. Here are a few other water safety tips:

- Only swim where lifeguards are present.
- Be alert when children are near the water.
- Wear or have available applicable life-saving devices.
- Obey posted signs regarding water conditions.
- While swimming in the ocean, if you are caught in a rip current, first and foremost ... don't panic,

swim parallel to the shore until you feel the current abate. Then swim back to shore. Swimming against the current will only tire you out.

Motor vehicle mishaps continue to be the biggest killer of Sailors during the summer months. Children are out of school and many families drive to their vacation destinations. The resulting increase in traffic raises the risk of motor vehicle or motorcycle accidents. Here are some tips to help mitigate risks on the road:

- Start every trip well-rested.
- Ensure all vehicle occupants wear seatbelts at all times.
- Drive during daylight hours as much as possible.
- Take a break every two hours to stretch your legs and rest your eyes.
- If you feel tired, pull over. It's better to get there late than not at all.
- Use TRIPS, the Travel Risk Planning System, when traveling long distances. This web-based survey allows travelers to recognize potential risks and offers suggestions to reduce those risks. TRIPS is accessed through www.nko.navy.mil.

Alcohol and summer sports and recreation don't mix.

- Alcohol should not be consumed by anyone who plans to drive, operate machinery or take part in activities that require attention, skill or coordination.
- Never drink and drive. Plan for a safe ride home before having the first drink.
- Overindulging in alcohol can lead to destructive decisions that affect career, family and health.

With the nice weather, more people are riding their motorcycles. It's imperative that riders complete their required training. For motorcycle safety, leaders need to focus on the following:

- To date, at least 3,500 Sailors have not completed their required training. As leaders, we need to close the gap and ensure our people get the training.
- Every command is required to have a designated Motorcycle Safety Representative, and this representative is required to use the Navy's web enabled Enterprise Safety Application Management System (ESAMS) at www.navymotorcyclerider.com to manage their command motorcycle safety program.
- Last fiscal year saw tremendous strides in terms of motorcycle safety; but, we are not on course to repeat that trend this year. There have already been nine motorcycle fatalities in the Navy and the riding season is only beginning.

Don't become a summer statistic. Prepare yourself and your family to stay safe this summer. Leaders and shipmates, minimize the chances of accidents and mishaps by looking every one of your Sailors in the eye and make sure they understand the common-sense approach to summer safety. For more information go to www.safetycenter.navy.mil

Be safe and HOOYAH! ☀

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Rear Adm. Barry Bruner, commander of Submarine Group (SUBGRU) 10, speaks during a news conference at Naval Submarine Base Kings Bay, Ga., to announce the change in Navy policy that will allow female officers to serve on submarines.

Navy Policy Will Allow Women To Serve Aboard Submarines

The Navy has announced a policy change that will allow women to serve on submarines. The change was considered by Congress after Secretary of Defense Robert Gates formally presented a letter to congressional leaders Feb. 19 notifying them of the DoD's desire to reverse current policy of prohibiting submarine service to women.

"There are extremely capable women in the Navy who have the talent and desire to succeed in the submarine force," said Secretary of the Navy Ray Mabus. "Enabling them to serve in the submarine community is best for the submarine force and our Navy. We literally could not run the Navy without women today."

On July 28, 1994, Congress was notified of policy changes to expand the number of assignments available to women in the Navy. At that time, opening assignments aboard submarines to women was deemed cost prohibitive and assignments on submarines remained closed.

Currently, women make up 15 percent of the active duty Navy – 52,446 of 330,700. Integrating women into the submarine force increases the talent pool for officer accessions and subsequently the force's overall readiness, ensuring that the U.S. submarine force will remain the world's most capable for ensuing decades.

"The young women, who have come up to me since we announced our intention to change the policy, have such great enthusiasm," said Adm. Gary Roughead, chief of naval operations. "Knowing the great young women we have serving in the Navy, as a former commanding officer of a ship who had a mixed-gender crew, to me it would be foolish to not take the great talent, the great confidence and intellect of the young women who serve in our Navy today and bring that into our submarine force."

"Today, women earn about half of all science and engineering bachelor's degrees," said Vice Adm. John J. Donnelly, commander, Naval Submarine Forces. "Maintaining the best submarine force in the world requires us to recruit from the largest possible talent pool."

Implementing the policy change will begin by assigning three female officers in eight different crews of guided-missile attack (SSGNs) and ballistic missile submarines (SSBNs). The assignments involve two submarines on the East Coast and two on the West Coast, each of which is supported by a Blue and Gold crew. More living space is available aboard these platforms so they require no modification, permitting the Navy to move quickly on integrating female officers in submarines.

"We need to open up the aperture for submarine officer selection to maintain our current selectivity," said Rear Adm. Barry L. Bruner, commander, Submarine Group 10 and leader of the Women in Submarines Task Force. "The key to making this significant change happen successfully will be correctly carrying out the plan and also ensuring that we educate the force and their families."

SSGNs provide the Navy with an unprecedented combination of strike and special operation mission capability within a stealthy, clandestine platform, while SSBNs are specifically designed for extended strategic deterrent patrols. There are currently 14 SSBNs and four SSGNs in the Navy's inventory, each with two crews assigned.

The female officers would be assigned after completing the 15-month submarine officer training pipeline, which consists of nuclear power school, prototype training, and the Submarine Officer Basic Course. The SSBNs are billeted for 15 officers and 140 enlisted, while the SSGNs have a crew allotment of 15 officers and 144 enlisted.

"We have created a well-thought-out plan to phase in the female officers to the selected SSGN and SSBN submarine crews," added Donnelly. "Enabling these bright and talented female officers to serve will be a great asset to our

"The first rule is to treat every weapon as if it's loaded," said Master Chief Aviation Ordnanceman (AW/SW) Craig Trute, an explosives safety expert at NSC.

A scan of mishap reports received in recent years shows that not everyone is following this

submarine force, our Navy, and the strength of our military."

Story courtesy of Commander, Submarine Forces, Norfolk.

Naval Safety Center Offers Insight on Firearm Safety

The basic safety rules for dealing with firearms haven't changed, but mishap reports received by the Naval Safety Center (NSC) show that they need to be reinforced.

Too many preventable mishaps occur when Sailors and Marines become complacent about their weapons.

"The first rule is to treat every weapon as if it's loaded," said Master Chief Aviation Ordnanceman (AW/SW) Craig Trute, an explosives safety expert at NSC.

Besides treating all weapons as if they are loaded, other gun safety rules include: keeping your finger off the trigger until you're ready

to fire; never pointing at anything you don't intend to shoot; and always keep the weapon unloaded until you're ready to fire.

Trute said this last rule is important for everyone, but especially for gun owners who have children in the house.

"You can't hide things from kids," said Trute. "They'll go searching for everything, and they'll probably find it. You've got to keep the weapons stored separate from the ammo and keep them locked up."

He said there's one other thing that multiplies the chances of gun mishaps - alcohol.

"It impairs your judgment and makes you think you're bullet proof," said Trute. "You're not. Alcohol and weapons are the same deadly combination as alcohol and driving. They don't mix."

Story by April Phillips, Naval Safety Center, Norfolk.

Shipmates



Lt. Cmdr. Abram Stroot (left) receives the Spanish Air Force Safety of Flight trophy from Chief of Staff of the Spanish Armed Forces Gen. Jose Julio Rodriguez Fernandez. Stroot was with the Spanish Air Force for nearly three years as part of the Navy Pilot Exchange Program.

cardinal rule. Sailors and Marines sustained both minor and major injuries because they did not take the time to ensure their weapons were unloaded. "Did not follow SOP (standard operation procedures) for weapons handling" is a common finding in firearms mishap reports.

Trute believes most gun owners are aware of the safety rules, but they become too relaxed with their weapons after a while, and this leads to negligent discharges. Trute suggested periodic training to remind gun owners about their responsibilities. Classes are conducted by local gun shops, through local Morale, Welfare and Recreation offices and other small arms instructors.

"If you can't find the information you need, ask your chief," Trute said. "Information is available."

Besides treating all weapons as if they are loaded, other gun safety rules include: keeping your finger off the trigger until you're ready

Navy Officer Receives Spanish Air Force Wings.

It has been nearly a year since Lt. Cmdr. Abram Stroot took up department-head duties with Strike Fighter Squadron 147 at Naval Air Station Lemoore, Calif., but he hasn't forgotten the lessons he learned – or the friends he made – on his previous assignment.

From late 2006 to mid-2009, while a member of the U.S. Navy's Personnel Exchange Program (PEP), Stroot served at Zaragoza Air Base, Spain, as an instructor pilot with the Spanish air force. PEP involves about 200 naval officers and enlisted members, plus 200 foreign counterparts, each year.

Stroot said he picked up a new language, saw interesting places with his family and got a fresh perspective on ways to attack the problems that aviators face every day.

"This tour taught me that there are a ton of ways to effectively get the mission done, and sometimes the way we are used to doing business is not the most efficient," he said.

He also became the first foreigner to earn the right to wear Spanish Air Force Wings and to receive the Safety of Flight trophy from the Spanish air force. The trophy was presented following a December 2007 incident in which Stroot safely landed an EF-18B Hornet with a student aboard and a loaded fuel tank hanging at a 45-degree angle from the fuselage.

Stroot now flies training missions over the high desert and keeps up with his Spanish colleagues – including one stationed at NAS Lemoore as a PEP participant and another en route to replace him.

Story courtesy of Chief of Naval Personnel.

Around the Fleet

Photo by MC2 Martine Cuaron



Photo by MC1 Donald Walton

Above—

ABHAN Dustin Kinningham has his hand wrapped by George Sylva, the head coach of the U.S. Navy Boxing Team, in preparation for his fight during the All-Navy Box-Off. The All Navy Box-Off at Naval Base Ventura County includes boxers from the Navy Boxing Team and other local boxing organizations.

Above from left—

AOAN Raymond Thomas, from Bennettsville, S.C., assigned to USS *Gunston Hall* (LSD 44), unhooks a span line from a refueling hose during an underway replenishment in the Gulf of Guinea.

Members of the visit, board, search and seizure team of USS *Crommelin* (FFG 37) board the Battleship Missouri Memorial, Pearl Harbor, during a maritime security training exercise. The exercise involved teams from USS *O'Kane* (DDG 77), USS *Paul Hamilton* (DDG 60) and USS *Crommelin*.

The hose team leader points out simulated hot spots to his team during a general quarters firefighting exercise aboard USS *Enterprise* (CVN 65).



Photo by MC3 Brooks B. Patton



Photo by MC2 Mark Logico

Navy to Eliminate Little Used Fitness Waiver

The Navy recently announced plans to discontinue waivers that allow Sailors who exceed Navy body-fat standards to receive a passing score for the semi-annual physical fitness assessment (PFA).

The DoD Body Composition Assessment (BCA) Exception Waiver allows commanding officers to waive BCA criteria up to the DoD maximum standard if the Sailor can achieve an overall score of excellent or better, with no single event scored below a good. Approximately 1,595 BCA waivers were granted for active-duty Sailors in 2009.

According to NAVADMIN 131/10, the waiver will be discontinued beginning with the Fall 2010 PFA cycle which starts July 1. Sailors who exceed Navy BCA standards will be scored as a PFA failure in the Physical Readiness Information Management System (PRIMS). The change will also be incorporated in the next Physical Readiness Program instruction update.

"Obesity is linked to serious medical conditions including high blood pressure, heart disease and stroke, gallbladder disease and cancer," said Bill Moore, director of the Navy's Physical Readiness Program. "Doctors generally agree that the more obese a person is the more likely he or she is to have health problems."

According to OPNAVINST 6110.1H, the Navy's Physical Readiness Program instruction, the upper limits for the BCA are 22 percent body fat for males age 17 to 39, and 33 percent body fat for females age 17 to 39. Sailors age 40 and older are allotted one additional percentage point.

"Most Sailors have a significantly lower level of body fat than the upper allowable Navy limits," said Moore.

For more information, read NAVADMIN 131/10 and visit the Physical Readiness Program section available at www.npc.navy.mil.

Story Courtesy of Navy Personnel Command, Millington, Tenn.

because I had asked specifically for it and as anyone who has been on an [amphibious dock landing] class ship can tell you, fire controlmen and gunner's mates (GM) work hand in hand. Even before I converted, I was already qualified in and stood the same watches as the GMs. All I did was change my rating badge."

Sailors considering conversion can review their career reenlistment objective (CREO). CREO refers to the manning levels for all Navy ratings and is a consideration for Sailors requesting PTS approval. CREO categories are identified in one of three levels:

- CREO 1 rates are undermanned
 - CREO 2 rates are manned at desired levels
 - CREO 3 rates are overmanned
- Command career counselors can assist Sailors with understanding the benefits of reviewing their CREO information and can provide Sailors with guidance throughout the PTS process.

For more information on PTS visit the NPC PTS Web page www.npc.navy.mil/CareerInfo/Performto-Serve or call 1-866-U-ASK-NPC.

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

Tuition Assistance Shifts to WebTA

Navy Tuition Assistance (TA) transactions shifted to an online process accessible through the Navy College Program Web site's WebTA portal.

Sailors applying for tuition assistance are required to use WebTA to initiate all applications as of April 15.

"WebTA allows Sailors to complete all steps in the tuition assistance and education planning process online," said Mary Redd-

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Around the Fleet



Photo by MC2 Kevin S. O'Brien



Photo by MCSN Stephen D. Doyle II

Clockwise from above—
A Sailor assigned to the U.S. ceremonial guard presents arms while the National Anthem is sung during a ceremony celebrating the 117th birthday of the chief petty officer rank at the U.S. Navy Memorial.

ET1 Daniel Nieves, assigned to USS *Carl Vinson* (CVN 70), is greeted by his children after arriving at Naval Air Station North Island, San Diego. *Carl Vinson* conducted humanitarian and disaster relief operations in Haiti during Operation *Unified Response* and held partnership exercises with seven Latin American countries as part of *Southern Seas* 2010, en route to their San Diego homeport.

Marines assigned to 2nd Combat Engineer Battalion instruct Marines assigned to 24th Marine Expeditionary Unit (MEU) on a demolitions range and breaching course while in Djibouti, Africa.



Photo by Gunnery Sgt James Frank

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Clary, the Navy's Voluntary Education (VOLED) program director.

"In the past, Sailors could start the TA application process, but were then required to circulate a printed copy for review and approval through the chain of command. Now, Sailors and Marines can complete the entire process virtually, and the final step is the paper-based submission, in person or via fax, to one of the Navy's 52 Navy College Offices (NCO) for delivery to the school," said Redd-Clary.

The WebTA application must be approved by the commanding officer or authorized command delegate.

"We recommend developing an internal command review process, as that process will ensure all management controls for Sailors TA requirements are met. These requirements, such as completion of warfare qualifications, should all be reviewed prior to the commanding officer's final approval," said Redd-Clary.

In addition to TA application processing through WebTA, the NCP site includes tools required for Sailors to develop an interactive education plan with direct support from NCO counselors. The site also provides Sailors and counselors access to Sailor/Marine Ace Registry Transcript (SMART) records.

Sailors can also search degree plans based on their ratings. These degree plans are offered through partner schools from the Navy College Program Distance Learning Partnership (NCPDLP).

"WebTA also offers commands an opportunity to provide more timely and interactive support of their Sailors as they work to identify their professional and academic pursuits," said Redd-Clary.

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

Electronic Leave Test Smooth; August Shore Roll Out Planned

The Navy completed a beta test of its Electronic Leave (e-leave) system which included more than 1,700 Sailors stationed in the Millington, Tenn., area.

E-

leave is a web-based program that Sailors will be able to access through their Electronic Service Record (ESR) Self-Service account, with roll out at shore commands expected in August.

"Based on the metrics collected, 99.3 percent of all transactions were accepted and processed," said John Courtney, Navy Electronic Leave program manager at Navy Personnel Command. "These results far exceeded the 80 percent threshold defined by the test and evaluation master plan."

Of the few rejected leave transactions, only four failed because of application issues. Other failures were due to user intervention. All application issues were fixed prior to the end of the beta testing.

The Navy originally announced plans to phase out paper leave chits in NAVADMIN 103/10. The message noted that 21.6 percent of all annual pay transactions are for leave processing. E-leave is projected to save man-hours, processing time and make the process more convenient for the Sailor.

"I have great confidence in the system, and I have great confidence that it will work even better once Phase II enhancements are applied for August 2010 implementation," Courtney said.

Shore commands are scheduled to have access to the application after July 31. According to Courtney, it could take anywhere from 15-30 days for commands to fully implement the new system.

Proof-in-concept testing is scheduled for October for afloat commands. Once approved, Courtney estimates that it will take about

24 months to complete the afloat implementation.

The new method will allow Sailors to electronically route leave chits though the chain of command for approval. It automates the command's leave control and ensures pay and entitlements are properly credited.

Prior to the program being pushed out to shore commands in August, another beta test is in the works starting May 7. This additional testing is being done in New Orleans and Gulfport, Miss., and will include about 2,500 Sailors.

"Although it will take a little extra work getting everything set up, after that we anticipate smooth sailing," Courtney said. "We received a comment from an admiral who input his own leave request and commented: 'So easy, even an admiral can do it!'"

Sailors who have not yet established a Self-Service ESR can create an account at <http://nsips.nmci.navy.mil> or on the Navy Standard Integrated Personnel System (NSIPS) server on board ships.

For more information, visit www.npc.navy.mil and click on messages.

Story by Wm. Cullen James, Navy Personnel Command

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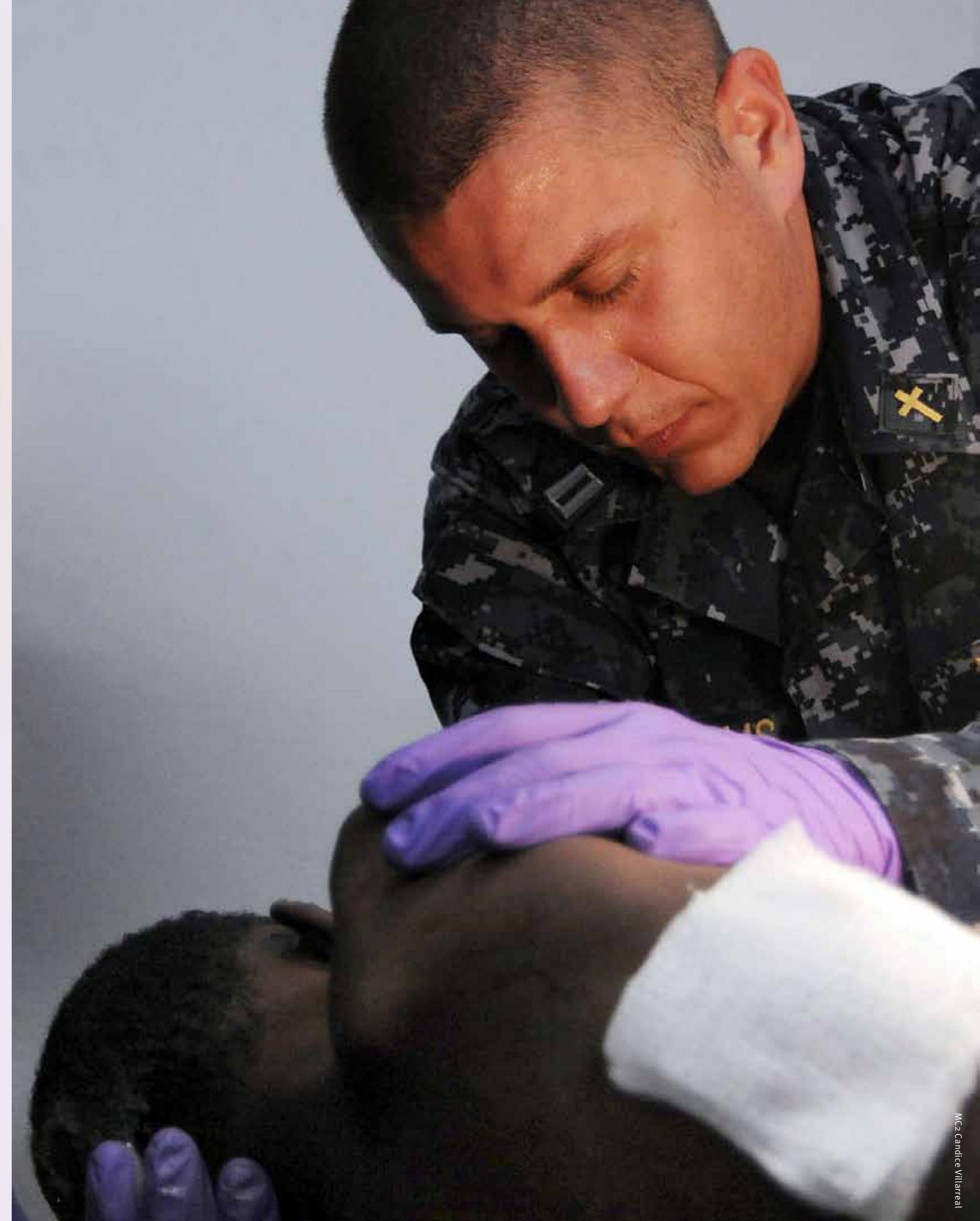


a calling within calling

Each year thousands of service members choose to join the United States sea services, each for a variety of reasons and each as individual as the up-bringing they might have had. But no matter where they come from, what past experiences they might have endured or the theology to which they might subscribe, they have all chosen to raise their right hand and take an oath to the U.S. Navy. They have chosen to follow a calling in service to the country they call home.

Lt. Marlin Williams, a Navy chaplain prays for a Haitian boy as he receives treatment at the Killick Haitian Coast Guard Clinic.

Story and photos by MC2(SW/AW) Jhi Scott





RP2 Adler Delinot prays during a Lenten prayer service aboard USS *Hue City* (CG 66) during an on-going rotation of forward-deployed forces in the Gulf of Oman.

right—
Chaplain (Lt.) Paul Allen Hyder provides spiritual guidance for Marines and Navy personnel. "My goal is to demonstrate the love of God to everybody and to remember that each person is at their own point in their spiritual journey," said Hyder.



but, some blend both military service and a desire to provide guidance, mentorship and a nurturing of the spiritual development of Sailors, Marines and Coast Guardsmen through what can be sometime arduous deployments, whether at sea or during times of conflict in areas all around the world. These Sailors serve another calling, merging a spiritual undertaking with duties that take them to some of the most volatile areas in the world.

a calling within a calling

The United States Navy Chaplain Corps is a unique organization within the largest maritime force in the world. The chaplains undertake an equally unique mission, a tasking that touches the lives of service members, their families and DoD personnel around the world. At the very core of the Chaplain Corps mission resides the concept of uplifting thought and deed, the ability to provide a capable and understanding thought process despite religious affiliation, something evidenced through the organization's vision:

mission-ready Sailors, Marines and their families, demonstrating spiritual, moral and ethical maturity, supported by the innovative delivery of religious ministry and compassionate pastoral care.

Through this vision statement, Navy chaplains support a mission that is clearly defined yet individual in approach. According to Chaplain (Cmdr.) Jerome D. Hinson, command chaplain aboard USS *Harry S. Truman* (CVN 75) this mission extends further than the chapel, Sunday ministry or the holiday observances many service members associate with the position.

"My job is to help people learn how to see with spiritual consciousness," said Hinson. "They may or may not invoke God, but the spirit is present; and my role is to be a living reminder to people of that as I accompany them in their troubles. Sometimes that means listening, sometimes it means challenging them to be more than they thought they could be."

The Chaplain Corps provides a moral and spiritual outlet for Sailors regardless of denomination, in an effort to support the diversity and blend of religious practices, faiths and value systems observed in the Navy, Marine Corps and Coast Guard. Consequently, the success of the chaplain is reflected in terms of unit cohesiveness.

"Perhaps more [importantly], at least in the military setting, is being seen as a valued and trusted member of the team by the chain of command from junior enlisted to commanding officer," he said.

While individual chaplains provide ministry to those of their chosen faith, they also facilitate for all

religious beliefs – including service members professing no theological or structured faith-based system. Chaplains also engage in counseling sessions with Sailors and Marines of all ranks, something Chaplain (Lt. Cmdr.) Bruce Crouterfield assigned to Naval Chaplaincy School and Center, Ft. Jackson, S.C., said is the crux of his mission.

"I have the great gift of being able to live a life of spirituality - but it's more than a gift, it's a responsibility," Crouterfield said. "I get excited about doing one-on-one ministry and about reaching people because we live with them every day, we have meals with them,



A Chaplain speaks to a Sailor on the flight deck of the USS *Harry S. Truman* during an underway.

Chaplain (Lt.) Jay Kersten, from Ann Arbor, Mich., assigned to the 24th Marine Expeditionary Unit (MEU), holds up a wooden cross to symbolize the cross upon which Jesus was crucified as Sailors assigned to USS *Nassau* (LHA 4) celebrate Roman Catholic Mass in the ship's forecastle during Holy Week while off the coast of Djibouti, Africa.

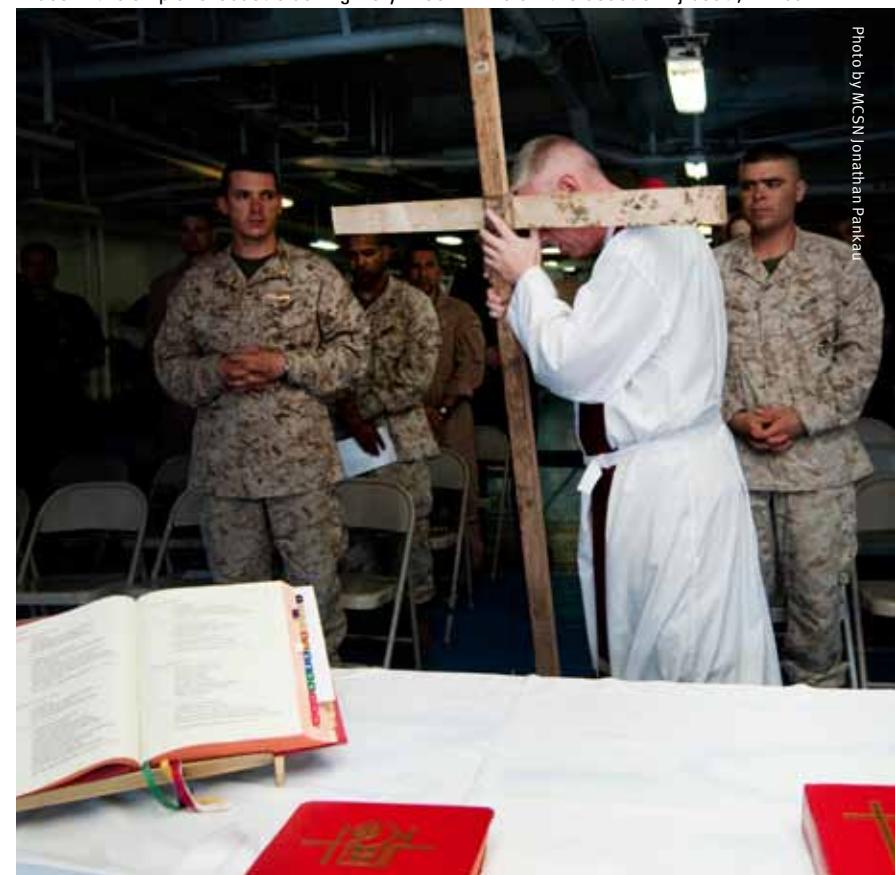


Photo by MC2 Kilo Park

Photo by MCSN Jonathan Pankau



Chaplain (Lt. Cmdr.) Abuhena M. Saifulislam, one of four Muslim chaplains in the Navy, talks to a civilian following a prayer session.

kids to do better. The chaplain is the mom who tells them we love you. We are in the role of counselor, we get to experience everything that the Sailors experience in terms of family life. Sometimes we can really help out, and sometimes we just listen. The chaplain has to balance the competing demands of the mission, the individual and the family."

Although typically associated with larger shore installations throughout the world and aboard aircraft carriers and other large-deck Navy ships, chaplains boast involvement in every conflict in which the U.S. Navy has been involved, from Revolutionary War engagements to on-going roles in present day efforts directly affecting overseas contingency operations.

The chaplain's roll is documented from the very beginning of Navy history by the second article of the 1775 Navy regulations which stated, "The commanders of the ships of the 13 United Colonies, are to take care that divine service be performed twice a day on board, and a sermon preached on Sundays, unless bad weather or other extraordinary accidents prevent."

While not specific in naming a chaplain to the crew, historians said this references that the newly-established Congress intended an ordained member of the clergy be aboard Navy vessels.

Although operating in a non-combatant status, chaplains have played an integral role in warfight-

ing efforts, advising commanders to ensure the free exercise of religion whether on a regularly scheduled deployment aboard a ship or with Marines operating outside the confines of a base. Nearly 170 years after the Oct. 13, 1775, document brought the United States Navy into existence, the Naval Chaplains School was established February 1942, in Newport, R.I., to assist pastors, priests and rabbis with meeting the religious needs of service members during World War II.

Initial requirements for acceptance as a Navy chaplain to the Navy Chaplain School and Center differ markedly from the requirements today – prospective Navy chaplains must have two years of ministry experience, a post-baccalaureate graduate degree including 72 semester hours of graduate-level course work in theological or related studies, and must be endorsed by a denomination before acceptance.

The NCSC, offers an introductory three-phase course designed to familiarize prospective chaplains with basic, non-denominational skills, including religious ministry team expeditionary tools, empowerment and ministry skills. Course and NCSC instructors focus on training, educating, enculturing and empowering future chaplains.

Following the introductory course, chaplains are sent throughout the fleet, serving aboard ships at sea, with Marines in the field and to billets in areas not

traditionally traveled by Sailors. To demonstrate the flexibility of the Navy Chaplain Corps, chaplains are engaging Sailors and Marines everywhere, providing their services in combat zones and areas torn by violence and strife.

"If they are afraid in combat, I don't tell them that if they will just recite Psalm 91 that they will be safe – that would be magic," said Holiman. "But I do tell them that the United States fights wars fairly and with great concern to keep everyone of us alive. I tell them that what we are doing is right and important and that we should be proud of it. I was with the Marines in Iraq in 2003 and walked the battlefield with my Marines to let them know that no matter what, God was there and no matter what happened it would turn out alright, even if some things were bad at the moment."

With hundreds of people looking to them for guidance, asking them for direction in their lives, a chaplain's job can be very demanding and sometimes overwhelming. Being able to talk to friends, family and mentors can reduce the stress that they are faced with.

"I have a great support system which starts with my family," said Ianucci. "I also have a great number of friends who are priests and lay persons who help me when times are rough. If you do not have a good support network, I do not see how you can make it as one who helps others. This helps me counsel our Sailors and Marines because I have to help them build a good support network for themselves."

Although there are differing theological views, a number of value systems and ideologies as divergent as the nearly half million Sailors, Marines and Coast Guardsmen comprising the today's sea services, chaplains can represent both hope and compassion, something Hinson said reinforces his personal ideology and calling, both through his profession, and in service to his country.

"I would like to encourage Marines and Sailors to believe — to believe in something beyond themselves," he said. "To have faith — to believe in something — and then to exercise the passion and disciplined study to make sense of it; to do that is live a life worthy of our high calling as members of the sea services and to live a life of adventure." ☩

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



Chaplain Saifulislam conducts a prayer session with military and civilian personnel.

Chaplain Mission

- PROVIDE** religious ministry and support to those of our own faith.
- FACILITATE** for all religious beliefs.
- CARE** for all Marines, Sailors and their family and friends.
- ADVISE** commanders to ensure the free exercise of religion.

Chaplain Guiding Principles

- We are faithful to our individual religious traditions and practices.
- We respect the right of others to hold spiritual beliefs and religious practices different from our own.
- We cooperate and collaborate in ministry.
- We are committed to the highest standards of morality and personal integrity.
- We are committed to professionalism in the performance of duty.

Chaplain Priorities

- Ensure religious ministry enhances current readiness.
- Think strategically for future readiness.
- Employ Reserve religious ministry assets more effectively.
- Realign assets to improve religious ministry for operational forces.
- Improve recruitment and retention.
- Enhance external and internal communications.
- Leverage technology to support the mission.



For six hours on May 1 and for nearly three weeks thereafter, the resolve of hundreds of Sailors, DoD personnel, civilians and community members at Naval Support Activity (NSA) Mid-South, Millington, Tenn., was tested after torrential rainstorms and severe flooding paralyzed the base and brought daily operations to a standstill.

ET2 James Hlavaty, STS2 Brandon Beals, AZ2 Gene Griffin, FC2 Kevin Godsey and AO2 John Herod all from Navy Recruiting Command have been volunteering for several days with 40 of their co-workers helping residents stationed aboard Naval Support Activity-Mid South after severe floods hit the base.



Fire rescue personnel evacuate family members from base housing at Naval Support Activity Mid-South, Millington, Tenn.



Photo by MC2(SW) Ronda Spaulding

Jodi Peer comforts her son Gavin as they recover what they can from their flooded homes on NSA Mid-South.

Amidst

U.S. Navy installations around the world have contingency plans in place, a series of mechanisms designed to combat the effects of an adverse incident, a strategy for dealing with the unexpected. And while several of these policies incorporate the essence of a multi-dimensional response crossing departments, commands and even communities, the reality of implementing these is something participants hope never occurs.

As the home of Navy Personnel Command (NPC) and Navy Recruiting Command, NSA Mid-South supports a mission that has fleetwide impact. As such, the response to the crisis was swift. Within hours of the catastrophic event, all personnel from the base and its tenant commands had been accounted for; some NPC functions had been shifted to other sites; and the sense of unit cohesiveness, selfless dedication to duty and the resolute dedication of the American Sailor were never more prevalent, according to Capt. Doug McGowen, NSA Mid-South commanding officer. Outside the base, the storm claimed the lives of 22 area residents and destroyed thousands of homes.

"This is another example of the flexibility of the United States Navy Sailor and their family – there is absolutely no undertaking that we're not able to do, because we're such a flexible fighting force. Out of this calamity has come goodness and unity and demonstrated once again our ability to persevere in the face of adversity," said McGowen.

McGowen ordered a mandatory evacuation of the nearly 300 homes after hours of significant rainfall made this a necessary precaution considering that Big Creek runs and a nearly 1.5 mile long levee designed to curb an overflow of water run along the base's southern perimeter.

NSA Mid-South personnel and other first responders worked rapidly to assist service members and their families in exiting the housing area, unaware of water swelling behind the levee.



Photo by Chris Desjardins

Rebuilding

Rescue efforts were hampered by the steadily rising water that reached an estimated five feet in some areas. With the assistance of NSA Mid-South Security department personnel, first responders from as far away as DeSoto County, Miss., and off-duty tenant command personnel used boats during the height of operations. Even the Emergency Operation Center (EOC), the headquarters for command and control of rescue efforts, was inundated with water forcing an evacuation and subsequent move to another area which was later overrun. EOC personnel had to be rescued by boat, as they stayed in the center to maintain 911 connectivity until it was no longer possible.

Additional challenges such as waves of water – some nearly three feet high with a flow estimated at 30 to 40 mph swept through base housing streets and hampered rescue efforts as boats were unable to move through the steadily streaming flow.

"There were multiple individual acts of heroism, people going into the water to get children and family members," McGowen said. "What made it more harrowing is that the water wasn't just rising. There was a rapid current so strong that boats were unable to make forward progress. Individuals would [anchor] themselves with garden hoses and ropes and anything they could find to help get people out of their homes."

Despite the challenges, McGowen noted there were no fatalities and injuries on base.

After what seemed to be an eternity, McGowen said attention turned to what would become a significant rebuilding process.

"Our first responsibility is to make sure our Sailors are cared for, our families are cared for, that's our most valuable resource," he said. "After addressing their immediate needs, we turned to the infrastructure here, the systems and support on which we rely, on which the Navy relies."

Once the waters began to recede, efforts to assess the amount of damage the severe flooding caused and develop a plan of action became paramount, something NSA Mid-South Public Works Officer Lt.Cmdr. Isabelle Detter said was a tasking requiring the efforts of multiple entities.



Photo by MC2(SW) Ronda Spaulding

Sailors assigned to Navy Personnel Command's Reserve component begin the process of sorting through water damaged files. The NPC Reserve component's office spaces were among the most severely damaged during the flood.

Above—
Petty Officer Malvin Howe (left) and BM1 Christopher Caldwell volunteer their support to help their shipmates moving their possessions to drier areas after the recent flood aboard Naval Support Activity Mid-South Millington, Tenn.

"Ultimately, our role will be to recover these facilities from the damages," she said. "We went into the contingency engineering mode, trying as quickly as possible to assess the damage through a forward deployed damage assessment team from NAVFAC [Naval Facilities Command] Midwest, Great Lakes, Ill. These individuals joined in-house experts and assessed everything and we began the recovery effort, starting with removing saturated materials as quickly as possible to avoid mold damage."

Detter said the extent of damages varied in each facility on the base, with some buildings receiving almost five feet of water damaging electrical equipment and extensive and HVAC systems.



Photo by MC2(SW) Ronda Spalding

Community

Detter added that some of the buildings at NSA Mid-South suffered significant damage to mechanical rooms, most notably the NPC structure which houses the computer servers for the Navy-Marine Corp Intranet. The system has since been restored, but a three-day interruption in service caused NPC personnel to reschedule some selection boards as well as significantly impacted some functions of the detailing and assignments process.

Detter added that Seabees assigned to the NSA Mid-South Public Works Department and the 40 civilian employees worked tirelessly to ensure deadlines and schedules were maintained during the initial assessment, and said the teamwork epitomizes the dedication toward returning to normalcy the base has shown.

"They really pulled together, I'm so proud of this staff," she said. "They're very good at what they do. This is our function in general, but in situations like this, no matter what their area of expertise everybody makes it work together, even those who were affected personally in their own homes, they're still coming in and assisting others."

Among mechanisms put into place to ensure the NSA Mid-South community would have access to the care they might need, a Family Advocacy Center (FAC) was established to serve as a centralized locale for the more than 250 displaced families needing assistance. According to Elaine Horrell, NSA Mid-South Fleet and Family Support Center director, the immediate activation of the FAC was a direct result of the base's adaptability, emergency planning and knowledge.

"There were a lot of good things that happened, a lot of people with forethought on the team," she said. "We have practiced and drilled for these sorts of things; we had people take Red Cross shelter training this past year so we were prepared in that sense, and then we just went in to action."

FAC personnel maintained a control center in the NSA Mid-South North 82 gymnasium, an area designated as a staging point during the height of evacuation operations. A week later, after more than 40 Millington-area residents displaced by the storm and subsequent flooding in Shelby County were in need of shelter, NSA Mid-South, at the request of the American Red Cross,

staged a shelter in the gym, something McGowen said is in keeping at the forefront of Navy values and ethics.

"Sailors are willing to help others in a time of need," he said. "With the great need to shelter those displaced by the flooding and the large building we had available, it became a priority for us to ensure these Millington residents had a roof over their head."

Adam Lindsey, American Red Cross Shelter supervisor at the North 82 gymnasium shelter, was grateful to be able to relocate to NSA Mid-South after a previous facility became unavailable.

"There is still a large need for shelter in this area, and the U.S. Navy allowed us to use this facility; this was so generous of them, and we were overwhelmed," he said.

In addition to reaching out to community members, McGowen said every effort was made to ensure NSA Mid-South community members received critical care and services. The Navy-Marine Corps Relief Society (NMCRS) Millington provided nearly 250 families with financial assistance, something Melissa Cantu, NMCRS Millington office director said came in the form of \$600 checks to families and \$300 checks to single Sailors, adding that more than \$140,000 had been awarded.

"Some of these families lost everything; their houses were under 4-5 feet of water," Cantu said. "They lost their vehicles, their clothing and, their food. Through us, they were able to get enough to get by."

Cantu said money distributed is designed to provide individuals a means through which to get basic necessities, and will be repaid through an allotment scheduled to begin in August.

With significant damage to several houses, one of the short-term goals McGowen established was ensuring service members and their families had adequate shelter, a task facilitated by Jamie Seehafer, Forest City Enterprise regional manager of Public Private Venture (PPV) Midwest, a partnership between the Navy and a private real estate company to build and maintain assets on a naval installation for 50 years.

According to Seehafer, 252 families were asked to evacuate housing, with 147 families able to reoccupy their residence within a matter of days. The remaining 105 families' homes sustained damage precluding them from



Photo by MC1(AW) Brian Aho



Above from left—
The NSA Mid-South off base gym North 82 is used as shelter for flood victims and their pets.

Local contractors from Millington, Tenn., enter the Lassen Building aboard Naval Support Activity-South during flood recovery operations. The base was closed to residents and non-mission essential personnel after two days of rain dumped more than 14 inches in the area, causing a drainage ditch on the east side of the base to spill over and flood parts of the base.

YN3 William Garretson takes a break from assessing the damage to his household goods as the Naval Support Activity Mid-South, Millington, Tenn., began cleaning up their homes after two days of rain dumped more than 14 inches in the area, causing a levee to overflow.

role in this. You never wish something like this to happen, but we would not have had the success we did had it not been for the entire base team doing what they do."

This effort stemmed further still, incorporating the community-wide efforts of Sailors, family members and other volunteers toward ensuring families, some of whom lost almost all they owned, received assistance they might need during the flood's aftermath.

Lt. Cmdr. (ret.) Kevin Christie, an NSA Mid-South housing resident, said the generosity exhibited remained unparalleled.

"There's no way we could have actually accepted all the help that has been offered to us," he said. "Every time we needed help, we got it. The help has been just amazing; it's really brought the community together as well."

McGowen said the efforts of all involved significantly minimized what could have been a significant break in service.

"It starts with Sailors helping Sailors. This has been an outstanding demonstration of what can happen when the Navy Total Force and the entire team comes together. We've had active-duty Sailors, Reserve Sailors, Army Reservists, DoD civilians, contractors and volunteers all working together as one team and they are indistinguishable in their focus on restoring the services this base provides to our fleet," he said.

Cummins is assigned to Defense Media Activity - Anacostia, Washington, D.C.

2,800 Sailors 8 Ships 2 Nations Partnership

Few spots in the world are more critical to the world's stability than a 250-kilometer stretch of land crossing the 38th parallel in the Korea Peninsula that serves as buffer zone between two nations technically still at war. Vital to the protection of that stability is the United States alliance with the Republic of Korea (ROK). To further that alliance, each year nearly 3,000 U.S. Sailors join their ROK counterparts in *Key Resolve* and *Foal Eagle* – a series of exercises design to evaluate existing interoperability and improve the joint and operational capabilities of both ROK and U.S. forces.

From 1994 to 2007, *Key Resolve*'s predecessor was known as *Reception, Staging, Onward Movement and Integration* (RSOI), a device designed to effectively monitor the arrival, gear issue and preparation for integration into a mission in a given region. In an effort to reflect the operational control (OPCON) transition scheduled for 2012, when Korea will take OPCON of its war-time force, RSOI was designated *Key Resolve*, a name reflective of the direct cooperation, increasingly significant partnership and alliance U.S. Navy assets enjoy with their Korean counterparts.

"The U.S. and Korea are very close allies, and that is readily apparent during these exercises," said Vice Adm. John M. Bird, Commander, U.S. 7th Fleet. "At the navy-to-navy level, the close relationship between 7th Fleet and ROK Fleet allows us to conduct detailed planning and synchronized high-end operational training so that we can be confident of our ability to control the maritime domain."

Key Resolve is a defensive oriented vehicle, a global computer-aided command post exercise providing commanders a realistic approach to controlling military assets without actually having forces on the ground. *Key Resolve* planners create a master scenario event list to coordinate various elements, effectively lending a more realistic approach to the two-week training evolution.

"One of our enduring tasks is to develop training objectives for joint/combined theater-wide exercises," said

Rear Adm. Pete A. Gumataotao, Commander, U.S. Naval Forces Korea (CNFK). "Both active and Reserve forces must be prepared to fight and win if we are ever called to defend the Republic of Korea. During these exercises we train to ensure that the transition from armistice to contingency would be seamless."

The field exercise *Foal Eagle* (FE) is a more personnel-driven, real-world scenario-based evolution that employs thousands of U.S. Navy Sailors, and an equal number of ROK forces. Although not linked to the KR exercises, during FE, U.S. Navy assets train with their ROK counterparts, using equipment, drawing on both U.S. and ROK participants' knowledge and expertise.

USS *Blue Ridge* (LCC 19), based in Yokosuka, Japan, played an integral role

in the exercise while berthed in Busan, Korea. Seventh Fleet staff members, embarked aboard the 7th Fleet command and control ship, served as the naval component commander for combined naval forces during FE. Staff members also witnessed history at the end of the two-week exercise, as 7th Fleet and ROK commanders signed the Naval Component Base Plan into the new Concept Plan, the last Navy plan to be signed prior to the transition of wartime operational control.

"The depth and complexity of our partnership with ROK Fleet has grown tremendously in the past half century," said Bird. "With the completion of these exercises, and the updating of our key operational plans, our two navies are more aligned and interoperable than they have ever been."





Two Korean sailors watch USS *Blue Ridge* (LCC 19) as it arrives in Busan.



Capt. Frederick Pfirrmann, U.S. 7th Fleet chief of staff, CS2 Wiillard Guillermo, and Capt. Rudy Lupton, commanding officer of USS *Blue Ridge* (LCC 19), smile as Chon Yeon Un, daughter of a Republic of Korea naval officer, takes a taste of the cake that was presented to her and Jeon Ye Som.

Host Nation Interaction

But aside from the bilateral partnership established on a national level, KR/FE participants have historically displayed a more personal cooperation, a learning experience through both a shared occupation and determination to bridge cultural gaps.

"Visiting Korea was a much anticipated event," said Ensign Jared Schrader of Lewisburg, Pa., who served aboard USS *Lassen* (DDG 82) during FE. "The culture is so different that the experience was entirely

new and refreshing, and helped to broaden my world view."

Schrader said that each of the nine U.S. ships participating in FE was designated a Korean "sister ship" during the exercise, something that served to familiarize both U.S. and ROK Sailors with the equipment both countries use, the subtle differences each navy employs and provide FE participants the opportunity for social interaction.

Sailors from both U.S. and ROK vessels participated in both soccer matches and



HM3 Jordan Ward, of Valentine, Neb., explains nasal intubation to a Republic of Korea Marine during medical training.

softball games, exchanged ship tours, frequented dining establishments and worked jointly on community service projects designed to provide assistance to local Korean facilities and organizations.

"During the down-times between events, we frequently had conversations about the differences between the two navies, and how different it was from the American experience to have adversaries living and patrolling just a few miles away from their homes and families," said Schrader.

Interaction between ROK Navy Sailors and their U.S. counterparts, has traditionally begun when U.S. ships participating in the exercise arrive, and are met by the ROK Navy Band while children outfitted in traditional Korean clothing greeted commanding officers and senior leadership.

After formalities and a ceremony marking the official start of the two-week exercise, Sailors from both ROK Navy and U.S. Navy ships participate in crew exchanges.

"I spent one week on the Republic of Korean Ship *Munmu the Great* during the exercise *Foal Eagle 10*," said First Lieutenant, Lt.j.g. Keith Kadish of Pittsburgh, a liaison officer aboard USS *John S McCain* (DDG 56) during FE. "I highly enjoyed my time on board, both learning about the vessel and meeting my fellow officers and crew. The crew of *Munmu the Great* was extremely accommodating toward me and displayed the utmost curiosity and respect toward the United States and the U.S. Navy."

In an effort to help coordinate the variety of training events in which surface ships are involved during FE, liaison officers from both

navies cross-decked, spending time aboard a ship which might previously have been foreign, but quickly becomes as familiar as their own vessel. FE training events for surface ships included combined communications drills with the ROK Navy, replenishment at sea, formation and station keeping, submarine tracking tactics, mine

hunting and sweeping, harbor defense, shared sea area coordination and de-confliction, and joint and combined helicopter flight operations.

"Every branch of service is represented at the Chinhae JRC this year," said O'Bryant. "But, this is the first time we have had Air Force, Marines and Army personnel with us."

While several U.S. FE participants traveled a significant distance to take part in the exercise, others were already in Korea, taking part in other regularly scheduled assignments. Seabees from Naval Mobile Construction Battalion (NMCB) 1, headquartered in Gulfport, Miss., were on a routine deployment, but had the opportunity to contribute to FE through a 25-foot timber tower constructed with ROK Seabees, something which could be used for either gun mounts or watch posts.

According to the U.S. Seabee project supervisor, the timber tower project proved an invaluable tool as NMCB 1 Seabees trained their Korean counterparts in American construction techniques.

"As a senior leader, I have to instruct and then lead the team on skills they've never used before," said NMCB 1 project supervisor Builder 1st Class Tony Perrio, of Vido, Texas. "The ROK Seabees are great; they are willing to learn right along beside us and we cross train a lot."

ROK Seabees lauded the relationship formed with U.S. Seabees, although an initial barrier proved difficult to navigate.

"We've had a good working relationship, five joint reception centers (JRC) were established on the Korean peninsula as part of the FE plan, to ensure each FE participant would be met at an airport and transported to their assigned duty station.

"We arrange transportation prior to the exercise," said Equipment Operator 2nd Class Daniel O'Bryant, of Anderson, Ind., a Reservist who works as the transportation petty officer at the Chinhae JRC. "We work with the transportation department on the base at Chinhae to make sure that there are enough vehicles available to transport personnel to and from the airport."

While O'Bryant's tasking was relegated to the Chinhae area of operations, other facilities throughout Korea similarly tracked each U.S. FE participant, providing accountability data, and ensuring participant's orders and emergency data information were appropriately filed before transporting personnel to berthing areas. According to O'Bryant, JRC positions were staffed by service members from all branches of the U.S. Armed Forces, in a joint effort to assist all service members.

of the maritime portion of FE, provided force protection for U.S. assets at the base's pier, as well as contributed to the mission's overall success through invaluable logistic expertise.

"We are the logistics support representatives for the ships," said Logistics Specialist 2nd Class Matt Coppola, of Worcester, N.Y. "My job here in Chinhae is important to ships, mainly with morale, so they don't have to wait to receive their mail or parts."

CFAC security teams trained with the U.S. Marine Corps Fleet Antiterrorism Security Team (FAST) Pacific, embarked aboard *Blue Ridge*. CFAC security team personnel additionally qualified more than 300 service members with 9mm pistols and M-16 assault rifles at the Chinhae mobile firing trailer.

"We use the mobile firing trailer here at CFAC since we are a small base," said Master-At-Arms Seaman Jesse Colley, of St. Louis, a line coaches in the firing trailer. "Personnel are more comfortable in the trailer than on an outside gun range because they get more one-on-one time since only three people can be in the trailer at once."

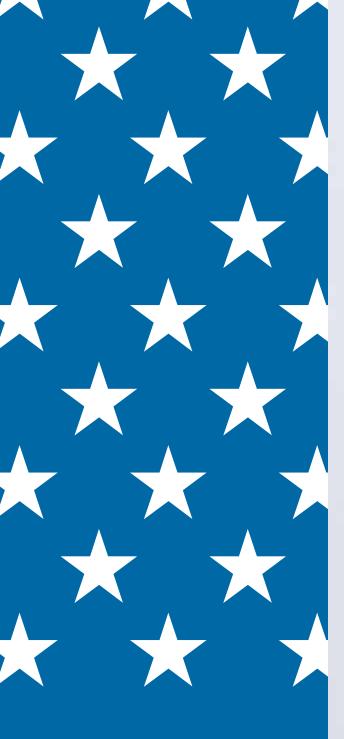
Lasting impressions

The KR/FE conjointly run exercise has historically showcased more than U.S. and ROK interoperability, providing a tangible outlet for a relationship which has endured for more than six decades.

"Korea is home to a courteous, determined, and spiritual people who are proud of their heritage and fiercely determined to preserve their national identity and culture," said Schrader. "They are, without a doubt, thoroughly good and solid people, and I am proud to call them allies."

Story courtesy of Commander, U.S. Naval Forces, Korea.





ROK, U.S. Sailors respond to real-world scenario



Forward-Deployed Naval Forces (FDNF) ships, primarily based in Yokosuka and Sasebo, Japan, consistently participate in joint-training exercises with the Republic of Korea (ROK). As operational schedules are put out for the year, FDNF Sailors can count on participating in the annual iteration of *Key Resolve/Foal Eagle*, or *Ulchi Freedom Guardian*.



On March 26, on the heels of *Foal Eagle* 2010's conclusion, training scenarios focused on sharpening the skills of U.S. and ROK personnel working together became an essential tool to respond to a real-world scenario.

A ROK ship, ROKS *Cheonan* (PCC 772), sank approximately one nautical mile off the southwest coast of Baengnyeong Island, Korea, in the Yellow Sea. Of the 104-man crew, 58 were rescued with 46 unaccounted for.

FDNF ships USS *Curtis Wilbur* (DDG 54), USS *Lassen* (DDG 82) and USS *Shiloh* (CG 67) were the first U.S. ships to respond to the scene. *Lassen* provided air support assistance; *Curtis Wilbur* provided command and control under the direction of the embarked Destroyer Squadron 15 Commodore Capt. Mark Montgomery.

"From day one, the U.S. Navy rapidly surged forces and tailored them accordingly to support the ROK Navy. In particular, the capabilities of Salvor, MDSU and the salvage subject matter experts were very helpful to the operations," said Gumataotao. "The teamwork shown during



this arduous task is indicative of the hard work we have done in the past and shows that our commitment to the alliance is as strong as ever."

Divers from Mobile Diving and Salvage Unit (MDSU) 1, embarked aboard USNS *Salvor* (T-ARS 52), arrived March 29 and to reinforce ROK recovery efforts aboard ROKS *Gwangyang* (ATS 28). They received thanks for their efforts from visiting ROK President Lee Myung-bak.

"It was something completely unexpected, to meet the president," said Navy Diver 1st Class (DSW/SW) Christopher Hegg. "We didn't even know he was aboard when we came by, but to shake his hand and hear his appreciation for our just being here was an honor."

MDSU 1 divers assisted their ROK counterparts through several workups and prepared the *Salvor*'s hyperbaric chamber to pressurize the ROK divers.

"We're here to offer all the help we can. We're all ready to step in any time and dive or assist hands-on in any way," said ND3 Andrew Kornelsen, a native of Madison, Wis. "I've been training for something like this for more than two years."

On April 2, Combined Task Force 76 personnel embarked aboard the Sasebo, Japan-based USS *Harpers Ferry* (LSD 49) and personnel from Explosive Ordnance Disposal Mobile Unit (EODMU) 5,

Platoon 501, arrived at the salvage and recovery site. EODMU 5 personnel transited from *Harpers Ferry* to *Salvor* in a landing craft utility (LCU) and prepared to assist ensuring safe diving operations.

"The thing we were most concerned about for our divers was their safety," said NDCS Ted Walker, MDSU 1's master diver. "We're not going to put a diver in the water near some ordnance the Cheonan was carrying without making sure it's not going to pose a threat."

As an afloat staging base, *Harpers Ferry* provided a more flexible platform to assist with the changing needs of the recovery mission. In addition to two MH-60 helicopters for air support and the LCU, the ship had the ability to provide direct salvage assistance with a 30-ton crane.

Two days later, a barge with a crane was towed to the site. Divers commenced a schedule of riding in a rigid hull inflatable boat to the site and stood by to provide assistance to the ROK scuba divers.

Battling cold temperatures, divers started work at the stern end of the sunken ship. The position of the stern was determined through numerous sonar side scans, a process involving personnel taking pictures using a hand-held sonar camera.

ND1(DSW) Quentin Felderman, assistant lead petty officer for MDSU 1, explained the challenging nature of the dives.

"We found out the current is rougher than we expected, and we're learning to work with the EOD guys. But we've been preparing for this for a while now, and we're working well together."

On April 9, five ROK divers from the Sea Salvage and Rescue Unit (SSU) came aboard *Salvor* to perform joint diving operations. Felderman explained the benefits of working face-to-face with their counterparts.

"We get to learn about how they do things, and there's a lot both sides can learn. Their techniques are

different from ours. They do scuba dives almost exclusively, and we do surface-supply dives," said Felderman.

ROK Chief Jong Suk Kang, an SSU diver, expressed his appreciation for the ability to work with MDSU 1.

"I have done many dives, but I have worked with the U.S. divers only once before. I am glad to have them to help with our diving," said Kang.

The ROK SSU had been steadily conducting scuba dives in the recovery efforts. The surface supply method of diving, which feeds air from a compressor aboard a ship through a regulator on a dive station and to the divers through hoses, allows for greater versatility, explained Navy Diver 3rd Class James Clark, a native of Sarcy, Ark.

"We don't really do scuba dives for this type of current and this depth," said Clark. "When it comes to something like a salvage operation, a diver's going to spend more time getting to the target and getting back safely than actually working there."

For more than three weeks, divers carried out an intense series of surface-supply dives, which required time in *Salvor*'s hyperbaric diving operations chamber to fully recover, explained ND2 Hunter Reed, a native of Fayetteville, Ark.

"We're doing a surface decompression/oxygen dive. Once we finish the dive, we're going up and finishing our decompression in the chamber. This dive is deeper than what we've been doing, and there's going to be more gas in your body, which means more decompression is required," explained Reed. "The depth of the dives varied between 70 to 140 feet."

After days of diving operations, the upper structure of the Cheonan was raised to the surface. The following days were a series of precise operations to successfully recover the wreck. On a foggy April 15, after maneuvering a civilian barge to the site, the Cheonan's stern section was winched from the seabed. The bow section, recovered April 24 in identical fashion, concluded the salvage operations.

The ROK navy hired contractors to raise the stern and bow of the ship. Both parts of the ship were taken to Pyeongtaek, Cheonan's home port about 60 km. southwest of Seoul.

"It was very rewarding to work with our ROK navy counterparts toward a common goal," said Cmdr. John Moulton, commanding officer of MDSU 1.

Story courtesy of Commander, Naval Forces Korea.

Editor's Note:

While U.S. divers did not work directly on raising the bow and stern, they worked closely with their ROK counterparts for five weeks and provide technical advice and support as requested.



Personnel from Explosive Ordnance Disposal Mobile Unit 5, and Mobile Diving and Salvage Unit 1, embarked aboard USNS *Salvor* (T-ARS 52) and search and rescue units from USS *Harpers Ferry* (LSD 49) participate in the salvage operation for ROKS *Cheonan*. In the background is the Republic of Korea Navy salvage and rescue ship ROKS *Gwangyang* (ATS 28).



Photo by MC2 Byron C. Linder

Dive tenders recover Jong Suk Kang (left) a diver assigned to the Republic of Korea Sea Salvage and Rescue Unit, and Lt. Matthew Lindsey, diving officer and company commander of Mobile Diving and Salvage Unit 1, prepare for a joint dive exercise aboard USNS *Salvor* (T-ARS 52) during a joint dive training exercise in the Yellow Sea. These Sailors put their training to the test as they supported salvage operations for ROKS *Cheonan*.

By May 1, the United States concluded the maritime support of the ROK salvage operation. At the time of writing, the cause of the sinking is still under investigation.

Don't Be a Twitiot

By now you've heard the quip that loose tweets sink fleets. This play on the popular World War II phrase about the very real dangers of compromising Operations Security (OPSEC) can leave our Navy leadership apprehensive and our Sailors unsure how to manage their natural desire to interact online.

The word straight from the top is that Department of Defense and Navy leadership understand that social sites are important communication tools for Sailors. In fact, the Secretary of the Navy, chief of naval operations and master chief petty officer of the Navy are all very active on their own social profiles in Facebook and Twitter. The CNO is well-known for typing in his own Facebook status and MCPON goes on his Facebook wall to talk to people who leave comments for him.

That makes the message to the fleet loud and clear: we can use social media, but we have to do it responsibly.

So how do we manage this delicate balance of telling our own stories and connecting to our loved ones while at the same time keeping ourselves and our shipmates safe?

The basic guidelines outlined here will help you be secure in your communications with your friends and family online while not compromising your responsibilities as a Sailor.

USS NEVER SAIL

Live those Core Values, they aren't just words to memorize. In uniform or out, online or not, you are representing the Navy. Communication online is instant, international and everlasting so act smartly and be honest at all times.

Identify yourself, your command or unit, your rank or position when posting about Navy subjects. Don't try to hide who you are because it might create a bigger problem than if you just admitted it from the beginning. Be sure to also say that your remarks are your personal opinion, and not the expressed opinion of the Navy.

Protect your family by not openly providing information about them (their names, their addresses, even their towns or schools). Many social sites do not let you post anonymously (like Facebook) and your full name and photo is attached to every posting. How hard would it be for someone to figure out who your loved ones are based on your personal profile? You never know who is watching and collecting information which could be used to hurt your family.

Understand profile security settings so you can make informed choices about who sees what in your profile. Just because someone isn't your "friend" doesn't mean that all of your information or even photos are blocked from that person. If you are not managing your personal security settings, it is quite possible that when you leave a comment on a public forum (like the Navy Facebook page) anyone who sees it there (including people you don't know) could see your entire profile.

Keep information safe and do not discuss classified or even unclassified sensitive information such as troop movement, personnel rosters, weapons information, etc. This includes train-

ing, equipment and ways to "cheat the system" with regard to equipment or security barriers. This also includes sensitive information about you and your family, such as your address, your phone numbers, your social security numbers, etc. All of this information can be used to steal your identity and commit crimes in your name – so be careful.

Avoid copyright and trademark issues. Do not include any copyrighted or trademarked material in any material posted online. Whether embedding a song in a video or using a picture in a blog post, unless you have permission from the creator you're probably violating their copyright and can be held responsible for any financial damages. You are free to use any image from www.navy.mil, just provide proper attribution.

Don't lower your standards of conduct. If in a conversation someone is attacking the Navy or you unfairly, replace error with fact. Do not engage with others in an argument online: Remember when you wrestle with a pig you both get dirty.

Admit mistakes. If you make a mistake then admit it and correct it immediately. If you do edit a posting online, make it clear that it has been updated or edited – don't just try to make a change and pretend you never made the error. Remember that everything posted on the Internet even for a second may live on forever.

Don't violate someone else's privacy or the personal rights of others. If you wouldn't want to see the post about you then you probably shouldn't make the post about someone else.

Don't release internal Navy information or documents that have not been approved for release elsewhere. If you're not sure, ask your chain

of command or a local public affairs officer.

DO not use your command's or the Navy's name to endorse events, products, companies, opinions or causes. Consult with legal or public affairs for specific guidance.

Use disclaimers. Identify that your views are yours alone and not of that of the U.S. Navy or the government, such as: "The postings on this site are my own and don't necessarily represent the U.S. Navy."

Talk about what you know and do not discuss issues outside of your personal experiences (as deemed acceptable) or areas where your professional expertise lies.

Avoid the offensive and use best judgment. Refrain from using profanity or uploading questionable and offensive material, including hate speech. Consider whether the information you're posting and the way you're presenting it could be taken out of context or used against the U.S. Navy, nation, your command or you. Be aware of the image you present.

Link. Feel free to link to your Navy at [@USNavy](http://www.navy.mil) and @NavyNews on Twitter, tag us on Facebook/USNavy or on the Navy blog at navylive.dodlive.mil.

Guidance on social media for commands and Sailors is upcoming but the bottom line is that the Navy values your use of social media to stay in touch with family and tell your part of the Navy story. As with everything, this needs to be done safely so that you don't compromise the security of the Navy or the safety of you and your family.

Story courtesy of the Navy Office of Information.



Follow the leader

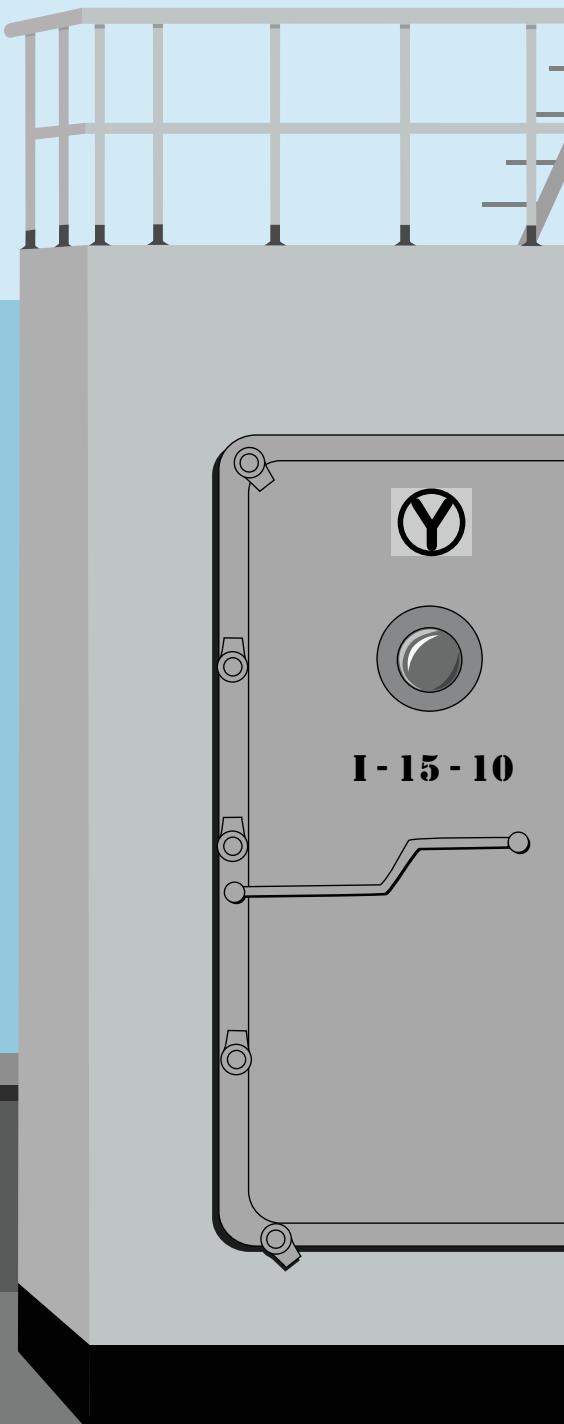
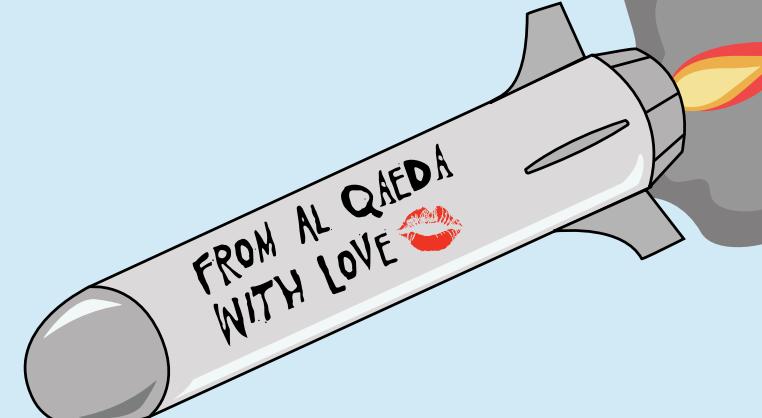
Leadership and commands are online, communicating in the same spaces that you connect with your friends from high school and family members. Consider following or friending these official Navy accounts for a chance to interact with leadership.

Master Chief Petty Officer of the Navy: www.facebook.com/MCPO

U.S. Navy: www.facebook.com/USNavy, www.twitter.com/USNavy and www.twitter.com/NavyNews

Chief of Naval Operations: www.facebook.com/ChiefofNavalOperations

Department of Defense: www.facebook.com/DeptofDefense, www.twitter.com/DeptofDefense



Exceptional Advocate Against Sexual Assault

Story and photo by MC1(SW/AW) Andrew Meyers

Vicki Shepherd a Sexual Assault Response Coordinator (SARC) attached to Command Navy Region Europe, Africa, and Southwest Asia is recognized in the Pentagon's Hall of Heroes as the SARC of the Year 2010. This award recognizes exceptional service performed as part of her outreach to service members in her region.

At the forefront of the Department of Defense efforts against sexual assault are a group of individuals who ensure military communities worldwide are aware of the seriousness of the issue, offer support for victims and keep the victim assistance process streamlined.

Also known as sexual assault response coordinators (SARCs), this small group of personnel represent the focal point for fighting this most serious and offense by providing education, intervention, training, advocacy and data collection on sexual assault prevention and response practices for service members, civilian employees and DoD personnel around the world.

One of these heroes, Vicki L. Shepherd, a Sexual Assault Prevention and Response (SAPR) program advocate detailed to Commander Navy Region Europe/Commander Joint Task Force Horn of Africa, was recognized as the DoD Exceptional SARC of the Year during a recent ceremony at the Pentagon's Hall of Heroes in Washington.

Shepherd, a native of Lawton, Okla., noted during the ceremony that the award defines her decades-long service.

"It's the highlight of my career to be acknowledged for something that I am truly passionate about," said Shepherd. "This program will evolve. We're not going to stand aside and continue to let sexual assaults happen. We're going to educate our bystanders, and we're going to have even better training for victim advocates."

The SARC Exceptional Coordinator Award recognizes SARCs who are dedicated to SARC standards, adherence to SAPR ideals and values and are committed to train volunteers and advise and assist victims.

Formerly known as the Sexual Assault Victim Intervention (SAVI) program and renamed SAPR in November 2009 to reflect the Navy's continuing adherence to streamlining the program's methods and procedures, the program still embodies many of the same guidelines. But, Shepherd said the name change is directly reflective of the nature of the crimes the organization faces – those of a personal nature.

"Although the Department of the Navy is seeing a name change from what we have known since 1994, SAVI to SAPR - it's time for change," said Shepherd. "Don't take it as an insult. We're not trying to stamp out what the Navy has always been about. We can take personal ownership for the acronym SAPR; we can become socially aware and personally responsible."

Shepherd, an Air Force veteran, regularly works with Naval Criminal Investigative Service and other investigative agencies, maintaining close contact with victims and often assisting them through interviews, as an intermediary during what can be a difficult time. Shepherd's efforts represent a connection with service members, family members and others in the community.

"Being a coordinator gives me a chance to connect with the community," said Shepherd. "We're able to see victims succeed. They're able to regain something that was taken from them."

One in every five female Sailors or Marines is a victim of some form of sexual assault and six of every 100 women are raped. With these statistics, Shepherd said the programs' impetus is centering on those who are making the difference, the thousands of community members who can attest to the Navy's core values.

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

Find more information about the SAVI/SARC program by visiting the following Web sites or calling the listed organizations:

- Rape, Abuse & Incest National Network - 1-800-656-HOPE
- Family Counseling Service: Crime Victims - 1-800-607-HAND
- National Coalition Against Domestic Violence: www.ncadv.org
- National Sexual Violence Resource Center: 1-877-739-3895 or at www.nsvrc.org
- National Center for Victims of Crime: 1-800-394-2255
- Rape Crisis Center, Inc., Dane County, Wisconsin - Sexual Assault Facts: <http://danenet.wicisp.org/dccrsa/saissues.html>
- National Organization on Male Sexual Victimization: <http://www.nomsv.org/>
- National Organization for Victim Assistance: www.try-nova.org/index.html



Sailors assigned to Riverine Squadron (RIVRON) 1 load equipment before departing to the Naval Station Norfolk air terminal where they will be flown to Iraq for a six-month deployment. RIVRON 1 is deployed to Iraq to train Iraqi maritime patrol elements.

RIVRON 1 Sailors Deploy to Iraq for Third Rotation

Riverine Squadron (RIVRON) 1 recently departed Joint Expeditionary Base Little Creek-Fort Story, Va., for a six-month deployment to Iraq in support of Operation Iraqi Freedom (OIF).

In February 2007, RIVRON 1 was the first riverine squadron to be commissioned and deploy since the Vietnam era, when Navy swift boats patrolled inland waterways. Now, RIVRON 1 is the first riverine squadron to deploy for a third time as part of OIF and is relieving RIVRON 3.

"You won't find anyone out here that is not ready to deploy today, and not excited to do their job," said Cmdr. Craig Hill, the commanding officer of RIVRON 1.

RIVRON 1's mission in Iraq is to train Iraqis to provide their own maritime patrol element and to prevent smugglers and violent extremist networks from moving dangerous materials throughout the country's waterways.

"We will be partnering with the Iraqis to get them up to speed to a position where they can do our job," said Hill. "Our job, for the time being, is to focus on providing the government of Iraq with the security and stability they need in order to get up on their feet and get going."

Riverine Sailors go through rigorous training in protecting and monitoring rivers from attack or insurgent activities. This training allows Sailors to refine techniques and procedures to secure rivers or small bodies of water from illegal transportation of weapons, people or materials.

"These guys are well-trained," said Hill. "I've seen their training, and I've been through the majority of their training with them, I know what they're capable of. They can handle anything a potential foe would hand them."

"You always look forward to deployment because you get to go do what you train to do," said Engineman 1st Class (EXW) Stacy Burleson, who has been on each of the deployments

with RIVRON 1. "We get to go out and operate, do patrols and sweep – all the things that we have trained this long to do."

Story and photo by MC2(SCW) Paul D. Williams, Navy Expeditionary Combat Command, Norfolk.

USNS Mercy Conducts Pacific Partnership 2010

USNS *Mercy* (T-AH 19) is currently conducting *Pacific Partnership* 2010, the fifth in a series of U.S. Pacific Fleet humanitarian and civic assistance endeavors aimed at strengthening regional relationships with host and partner nations in Southeast Asia and Oceania.

The mission is made possible through the collaborative efforts of the Pacific nations as well as nongovernmental organizations and military personnel.



Photo by MC2 Mark August
The daughters of HMC Cantona wave good-bye to their father aboard USNS *Mercy* (T-AH 19) at Naval Base San Diego. *Mercy* is deployed in support of *Pacific Partnership* 2010, a humanitarian and civic assistance deployment throughout Southeast Asia and Oceania, aimed at strengthening regional relationships.

Pacific Partnership 2010 includes visits to six nations during the five-month deployment. *Mercy* is the lead ship and will visit Vietnam, Cambodia, Indonesia and Timor-Leste, while two additional Navy ships will visit Palau and Papua New Guinea. At each of the visits, military and civilian personnel participate in civic action projects and community service engagements, all part of the goodwill the ships bring to the nations.

"This is going to be an outstanding opportunity to do good throughout the world," said U.S. Navy Vice Adm. Richard W. Hunt, commander, U.S. 3rd Fleet, who was on hand to bid the crew farewell. "This is clearly a mission that develops partner nation capabilities, operating with host nations and our allies to provide assistance in developing the ability to respond during a time of crisis."

Mercy recently came out of the shipyard in San Francisco in March, where she was refurbished and updated to best serve the mission this year. The ship has a full spectrum of surgical and medical services, is capable of maintaining up to 5,000 units of blood, and has a total patient capacity of 1,000 beds.

At each visit the ship makes, teams of military and civilian specialists deliver valuable medical, dental, biomedical repair, engineering, and veterinary services based on the needs, as identified by the host nations. A majority of

these services are done at sites in each country, but some services, such as surgery, are done aboard *Mercy*.

Equally important are subject matter expert exchanges, where those deploying with *Mercy* will work closely with personnel from the host and partner nations to learn from one another. This will greatly serve all parties involved, as they are preparing and practicing in a time of calm should a natural disaster occur.

The partnerships developed during *Pacific Partnership* missions help ensure first responders have had the opportunity to collaborate in an environment that would come as close to resembling a real-world natural disaster. The U.S. Navy is no stranger to the region as it has been the first responder during past natural disasters.

Mercy has participated in past disaster relief missions. *Mercy* responded to the December 2004 tsunami in Southeast Asia as part of Operation *Unified Assistance*. Then in 2006, *Mercy* provided humanitarian assistance to the Republic of Philippines, Bangladesh, Indonesia and Timor-Leste by leading *Mercy Deployment*.

Most recently, *Mercy* led *Pacific Partnership* 2008, which visited the Republic of the Philippines, Vietnam, the Federated States of Micronesia, Timor-Leste and Papua New Guinea.

Story by Lt. Marissa Myatt, Pacific Partnership 2010

USS Klakring Begins Southern Seas 2010 Deployment

USS *Klakring* (FFG 42) and Helicopter Anti-Submarine Squadron Light (HSL) 42 Det. 10, recently departed Naval Station Mayport, Fla., to conduct *Southern Seas* 2010.

Southern Seas is a U.S. Southern Command (USSOUTHCOM)-directed operation implemented by U.S. Naval Forces Southern Command (COMUSNAVSO) and carried out by Commander, Destroyer Squadron 40 (CDS 40).

It involves the deployment of CDS 40, *Klakring* and HSL 42, Det. 10, which will sail the waters from the East Coast of the United States to the Caribbean, Central and South America from April through September 2010.

"*Klakring* and HSL 42, Det. 10 Sailors, Team 42 as we describe ourselves, are looking forward to the many opportunities both at sea and ashore that we will enjoy with our partners throughout the region," said Cmdr. Scott M. Smith, *Klakring*'s commanding officer. "This deployment is a first for most of us and will serve to enhance the sense of adventure we all feel when we set to sea."

While supporting USSOUTHCOM objectives for enhanced maritime security in its area of responsibility, *Southern Seas* 2010 concentrates on strengthening relationships with regional partner nations and improving operational readiness for all assigned units. In addition, *Southern Seas* provides the opportunity for U.S. and other forces to operate in the multinational environment, refine coordination, improve interoperability and demonstrate flexibility.

"*Klakring* will serve as a visible reminder of the United States' commitment to the Caribbean and South American countries," said Smith. "The partnerships that we enjoy within the Western Hemisphere are sustained and enhanced through these deployments by Sailors engaging with other navies and communities throughout the region. The by-product of this is a greater understanding of our partners and an opportunity to learn from them."

Smith said the success of this mission depends on the Sailors and presents a chance to not only showcase our country's finest, but also gain valuable knowledge from our friends.

"The Sailors in *Klakring* are the best our nation has to offer. I want every country to see that in the faces of these young men and women," Smith said. "I also want to learn



EOCA Tyler Martin, assigned to Naval Mobile Construction Battalion 7 deployed for training Latvia detachment, clears a job site during *Baltic Operations 2010*, in Ventspils, Latvia.

from our partners. If there are five lessons that improve our readiness, our ability to better the lives of our Sailors or gain a better appreciation of other cultures, then *Southern Seas 2010* will have been successful."

Formerly known as the Partnership of the Americas deployment, *Southern Seas* gives a distinct name to one of COMUSNAVSO's deployments.

*Story by MC1(SW) Michael J. Scott,
USS Klakring (FFG 42).*

DFT Latvia Breaks New Ground

Seabees from Naval Mobile Construction Battalion (NMCB) 7 are in Latvia working on construction projects in support of *BALTOPS 2010*.

The Seabees are involved in the deployment for training (DFT), which will include a variety of construction projects and possible humanitarian outreach missions.

"Our mission is to provide exercise related construction (ERC) in support of *BALTOPS 2010*," said Ens. Li-wei Chen, DFT Latvia officer-in-charge (OIC). "We will establish

a five-acre base camp for a Marine Landing Group and place a reinforced concrete pad for a Maritime pre-positioned ship offload of Marine support equipment. If time permits, we will engage in U.S. Embassy-coordinated humanitarian missions."

Upon arriving, the 24 Seabees were welcomed by Latvian Ministry of Defense (MoD) and U.S. Embassy representatives. But 24-hours later, the DFT Seabees received custody of heavy construction equipment, which they quickly learned were called "techniks" in Latvian slang.

"The initial transit from the equipment yard to the project site was rather interesting," said Construction Electrician 3rd Class Joshua Lenhart. "I don't think we needed our police escort the way traffic halted as we convoyed through the town of Ventspils, which has a population of approximately 40,000."

According to Chen, DFT Latvia's emphasis is on construction trades needed for expeditionary camp setup and humanitarian relief, and the construction tempo has been extremely high, since all construction projects must be completed by June prior to *BALTOPS 2010*.

As true force enablers in support of the Marine Air-Ground Task Force (MAGTF),

the Seabees have faced unforeseen challenges early in their mission, Chen said. Melting snow, which oversaturated the ground around the base camp, has been the primary challenge, making heavy equipment operations a very difficult and time-consuming evolution.

While the five-acre gravel laydown pad located at base camp and a dune cut enabling Marine tanks to offload with minimal damage to surrounding forests, represent the bulk of DFT Latvia Seabees taskings, the Seabees also plan to improve their current camp conditions, which should benefit the Latvian National Guard, who will take control of the camp upon completion of *BALTOPS 2010*.

The Latvian MoD assigned two military representatives as liaisons to assist the Seabees in overcoming language barriers during their operations, something Chen said has proven instrumental.

"Their combined support has been a tremendous aid in assisting us with material contractors and general communications," she said.

While DFT Latvia marks the first deployment for some participating Seabees, other seasoned construction force personnel hope the workload, experience of being in another country and interaction with their Latvian

counterparts are something junior Seabees can appreciate.

"Having been on multiple detachments and DFTs, I think that this will be some of the best experiences the younger Seabees will have," said Chief Equipment Operator Jerry Greer, senior enlisted advisor and assistant officer in charge. "I'm looking forward to a safe deployment and hope the troops take back great memories of our partnership with the Latvians."

Originally started in 1971, *BALTOPS* is an exercise sponsored by Commander, United States European Command, aiming to promote a mutual understanding of maritime interoperability between U.S. Navy, NATO and non-NATO participants.

Story courtesy of Naval Mobile Construction Battalion 7, Ventspils, Latvia.

MSRON 7 has established strong ties with the island community through volunteer efforts at schools such as Astumbo and the command's sister village of Sinajana.

"The JEA offers Sailors, especially our junior Sailors, an opportunity to really understand the bigger picture," he said. "When we do things to help someone out, whether that someone is a fellow Sailor or a student at Astumbo Elementary, they can truly see that their mission, their job and their actions have an impact on others in the community."

Master-at-Arms 2nd Class (EXW) Bryan Mather said he enjoyed the chance to meet and speak with students.

"The military is a large part of the island and the civilians here have been kind enough to open their home to us. This is just one of the things we can do to show we appreciate their

hospitality and that we want to be a part of the island family," Mather said.

Josie Gatman, an Astumbo Elementary teacher and career day coordinator, said her goal in inviting MSRON 7 Sailors was to have a positive impact on students and motivate them to look toward their future.

"We have kids who say they want to join the military but aren't aware that there are different jobs they can do there," she said. "I really wanted to open another door of opportunity for them."

MSRON 7, which was commissioned in May 2004, provides rapidly deployable forces to conduct or support anti-terrorism and force protection missions.

Story and photo by Oyaol Ngirairikl, Joint Region Marianas, Santa Rita, Guam.

MSRON 7 Participates at Guam School Career Day

Maritime Expeditionary Security Squadron (MSRON) 7 Sailors introduced hundreds of students at Astumbo Elementary School on Guam to the different jobs available in the Navy and at their command during the school's career day April 13.

"We were excited to come out today to show the kids what we do at MSRON 7 as a force protection unit," said Gunner's Mate 2nd Class (EXW/SW/AW) Todrick Christful, president of the command's Junior Enlisted Association (JEA). "One of our goals is to help strengthen the relationship that MSRON 7 and the Navy has with the island community and us coming here and talking to the kids about what we do and who we are helps to do that."

MSRON 7 JEA Sailors spoke with students about the command's mission and the tools they use to complete their assignments. The Sailors brought two Oswald patrol boats to the school and students had the opportunity to board the boats for a closer look.

"It was really great because I got to tell them all about the Navy and give those students who are familiar with the Navy a better understanding of what the Navy does for the nation and what MSRON 7 does out here in the Pacific," said Information Specialist 2nd Class Angel Schaefer.



Photo by MC1 Darryl Wood

BREAKING THE CODE:

THE BRAINS BEHIND THE MIDWAY VICTORY

Story by MC2(SW) Elizabeth Vlahos

THE NAVY'S 1943 VICTORY AT MIDWAY, GENERALLY RECOGNIZED AS THE TURNING POINT OF THE WAR IN THE PACIFIC, MIGHT NOT HAVE BEEN POSSIBLE WITHOUT THE WORK OF U.S. NAVY CRYPTOLOGIC TECHNICIANS WHO DECIPHERED JAPANESE OPERATIONAL CODE.

This task was no small feat. Spring of 1942 did not look optimistic for Allied forces in the Pacific. The Japanese Empire's armed forces were victorious, laying waste to the U.S. Pacific Fleet with the exception of 73 ships. Adm. Isoroku Yamamoto, commander in chief of Japan's Combined Fleet had devised a plan to lure U.S. Navy assets into a critical battle, ultimately providing Japanese forces the opportunity to launch a devastating final assault.

The U.S. Navy Pacific Fleet, under the command of Adm. Chester Nimitz, was desperate to anticipate Japan's next move. Nimitz, unlike Yamamoto, had little room for error. His three aircraft carriers, 45 warships and 25 submarines provided the last line of defense between Hawaii and a formidable Japanese fleet. Nimitz felt he had one chance at the enemy, and any miscalculation on his part could prove disastrous to the Allied war effort in the Pacific.

To turn the Pacific fleet conflict in favor of the Allied forces, Nimitz needed to know the Japanese Imperial Navy's intentions. Obtaining this information was the responsibility of OP-20-G, the Navy cryptological organization tasked with providing communication intelligence on the Japanese navy. Established in the early 1920s by Laurence F. Safford, the "Father of Navy Cryptology," OP-20-G was key to Nimitz' planning. In 1942, the organization began to make progress against JN-25, the Japanese Navy's operational code. Nimitz felt that if the code could be broken, he would have the information he needed to make the right decisions on how to use his ships and aircraft.

Breaking JN-25 proved to be a formidable venture. The code consisted of approximately

45,000 five-digit numbers, each number representing a word or phrase. The five-digit numbers were heavily encrypted for transmission using an additive table. In an effort to decipher the code, OP-20-G used a mathematical analysis, stripping off the additive and analyzing usage patterns over time to determine what the numbers meant. Though the complex and lengthy process frustrated the intelligence staff, the repetitive use of the additive tables increased the code's vulnerability. By mid-1942, OP-20-G cryptologists were finally able to anticipate the Japanese Imperial Fleet's moves.

In the spring of 1942, Japanese intercepts began referencing a pending operation in which the objective was designated "AF." Cmdr. Joseph Rochefort, commander of the Navy's codebreaking organization at Pearl Harbor, and Capt. Edwin Layton, Nimitz's fleet intelligence officer, believed "AF" might be Midway; the two had seen "A" designators assigned to locations in the Hawaiian Islands. Despite his trust in his intelligence staff, Nimitz felt he needed more than an educated guess. Retired Rear Adm. Donald "Mac" Showers, an ensign at the time, remembered the day that Rochefort had to confirm his theory.

"That [event] took place right at my desk, [and] I can recite it in detail as if it had just occurred yesterday," said Showers. "Cmdr. Jasper Holmes was standing by my desk talking with me when Rochefort approached him and said, 'Jasper, we've got to do something to prove to the world that AF is Midway!'

To confirm their suspicions, in mid-May 1942 Rochefort and Layton told the commanding officer of the Midway installation to send a fabricated message indicating the installation's water distillation

plant had suffered serious damage and fresh water was needed immediately.

"We needed a way to find out if the Japanese were actually targeting Midway, and the only option was to fake them into revealing their cards too soon [and show] that they were indeed targeting Midway," said Showers.

They soon received an intercepted Japanese intelligence report indicating "AF is short of water." Rochefort and Layton's suspicions were confirmed.

With this information, Nimitz plotted to move his carriers to a point northeast of Midway where they would lie in wait of Yamamoto's forces. Thanks to the cryptologic achievements of OP-20-G, Nimitz knew the Japanese attack would begin June 3, enabling him to effectively position his forces.

On June 4, at 10:20 a.m., three squadrons of Dauntless dive bombers from USS Enterprise (CV 6) bombarded the main body of the Japanese invasion force. A brief but devastating attack left three of the four Japanese carriers engaged in the battle damaged and sinking. Later that day, the Dauntless dive bombers located and attacked the fourth and last major carrier in the Japanese invasion force, eventually sinking the vessel.

Thanks to the magnificent synergy of Nimitz' leadership, the efforts of OP-20-G and the Sailors who took the fight to the enemy, the tide of the naval battle in the Pacific had turned.

"As a result of [cryptological] analysis, we were able to concentrate our limited forces to meet their naval advance on Midway when we otherwise would have been 3,000 miles out of place," said Gen. George C. Marshall, U.S. Army Chief of Staff, of the efforts of OP-20-G.

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

Go Interactive
visit www.navy.mil/midway

THE BATTLE OF THE PACIFIC
THE BATTLE OF THE CORAL SEA,
6-8 MAY 1942
THE BATTLE OF MIDWAY,
3-6 JUNE 1942

Sometimes More is Better YNCS (AW/SW) Daniel Burke "Knighthawk" IA with a Bronze Star

Story by Cathy Heimer and MC2 Brian Coverley

Senior Chief Yeoman (AW/SW) Daniel Burke, assigned to Strike Fighter Squadron (VFA) 136, has been instructing Sailors on how to prepare for individual augmentee (IA) and global support assignment (GSA) tours of duty. By taking such assignments, Sailors often have the opportunity to work outside their rating – performing tasks and fulfilling duties for which they might not have been specifically trained.

Burke decided to follow his own advice and deployed to Iraq in 2009 to fill a GSA billet.

Burke volunteered for the assignment to show Sailors the need to accept additional responsibility and leadership. He chose one of two "hot fills" – critical billets and/or assignments needing immediate occupancy in Iraq.

Before accepting GSA orders, Burke discussed the situation with his wife, Chief Culinary Specialist (AW/SW) Denise Burke. The couple worked out how they could manage to cope with the GSA assignment while fulfilling their role as dual military parents for their three children. By accepting the GSA orders, Burke and his family had the opportunity to prepare for the deployment well in advance.

"Since I put on chief, I've been [helping] my Sailors be prepared to go on IAs," he said. "I very well couldn't do that without doing it myself."

Burke was expecting to report as the administrative officer functions for Joint Counter Radio-Controlled Improved Explosive Device Electronic Warfare (CREW) Composite Squadron (JCCS) I in Baghdad, Iraq. But upon arrival, he learned the command already had an administrative officer.

"We have a better job for you," they told me," Burke said.

He became the electronic warfare officer (EWO), non-commissioned officer-in-charge (NCOIC) at Camp Liberty in Baghdad. Newly-advanced to the rank of senior chief petty officer, he found his new duties challenging.

In his new role, Burke was part of a nine-Sailor team that consisted of five Navy officers and four enlisted Sailors. He was later sent to Multi-National Division Baghdad (MNDB) and embedded with the Army.

"My position at the division was to make sure the Army units that were utilizing the [specialized electronic] equipment knew how to operate it, [and] knew how to employ [it] on the battlefield," Burke said.



Along with the other Sailors with whom he worked, the joint-forces team of more than 200 included Army and Air Force EWOs, government employees and civilian contractors. The team monitored eight forward-operating bases (FOB) spread throughout Baghdad.

He was also involved in "a couple of firefights" and night missions that prevented U.S. casualties, and contributed to his receiving a Bronze Star for his actions.

Burke's constant restlessness spurred him to qualify for the additional duties of small arms range safety officer, and M-4 carbine and M-9 pistol instructor, ensuring 368 Soldiers could requalify before redeploying.

He also assisted Sailors with pay issues, performance evaluations and other administrative matters.

Burke negotiated his current orders to VFA 136 at Naval Air Station (NAS) Oceana during his GSA tour.

"I chose an admin LCPO (leading chief petty officer) job because I knew this squadron is supposed to deploy," he said.

And even after a year away from home, Burke is willing to deploy again.

"As senior enlisted, that's what we do. I'm hoping to make master chief, and if I want to, I've got to do the tough jobs," he said.

Heimer is assigned to NAS Oceana, Va.;
Coverley is assigned to Defense Media Activity – Anacostia, Washington, D.C.



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