

FEBRUARY 2009

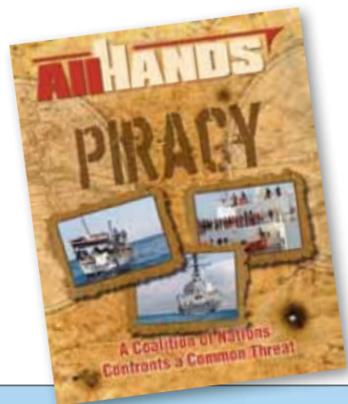
ALL HANDS

MAGAZINE OF THE U.S. NAVY

PIRACY



**A Coalition of Nations
Confronts a Common Threat**



[On the Front Cover]

Naval operations in the 5th Fleet area of responsibility seek to disrupt the violent extremists' use of the maritime environment and promote stability and global prosperity.

[Next Month]

All Hands recently spoke with the new generation of plankowners aboard USS *George H.W. Bush* (CVN 77) and PCU *Makin Island* (LHD 8), and then traveled to San Diego where we talked to the Sailors assigned to Maritime Expeditionary Squadron (MESRON) 1 about their preparations for their deployment to Kuwait.

[Departments]

- Around the Fleet — 6
- This Just In — 34
- Something to Think About — 36
- Focus on Service — 38
- History — 40
- A World of Possibilities — 41

[Number 1103]



February

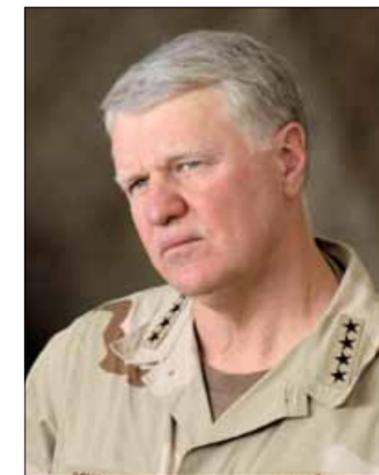


18 Deterring Piracy At Sea

The Combined Maritime Forces (CMF), is a coalition of more than 20 nations that operate throughout the Persian Gulf, the Arabian Sea, the Gulf of Aden and parts of the Indian Ocean. The mission is to promote the maritime environment as a safe place for mariners with legitimate business while defeating terrorism, deterring piracy and reducing illegal trafficking of people and drugs.

Photo by MC2 James R. Evans

12 A Personal Interview with the CNO



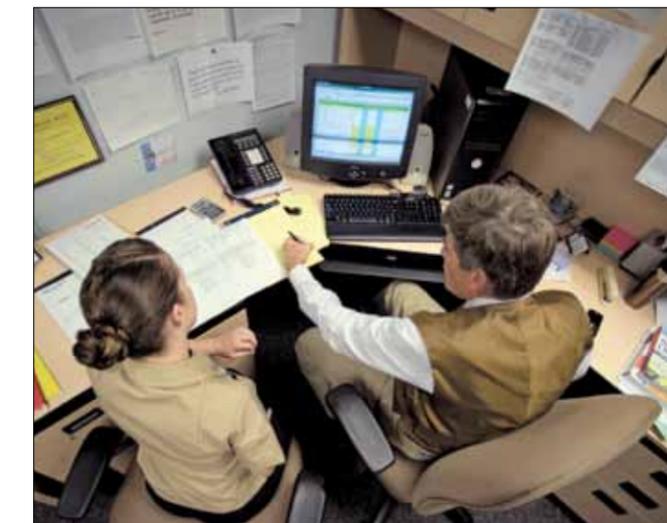
The Chief of Naval Operations, Adm. Gary Roughead recently sat down with MC2 Rebekah Blowers and discussed events that had an impact on his life and naval career.

Photo by MC1(AW/SW) Tiffini M. Jones

24 Maintaining Your Balance: The Importance of Physical and Fiscal Readiness

If you struggle to maintain prescribed physical standards or to keep track of where your money is going, you will likely have trouble keeping your mind on your mission. But by taking part in the physical and fiscal assessment services offered by your local Morale, Welfare and Recreation and Fleet and Family Support Center, you can easily plot your course for future success.

Photo by MC1 Jason R. Brunson



Sailors aboard USS *Boxer* (LHD 4) conduct a foreign object damage (FOD) walk-down before flight operations.

Photo by MC2 Daniel Barker



Speaking with Sailors

YNCM(SW/AW) Michael Harris,
senior enlisted advisor for Career Management,
Naval Personnel Command

Detailing Upgrades Increase Sailors' Role in Orders Negotiation

Sailors will soon be "driving" their own careers in a big way with recent upgrades to the Career Management System Interactive Detailing (CMS/ID).

CMS/ID is the Internet-based career tool that allows enlisted Sailors to research billets and apply for their next assignment through their career counselor.

Some of the CMS/ID upgrades include:

- A separate category display for jobs supporting global war on terrorism (GWOT) assignments.
- Linking the Navy Enlisted Classification code (NEC) to the NEC manual which displays NEC details, course convening dates and prerequisites for awarding of the NEC.
- A shipboard server option that allows Sailors without Internet connectivity on participating ships to review and apply for billets.
- Parity between the Reserve component and active component for a total-force system.

To ensure the best service, all Sailors should review their professional data in CMS/ID to verify accuracy and completeness. Pay specific attention to Perform-to-Serve application approval; exceptional family member status; security clearance; evaluations and fitness reports; and NECs earned.

Sailors should also ensure their contact information is correct in case their detailers have any questions for the member when considering and reviewing applications.

CMS/ID is intended to compliment the current process of working with a command career counselor (CCC) where Sailors become an active partner in negotiating orders. CCCs will still view and submit Sailor's job applications and provide guidance and mentorship.

In addition to the current upgrades in service, an operational test is underway. It's road testing a self-service CMS/ID feature, allowing Sailors a self-service option to apply for jobs directly. This test is taking place on a limited number of sea and shore platforms.



Sailors can access CMS/ID from the Navy Personnel Command home page at www.npc.navy.mil by selecting the link "CMS Interactive Detailing."

CMS/ID is part of the Navy Career Tool suite. These tools are designed to integrate career management, training, and education systems so that Sailors can direct their own professional development.

Other tools include:

- Navy Knowledge Online (NKO) available at www.nko.navy.mil: Web portal linking Sailors to principal career management tools.
- Navy eLearning (available through NKO): Delivers thousands of online courses designed to enhance Sailor professional and personal growth.
- Navy Credentialing Opportunities Online (Navy COOL) available at www.cool.navy.mil: Supports Sailor career development by defining civilian credentials that best map to a Sailors' rating and training.
- Electronic Training Jacket (available through NKO): Provides Sailors a view of career information documented in Navy personnel databases.

These self-service tools clearly show the direction in which our Navy is headed. When it comes to your career, these tools are designed to put you in the driver's seat with a fully-automated dashboard at your fingertips. 

All HANDS

Number 1103 • February 2009
www.navy.mil

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Design + Project Management
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Printing
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Robert Coates

All Hands (USPS 372-976; ISSN 0002-5577) Number 1103 is published monthly by the Defense Media Activity - Anacostia, Production Department, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices. **Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call 202/512-8800. Subscription prices: \$45 (domestic)/\$54 (foreign); \$7.50 (single copy domestic)/\$9 (single copy foreign). **Postmaster:** Send address changes to All Hands, Defense Media Activity - Anacostia Production Department, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. **Editorial Offices:** Send submissions and correspondence to Defense Media Activity - Anacostia Production Department, ATTN: Editor, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819. Tel: DSN 288-4171 or 202/433-4171 Fax: DSN 288-4747 or 202/433-4747 E-Mail: allhandsmagazine@navy.mil Message: NAVMEDIACEN WASHINGTON DC //32// **Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

YOU ARE NOT ALONE

Suicide Prevention is an All Hands Evolution



www.suicide.navy.mil

Navy Working Uniform Details and Instructional Video Announced

The chief of naval personnel recently released detailed information about the delivery schedule, manner of wear and occasion for wear for the Navy working uniform (NWU) in NAVADMIN 343/08.

An instructional video was also posted on the NPC Web site www.npc.mil/ (click on U.S. Navy Uniforms) and on NKO at www.nko.navy.mil/

According to the message, the NWU is intended for year-round wear and shall be the standard working uniform ashore. The NWU will replace working utilities, tropical working uniforms, wash khakis, winter working blue, aviation working green, and non-tactical/environmental usage of camouflage utility uniforms.

The NWU is designed to be worn in sea and shore environments that do not require special clothing (e.g., flight, flight deck, engine room, etc.). Unless otherwise prescribed by the regional commander, the NWU is authorized to be worn at all facilities on base, while commuting to and from work and home via privately-owned vehicle, public transportation and on government/military flights to/from OCONUS locations.

Routine stops while commuting are not authorized with an exception for genuine emergencies, such as medical emergencies and vehicle breakdowns.

For environmental extremes the following modifications are authorized when granted by appropriate authority.

- (1) The NWU shirt may be removed on job sites or in work spaces.
- (2) NWU trousers may be worn unbloused on job sites or in workspaces.



▲ Sailors wear the Navy working uniform (NWU) at Naval Air Station MB Oceana, Virginia Beach, Va. The NWU is intended for year-round wear and will be the standard working uniform ashore by October 2010.

(3) During the winter or inclement periods, the parka hood is authorized for wear in addition to head gear. Black leather gloves are authorized. The NWU will be available for purchase via designated Navy Exchange uniform centers as follows:

- Apr 09** – Southeast
- Jul 09** – Northeast
- Oct 09** – Capital region
- Jan 10** – Western/northwest
- Apr 10** – Gulf region
- Jul 10** – Hawaii
- Oct 10** – Europe/Japan/Guam

All existing working uniforms will continue to be authorized for wear until December 2010. Sailors who have not been issued NWUs at recruit training command or purchased NWUs while assigned to an active roll-out location must maintain their current working uniforms until the NWU is available in the area assigned. This policy also applies to Sailors wearing the new service uniform announced earlier in 2008.

FY08 and FY09 clothing replacement allowances have been adjusted to facilitate purchasing four sets of NWU shirts and trousers by December 2010. Reserve component Sailors will receive their uniforms via their respective Navy operational support centers. **S**

Story courtesy of Chief of Naval Personnel, Washington.

Sailors Unite for Suicide Prevention

The Navy recently rolled out a new suicide prevention poster series to encourage Sailors in distress to reach out for help. It also encourages shipmates to look out for each other.

“Sailors helped design the posters and determined what the messages would be,” said Lt. Cmdr. Bonnie Chavez, behavioral health program manager for the Navy. “They were passionate on how to best help each other and represent the sense of community in the Navy.”

The series consists of four posters that are now available through normal supply channels. The themes of the posters range from, “How many Sailors does it take to save a life? Just one.” to “Got Big Problems” showing a group of Sailors working together, demonstrating that suicide prevention is an all hands evolution.

Recognizing the signs that a shipmate is in crisis is the first step and then taking the appropriate action may help save a life.

“If people remember to ACT, ask, care, treat,” said Chavez, “they will be on the right path. Don’t be afraid to ask someone if they are thinking of taking their own life. Care enough to let the person know that suicidal feelings are temporary and that depression can be treated and then get help. Treat – take them to an emergency room or walk-in clinic; don’t leave them alone; take action; remove means, such as guns, stockpiled pills, ropes, and sharp objects,” said Chavez.

Most people give some warning of their suicidal intentions to a friend or family member. Take all suicide threats seriously. To find out more information and to see a list of the warning signs go to www.suicide.navy.mil/. **S**

Story courtesy of Navy Personnel Command, Millington, Tenn.

New Logistics Specialist Rating Helps Shape Future Force

The chief of the supply corps welcomed the merging of the postal clerk (PC) and storekeeper (SK) ratings into the new logistics specialist (LS) rating and highlighted its benefits for fleet operations and the development of the Navy’s future force.

“This merger is the first step in our effort to shape the enlisted workforce to support the Navy in the 21st century,” said Rear Adm. Mike Lyden, commander, Naval Supply Systems Command (NAVSUP) and chief of the supply corps.

“Our work processes in the future will require a more broadly trained Sailor who can provide a unique skill set to both our Navy warfighters and the joint warfighters. By combining these two ratings, we will lay the groundwork for future readiness and greatly enhance the career

opportunity for all Sailors in the LS rating.”

Merging the PC and SK ratings will give the PCs a viable career path, broader skill set and increase advancement opportunities according to Command Master Chief (SW) James A. Collins, master chief petty officer of the supply community.

The SK Sailors will also benefit with a broader skill set and greater diversity in both sea and shore assignments.

Logistics specialist more accurately describes the knowledge, skills and abilities of the new workforce and further aligns with the joint force, said Lyden.

“This alignment is critical to the future of our supply Sailors as they have proven critical in the global war on terrorism,” he added. **S**

Story courtesy of Naval Supply Systems Command, Mechanicsburg, Pa.

Navy Introduces Paternity Leave Policy for Sailors

The Navy recently announced the implementation of a paternity leave policy which is part of the FY09 National Defense Authorization Act.

The paternity leave policy provides Sailors another tool designed to help balance work and family. It grants 10 days of non-chargeable leave to married fathers who are currently serving on active duty following the birth of a child.

“I think the policy is great,” said Yeoman 1st Class Luis Lujan who has two children and expected the arrival of a third at the time the policy was announced.

Photo by MC3 Quinn Lillard



▲ SKSN Samantha Herila, from Asheville, N.C., loads food stores onto an elevator aboard USS Abraham Lincoln (CVN 72) during an underway replenishment with USNS Rainier (T-AOE 7) in the North Arabian Sea.

Electronics Technician 3rd Class (SW/AW) Zachary W. Reeves, a native of Scottsboro, Ala., was recently named the Air Traffic Control Association’s (ATCA) Airway Transportation System’s Specialist of the Year.



The ATCA Air Traffic Control Specialist of the Year award is presented to an individual air traffic control specialist who, during the previous year, performed in an exemplary or extraordinary manner in support of air traffic control.

“I did not expect such an award,” said Reeves. “I only thought I was doing my job, and I tried my best to fix problems as soon as humanly possible.”

Reeves is the only technician qualified on three different air traffic control radars aboard USS Bataan (LHD 5). The radars assist the ship’s crew and aircraft in marshalling aircraft and making precision approaches, all of which keep the ship, aircraft and pilots safe during flight operations.

“All I had to do was work hard, work one fault at a time and always give it my all,” added Reeves.

According to ETC (SW) Gregory Conrad, Reeves’ leading chief petty officer, “His technical knowledge of the system makes him the ‘go-to’ guy concerning air traffic control radar systems. Reeves never gives up.”

Story and photo by MC2(SW/AW) Jeremy L. Grisham who is assigned to USS Bataan (LHD 5).

“My wife is scheduled to have a C-section, which is a major surgery. She’s going to need the time to recover and shouldn’t have to worry about anything but healing during that time,” he said. Lujan said he’d adjust to a new routine during his paternity leave but feels it is important for him to help out during the critical first days after the birth of a new child.

Lujan said his wife usually takes the kids to school and picks them up from child care, but it’s a job he’d assume during his leave.

“I’ll also be doing the cooking, cleaning and laundry, and helping to care for the newborn,” he said. “It’s only fair.”

Lujan’s wife, First Class Petty Officer Monico Lujan, an active-duty hospital corpsman, said she’s

excited about the new paternity policy and said it makes her feel more committed to the Navy.

“The leave will really help us because we won’t have family around to help,” she said explaining that the nearest relative lives in Texas and will not be able to get time off from work to visit.

“But I think it’s great because the Navy asks a lot of Sailors, and so it’s like they are looking out for us.”

The Navy, which is committed to becoming one of the top 50 employers in the nation and attracting the best talent possible, designed the progressive paternity leave policy after considering the changing perspectives of work and family needs in the Navy. These

continued on page 9



◀ **USS Freedom** (LCS 1) (right), the Navy's newest commissioned ship, berths next to **USS Constitution** at the Charlestown Navy Yard during a weekend port visit in Boston while in route to Norfolk.

Photo by MC2 Kenneth R. Hendrix



▲ A Tiger Cruise guest stands on the flight deck of **USS Ronald Reagan (CVN 76)** while an **SH-60F Seahawk** assigned to Helicopter Anti-Submarine Squadron 4 lands in the background. Nearly 1,200 friends and family members embarked with the ship from Pearl Harbor.

Photo by MC3 Aaron Holt



▲ **EOD1 Aaron Ritter (left)**, and **EOD1 Ben Jones**, assigned to **Explosive Ordnance Disposal Mobile Unit 1**, gather unexploded ordnance for disposal around Tikrit, Iraq.

Photo by MC2 Joan E. Kretschmer



▲ **SHSN Joseph Kim (left)**, from Sacramento, Calif., gives a haircut to **PSSR Willie McDowell**, from Charlotte, N.C., in the ship's barber shop aboard **USS John C. Stennis (CVN 74)**.

Photo by MC3 Josue L. Escobosa

To be considered for the "Around the Fleet" section, forward your **high resolution (5" x 7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station** to: navyvisualnews@navy.mil

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

continued from page 7

perspectives include a desire for more family time.

The Lujans are only one of several military families excited about the new paternity leave policy. The popularity of the new benefit among fathers demonstrates the priority both male and female Sailors place on striking a healthy balance between work and family.

"We're pleased to be able to offer this highly-valued benefit," said Capt. Ken Barrett, head of Task Force Life Work, which helped spearhead the paternity leave policy. "Addressing life/work needs for our Sailors is a top priority. The ability for new dads to bond with a new baby or help mom at home is important to building healthy families and is a big priority for our Navy." ■

Story by Lt. Karen E. Eifert,
Task Force Life Work, Washington.

Sailors' Outreach Helps Shape Navy's Future

When Adm. Jonathan W. Greenert took the helm as Commander, U.S. Fleet Forces Command, he asked the Sailors working for him to take on an additional mission as they traveled around the world — tell their Navy stories to young Americans.

Greenert's goal, then and now, is for young Americans to gain a greater understanding of what it means to serve in the military and the opportunities a life in uniform can provide by hearing the stories of active-duty Sailors.

"If our country looks at itself in the mirror, it will see a lot of diversity," Greenert said. "If our Navy looks at itself in the mirror, we should see the same diversity reflected as the nation does."

During a recent visit to Naval Station Great Lakes, Greenert's protocol officer, Lt. Cmdr. Henry Gourdine, and his aide, Lt. Cmdr. Kelly Fletcher, met with students enrolled in the Navy Junior Reserve Officer Training Corps programs at Proviso East High School in Chicago and North Chicago High School in North Chicago.

"Admiral Greenert has provided us with a wonderful opportunity to get the message out about the Navy and the opportunities it can provide," said Gourdine, a black naval aviator who graduated from the U.S. Naval Academy. "It is a privilege to visit high schools, interact with the students and have an opportunity to tell them about the mission of the Navy."

Gourdine, a native of Charleston, S.C., said his first experience with the Navy was at an air show.

"When I saw someone who looked like me climb out of an aircraft, I wanted to know how I could do that," he recalled. "These students have the same questions. They want to know what I was like as a young person. Was I like them?"

The naval officer believes the school outreach is important to building a strong and diverse Navy of the future.

"This is one of the ways we in the Navy can compete with Fortune 500 companies for the best talent in the nation," Gourdine said. "By having deckplate leaders visit schools and tell students honestly about their own experiences in the Navy, they can see someone who is just a few years removed from where they sit and know that they can achieve the same goals."

A former enlisted electronics technician, Fletcher, said many students want to ask her what it is like to balance a career in the Navy with being a mother.

"They really want to know about balancing their career goals

continued on page 11

Around the Fleet



▲ **USS Georgia (SSGN 729)** transits the Atlantic Intercoastal Waterway to Naval Submarine Base Kings Bay, Ga. The sub is returning from pre-deployment testing.

U.S. Navy Photo



▲ **Ensign Jason Burroughs and his wife, Kelli,** share a tender moment shortly after coming ashore from **USS Elrod (FFG 55)** during a homecoming celebration at Naval Station Norfolk.

Photo by MC2 Kristopher S. Wilson



▲ **Lt. Scott Miller** is cooled off by Sailors from Helicopter Anti-Submarine Squadron Light (HSL) 42, Det. 1, aboard **USS Vella Gulf (CG 72)** after completing 1,000 logged hours of flight time in the U.S. 5th Fleet area of responsibility.

Photo by MC2 Jason R. Zalasky

◀ **U.S. Naval Academy slot back Shun White (#26)** runs for a touchdown during the 109th Army-Navy college football game at Lincoln Financial Field in Philadelphia. Navy trounced Army 34-0.

Photo by MC1 Joshua Kelsey

continued from page 9

and life goals," Fletcher said. "I tell them it is a careful balancing act, but it can be done."

Fletcher believes academics are the foundation for whatever career students choose in life.

"The Navy provided me with the opportunity for education, and I tell them about the many opportunities I have had in the Navy," she added. "These students are smart; they ask very pointed questions, and they are interested in preparing now for the future."

For Greenert, the school outreach piece is another opportunity to shape the future of the Navy.

"We talk about fit and fill. You can fill with the Navy with diversity, but you have to fit people who will fly, will steam the ships, will be in our Marine Corps and man our submarines," Greenert said, emphasizing that today's middle and high school students need to have the prerequisite skills to serve in the Navy's high tech jobs.

By asking Sailors to tell their stories, Greenert hopes students will consider the pathway to the Navy.

"We have a great Navy," Fletcher added. "We need the Navy to look like what American society looks like now. We need to see the same faces out there reflected in the Navy." ❧

Story by MCC Rhonda Burke, Commander, Navy Region Midwest Great Lakes, Ill.

Navy Children Can SOAR with Online Educational Tool

Navy children now have access to a free Web site that provides students and parents with educational resources.

Navy Child and Youth

Programs is bringing Student Online Achievement Resources (SOAR), to Navy families through a grant from the Department of Defense, in partnership with the University of Northern Iowa, The Princeton Review, Houghton Mifflin and the Military Impacted Schools Association.

"SOAR offers tools that can identify academic strengths and weaknesses in math and reading for students in grade 3 through high school," said Chuck Clymer, Navy Child and Youth Programs education manager, Commander, Navy Installations Command. "With Navy families being highly mobile, SOAR provides assessments that are aligned with state learning standards and provides immediate feedback to students and parents."

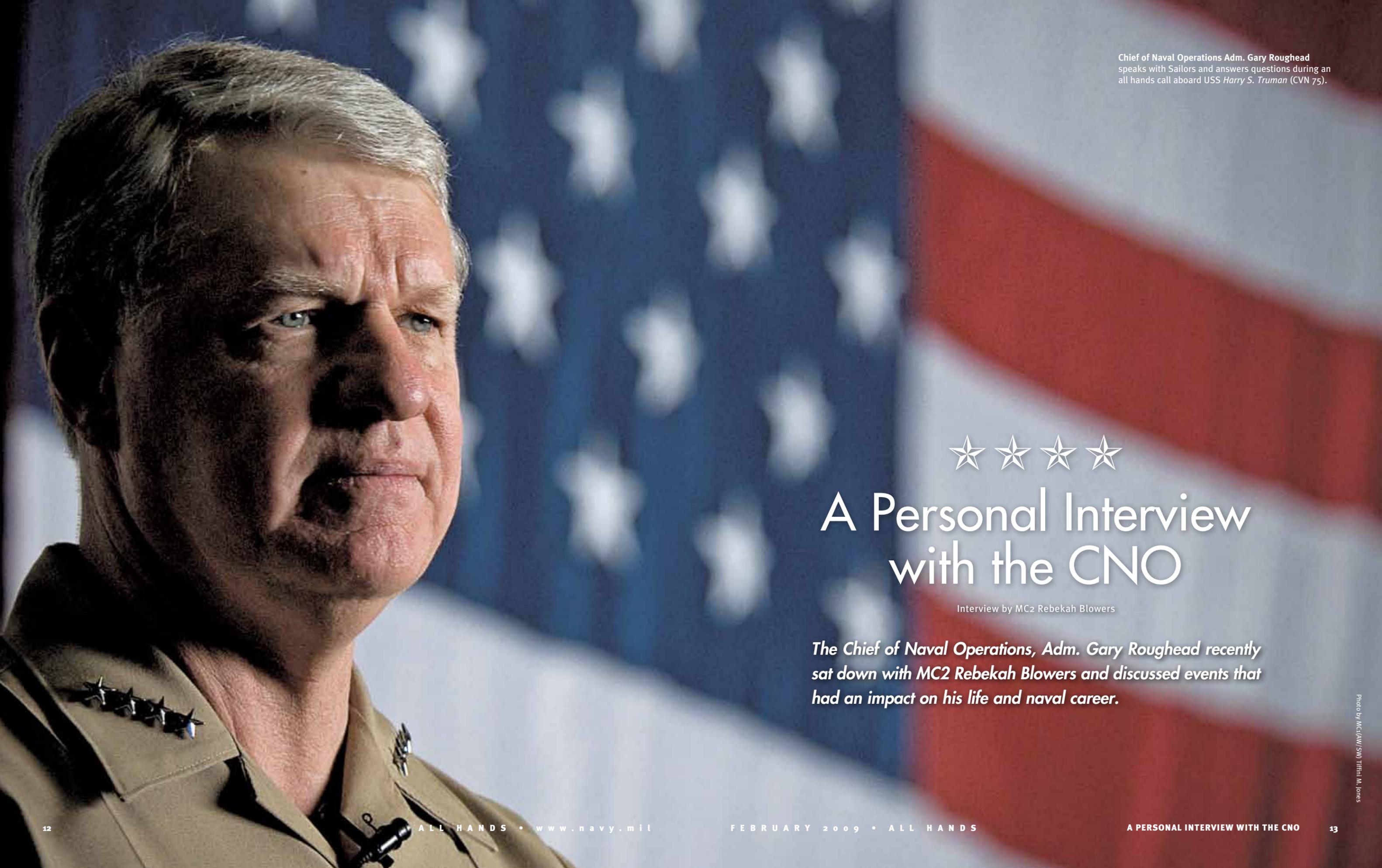
According to Clymer, the Web-based tool can be used to instruct students in math, reading and language arts through interactive tutorials. The lessons are self-guided and have audio components so students can work independently or with their parents.

SOAR also provides parents with educational resources written specifically for them. They can access their child's account to see how their child has performed on the tutorial activities and tests. Links to state Web sites and other educational resources can help parents learn more about a state or district that the family may be moving to in the future.

"The hope is that SOAR will help children improve in their academic endeavors and ease the transition of moving from one military installation to another," added Clymer.

For more information on SOAR, visit www.soarathome.org. ❧

Story Courtesy of Fleet and Family Readiness Marketing, Commander, Navy Installations Command, Millington Detachment, Millington, Tenn.



Chief of Naval Operations Adm. Gary Roughead speaks with Sailors and answers questions during an all hands call aboard USS *Harry S. Truman* (CVN 75).



A Personal Interview with the CNO

Interview by MC2 Rebekah Blowers

The Chief of Naval Operations, Adm. Gary Roughead recently sat down with MC2 Rebekah Blowers and discussed events that had an impact on his life and naval career.



Sir, you have dedicated more than 35 years of your life to the United States Navy. Can you tell us about your life before you started your Navy career? How did your childhood and upbringing prepare you to be a naval officer?

CNO: Prior to joining the Navy, which I joined when I was 17, I moved around a lot because my father worked overseas, mainly in the Middle East. Because of the experience I had in foreign countries and the interest that I had in traveling and in the ocean, because we lived in a couple places by the sea, my attention was drawn to the Navy. That's how I ended up where I am. It was a function of seeing the world from the earliest time that I can remember and making the decision to go to the Naval Academy which put me on the path. I never expected that I would be where I am today.

What were some of your goals and ambitions as a midshipman at the Naval Academy?

CNO: To graduate was the first one! But I wanted to learn as much about the profession as I could. I was going through the academy during the Vietnam War. At that time, not unlike today, you really didn't have a sense of how long that war would go on. There was a great interest in learning the profession and the craft. There was an expectation that as soon as you graduated you would be employing that education and training, and back then we didn't have as many follow-on schools. When you graduated, you went right on to a unit or a ship, and I went to a ship. What you left the academy with was what you arrived with at your first ship. You focus much more in circumstances like that. But also I wanted to learn the profession, learn the craft. I also have a very, very strong interest in history, so to learn as much about the Navy's past; and of course at the Naval Academy, you're immersed in the culture, the history and the legacy. I tried to absorb as much of that as I could.

Since your first tour aboard *Josephus Daniels*, you have served in seven different ships, as well as at several shore billets. I am sure every Sailor, officer and enlisted, can remember exactly what it felt like going to their first ship. What was that experience like for you? And how did those experiences change through the years?

CNO: Well, what you envision is reporting to your first ship, a sleek destroyer at the pier. But when I reported to [USS] *Josephus Daniels* (DLG 27) it was in dry dock. It was painted multiple colors because of the primers and paint. It was completely enshrouded in welding cables, and it was not that sleek image that I anticipated. But I credit that experience with learning a lot about ships because the ship was torn apart, going through a significant overhaul. Putting it back together allowed me to learn more about how a ship works and what it takes to keep one operational. Of course, bringing it out and deploying on it a couple times after that, I felt that I had a pretty good knowledge of the ship. It wasn't the start that I had in my mind, but it was the best start I could have had in the Navy.

All of my experiences were great. There were just so many memories of serving in ships, but invariably the strongest memories come down to the people who served in each one. For example, I got an e-mail from a shipmate of mine from my first ship. He was a [limited duty officer] and mentor, and we've stayed in touch through the years. But it's the people from all the ships that really come to mind first. It's about the places where I've been and the operations in which I've participated. There's no question in my mind that my fondest memories are from my shipboard days and the people that I've served with. That's the best part of the Navy.



U.S. Navy photo

▲ Adm. Gary Roughead as a midshipman at the U.S. Naval Academy.

▼ CNO greets Sailors while serving as commander, Fleet Forces Command.



U.S. Navy photo

Besides your senior leadership, did you have any enlisted Sailors who helped mold you? You spent a vast majority of your career at sea or commanding operational commands, can you share some 'sea stories' with us?

CNO: I always look back on one particular chief petty officer who was the finest leader I've ever known. He was a man of unbelievable character and competence. He taught me a lot, not just in a professional sense but also in the way that he brought me along. Only afterwards could I look back and see how much he put into teaching me and mentoring me. I didn't realize it at the time, but every day with him was a learning experience, and he was the teacher. I am forever in his debt, and I maintain I wouldn't be here today if it wasn't for Chief Chester Brown.

I have often heard you say that if you were asked 35 years ago, fresh out of the Naval Academy, if you would be here today as the chief of naval operations, you would've said: "No way!" But now you are here, and you have been in office for more than a year. What are some of the things that you kept in mind as you commanded the Pacific Fleet, Fleet Forces Command and now as CNO?

CNO: One of the things that I always keep in mind is to never forget where I came from. And it doesn't make any difference if you're a ship CO [commanding officer] or you're a fleet commander, you always have to keep in mind that the Navy really is about ensuring that our operational forces have what they need in the form of the right people, the proper training, the proper equipment and the proper support to go out and do whatever mission the nation asks us to do. That's why I always try to think back to the days when I served aboard ships and in staffs. When I think about the decisions I make here, I always ask myself, how does that affect the young Sailor who is on a ship, a squadron, on a submarine or a shore station and how does it affect their family?

What do you consider to be some of the highlights of the last year, and what are some examples of the way the Navy has been implementing the maritime strategy?

CNO: Without question the highlights for me have been visiting the fleet and seeing our Sailors doing the work of the Navy. Clearly the issuing of our maritime strategy, the event in Newport, [R.I.], when we unveiled the strategy along with the commandant of the Marine Corps and the commandant of the Coast Guard was important. We unveiled it to maritime leaders from 98 nations, and that was a memorable event. But what has been the most rewarding and the most inspiring to me is to see our Sailors bringing that strategy to life.

Everything we said we believed in and that we would do, I have, in the past year, been able to see our Sailors doing exactly that. Whether it's our forward presence – we are in every corner of the globe, and we are there with significant power that can deter, that can influence and that can help. I see our forces being able to exercise sea control and power projection, and that's so apparent when I visit our Sailors in Iraq, Afghanistan and in the Western Pacific.

But I've also been aboard [USNS] *Comfort* (T-AH 20), and I've seen the satisfaction in our Sailors who have been involved in humanitarian operations. And I've watched with great



Photo by MCG Tiffini M. Jones

▲ EN2 Jerry Valdez has second class petty officer crowns pinned on him by CNO Adm. Gary Roughead, right, and his wife and daughter after Valdez is promoted through the command advancement program aboard USS Chafee (DDG 90).

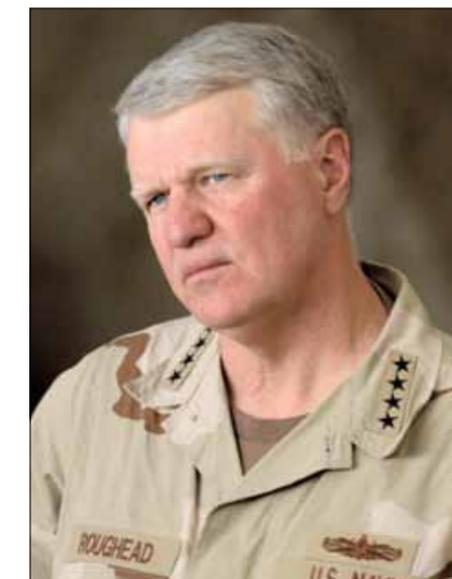


Photo by MCG(AW) S/WO Tiffini M. Jones

▲ Adm. Gary Roughead, CNO, prepares to speak with Sailors during an all hands call at Bagram Air Force Base, Afghanistan. Roughead traveled throughout the Central Command area of operation to visit Sailors, thank them for their contributions and hear them firsthand.



Photo by MC1(AW/SW) Tiffini M. Jones

▲ Adm. Gary Roughead, speaks with Afghanistan provincial reconstruction team (PRT) leaders while touring a school house construction site of PRT Ghazni, Afghanistan.

pride and interest the disaster response – whether it was in Haiti, or in Texas or even the forces that were off of Burma. I’ve seen our maritime security efforts at work in the Arabian Gulf. So we’ve laid out the strategy, but the most rewarding part of it is to see our Navy and our great Sailors doing it. That sends a powerful message wherever we are.

During the last year, you have traveled all over the world – Iraq, Afghanistan, Guantanamo Bay, Saudi Arabia, Germany, the Horn of Africa, England, Bulgaria, Israel and Italy, to name a few. Why are those visits important to you as chief of naval operations?

CNO: They let me see the Navy in action. I get an opportunity to talk to our Sailors who are doing the work to find out how they are doing that work and what they may need to do it better. It allows me to get a better understanding of the decisions that we make in Washington, the policies that we set here, the programs that we invest our resources in. By getting down on the deck plates, it allows me to see, ‘Were those good decisions?’ and ‘Are the things that we had hoped would happen from here in Washington really taking place where it really matters, which is in our bases, in our submarines, ships and aviation squadrons?’

For me it’s a way of checking the system. Is it working? And I come away from those visits incredibly inspired by the great work that our people are doing. But I’ve learned over the years that it doesn’t make any difference if you’re in my position or if you’re a division officer in your first assignment. You have to be on the deck plates because you learn so much from our Sailors, and you get a better sense of what they need to best carry out the mission. That’s why I get out and about. Invariably, when I come back from one of those trips, I have a lot of questions and tasks to give to my staff so we can continue to make the Navy better, not just for what we’re doing today but also for the future, so we can have a better Navy tomorrow.

You also spent a significant amount of time last fall and winter going before Congress working on the Navy’s budget. Why is this important to the Navy’s readiness?

CNO: The work that we do here in Washington, a lot of it does revolve around preparing the budget for future years and taking the money that Congress has given us for the current year and applying it in the best way that we can. The work that we do here sets the course for how effective our Navy is today and what the Navy will be tomorrow. Navies are expensive things, but they give a great benefit particularly to our country which is a maritime nation. So having the right Navy, having the right types of ships and airplanes, having the right quality of work and quality of life in our bases to support our operations, to support our people is how we define tomorrow’s Navy. That is where I have spent a lot of my time working through the decisions that we have to make today so that the Navy is better tomorrow.

Sir, recently there has been a lot in the press about the Navy’s shipbuilding programs. What can you tell us about that?

CNO: Every ship class that we’re building today is a new ship class. We are in the process of introducing some relatively significant changes in our new aircraft carrier. We have a new class of submarines, the *Virginia*-class, which is a great submarine. We have new LPDs, amphibious ships. We’ve just taken delivery of our first littoral combat ship, that’s a new class and concept. We are going to be moving forward with a joint high speed vessel which is going to be a significant ship for logistics and for security cooperation activities.



Photo by MC1(AW/SW) Tiffini M. Jones

▲ Adm. Gary Roughead, talks with candidates from Basic Underwater Demolition/SEAL Class 268 and other members of the special warfare community during an all-hands call at Naval Special Warfare Command, San Diego. During the same visit, Roughead toured major public and private shipbuilding sites to deepen his understanding of shipbuilding, develop the Navy’s relationship with industry and hear perspectives from various shipbuilders.

We’ve contracted for two DDG-1000s that introduce a significant amount of technology into the Navy. But as we have moved forward with our plans for a future budget, it’s our desire to truncate the DDG-1000 after the first few ships and to restart the DDG-51 line. We see the need to have more integrated air and missile defense and ballistic missile defense that the DDG-51 gives us and that the DDG-1000 does not.

With all the demands placed on you, what do you feel is most important? What is the one thing the Navy can’t do without?

CNO: What the Navy can’t do without is good people. We can have great submarines, ships and airplanes. We can have beautiful bases, but if we do not have good people who are motivated, who are able to innovate, who are able to think through problems in ways that I believe only Sailors can, then we are not a Navy. It’s all about our Sailors; it’s all about our people. That’s the most important thing, and we should never, ever lose sight of that.

What advice would you give to Sailors who are looking to move forward in their Navy careers?

CNO: My advice is to do the very best job that you can in the job you are in. Never lose sight of that fact. Don’t get your thoughts too far out in front of where you are today. You should think about the future, and you should be thinking about ‘Where would it be good for me to go next?’ ‘Where would it benefit the Navy for me to go next?’ But never lose sight of the fact that the most important job in the Navy is the job you have today.

And it doesn’t make any difference if you’re checking aboard your first ship as a young seaman, fireman or airman or if you’re checking aboard as a young officer, that’s the most important job in the Navy. You should master that job. You should know it better than anyone else, and you should take great pride in the responsibilities and the opportunities that you have. You should do that job better than anyone else can do it and better than anybody else has ever done it. All good things flow from that because someone who performs well at that level is going to be sought after for greater responsibilities and greater opportunities. ⚓

Blowers is assigned to Chief of Naval Operations.



Photo by MC1(AW/SW) Tiffini M. Jones

▲ (From left) Commandant of the Marine Corps Gen. James T. Conway, Chief of Naval Operations (CNO) Adm. Gary Roughead and Commandant of the Coast Guard Adm. Thad W. Allen appear before the House Armed Services Committee to give testimony and answer questions concerning the unified maritime strategy. The strategy, “A Cooperative Maritime Strategy for 21st Century Seapower,” seeks to use the assets of all three of the nation’s maritime services to achieve a balance of peacetime engagement and major combat operation capabilities to include forward presence, deterrence, sea control, power projection, maritime security and human assistance and disaster response.





▲ While conducting Interaction Patrols (IPATS), BM2 Jared Klevens mans a .60-caliber machine gun as the visit, board, search and seizure team assigned to USS *Preble* (DDG 88) approaches a tugboat in a rigid hull inflatable boat. IPATS are an element of maritime security operations and are conducted so that commercial shipping and fishing can occur safely in the region.

Photo by MC2 Ron Reeves

DETECTING PIRACY AT SEA

Story by MC2 Nathan Schaeffer

“Piracy is a threat to the security of all nations and requires an international solution. The U.S. Navy leads a coalition of nations sending ships and aircraft to deter pirate activity, allowing the shipping industry time to implement self-protection measures and the international community to establish a legal framework to hold pirates accountable for their actions.”

— Vice Adm. Bill Gortney, commander
U.S. Naval Forces Central Command



▲ An SH-60B *Seahawk* assigned to Helicopter Anti-submarine Squadron Light (HSL) 47, embarked aboard USS *Momsen* (DDG 92), takes supplies to the German cargo ship *MV Lehmann Timber*. The cargo vessel suffered engine problems after being released by pirates when the owners paid a \$750,000 ransom.

Contrary to the romanticized portrayal of pirates that have populated folk tales and captured youngsters' imagination, modern-day pirates pose a clear and present threat to lives, commerce and the environment as they lurk over shipping lanes attacking ships and crew without regard for nationality or cargo. Piracy in the Gulf of Aden not only poses a threat to global commerce but also threatens aid delivery by the United Nations World Food Programme (WFP) to victims of the ongoing civil war in Somalia. An estimated 2.4 million Somalis depend on the WFP shipments, which contribute more than 30,000 tons of aid to the impoverished nation.

In 2007, pirates attacked 31 vessels off the coast of Somalia with ransom demands averaging \$500,000. In 2008, ransom demands varied between \$1 million and \$8 million. Pirates received an estimated \$30 million in ransom payments in 2008.

More than 20,000 ships annually transit the Gulf of Aden, a vital shipping route for international trade that connects the Middle East, Asia, Europe and North and South America. However, with more than 100 piracy attempts last year, attacks affect less than 1 percent of the total commercial traffic.

Piracy Grabs Headlines

Amid a decrease in the rate of successful pirate attacks on merchant vessels off the coast of Somalia, a couple of spectacular attacks have grabbed media attention. Pirates armed with AK-47s and rocket-propelled

grenades (RPGs) boarded Motor Vessel (MV) *Faina* off the Somali coast Sept. 25, 2008, and took the ship and her crew hostage.

The situation of MV *Faina* represents the growing problem and complexity of the piracy issue in today's world. The ship is owned and operated by Kaalbye Shipping Ukraine, flagged in Belize, and her crew is from Russia, Latvia and the Ukraine. At the time, they were transporting 33 T-72 tanks, ammunition, small arms and associated equipment to Mombasa, Kenya.

As the pirates transited toward the harbor city of Hobyo, Somalia, several U.S. Navy ships quickly converged on *Faina* to ensure the safety of the crew and also prevent pirates from off-loading the ship's cargo.

Even more dramatic was the highjacking of the Liberian-flagged oil tanker MV *Sirius Star* Nov. 15, 2008. The Saudi-owned, supertanker was attacked about 450 nautical miles off the coast of Kenya and forced to proceed to anchorage near Harardhere, Somalia.

"Our presence in the region is helping deter and disrupt criminal attacks off the Somali coast, but the situation with *Sirius Star* clearly indicates the pirates' ability to adapt their tactics and methods of attack," said Vice Adm. Bill Gortney, commander, Combined Maritime Forces.

According to the International Maritime Bureau (IMB), mariners have reported more than 100 pirate attacks, including 30 successful hijackings off the coast of Somalia

and in the Gulf of Aden in the past. By the end of November 2008, pirates held 14 vessels and more than 330 crew members hostage.

A Coalition Presence in the Gulf of Aden

In February 2002, U.S. Naval Forces Central Command (NAVCENT) established the Combined Maritime Forces (CMF), a coalition of more than 20 nations that operates throughout the Persian Gulf, the Arabian Sea, the Gulf of Aden and parts of the Indian Ocean. The coalition's mission is to deter destabilizing activities to create a lawful maritime order by defeating terrorism, deterring piracy, reducing illegal trafficking of people and drugs as well as promoting the maritime environment as a safe place for mariners with legitimate business.

To accomplish this mission, CMF established three principle task forces divided by geographic location: Combined Task Force (CTF) 158, CTF 152 and CTF 150.

While CTF 158 and 152 operate inside the Arabian Gulf, CTF 150 is a multinational task force that operates in the Gulf of Aden, Gulf of Oman, Arabian Sea, Indian Ocean and the Red Sea.

"CTF 150's mission is to provide a lawful maritime order and deny the use of the sea to terrorists and violent extremists," said Gortney. "We do this through our presence within the region."

Coalition ships monitor the presence of small skiffs around fishing and merchant



▲ Somali pirates holding MV *Faina* stand on the deck of the ship after receiving a U.S. Navy request to check on the health and welfare of the ship's crew. The Ukrainian-owned, Belize-flagged cargo ship, was seized by pirates and forced to proceed to anchorage off the Somali coast. The ship has a cargo of T-72 tanks and related military equipment.

Photo by MC2 Jason R. Zlatosky



◀ The Liberian-flagged MV *Sirius Star* sits at anchor off the coast of Somalia. The Saudi-owned supertanker was hijacked about 450 nautical miles off the coast of Kenya and forced to proceed to anchorage near Harardhere, Somalia.

▼ A boarding team launched from the French navy ship FS *Guepratte* (F 714) delivers a case of bottled water to a fishing dhow off the coast of Djibouti, in the Gulf of Aden. *Guepratte* participated in a six-month deployment conducting maritime security operations as part of Combined Task Force 150.

Photo by AW2 William S. Stevens



Photo by MS2 Michael Zeltakalins

vessels as well as provide assistance to regional mariners when requested.

"Fishermen tell us when we are out patrolling the waters near them, the pirates are usually at bay," said Fire Controlman 2nd Class Marko Fusilero, a visit, board, search and seizure team member aboard USS *Ramage* (DDG 61). "It's nice to hear we're making a difference."

USS *Peleliu* (LHA 5) and the 15th Marine Expeditionary Unit received a distress call Aug. 8, 2008, from the Singaporean cargo ship *Gem of Kilakarai* in the Gulf of Aden, which reported being under attack from pirates aboard two skiffs. The pirates carried out their assault with small arms and rifle-launched grenades.

Only 10-miles away from the attack, *Peleliu* launched three helicopters, which successfully drove away the pirates.

A few weeks earlier USS *Momsen* (DDG 92) and its embarked helicopter detachment provided assistance to the crew of a German

cargo ship that had been released by pirates. *Momsen* provided food and water after MV *Lehmann Timber* experienced engine trouble.

These incidents not only demonstrated the U.S. commitment to create a lawful maritime order in CTF 150, but also the capability of U.S. forces to respond on a moment's notice to any situation.

U.S. Naval Forces Central Command's Approach – MSO

To help deter piracy and other destabilizing activities off the Coast of Somalia, ships assigned to U.S. 5th Fleet patrol the Gulf of Aden and Indian Ocean and conduct maritime security operations (MSO).

"Conducting maritime security operations in the Arabian Gulf contributes to security and stability in the region," said Capt. Brian Smith, commander, *Iwo Jima* Expeditionary Strike Group, currently deployed to the U.S. 5th Fleet



▲ GM3 Nathaniel Schaffer, left, and GM3 Robert Schrengost, center, and members of USS *Shoup* (DDG 86) Visit, Board, Search and Seizure (VBSS) team, demonstrate their equipment to a member of the VBSS team from the French navy frigate *Jacoubet* (F 794). Both teams conducted operations in support of CTF 150's mission of combating piracy and smuggling in the region.

Photo by ET3 Michael Douglas

area of operations. "We work closely with our coalition partners to achieve the same objective – ensuring the free flow of commerce across the seas. Together we are able to respond to any threat that might interfere with achieving that objective."

Coalition forces also conduct interaction patrols (IPATS), an element of MSO that helps generate support and awareness among commercial vessels sailing in the region of U.S. and coalition efforts to ensure a safe and secure maritime environment.

"When we go out to conduct approach and assist visits, our main goal is to establish better relationships with the mariners and locals who sail in the area," said Information Systems Technician 2nd Class (SW) Luke Ortega, a *Ramage* visit, board, search and seizure (VBSS)

► **USS Shoup (DDG 86)** tows the 15-meter dhow, *Dunia*, after the boat experienced engine problems leaving it unable to operate at sea. USNS *Kanawha* (T-AO 196) and *Shoup* also provided the dhow's crew with food, water and medical support.



U.S. Navy photo

team member. "We let them know we're here to help."

VBSS teams conduct IPATS, which focus on putting a friendly face on the U.S. mission in the region. These visits to local mariners help to deter illegal activities on the high seas, as well as reassure them that coalition forces are operating in the region to ensure the sea lanes remain open and are safe to navigate.

Since arriving in the region in September, *Ramage* has been conducting IPATS alongside some 36 coalition ships at sea. These visits to merchant vessels, or dhows, help local mariners understand what coalition ships are doing in the region to ensure security and stability on the seas.

"Our boarding teams allow naval forces to engage in personable and positive communications with mariners and fishermen aboard vessels in the area," Lt.j.g. Trevor Knight, a boarding officer assigned to *Ramage*. "There is no replacement for face-to-face engagement, and our interactions with the local fishermen and mariners have been nothing but positive."

The personal touch of the VBSS interaction patrols has allowed the coalition to gain critical information on a broad range of threats to creating a lawful maritime order.

"We've been able to determine a normal operating rhythm in the area, and determination of the regional pattern of life helps coalition forces identify suspicious activity," said Knight. "Simple things such as

emergency contact information, fresh water and assistance with engine repairs can lead to information on human trafficking, piracy and drug smuggling."

Ensign Dan Ciulla serves as one of the VBSS officers aboard *USS Nitze* (DDG 94) and leads the ship's team conducting the IPATs.

"Our mission out here is three-fold: We want to make our presence known, render assistance if needed and create a friendly

environment with the local mariners," said Ciulla. "By sending a small team in the RHIB (rigid hull inflatable boat), we are able to appear less intimidating."

"If we go out and make just one dhow's crew feel comfortable and build their trust in the coalition and its mission, then our job has been a success," he said. "In the long run, we will build a network of support that will prove to be beneficial."



U.S. Navy photo

▲ **IC3 Nicholas Mason (left)**, takes vital signs of a patient brought aboard *USS Russell* (DDG 59) as Ensigns Melanie Chambers and Lisa Bydairk assist. *Russell* responded to the vessel in distress between Bassasso, Somalia, and the Yemeni coast in the Gulf of Aden. The 45-foot small boat had been adrift for two days due to serious engine problems. Seven people were transferred to *Russell* and treated for severe dehydration and malnutrition.

One of *Nitze*'s boarding team members, Operations Specialist 2nd Class Anthony Machulcz, expressed similar sentiments.

"I think it's good that the local mariners see we are out here to help," he said. "We give them food, water and ways to contact us if they need to. After we complete our visit, they seem very happy we've come aboard."

USS Russell (DDG 59) Sailors also responded to a call to render assistance and save lives when they aided a small boat in distress between Bossasso, Somalia, and the Yemeni coast. The 45-foot small boat experienced serious engine problems, leaving it unable to operate at sea, and had been adrift for two days. There were approximately 70 personnel on board the vessel, some of whom were in need of immediate medical attention. Seven personnel were transferred to *Russell* and treated for severe dehydration and malnutrition.

"The seas are the 'global commons,'" said Smith. "Our goal here is to strengthen and build relationships, and help mariners feel safer. That's the essence of maritime security operations – coalition nations working together to keep the maritime environment safe."

Maritime Security Area Patrol

In response to a significantly increasing number of attacks in the region on merchant vessels, NAVCENT took a more robust approach to deterring piracy and other destabilizing activities in the Gulf of Aden.

Gortney, in his capacity as commander, CMF, directed the establishment of a maritime security patrol area (MSPA) in the Gulf of Aden, Aug. 22, 2008, a moveable area overlaid within the internationally designated traffic corridor.

The MSPA is in support of the International Maritime Organization's (IMO) call for international assistance to discourage attacks on commercial vessels and is designed to give the IMO time to develop an international accord that will ultimately lead to a long-term solution. Merchant mariners have been actively encouraged to travel through this traffic corridor and employ reasonable self-protection measures to deter piracy attempts.

CTF 150 warships from the United States; United Kingdom; France; Denmark; Pakistan; Canada; and maritime patrol aircraft from the United States; United Kingdom; France; Germany; and Spain, patrol this geographic area in the Gulf of Aden on a routine basis. They have



Photo by Culinary Specialist 2nd Class Edward St. Pierre

▲ **A visit, board, search and seizure team assigned to *USS Shoup* (DDG 86) conducts a boarding of the dhow Sitara.**

been joined by ships from Malaysia, India, Russia, South Korea, NATO and the European Union.

NAVCENT is working with a number of international organizations such as the IMO and IMB to encourage mariners to transit through the MSPA.

Since the MSPA was formed, CTF 150 has helped thwart more than 30 piracy attacks in the Gulf of Aden. But criminals have still successfully targeted several vessels in the region.

"The MSPA is an advisory route," said Royal Navy Commodore Tim Lowe, deputy commander, CMF. "We cannot guarantee security as it is a huge area – 205,000 square miles in the Gulf of Aden alone."

NAVCENT is encouraging mariners to take necessary precautions to improve the safety of their ships and crews.

"Mariners must remain vigilant," said CTF-150 Commander, Danish Royal Navy Commodore Per Bigum Christensen. "A ship's master and her crew are the first line of defense for their own ship."

Gortney suggested that the shipping industry consider hiring security teams for their vessels especially given the vast size of the area to be patrolled.

"The coalition does not have the resources to provide 24-hour protection for the vast number of merchant vessels in the region," said Gortney. "The shipping companies must take measures to defend their vessels and their crews."

"As long as private security firms stick to

the rule of law, it could be a good thing," said Lowe. "Having an armed sentry on the deck is quite a good deterrent factor."

The U.S. government, together with the international community at large, is also working to provide a mechanism for bringing the pirates to justice and for holding them accountable for their actions.

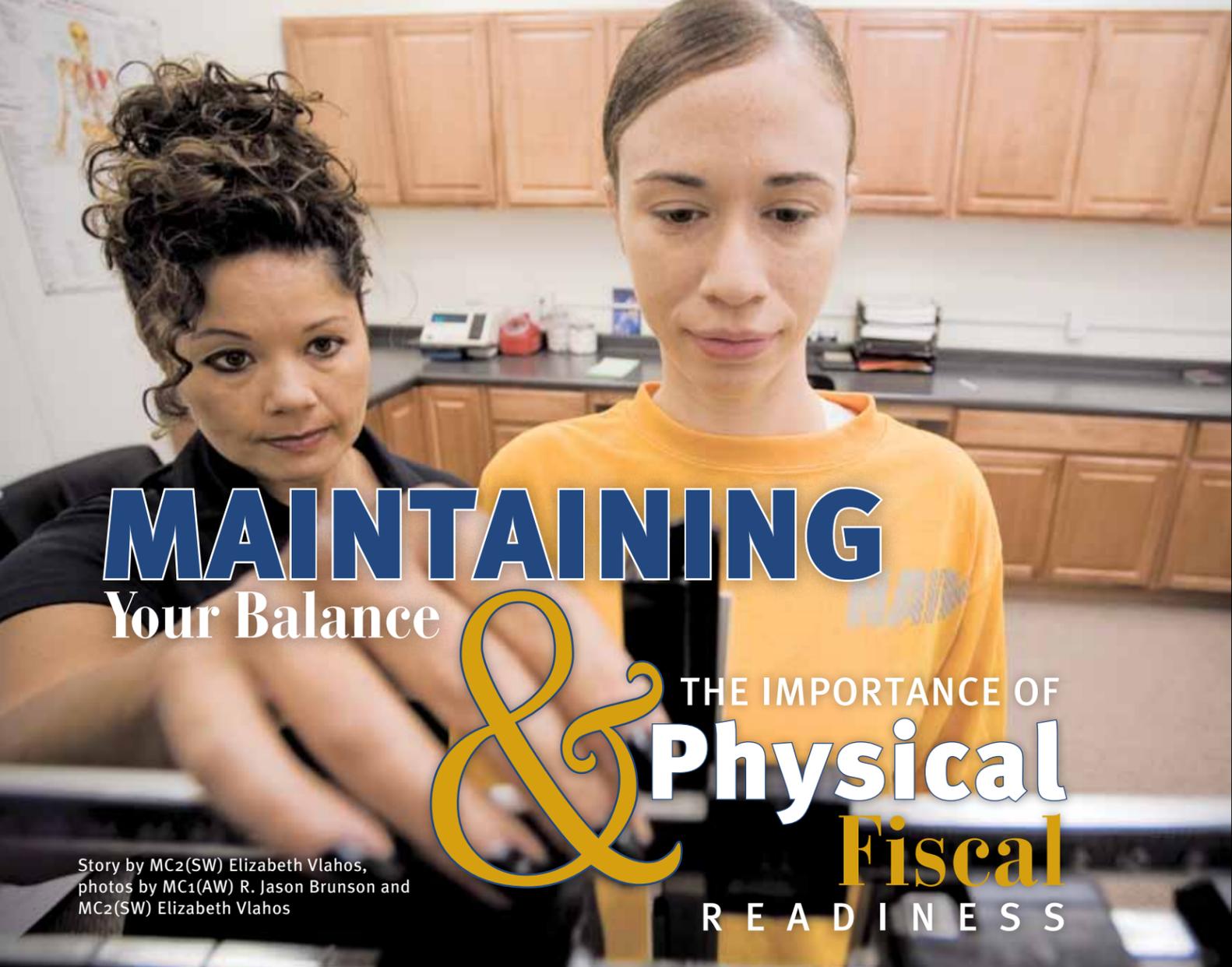
"We need to maintain this momentum and can't get fooled into thinking that by deterring attacks the problem has gone away," said Lowe. "The answer to this problem lies ashore. The way to do this is for the international community to work with Somalia to help them overcome their problems and establish the rule of law."

Although piracy may continue to be a problem into the foreseeable future, U.S. and coalition forces are committed to working with the international community to help develop a more permanent solution to this problem.

"The U.S. is very concerned about the increasing acts of piracy at sea off the coast of Somalia," said Gortney. "The U.S. Navy will continue to work in the region to help ensure a lawful maritime order and make sure the sea lines of communication remain open."

Operations in the NAVCENT and CMF areas of operation are focused on reassuring regional partners of the United States' and coalition's commitment to security, which promotes stability and global prosperity. **NS**

Schaeffer is assigned to Commander, U.S. Naval Forces Central Command.



MAINTAINING Your Balance

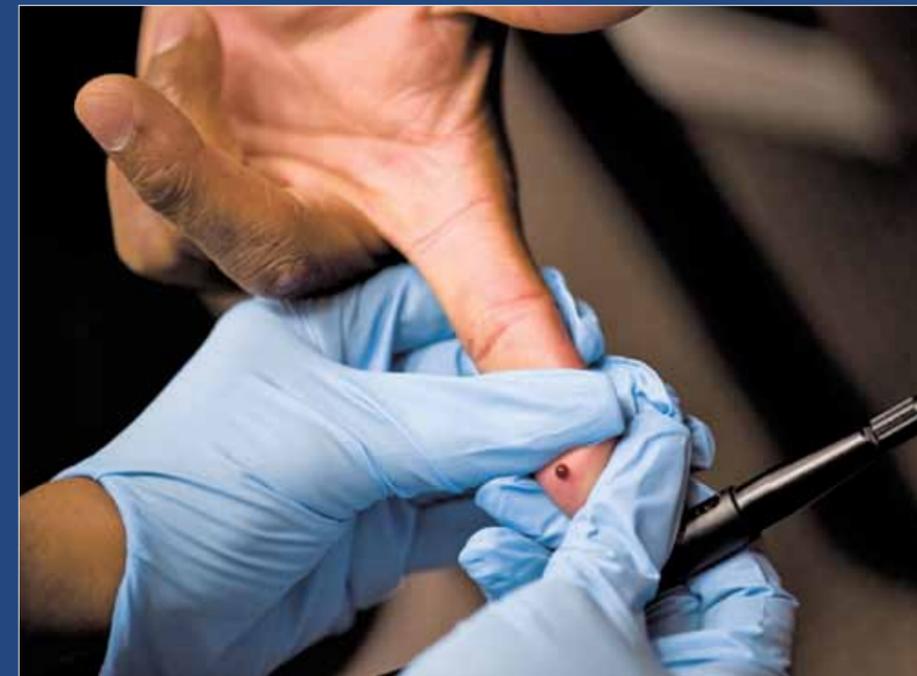
& THE IMPORTANCE OF Physical Fiscal READINESS

Story by MC2(SW) Elizabeth Vlahos,
photos by MC1(AW) R. Jason Brunson and
MC2(SW) Elizabeth Vlahos

▲ **Christine Young, (left)** a fitness supervisor at Admiral Prout Field gym aboard Naval Base San Diego, conducts a fitness assessment for HM2(SW) Becil Shelton Deary. The assessment will result in a personal wellness profile for Deary to help her and a trainer from Morale, Welfare and Recreation, design a physical training plan.

Being a squared-away Sailor takes more than simply a sharply-ironed uniform and a pair of spit-shined shoes. It doesn't matter if you can see your reflection in your footwear or slice open a finger on your military creases – if you struggle to maintain prescribed physical standards or to keep track of where your money is going, you will likely have trouble keeping your mind on the mission.

The facts are clear – physical and fiscal fitness are as integral to the mission's success as 3M, weapons maintenance and watchstanding qualifications.



HM2(SW) Becil Shelton Deary and SHSN Leonard Washington, assigned to USS *Higgins* (DDG 76) undergo physical fitness assessments at Admiral Prout Field gym aboard Naval Base San Diego. The procedure consists first of a health questionnaire, followed by testing a Sailor's upper body strength, cardiovascular health, flexibility and an optional cholesterol screening. Upon completion, members receive personal wellness profiles that tell them what areas they need to focus on.

A Tale of Two Sailors

Two San Diego-area Sailors, Hospital Corpsman 2nd Class (SW) Becil Shelton Deary and Navy Counselor 1st Class (SS) David Briggs, decided to see where they were – physically and fiscally – by taking part in the physical and financial assessment services offered by Morale, Welfare and Recreation (MWR) and Fleet and Family Support Center (FFSC).

Deary is assigned to Naval Medical Center, San Diego. She is married to a fellow service member, an aviation maintenance administrationman second class aboard USS *Boxer* (LHD 4), and they have two daughters, 3 years and 6 months in age. Deary sought the physical assessment because she wants to get back in shape after giving birth to her second child. Her life outside of her job involves taking care of her daughters and pursuing her bachelor's degree in health care administration.

Briggs is the command career counselor at Training Support Center (TSC) North Island, San Diego. A single Sailor, he sought the



◀ **Taking part in the physical and financial assessment services offered by Morale, Welfare and Recreation and Fleet and Family Support Center are starting points for getting Sailors back to the road to physical and fiscal readiness.**

physical assessment to help him bounce back from a knee injury he sustained some time ago.

The first step for Deary and Briggs was to see where they were concerning their physical fitness. The physical fitness assessment helped to lay the ground work for each Sailor's tailored fitness program.

The physical fitness assessment procedure consists first of a health questionnaire, followed by testing a Sailor's upper body strength, cardiovascular health and flexibility.

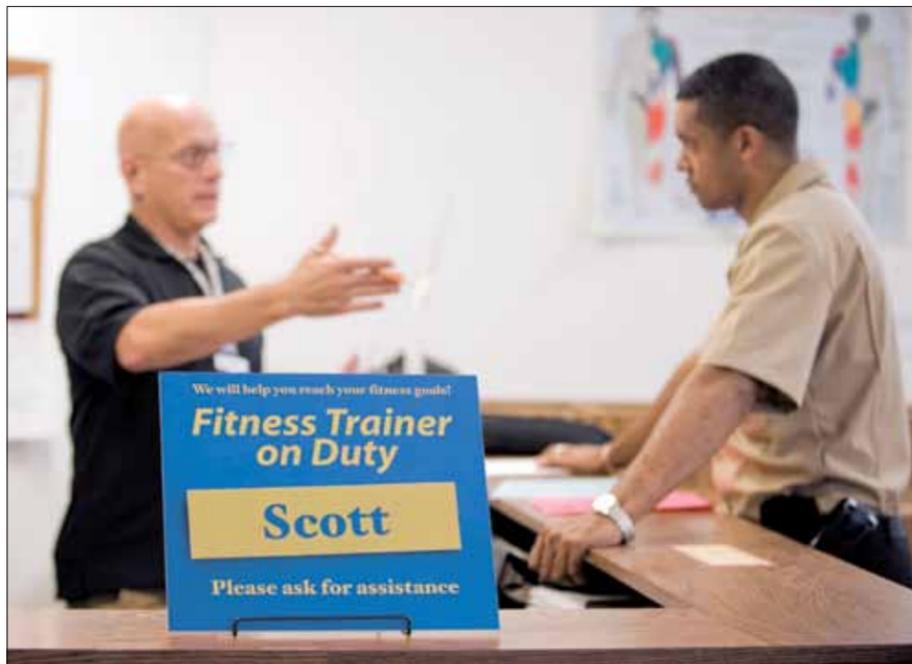
The physical fitness assessment process was monitored by Christine Young, a fitness supervisor at Naval Base San Diego, who

specializes in personal wellness profiles. Young feels the key to physical fitness is making it part of a Sailor's everyday life.

"What we want to do is to educate everyone to, at least three times a week, do something, stay consistent with it," said Young. "You don't have to be in the gym for two hours."

"If you have a physically fit Navy, you've got people who are highly motivated, [who] look forward to being here and doing what they should be doing. It makes it easier to work as a team."

Based on Briggs' and Deary's assessments, Young had some advice for the two.



▲ The next step after a physical assessment offered by Morale, Welfare and Recreation, is to make an appointment with a fitness trainer. NC1(SS) David Briggs (right) met with Scott DeLaurentis at Admiral Prout Field gym aboard Naval Base San Diego for advice and a training plan to help him recuperate from a knee injury.

“[Deary and Briggs] both need to concentrate on their cardiovascular [health] and building their endurance levels,” said Young. “We [also] need to work on lower back and hamstring flexibility.”

Any Sailor can seek out an assessment.

“Let’s say that [a Sailor] scored a good or excellent in all the categories,” said Young. “They can take it again [at a later date] and see if they get [a higher score]. Just take it, and then you can come back again and see if it’s changed.”

Even with a busy schedule as Sailor, mom and student, Deary manages to find the time to work out and follow the recommendations from the physical assessment.

“After the assessment, I started to work with a MWR personal trainer. It’s awesome; I meet with her once a week and work on strength and cardio,” Deary said. “I am finding muscles I didn’t know I had.”

Fiscal Readiness

As serious as the Navy is about physical fitness, it is equally committed to financial readiness as related issues can pose serious risks to individual and unit readiness. Issues such as mortgage defaults, bankruptcy or credit problems can destroy a Sailor’s focus on

the mission, hence the Navy’s dedication to providing the necessary tools to help Sailors avoid these problems.

“[FFSC is] part of the operational readiness of the Navy,” said Kermit Cain, personal financial educator at FFSC San Diego and a retired command master chief. “[Most of us here are] retired chiefs, master chiefs, captains [and] commanders. We exist because if a Sailor’s on deployment and his brain and his heart are back with his family, someone’s going to die. We’ve learned that the hard way. When a Sailor deploys, we will go out of our way, 24/7, to either fix the problem or find someone who can.”

From what Cain has seen, however, neither Deary nor Briggs are in any immediate danger of financial ruin. In fact, the two are in stellar financial shape.

“My husband and I have worked on improving our credit scores, and over the year we got one credit card that we both use,” said Deary. “That has actually increased our credit scores quite significantly, and we pay off our bill every month.”

Deary was smart about her choice of credit card and the benefits that went along with it.

“[We use the card] to buy groceries, and we



▲ NC1(SS) David Briggs wears a knee brace when running. He recently received a workout plan from Morale, Welfare and Recreation fitness specialists that was custom designed to help him bounce back from an injury he sustained some years ago.

also pay other bills with our credit card, too, because [our card] gives us money back if we get [a certain number of] points.”

Deary nonetheless stood to benefit from Cain’s advice.

“I wanted to find out where my money was going and what I was spending it on,” she said. “I also wanted to do retirement and education plans for my daughters.”

“I found out that [a lot of my money] was unaccounted for, that I don’t know where it’s going every month. [Cain] wanted me to do a financial program every month, to write down my monthly income and what I’m spending.”

Cain was very impressed with the way Deary and her husband have handled their money.

“[Deary] and her husband have apparently been making all the right financial decisions,” said Cain. “She is so well off that her only concern right now is that [she wants] to buy a house. We’re talking about two second class petty officers who right now, in San Diego, can afford a three-bedroom, two-and-a-half bathroom [with a] two-car garage.”

“In today’s financial market, Navy families must make smart, informed financial decisions when purchasing a home,” said Cain. “The home buying workshops will be an



excellent resource for the Deary family. The workshops provide complete, objective and unbiased information so prospective military homebuyers will be confident in their decision whether or not to purchase a home and better able to negotiate the potential financial pitfalls they may encounter during the home purchase process.”

During her initial visit, Deary planned to come back for another assessment, bringing her husband next time.

“I want to come back in three weeks or a

month to see if any of the suggestions [Cain] gave us work, and if we can follow the program,” she said. “For me to consider myself financially fit, I would say I’d have to [have] more income than debt. That’s almost a necessity for me, to know where all my money is going, to have a retirement plan, to be able to send my daughters to college, and to be able to retire comfortably and not have to worry about how I’m going to get the groceries or pay the bills or [medical expenses] when I get to be retirement age.”

Deary also had a thing or two to say about how financial readiness impacts her work life, as well as some advice.

“Work can be a stressful climate sometimes,” said Deary, “and if you have the added stress of worrying about your bills or debt collectors coming after you, then you’re not going to be as proactive a Sailor as you can be.”

“I would suggest

[that] every Sailor come in and get a financial assessment, just because you don’t always know where you’re spending and when you’re spending it,” she continued. “It opens your eyes up to how you could do better and if you could increase your wealth by any significant portion; that’s more savings [or] more money you could put elsewhere. [Whether] you’re financially fit or you’re in debt, you could always benefit from this program.”

Briggs took advantage of FFSC’s financial readiness programs at an early point in his career. Now, as command financial specialist (CFS) for TSC North Island, he finds himself pointing his Sailors in the direction of the same services he has used.

“I’d recommend it to any junior or senior Sailor, whether they’ve been here ten times or never,” said Briggs. “I’d recommend coming in [annually], if not [semi-annually], to see where [you’re] at. Whether you’re going in the right direction, in the wrong direction, even if you’re doing well, you could always do better. It can’t hurt; it can only help you.”

Briggs pointed out the similarities between physical and financial fitness.

“[If you’re physically and financially fit], it’s one less thing to worry about,” he said. “Whether you’re in [or out of] the military, or retiring, you still want to be able to live long and prosper.”

◀ NC1(SS) David Briggs undergoes a financial assessment with Kermit Cain, a personal financial educator at Fleet and Family Support Center (FFSC) San Diego. The counseling Briggs has received through the years has helped him be a forward-thinker in his finances.



▲ NC1(SS) David Briggs conducts financial counseling with a junior Sailor. Briggs took advantage of FFSC’s financial readiness programs at an early point in his career. Now, as command financial specialist (CFS) for Training Support Center (TSC) North Island, Calif., he finds himself pointing his Sailors to the same services he used.



▲ **HM2(SW) Becil Shelton Deary** and her 3 year-old daughter, shop at the Commissary aboard Naval Base San Diego. Shoppers can save an average of 30 percent or more on their purchases compared to prices out in town. Commissaries are a core support element and a valued part of military pay and benefits, contributing greatly to family and individual member readiness.



▲ **NC1(SS) David Briggs** takes advantage of savings at the pump by fueling up at the Navy Exchange Autoport, Naval Air Station Coronado, Calif.

Even as CFS for TSC North Island, Briggs is still learning how to fine tune his finances.

"[As a command financial specialist], they educated me to give other educated advice to Sailors," he said. "I'm well off now, but I'm still learning as I go."

The counseling that Briggs has received throughout the years has helped him be a forward thinker about his finances.

"I hope to buy [a] house in the short term and another vehicle, nothing new," Briggs explained. "[Cain] gave me different options to get to that goal, different pathways. I have a lot of money in savings, and how I use that money [will determine] what type of home I get.

"My future goals definitely [include] two children, [getting] them through college, purchase a home, get myself through college and have a nice nest egg," said Briggs.

One of the tools Sailors can use to build a nest egg for their golden years is the Thrift Savings Plan (TSP), a retirement plan to help supplement a Sailor's Navy retirement. The TSP provides Sailors the opportunity to get an immediate tax break while saving for their future. For more information, see www.tsp.gov.

Cain explained how Briggs could fine-tune his financial situation.

"[Briggs] already owns rental property," he pointed out. "There were some things that I personally felt he could [do] better as far as taking tax deductions from that rental property. [He wants to] buy a residency home for himself and keep his rental property and also buy another car. He had [wisely] already gone to "Consumer Reports" and checked [for] the most reliable used car.

"His investments are so incredible that he could put a down payment on a house and probably avoid having to pay mortgage [insurance], and because of that, he could also get a lower interest rate because he's invested in the property. With the way the housing market is, he's in the driver's seat."

Need for Action

The Navy has made significant strides in the areas of physical and financial readiness. The most recent message addressing physical readiness, NAVADMIN 277/08, has raised the bar on the fleet as a whole.

Starting Oct. 1, 2008, if a Sailor has



◀ **HM2(SW) Becil Shelton Deary** sought out a physical assessment offered by Morale, Welfare and Recreation, to get back into shape after giving birth and to maximize her workout time. Taking care of her daughters and pursuing her bachelor's degree doesn't leave much time, outside of that provided her at work, for exercise.

failed two PFA's in the past three years, he or she cannot be assigned overseas, to a pre-commissioning unit, instructor duty, a special programs billet or a global war on terror (GWOT) support assignment (GSA) unless he or she passes his or her most recent PFA. Special programs billets include recruit division commander, recruiting duty, joint service duty and Washington staff duty.

In addition to the above stipulations, if a Sailor has not passed the current PFA and has failed three times in four years, that Sailor will not be allowed a short-term extension for the purpose of passing the PFA.

Also, starting Oct. 1, 2009, waivers for progress will be discontinued; the administrative separation processing requirement for those who have failed three PFA's in the past four years, however, will still remain.

The stringent new PFA guidance will hopefully guide Sailors barely making the minimum passing scores on the PFA to set up a physical fitness plan with MWR and make

physical fitness a priority in their lives and not just squeak by in the three-mile-a-year club.

Financial troubles can adversely impact the atmosphere at home and the Sailor's quality of work, but the ramifications career-wise are potentially more severe. A Sailor's financial status can also indicate whether or not he or she is labeled a security risk.

A Sailor who is careless or extravagant in his or her spending habits raises a red flag with the Department of the Navy Central Adjudication Facility (DoNCAF) as to his or her trustworthiness, leading to possible denial of a prospective security clearance or revocation of an existing one. The lack of a security clearance is a serious obstacle for a Sailor, since a steadily increasing number of ratings within the Navy require higher levels of clearance than before.

"If a Sailor reports to his command buried in debt because he went out and bought a car at 36 percent interest, you've already lost him," said Cain. "He won't be able to get a security

clearance [or] qualify for a special program.

"In the past year, 14 separate individuals came to me with letters from DoNCAF saying their security clearances were going to be pulled. Of those 14, I've been able to help nine or 10 of them keep their clearances."

Cain was quick to point out that DoNCAF will not arbitrarily revoke a Sailor's clearance, considering that each Sailor's background investigation costs anywhere from \$45,000 to \$75,000. The key to salvaging a clearance in jeopardy is proving the Sailor is not a security risk.

"If we can prove that the Sailor's come in for financial counseling, there's an avenue for him to stop the process," said Cain. "If he can revert back to being under that 20 percent [income to debt ratio] and even if he's over 30 percent, as long as DoNCAF and the command can say that the Sailor is making positive corrective actions to rectify this problem, they're not going to remove his clearance."



▲ SHSN Leonard Washington, assigned to USS *Higgins* (DDG 76) enjoying a seaweed-sushi salad. Washington is a competitive body builder and says when he gets the urge for fast food he often looks for a healthier alternative.

Proactive Thinking at Any Rank

The earlier a Sailor takes advantage of the services that MWR and FFSC have to offer in his or her career, the straighter the track that Sailor will be on to physical and financial readiness.

Ship's Serviceman Seaman Leonard Washington, assigned to USS *Higgins* (DDG 76), has jumped on the programs that MWR and FFSC have to offer. By the end of his upcoming deployment, he and his wife plan to buy a house, which is uncommon for many people in his pay grade.

Deployments are a Navy way of life, and the duration and location can be a challenge to even the most resilient families. FFSC provides programs and literature to assist Sailors like Washington. Deployment readiness financial classes focus on credit management, saving and taxes to aid single Sailors as well as Navy families in developing strategies for managing

finances during extended deployments.

Washington joined the Navy at 34, three months shy of the age cutoff, after seven years of experience as a restaurant chain manager. Washington initially enlisted for four years to take advantage of the college benefits, but two deployments changed his overview of the Navy as a whole.

"After back-to-back deployments, I got a chance to see a lot of what the Navy has to offer," said Washington. "Once I got into the groove of my job, I thought, 'I could make a career out of this.' Once I saw the things the Navy has to offer, I started taking advantage of it."

Washington, being a professional bodybuilder as well, is in excellent physical condition.

"I've been training since I was 15 years old, and I live pretty much a healthy lifestyle," he

said. "The test requirements were pretty easy for me. I've had no problems with boot camp or any other [physical readiness tests] since I've been in."

But his bodybuilding can sometimes encroach on his finances, as preparations for a competition can approach \$1,000 at a time. Registration alone can reach \$100.

"[Cain] let me know that I have some money out there, that I [need to] get with my spouse and find out [where the extra money is going]," said Washington.

Washington displayed excellent financial foresight in electing to use the Navy's tuition assistance rather than his GI Bill to pay for his college education.

"I may as well take advantage of the free classes while I'm in the Navy and maybe use the GI Bill for a master's degree when I get out," he said. "I don't really want to use the GI



PHOTO BY MC(SW) ELIZABETH A. VAHOS

▲ SHSN Leonard Washington (right), assigned to USS *Higgins* (DDG 76) sits down with Kermit Cain, personal financial educator at Fleet and Family Support Center to complete a financial assessment. Cain, a retired command master chief, said most of his co-workers are retired military so they understand the kinds of problems Sailors have and will go out of their way, 24/7, to either fix the problem or find someone who can.

Bill to finish up my bachelor's [degree] when I can take free courses while I'm in and finish by the time my two-year mark is up."

Cain stresses that the number of people who use the tuition assistance program is nowhere near where it could be.

"What kind of person, after realizing there's a \$26,500 difference per year between a bachelor's degree and a high school diploma, would be literally foolish enough to walk out the door and say, 'I'm going to get my degree when I get out?'" said Cain. "You could use your Montgomery GI Bill to get your masters, [or possibly] your doctorate."

Washington's main goal is to pay off any outstanding debts before he and his wife invest in a house when he comes back from his upcoming deployment.

"Mr. Washington, for his pay grade, is possibly the most financially astute individual I've run across," said Cain. "He is aware of what 'the real world' is really like out there, and he has taken the Navy for every single advantage that he possibly can. He is financially secure – as an E-3 – [and] he and his wife are looking at buying a house already. He's [saving most of his discretionary income] and he and his wife can buy a \$400,000 house right now."

Washington has a clear picture of the connection between physical and financial fitness.

"When you have peace of mind from a healthy body, it gives you a peace of mind to make better decisions for yourself, financially and health-wise. When you tend to do bad financially, you also tend to do bad things health-wise. [You can't] take care of your health because you're worried about [where your money] is coming from, [as well as] how you're going to get by next week. The two go hand-in-hand."

Washington's command master chief, CMDCM(SW) David Renwick experiences firsthand the positive effect of this proactive approach to physical and financial readiness.

"When they have the resources to make sound financial decisions or they have the opportunity to excel in physical fitness arena, they become better Sailors, happier and more productive. Sailors who can contribute positively to the mission of the United States Navy," Renwick said. ■

Vlahos and Brunson are assigned to Defense Media Activity – Anacostia, Washington.

Credit Facts And Resources: Q & A

Credit has become a normal part of personal financial management for many Americans. When credit is mismanaged, it becomes a significant issue. Credit card debt is the key culprit that some Sailors face.

Q: How do they determine whether or not someone is worthy of credit?

A: To determine credit worthiness, lenders use the following factors to compute your overall credit score:
 Payment History: 35 percent
 Amounts Owed: 30 percent
 Length of Credit History: 15 percent
 New Credit: 10 percent
 Types of Credit Use: 10 percent

Q: How do I know if I have sufficient credit to make a major purchase such as a car or house?

A: Obtain a free credit report. A credit report is a written document compiled by one, two or all three major credit reporting agencies. The credit reporting agencies are Transunion, Experian and Equifax. Sailors can get one free credit report each year at www.annualcreditreport.com. Everyone should know their credit score. Excellent score range is 720 or above.

Q: How do I know my credit score is accurate?

A: More than 75 percent of all credit reports have an error in them, and 30 percent of those errors affect an individual's score. Visit with an educator at any FFSC to obtain an access code to obtain a free credit report analysis from BrightScore™, a credit analysis tool, to review and understand your credit report and proactively make changes to improve your financial situation.

Source: Commander Navy Installations Command

Two Services Work Toward One Mission in Afghanistan

Seabees with Naval Mobile Construction Battalion (NMCB) 4 and U.S. Army Soldiers of the 62nd Combat Service Engineering Battalion (CSE) are working together along Afghanistan's eastern border to provide construction for NATO allies at forward operating bases (FOB) throughout the region.

Seabees and Soldiers alike comprise "Task Force Hammer," whose mission is to support Operation *Enduring Freedom* while working in conjunction with Polish, Czech and French troops.

U.S. service members, stationed at FOB Shank, gave Seabees and Soldiers an opportunity to work toward a common goal.

"A lot of guys were uneasy before we got out here and met the guys from the 62nd CSE," said Constructionman Travis McClain, with NMCB 4. "We're successfully adjusting to the Army's way of doing things, and we're putting out a good final product."

With each service member following

different service protocols, information processed on the upper echelons of leadership can easily become lost in translation.

However, open minds and positive attitudes swiftly transform drawbacks into assets.

"The Navy does things a little bit differently from what we're use to," said U.S. Army Spc. Belcher, with 62nd CSE. "I'm learning a lot about military occupational specialties that the Army could never have taught me. It's nice to do the same job from a different point of view."

While U.S. service members may not all do the same things, in the Logar Province of Afghanistan, their collective know-how is furthering the success of Operation *Enduring Freedom*. Whether Soldiers or Sailors, these troops have earned respect of their counterparts and learned that cross-service rivalries can be overcome with a valuable mission at hand. **S**

Story and photo by CN Brendan Conaty who is assigned to Naval Mobile Construction Battalion 4, Logar, Afghanistan.



▲ HM3 Daniel Saez, assigned to Naval Mobile Construction Battalion (NMCB) 4, takes charge of erecting an exterior wall of a Super B-Hut at a forward operating base in Ghazni Province, Afghanistan.

Southern Partnership Station Begins Aboard *Swift*

High speed vessel HSV-2 *Swift* (HSV 2), along with various embarked Navy, Marine Corps and Air Force units recently departed Louisiana for a five-month deployment in support of *Southern Partnership Station* (SPS).

SPS is an annual deployment of various specialty platforms to the U.S. Southern Command area of focus in the Caribbean and Latin America. The mission's primary goal is information sharing with navies, coast guards and civilian services throughout the region.

"*Southern Partnership Station* provides an excellent opportunity to facilitate cooperation, interaction and communication between regional partners' civil and maritime services," said Rear Adm. Joseph D. Kernan, commander, U.S. Naval Forces Southern Command and U.S. 4th Fleet.

"Working together alongside our partner nations, sharing knowledge and experiences through joint, multinational and interagency exchanges will help to build strong relationships, improve interoperability and enhance regional maritime security."

Military training teams and subject matter experts embarked in *Swift* will provide partner nations with classroom and hands-on training in a variety of subjects.

"SPS provides us an opportunity to work with our friends, build partnerships and train together," said Cmdr. Christopher K. Barnes, SPS mission commander.

The SPS mission includes visits to El Salvador, Panama, Nicaragua, Dominican Republic, Jamaica, Barbados and Colombia.

The mission is coordinated through U.S. Naval Forces Southern Command/U.S. 4th Fleet (NAVSO/4th Fleet) with partner nations to meet their specific training requests. *Swift* embarked elements of the Navy Expeditionary



▲ High Speed Vessel *Swift* (HSV) 2 is deployed in support of *Southern Partnership Station*, a five-month mission to Central America, South America and the Caribbean Basin.

Training Command, Naval Amphibious Base Little Creek, Va.; Marine Corps Training and Advisory Group, Fort Story, Va.; and Naval Criminal Investigative Service Security Training Assistance and Assessment Team.

Members of the Navy Expeditionary Training Command provide instruction in small boat operations; maintenance and repair; boarding techniques; armed sentry; search and rescue; combat lifesaving; leadership principles for junior and senior partner nation enlisted service members; and instructor training.

The Marine Corps Training and Advisory Group advises partner-nation service members on a variety of different topics including marksmanship, martial arts, and non-lethal weapons tactics.

Naval Criminal Investigative Service Security Training and Assessment Team provides port security instruction and advice.

Information systems technicians are prepared to help install and instruct partner nation service members on the use of integrated automatic identification systems (IAIS). IAIS is a computer-based vessel identification program that provides ports and other ships with real-time location and information on friendly vessels within their region.

"This is a great system. I really like the

way it works," said Information Systems Technician 2nd Class German Rodriguez, IAIS instructor. "I'm excited to interact with our friends and show them the great things this system can do." **S**

Story and photo by MC1 Daniel Ball who is assigned to Southern Partnership Station.

Naval Expeditionary Overwatch Collaboration a Success

Officials from the Office of Naval Research (ONR), five Navy warfare centers and industry collaborating on the Navy Expeditionary Overwatch (NEO) system's intelligence, surveillance and reconnaissance (ISR) technology recently watched warfighters demonstrate the network at Naval Surface Warfare Center (NSWC) Dahlgren, Va.

They observed Navy Expeditionary Combat Command (NECC) Sailors deploy an unmanned aerial vehicle (UAV), a manned *Gunslinger* Humvee and an unmanned surface vehicle (USV) on a successful mission to detect and engage fictional insurgents.

"The NEO suite of technologies underscore ONR and NSWC Dahlgren's collaboration to produce real technology solutions for

U.S. warfighters," said George Solhan, ONR deputy chief of Naval Research, Expeditionary Maneuver Warfare and Combating Terrorism.

NEO is the collection, integration and demonstration of manned and unmanned engagement systems, platforms and integrated sensors to enable tactical decision making by agile expeditionary units such as NECC, Special Operations Command and the Marine Corps who conduct distributed operations in both ground and littoral environments.

"Today's demonstration proves NEO's capability to remotely engage hostile threats through unmanned systems and persistent surveillance," Solhan added.

As the test scenario unfolded, military and civilians watched the UAV and USV detect and relay target information to warfighters in an up-armored Humvee that fired at targets on the simulated littoral and riverine maritime irregular warfare environment on the Potomac River Test Range.

"The close partnership between ONR, Navy commands, Warfare Center Divisions, NECC and industry produced a NEO engagement system that combines manned and unmanned vehicles," said NSWCDD Commander Capt. Sheila Patterson. "This synergy fostered NEO's integration and capabilities, accelerating its readiness for real transition to warfighters."

The NEO system enables 10 Sailors – four in the *Gunslinger* Humvee (GS-3) and a maximum of six in the land-based control station (LBSC) – to continuously monitor, detect and engage hostile forces more than 10 square miles of territory inland, on marshy terrain, along a river or near a coastline. The range of NEO – developed entirely with existing technologies – may increase to about 20 square miles as the program develops.

"Sailors testing NEO's expeditionary capability to patrol diverse littoral and riverine terrains employed the system in response to a series of realistic scenarios and engaged all threats successfully," said Nelson Mills, NEO technical manager at NSWCDD. "The constant flow of ISR sent to the control station from the vehicles enabled effective integrated command and control remote responses to each and every unconventional attack, including those from small boats."

The unmanned boat and the *Scan Eagle* UAV sent video and data throughout the



▲ A Scan Eagle unmanned aerial vehicle (UAV) launches from the test range at Naval Surface Warfare Center (NSWC) Dahlgren, Va.

event to a LBCS where Sailors directed vehicles, including the Humvee armed with a *Gunslinger* to observe and attack throughout the test scenario.

The *Scan Eagle* – integrated with a unique communications relay and optical day-night sensors for a complete battlefield picture – weighs 40 pounds and its 10-foot wingspan lifts the four-foot long fuselage where the engine, avionics, GPS and a fully directional video camera are housed. *Scan Eagle* provides about 15 hours of continuous day or night surveillance at a height of about 19,500 feet.

The 36-foot-long USV is equipped with a *Gunslinger* payload and a range of sensors and communications systems that allow it to perform surveillance and engagement missions at sea, controlled either remotely by an operator or semi-autonomously on its own.

At the Potomac River NEO demonstration, warfighters in the Humvee used the *Gunslinger's* acoustic detection package and infrared sensors to determine the location of hostile fire and automatically move the

weapon in the direction of the fire for friendly force response. A version of *Gunslinger* has been deployed in Iraq.

The *Gunslinger* Humvee's remote-control gun is operated by a gunner who sits at a control panel in the back seat. The MK 45 weapons system is hooked up to video and infrared cameras connected to a set of sensors designed to detect gunfire, including a device that watches for muzzle flashes and listens for gunshots. The equipment on the Humvee's roof is linked to the control trailer.

NSWC Dahlgren and four other Navy warfare center divisions partnered with ONR and industry to integrate NEO with technology leveraging commercial and government off-the-shelf products combined with small business innovation research investments. ■

Story jointly released by the public affairs offices of Office of Naval Research and Naval Surface Warfare Center Dahlgren Division.

“Checkmates” Fly from Iraq into Sunset

The last U.S. Navy S-3B squadron, Sea Control Squadron (VS) 22, was recently decommissioned after completing a transformational five-month deployment to Al-Asad Air Base, Iraq, in support of Operation *Iraqi Freedom*.

Their boots-on-the-ground and eyes-in-the-sky deployment in Iraq, required that VS-22, pilots, aircrew and maintainers operate in a very dangerous environment, substantially different than the conditions they normally encounter as a carrier-based platform.

To meet the demands of this mission, each of the 205 “Checkmates” completed anti-terrorism and desert survival training, in addition to qualifying with the M-16 rifle and M-9 pistol, prior to their deployment.

The large Al Asad Air Base (formerly Saddam Hussein's premier MiG-25 *Foxbat* air base) is located south of the Euphrates River in the volatile, largely Sunni, Al Anbar Province in western Iraq.

The squadron brought four S-3B *Vikings* to Al Asad, each equipped with the latest LANTIRN (low altitude navigation targeting infrared for night) navigation pod. LANTIRN is a terrain-following radar that enables pilots to maneuver and perform surveillance at low altitudes day or night. According Lt. Jason Tarrant, the squadron flew about 80 percent of its non-traditional intelligence, surveillance and reconnaissance (NTISR) combat missions at night.

“The *Viking's* LANTIRN infrared capability was invaluable for taking away the cover of darkness from enemy combatants,” said Tarrant. “The Checkmates routinely detected heat signatures of vehicles, shelters, people and IEDs (improvised explosive devices) – and relayed that information to convoys and combat teams in the affected area.”

The Checkmates flew an average of three sorties a day.

“Our VS-22 maintenance personnel displayed tireless dedication to keep these

Photo by MC3 Jon Hyde



▲ The last S-3B *Viking* was recently decommissioned after completing a five-month deployment to Al-Asad Air Base, Iraq in support of Operation *Enduring Freedom*.

soon-to-be-retired birds mission ready. As far as I know, we sustained a 100 percent sortie completion record,” said Tarrant.

VS-22 is the Navy's last S-3B *Viking* squadron. ■

Story by Clark Pierce who is assigned to Naval Air Station Jacksonville, Fla.

Sub Wraps up 15-Month Deployment, Celebrates Milestones

USS *Ohio* (SSGN 726), the first converted guided-missile submarine (SSGN), pulled into Naval Station Pearl Harbor before returning to her homeport of Bangor, Wash., from her maiden deployment.

Rotations between Blue and Gold crews allowed the submarine to remain on station for the 15-month deployment.

The submarine departed Naval Base Kitsap, Wash., Oct. 14, 2007, which began a month ahead of schedule. Claiming many firsts, *Ohio* was the first SSGN submarine to complete an equator and prime meridian crossing; the first to achieve SEAL/diver dry deck shelter certification; the first to complete three highly-successful national tasking missions; and the first to earn two Navy Expeditionary Medals.

► An SH-60H assigned to Helicopter Anti-Submarine Squadron 6 lowers a member of the aircrew onto USS *Ohio* (SSGN 726) for a personnel transfer.

“It's unprecedented,” said Capt. Dennis Carpenter, *Ohio's* commanding officer. “To get out there and conduct mission after mission and demonstrate to our allies our capabilities; it's extraordinary.”

Ohio visited Busan, Republic of Korea; Subic Bay, Republic of the Philippines; Yokosuka, Japan; and Guam. During her visit to Busan, *Ohio* accomplished another submarine first – the ship hosted a joint special operations task force during Exercise *Key Resolve/Foal Eagle* to demonstrate the joint command and control capability of the new SSGN platform.

“That's the great thing about USS *Ohio*; we can go anywhere in the world in a relatively short period of time,” Carpenter said. “We've put a lot of miles on our submarine.”

Another memorable event during *Ohio's* maiden deployment was the burial

at sea of a World War II veteran. *Ohio's* crew member Machinist's Mate 1st Class (SS) Jason Witty spread the ashes of his grandfather, Eugene Stanley Morgan, in the Philippine Sea, honoring Morgan's request to be buried with his shipmates of the World War II cruiser USS *Indianapolis* (CA-35). Morgan was one of 316 survivors of the sinking of the cruiser, July 30, 1945.

Ohio returned to the fleet in February 2006 after a \$250 million, year-long refueling and a \$750 million, two-year conversion from a ballistic missile submarine. With this conversion, *Ohio* and the subsequent conversion submarines provide the fleet with the ability to quickly embark and deploy to provide command and control functions for special operations forces and a large volume strike platform in its operating theater. ■

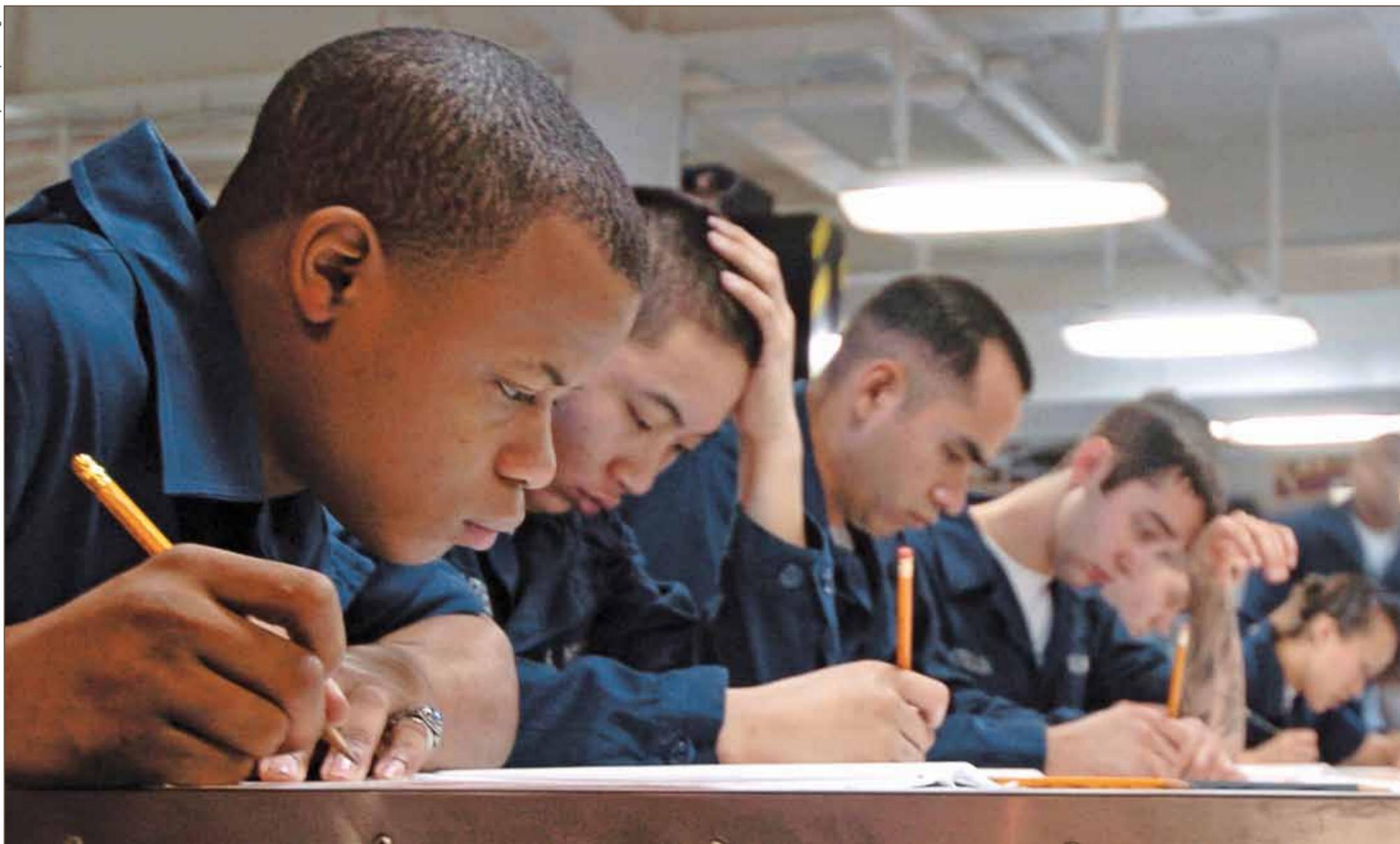
Story by MC1(SW) Cynthia Clark who is assigned to Commander, Submarine Force, U.S. Pacific Fleet, Pearl Harbor.



Photo by MC2 Barry Hirayama

Advancement Information, Advice Available Free Online

Photo by MC2 Stephanie Tigner



▲ Sailors concentrate as they answer test questions during the Navywide 3rd Class Petty Officer's exam aboard USS *Nimitz* (CVN 68).

Sailors prepping for advancement have all the tools they need available free of charge via Navy resources, including the Navy Advancement Center, but some sites on the Internet are charging Sailors money for advancement information.

Perhaps unknowingly, Sailors are spending their money by paying for what is available free of charge. The most current and authoritative advancement information for active-duty and Reserve Sailors is available from their command career counselors and visiting the Navy Advancement Center's Web site at <https://www.advancement.cnet.navy.mil>.

"Everything you need to be successful on the advancement exam is available for free from the Navy," said Master Chief Electrician's Mate Robert McCombs, command master chief for Naval Education and Training Professional Development and Technology Center (NETPDTC), Pensacola, Fla. "In fact, our sites are where the commercial venues get a lot of their information. Sailors don't need to go out and buy commercial products to advance."

Professional military knowledge and rating-specific references for advancement are just a click away. Two of the most popular products available through the advancement center Web site are the Sailor's profile sheet and the Advancement Exam Strategy Guide, said McCombs.

The profile sheet is specific to the individual Sailor and uses results from previous examinations to show the Sailor where his or her weaknesses are in comparison to their peers. The report shows them what areas they need to improve to be competitive on the test. Sailors can use their profile sheets to build their study programs by topic and subtopic.

The Advancement Exam Strategy Guide contains a bibliography specific to the examination that the Sailor will take.

"A Sailor can go to the exam section, look up their specialty and download their information including the bibliography," said McCombs.

"We give them the references we use for exam questions, so it's just a matter of becoming familiar with the material."

To help Sailors understand what skills and

knowledge exam developers are assessing, specific rating information is broken down by pay grade into topic and subject areas for all exams in the rating. This section of the Web site also includes information on "how to prepare for and take an advancement exam."

"If a Sailor uses their past profile sheet(s), which shows their weak areas compared to their peers, along with the bibliography and topics/subtopics, they can develop a more focused study product than any commercial product can provide," said McCombs.

Kirk Schultz, head of Advancement Assessment Concepts at NETPDTC, said that there are many other Navy-sponsored Web sites Sailors can visit to help with their advancement needs.

"Since just about everything has gone electronic, many Navy and DoD instructions are available through the Web. Additionally, we intend soon to provide the capability for Sailors to link to many of their references directly from the advancement site," said Schultz.

"Our site has features and helpful tools to better prepare for upcoming exams such as access exam to statistics by rating, non-resident training courses, as well as final multiple computations charts," said McCombs.

"Everything you need to be successful on the advancement exam is available for free from the Navy,"

— EMCM Robert McCombs

Sailors without direct access to a computer should see their educational services officers or command career counselors for instructions on where computer access can be obtained and for other information they need to prepare for their next advancement examination. 

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

Service: A Family Business

Story and photo by MC3 Micah Blechner

Delivering *USS George H. W. Bush* (CVN 77) to the fleet was at the center of a family affair ... not the former president's family, but the Hoffmans.

With three machinist's mates second class, twins Randall G. and Scott K. Hoffman and their older brother, Richard A. Hoffman all serving aboard *Bush*, the Hoffman's family has put a significant contribution in "sweat equity" into the Navy's newest nuclear-powered carrier.

Randall and Scott, natives of Jasper, Ind., reported to PCU *Bush* more than two years ago and currently work in reactor mechanical division No. 2 plant aboard the ship. They were two of the first crew members to be stationed aboard PCU *Bush*. Scott explained that the most significant change during the past two years has been the arrival of more than 1,500 additional shipboard personnel, including their brother Richard.

"I am excited to be here," Richard said. "It will definitely be a good experience being on the same ship together."

Richard is the oldest of the three Hoffman brothers but came into the Navy last.

"My brothers' recruiter tried to get me to join when they signed up," Richard said. "I told them that I wanted to join, but that I wanted to finish my associate's degree first."

"Our family - our mother specifically - loves that we are all on the same ship," Randall said.

"Our father was making bets with the rest of the family about the whole thing," Scott said. "It was our little running joke, 'Why even check to see where you are going to be stationed? You know you are going to *Bush*. All three of you are going to end up on the same ship.'"

"My mother came up with the punch line," Richard said. "Since we are all in one place they only have one place to go when it comes to visiting. They are going to save a lot of money."

Blechner is assigned to USS George H.W. Bush (CVN 77).



Focus on
Service

Lt. Robert Goodman: The mission that brought him home

Story by MC2(AW) Jonathan W. Hutto Sr.

On Dec 4, 1983, Lt. Robert Goodman Jr., a Navy navigator bombardier attached to Carrier Air Wing III aboard USS *John F. Kennedy*, and his partner Lt. Mark Lang, were shot down in the mountains east of Beirut, Lebanon. Lang and Goodman were part of a contingent comprised of 28 war planes retaliating against Syria attacking U.S. aircraft a day prior. They ejected from their A-6 *Intruder* after it was hit by a Syrian ground missile. Lang suffered a leg injury and died after being found by the Syrians.

Goodman was also found by Syrian soldiers with three broken ribs, an injured shoulder and knee.

In this incident, Goodman became the first American prisoner of war (POW) since the end of the Vietnam War.

Upon being found, Goodman was taken to a military compound in Damascus, Syria. He would eventually be fed three times a day and brought books to read by his captors.

The Naval Academy, naval flight officer training and POW training at the survival, evasion, resistance and escape school had prepared Goodman for his captivity. He faced deprivation and physical and psychological pressure. In accordance with the Code of Conduct, he understood his job was to evade the enemy giving vague answers and never compromising national security.

Goodman also understood the sacrifice of service to country. The son of a retired Air Force lieutenant colonel, Goodman was born in San Juan, Puerto Rico, in 1956. Due to his father's service, Goodman was accustomed to moving frequently in his childhood settling in Portsmouth, N.H., as a teenager. His role models growing up were his father and the late Air Force Gen. Daniel "Chappie" James, the first African-American four-star general. As a youth, Goodman always envisioned himself as a Navy pilot.

Upon learning of Goodman's capture, Secretary of Defense Caspar



▲ Lt Robert Goodman, accompanied by Rev. Jesse L. Jackson, Sr., arrive at Andrews Air-Force Base, Md., on Jan. 4, 1984. Goodman had been held captive in Syria as a Prisoner of War (POW).

Weinberger attempted to open negotiations to secure Goodman's release to no avail. The Syrians were determined to use Goodman to force the United States to remove all troops from Lebanon.

The negotiations were at a stalemate until civil rights leader and then-presidential candidate, Rev. Jesse L. Jackson, Sr., sent a telegram to President Al-Assad advocating the release of Goodman as a humanitarian measure. Assad responded with an open invitation to Jackson and a delegation of his choosing to visit Damascus to discuss the release of Goodman.

In Syria, Jackson was allowed to meet with the imprisoned pilot. Goodman described himself as

comfortable and had only one request – to be sent home to his family.

On Jan. 3, 1984, a day after meeting with Assad, Goodman was released. The Syrian government stated Goodman's release was in response to Jackson's human appeal and to the demands of the U.S. government.

President Ronald Reagan dispatched a plane to return Goodman and Jackson's delegation to Andrews Air Force Base, Md. Goodman stated on the flight his intention to stay clear of politics.

"I'm a naval officer, not a hero," Goodman remembered Lang saying. "It's just a matter of fate that it happens to be me sitting here, instead of Mark."

Reagan held a hero's welcome for Lt. Goodman in the Rose Garden of the White House, he thanked Jackson for making the trip to Lebanon, and Goodman for his courage under difficult circumstances.

After his return, Goodman was assigned to Attack Squadron 85 in Oceana, Va. He went on to graduate from the Naval Postgraduate School in 1987 receiving a masters of science in systems technology. Goodman retired from the Navy in 1995 as a commander. **ES**

Hutto is assigned to Defense Media Activity – Anacostia, Washington.



A World of Possibilities

Yeoman 2nd Class (AW/SW)
Aaron Palacio

Individual Augmentee

Story and photo by MC2(SW/AW) Jason McCammack

Every individual augmentee (IA) has a unique story to tell. For Yeoman 2nd Class (AW/SW) Aaron Palacio from Helicopter Squadron Light 48, the experience was a time to learn about two very different cultures, the joint-service culture and the Afghan culture.

Palacio was stationed at Camp Eggers in Kabul, Afghanistan, where he worked at the personnel support detachment.

"We processed awards, made sure that every member of the coalition system was in-processed and out-processed correctly, kept accountability for everyone on the base and processed all evaluation reports," said Palacio.

"I was able to use a lot of the same skills I use every day in the Navy. Like with awards, we processed a lot of Army awards, but the basic job is very similar, and you just have to get used to their terminology. They have different instructions that they work by, but my Navy training gave me the base of knowledge I needed to get the job done."

Palacio said some of his greatest IA memories are of men and women he served with in a joint-service environment.

"I really enjoyed working with the Army, Air Force and Marines because now I have a better understanding of how the other side lives, and I think they're learning a thing or two from us, too," he said.

Palacio said anyone deploying on an IA duty assignment should pay close attention during their pre-deployment training.

"Prepare for a thrilling experience – it'll be something you never forget. You meet all kinds of new people and you really have a cool bond. You go through a lot together, and it's really challenging at times. Just be ready to do some things that you don't do on a normal basis. Pay attention during the training you leave. They teach you to keep you on a swivel and what to look for when outside the wire. All that stuff should be taken very seriously. Be willing to learn."

Saving some of the hard-earned coin pay allowed Palacio to return stateside with a much stronger financial foothold.

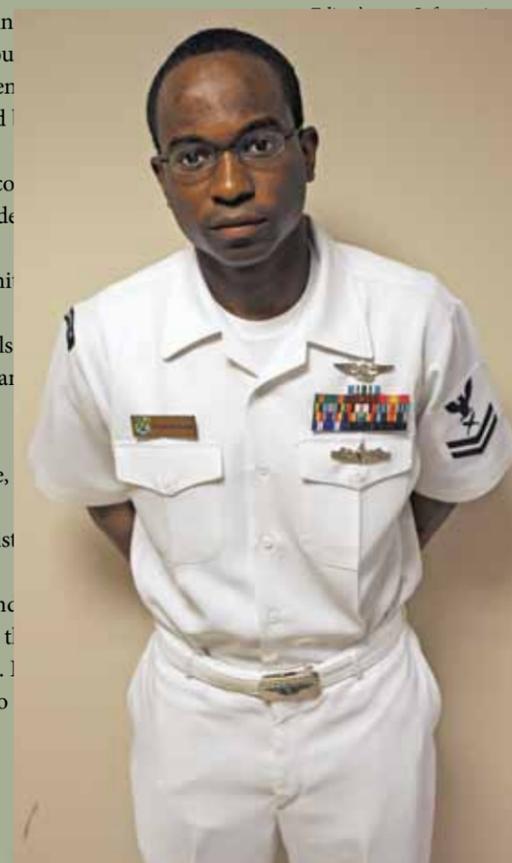
"Tax-free dollars are great. I definitely went on a big upswing financially. I saved a lot of money, and a lot of bills were paid off because of my time as an IA in Afghanistan."

As he looks back on his time in Kabul, Palacio is proud of his service, but also appreciates the opportunity he had to help the people of Afghanistan return to a normal life.

It was a wonderful experience, and it really do mean that. I'm grateful for the opportunity to serve in Afghanistan. I volunteered to go outside the wire to

community service, and it was something I'll never forget. The faces on those kids and their joy when we provided a new life for them really made me feel good," he said. "It definitely stands out from all of my other experiences in the Navy." **ES**

McCammack is a former journalist at Defense Media Activity-Anacostia, Washington, D.C.



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