

THE GOOD NEIGHBOR

APRIL 2008

ALL HANDS

MAGAZINE OF THE U.S. NAVY



USS *Georgia's*
Bulldog



[On the Front Cover]
 CMDM(SS) Brent Prince directs his Sailors as they prepare to pull into Kings Bay, Ga. The COB and crew are wearing *Georgia* ball-caps in honor of their new homeport in Kings Bay.

Photo by by MC2(SW) David Beyea

[Next Month]
 Join *All Hands* as they take a look at the inroads the Navy has made to stamp out malaria.

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ALL HANDS

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12 USS Georgia's Bulldog



Command Master Chief(SS) Brent Prince conducts his own patrol. From top to bottom, he pauses over both the men and the machine – making sure both are up for the daunting mission. For the Sailors aboard *USS Georgia* (SSGN 729), it seems the Chief of the Boat is everywhere, all the time.

Photo by MC2(SW) David Beyea

24 The Good Neighbor

The Puget Sound region of western Washington state is one of the Navy's best-kept secrets. The waters provide one the greatest fishing bounties in the world – just ask the native bald eagles. It is also the migratory home of orca whales. Sailors who call Puget Sound home are taking steps to serve as good neighbors in protecting the natural wonders of the area.

Photo by MC2(SW/AW) Jason McCammack



30 The Bottom of the Earth: The Forefront of Science

Operation *Deep Freeze*, at McMurdo Station, Antarctica, is one of the military's most complex peacetime missions. During this year's resupply mission, 59 Navy cargo handlers from Navy Cargo Handling Battalion 1 in Williamsburg, Va., braved bone-chilling cold, adapted to the barren sea of ice and snow, and moved millions of pounds of life-sustaining cargo during days when the sun never set.

Photo by Lt. Sean M. Spicer



12 A Different World: Life on a Sub

Lt. Cmdr. Jeff Holdsworth, chief engineer aboard *USS Georgia* (SSGN 729) stands officer of the deck watch on the bridge. After leaving Norfolk, *Georgia* heads for deep water, where she can dive.

Photo by MC2(SW) David Beyea

A V-22 *Osprey* is refueled before a night mission in central Iraq.

Photo by MCC Joe Kane



Speaking with Sailors

Master Chief Petty Officer of the Navy
MCPON (SW/FMF) Joe R. Campa

What it takes to be a Shipmate

There are second class petty officers who, as you read this, are at sea. They're working long hours, completing qualifications and finding time to work out. Before they hit their racks, they'll go to the mess decks, or back to their work centers or the ship's library. They'll search out a Sailor who may need a hand studying for their warfare pin. And they'll help however they can.

Right now, underway, there is a damage control fireman holding after-hours training with Sailors not even assigned to his repair locker. He's quizzing them on firefighting techniques, pipe patching or dewatering equipment. He's been sought out because he's known around the ship as a Sailor who's willing to help and enjoys teaching others.

There's a yeoman 3rd class doing a FOD walkdown aboard a carrier right now. She's moving slower than the rest, her eyes never leaving the deck. She checks anything that could pose a threat to an aircraft engine. She could have stayed in her work center when the Air Boss announced the walkdown over the 3MC. But she never does.

And somewhere out in town tonight, in Norfolk, San Diego or Mayport, Fla., there's going to be a petty officer or fireman, chief or officer who notices that a Sailor has had too much to drink. He's going to ask for that Sailor's keys, or he's going to walk him back to his ship. He'll call a cab and probably even pay for it.

All of those Sailors could accurately be described as "Shipmates."

The Sailors who go out of their way to help another, those who keep safety in mind at all times because lives are at stake, are Shipmates. There's no concrete definition for that term, and I applaud those of you who entered the contest, using your own words to describe your interpretation of it. All of the final entries did that word justice.

In my mind, "Shipmate" describes more than just an individual Sailor. It goes to the very heart of who we are as a service. "Shipmate" describes a sea-going culture and a maritime way of life. No group of people rely on one another like a crew at sea. "Shipmates" understand that and all of their efforts are on behalf of the Sailors they live and work with. It's a term that is steeped in our Navy's heritage and one that will endure for centuries to come.

I've never used the word lightly, and hopefully you don't either. Hopefully you understand the honor associated with it, and the expectations that accompany it. If you don't, seek out a Sailor like the ones I mentioned above. Watch how they operate and see the respect they've earned in the eyes of those they serve with. Learn from those Sailors and you'll soon see why we've taken that word so seriously for so long. **S**

Editor's Note: To read the winning entry, please turn to the "Shipmate" on Page 7.



ALL HANDS

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CNO Signs New Diversity Policy

Chief of Naval Operations (CNO) Adm. Gary Roughead recently issued the Navy's diversity policy in which he urges leaders to anticipate and embrace the demographic changes of tomorrow, and build a Navy that always reflects the make up of the country.

"The purpose of this policy is to ensure that everyone in the Navy understands how I feel about diversity. I believe that diversity is the responsibility of every leader, both military and civilian. Each leader must set and live the example, as well as create an environment in our Navy where every individual's contribution is valued and respected," he said. "Most importantly, the Navy must reflect the face of the nation. When the nation looks at its Navy, it should see itself reflected back."

Leadership is the foundation upon which the Navy is built and has served as the cornerstone of success for the organization since its inception. CNO has entrusted and challenges all members of the Navy team to lead diversity efforts through leadership, mentorship, service and example.

"I want our Navy's leaders to internalize this policy and demonstrate a personal commitment to attract young men and women to the Navy, and compel them to stay Navy. For those who are currently serving in our Navy, we must mentor these young people and provide opportunities for them to reach and maximize

their fullest potential," Roughead said.

CNO emphasized that we all bring abundant life experiences and perspectives, and approach challenges and problems in various ways. It is these very talents and perspectives that make the Navy so successful, he said. Diversity is a necessity to remain a competitive, relevant and strong global force for peace.

"As an organization that's diverse at all levels, infused with many perspectives, we become stronger, more talented, more capable and more effective. At the end of the day this is what our country wants and this is what our country deserves, a Navy that is out and about doing what it needs to

do with the support of its country and the strength of its diversity to move forward," Roughead said.

The CNO's diversity policy is available at: www.navy.mil.

Story by MC2(SW) Rebekah Blowers, Chief of Naval Operations, Washington, D.C.



Photo by MC1 Michael Billings

▲ During a recent trip to U.S. Naval Station Guantanamo Bay, Cuba, Chief of Naval Operations Adm. Gary Roughead spoke with BM3 Steven C. Love a crew member aboard the admirals barge GITMO 7. Roughead visited with service members, civilian staff, and family members assigned to Joint Task Force Guantanamo, conducted an all hands call and received briefings on JTF operations.

Ricky's Tour

By MC1 Mike Jones



Navy Medicine Training Center is Latest Step in Consolidation

The largest consolidation of service training in DOD history recently moved a step closer to completion with the commissioning of the Navy Medicine Training Center (NMTC) at Fort Sam Houston, Texas.

NMTC will support inter-service education and training as the Navy service element command for the tri-service enlisted Medical Education Training Campus (METC), scheduled to open between 2010 and 2011.

"We are committed to one integrated inter-service education and training system that leverages the assets of all DOD health-care practitioners," said Vice Adm. Adam M. Robinson Jr., Surgeon General of the Navy and the METC commissioning ceremony guest speaker. "We must continue to build on our previous successes. This is the right thing to do."

Capt. Greg Craigmiles, NMTC commanding officer, also addressed the need for change.

"We live in turbulent times, and never before has response to change been more important," Craigmiles said during the ceremony. "The movement and co-location of all tri-service medical training to Fort Sam Houston will be a huge undertaking during the next three years, and we will be working shoulder to shoulder with our Army and Air Force colleagues

to prepare Sailors, Soldiers and Airmen to save lives and take care of people."

The majority of existing Navy enlisted medical education training programs is scheduled to move to San Antonio as part of the 2005 Base Closure and Realignment Commission (BRAC) initiative, said Cmdr. Chris Garcia from the tri-service METC Transformation and Integration Office. The BRAC requires Navy and Air Force medical enlisted training courses relocate to Fort Sam Houston.

Commands moving include the Naval School of Health Sciences (NSHS) San Diego; NSHS Portsmouth, Va.; and the Naval Hospital Corps School (NHCS) Great Lakes, Ill. Army and Air Force programs moving here include the Army's histopathology training program at the Armed Forces Institute at Walter Reed in Washington, D.C.; and the Air Force's 82nd Training Group at Sheppard Air Force Base, Wichita Falls, Texas.

The first Navy students are scheduled to begin training in the new facilities in May 2010. Garcia said the target date for all Navy students to train at Ft. Sam Houston is prior to Sept. 15, 2011, the BRAC deadline. The student load will phase-in as the new facilities are completed.

The average daily student load will be about 9,000 Sailors, Soldiers and Airmen in 2011 when the integration is complete, Garcia said, making METC the world's largest military medical education and training institution. Of the 9,000 enlisted

Chief Aviation Electronics Technician (AW) Todd Brown, a member of Carl Vinson's Aircraft Intermediate Maintenance Department (AIMD), recently won the "What Being a Shipmate Means to Me" writing contest.

"Without a doubt, Chief Brown's characterization of what it means to be a shipmate epitomizes the true meaning of the word and genuinely captures the spirit of all Sailors – past, present and future," said U.S. Pacific Fleet Master Chief (SW/AW) Tom Howard. "I couldn't be more proud of what he wrote in that passage. A hearty Bravo Zulu goes out to this Shipmate."

In his essay, Brown wrote: "Shipmate" is a term with inherent connotations of teamwork, camaraderie and belonging. It embodies duty, honor, courage, commitment and excellence.

"Shipmate" exclaims the spirited commonality of all Sailors: One Team! One Fight! It illustrates hardships shared, victories won.

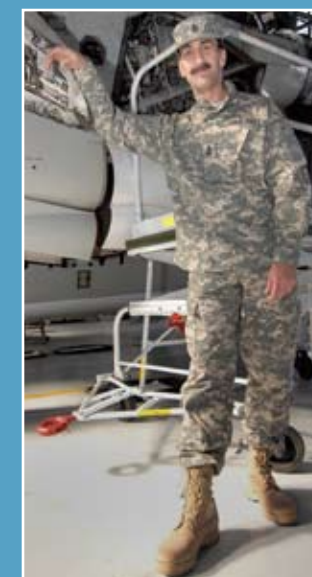
"Shipmate" defines common purpose: ships, seas, defense of freedom. It carries echoes of war, heroes and the fallen.

"Shipmate" is a fire-hardened, selflessly earned title that boasts, "I am a United States Sailor!"

"I was amazed when I found out my entry was selected," Brown said. "I am honored that so many people voted for my essay, because it means they must feel the same way I do about the meaning of 'shipmate.'"

For Brown, writing about the word "shipmate" is as important as living the true meaning. This spring, he will put his commitment as a Sailor and a shipmate on the line when he deploys as an individual augmentee to Iraq as an electronic warfare officer.

Story by MCC(SW) Janet M. Davis, USS Carl Vinson and MCCS(SW/AW) Melissa F. Weatherspoon, U.S. Pacific Fleet, Pearl Harbor.



students, approximately one-third – 2,900 – are expected to be Navy. The Army average daily student load is expected to be about 4,900, and the Air Force about 1,200.

There will be five new instructional facilities ranging in size from 50,000 to 245,000 square feet, with the largest being the new facility housing the hospital corps program. NMTC and the Air Force service element will be housed together

in a new two-story building with NMTC occupying the first floor that includes a traditional Navy quarterdeck. There will be three new dormitories constructed – two for Navy students and one for Air Force – and a new dining facility is being built.

Garcia said a variety of the courses will be taught in an integrated environment, with members of all three services attending. There will also be service-unique classes.



▲ An MH-60S *Seahawk*, assigned to the Helicopter Combat Support Squadron 26, transfers ordnance from USNS *Mount Baker* (T-AE 34) to the flight deck of USS *Theodore Roosevelt* (CVN 71).

Photo by MC3 Sheldon Rowley



▲ DCFN Felicia Garcia checks sprinklers for blockage on the countermeasure wash down system aboard USS *Iwo Jima* (LHD 7).

Photo by MC2 Class Bradley Dawson

► Former President George H. W. Bush signed the first dead load aboard Pre-Commissioning Unit *George H. W. Bush* (CVN 77) before it was launched during catapult testing. Catapult tests consist of launching large containers, called dead loads which are equal in weight to the aircraft that will ultimately be launched off the flight deck.

Photo by Ricky Thompson



▲ A Sailor assigned to USS *Kearsarge* (LHD 3) embraces her daughter after returning from a six-month deployment in the 5th and 6th Fleet areas of responsibility.

Photo by MCSN Ash Severe



continued from page 7

Craigmiles pointed out that U.S. military personnel in Iraq and Afghanistan are experiencing the lowest battle mortality and disease non-battle injury rates in history, due in large part to exceptional military medical personnel and their training.

“The training we deliver to our corpsmen and medics will save lives on the battlefield,” he said. “Therefore, we must continue to provide the best possible support to our Sailors, Soldiers and Airmen in all aspects of their training and development.”

*Story by Larry Coffey,
Navy Medicine Support Command,
Fort Sam Houston, Texas.*

Mobile Utilities Experts Complete Expeditionary Power Plant

Five mobile utilities support equipment (MUSE) technicians recently returned to Port Hueneme, Calif., after making final adjustments to the prime power plant they installed at Camp Lemonier, Djibouti, to meet the camp’s increasing energy demands.

The plant, which began producing power the first week in February, is the largest expeditionary power plant MUSE has installed since the Vietnam era.

“The mission has been a successful example of the expeditionary capabilities that MUSE has developed to meet current operational requirements,” said Lt. Cmdr.

Anthony Dapp, Naval Facilities Expeditionary Logistics Center (NFELC) operations officer. “Historically, the majority of MUSE missions have involved cold iron support for the haze gray Navy. The recent focus on expeditionary deployment of MUSE equipment has required the program to engineer modifications to their equipment to meet new mission requirements.”

MUSE is a division of the NFELC.

The plant, capable of powering nearly 4,000 residential homes, constitutes a 50 percent increase in the Joint Task Force-Horn of Africa power generation capacity and meets all current and near future needs, explained Dapp. In total, six 1,200-kilowatt power plants and two 5-mega volt amp substations will be tied into the camp power grid. The project combines older generation power plants, capable of producing 50-hertz power, with state-of-the-art substations designed specifically for this mission. The \$5 million installation was \$25 million less than the estimated contract cost.

More than 15 MUSE technicians have supported the two-year project.

MUSE provides power generation, transformation and steam-generating equipment to support worldwide Navy and DOD utility shortfalls and emergencies.

Story courtesy of Linda Wadley, Naval Facilities Expeditionary Logistics Center, Port Hueneme, Calif.

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ALL SYSTEMS GO

Story by MC1(SW) Cynthia Clark

The danger was real. The satellite was falling to earth along with its hazardous cargo of toxic fuel. The President of the United States made the decision – the decision to send in a Navy ship. USS *Lake Erie* (CG 70) answered the call, departed her homeport of Pearl Harbor for her assigned area and waited for orders to engage.

The *Ticonderoga*-class, guided-missile cruiser had the target in sight, combat systems crew members were at their assigned stations around the ship, and then – the order came in. The commanding officer, Capt. Randall Hendrickson, got the order; Lt. Cmdr. Drew Bates, combat systems officer, fired the *Standard* Missile 3, and Fire Controlman 2nd Class (SW) Andrew Jackson, missile system supervisor, built the manual firing sequence list to complete its launch.

Then Hendrickson received the news: Threat destroyed. *Lake Erie* successfully impacted the satellite approximately 133 nautical miles (247 kilometers) over the Pacific Ocean, as it traveled in space more than 17,000 mph.

No, this is not the plot from Hollywood's latest action flick, and the names are not characters from a screenplay. This is a real story with real Sailors. The target was not an incoming ballistic missile. It was a non-functioning, National Reconnaissance Office satellite.

"When I received the tasking my first reaction was, 'You want me to do what?'" said Hendrickson. "Then the reason was clear ... we've been the Chief of Naval Operations' primary test ship for ballistic missile defense for a few years now. It's sort of a logical choice that you're going to choose that ship to do this mission."

In fact, Hendrickson said, in the past 10 months *Lake Erie* executed four ballistic missile defense test intercepts and completed a four-month deployment. *Lake Erie*, also known as a "double-edged sword," as the commanding officer put it, departed for the Western Pacific for a surge deployment in May 2007 after successful tests of her ballistic missile defense system. During the

deployment, *Lake Erie* participated in Exercise *Talisman Saber* and assisted carrier operations for USS *Kitty Hawk* (CV 63), USS *John C. Stennis* (CVN 74) and USS *Nimitz* (CVN 68).

Being this "double-edged sword," *Lake Erie* was prepared for the challenge of bringing down the satellite, but the crew members weren't boastful about the high-profile job they were tasked to do. In fact, they were very business-like.

The small team involved, out of the crew of more than 350 Sailors, understood the concept of humility and the importance of confidentiality surrounding this project and did an "excellent" job keeping it under wraps for almost six-weeks before the mission was announced, according to Bates.

One major task for the team was to take missile defense and to detail it to the special target it was preparing to face.

"There were a lot of new procedures with a lot of different steps and techniques

► **A single modified tactical Standard Missile-3 (SM-3) launches from the U.S. Navy AEGIS cruiser USS *Lake Erie* (CG 70), successfully impacting a non-functioning National Reconnaissance Office satellite approximately 247 kilometers (133 nautical miles) over the Pacific Ocean, as it traveled in space at more than 17,000 mph. It was decided to bring down the satellite because of the likelihood that the satellite could release dangerous hydrazine fuel upon impact, possibly in populated areas.**



U.S. Navy photo

– really a whole new paradigm for conducting this engagement," Bates said.

Chief Warrant Officer 3 Kevin King, *Lake Erie* systems test officer, said the satellite-intercept mission was truly unique.

"We've been through many of these tests as a ballistic missile test platform, but the difficulty level was raised, as most of our test targets aren't necessarily in a continuous orbit," he said.

Bates and King were proud of how the equipment and the combat systems team flawlessly performed every action of the evolution.

"The system, SPY radar, the missile, launching system all the way down performed immaculately," King said. "If the people we had directing the equipment

and the equipment itself weren't at peak performance it probably wouldn't have come off the way it did."

Bates emphasized that the entire combat systems team came together as pieces of the successful puzzle that was the satellite-intercept evolution. The information systems technicians and electronic technicians who communicated with high-level government agencies played not only a "supporting role, but a tactical, operationally relevant role."

On *Lake Erie's* crest is a pair of olive branches that symbolize peace, achieved and maintained through strength and military preparedness. Teamwork is an important part in the Navy's strength and preparedness, which is indoctrinated into Sailors during their first days in recruit training. It stands to reason the concept of "teamwork" is no exception on board *Lake Erie*. This feeling starts at the commanding officer and is felt all the way down to the most junior Sailor.

"I don't care if you're an engineer down in the 'hole,' if you can't get me from point A to point B, or you can't create stable power for me then I'm nothing but a cruise liner," assured Hendrickson.

Using the supply department as an example

to reinforce the importance of everyone on board, Hendrickson noted that if someone is worried about laundry, pay issues or where the next meal is coming from, he won't be 100 percent dedicated to his station, because his mind would be somewhere else.

"There is no job on this ship that is not important," he said. "If someone doesn't do their job, something doesn't happen. Everyone has a pull on the line, everyone has to pull their own weight, and if that doesn't happen that's a problem."

On the deckplates, *Lake Erie's* motto "Courage, Determination, Peace," is more than words. It's a way of life.

"We really are a family," Culinary Specialist 3rd Class Angel Marte said in a previous interview. "Everyone, from the top on down, lives up to the saying, 'one team, one fight.'"

Command Master Chief (SW/AW) Herbert "Mack" Ellis re-enforced the "one team, one fight" mentality saying that way of thinking aboard *Lake Erie* can be seen just by looking at the Sailors performing everyday tasks, such as cleaning stations.

"This ship practices like it fights," said Ellis. "So when we were called upon to do this, it was a big deal ... but at the same time

we were going to do the same thing we've always been doing."

Ellis' pride in the crew was evident as he explained how the evolution proved to his Sailors just how important they are to the Navy.

"The youngest Sailors didn't understand it at first," he said. "Right now inspirational leadership is taking its own effect. We practiced more than 120 runs on this one mission here, because we knew the severity and importance of it. For the Sailors morale, it boosted it up to another notch, instantly."

The sense of purpose and pride was even more evident when *Lake Erie* returned to Pearl Harbor Naval Station, Feb. 22. Adm. Robert F. Willard, commander, U.S. Pacific Fleet, and Rear Adm. Alan B. Hicks, program director for the *Aegis* Ballistic Missile Defense program met the ship upon arrival. They went aboard and personally congratulated the Sailors, shook their hands and presented them with coins.

"It means so much to a Sailor to have an admiral who they've just heard or read about in the papers, to come to their house and show their appreciation," said Ellis. "I'm very proud of our Sailors and even more proud of our leaders and the way they treated them after the fact."

Prior to visiting the ship after her return, Willard sent a congratulatory message to the skipper and his crew.

"Congratulations on your superb performance. This was a critically important mission with strategic implications," Willard wrote. "The hallmark of a trained professional fighting force is to make extraordinary events appear routine, which is exactly what you did."

"I could not be more proud of your collective efforts ... executed with precision and professionalism."

With the sense of teamwork and the commitment to excellence aboard *Lake Erie*, the crew was successful in ensuring a non-functioning satellite carrying toxic fuels did not crash and injure or harm our planet's inhabitants. Not a movie plot, but a real-world scenario, that proved successful – thanks to the U.S. Navy. 🇺🇸

Clark is assigned to Commander, Pacific Fleet, Pearl Harbor.

◀ **FC2(SW) Andrew Jackson stands on the deck of USS *Lake Erie* (CG 70). Jackson built the manual firing sequence used to bring down the satellite.**



Photo by MC3 Paul D. Hennick

USS *Georgia*'s Bulldog

Story and photos by MC2(SW) David Beyea

It's 11:32 p.m., and as USS *Georgia* (SSGN 729) approaches another day beneath the waves, Command Master Chief (SS) Brent Prince is embarked on his own patrol around the boat. From top to bottom, he stops on every deck, talking to the watchstanders.

How's the watch going? How's their day going? He checks not just on how his boat's doing - that the watches are being stood correctly - he's also seeing his crew, and making sure they're in as good a shape as the boat.

Just behind of the seemingly endless missile tubes that pass through the sub's decks, each painted a slightly different shade of orange, Prince runs across a Sailor at a weight bench. They talk, about the boat, about work and about the

plusses and minuses of one MP-3 player vs. another.

"He's very into his guys' lives," said Fire Control Technician 1st Class (SS) Derek Green, as he returned to his workout. "He's not one to stay back. If he feels that you need something, he'll come to you and try to help you out."

Eventually, Prince finishes his rounds of *Georgia* and hits his rack. He'll be up again in four hours, starting another day as the chief of the boat (COB).

"You've got to want to do it," explained Prince, of his position as *Georgia*'s COB. "You got to want to give up the sleep and time and give the effort it takes, to do this job right. And to do this job and be successful, you have to have passion."

Predating the command master chief program by approximately 70 years, the chief of the boat is an all-together different animal. There have always been COBs on submarines, and their job only begins at being the senior enlisted advisor.



▲ CMC(SS) Brent Prince must keep an eye on his people and the process during operations – surfaced and submerged.



▲ **USS Georgia's Chief of the Boat, CMC(SS) Brent Prince and Commanding Officer Cmdr. Rob Hutton, discuss plans to pull into the sub's new homeport. Prince and Hutton share ideas on everything, including what to do about command cell phones, and how to stay in contact with the crew.**

"He has all the same responsibilities as a command master chief at larger commands or on surface ships," said Cmdr. Rob Hutton, *Georgia's* commanding officer. "But with a submarine the chief of the boat gets deeply involved with the operations of the ship. There's very little that we do that I don't have the chief of the boat involved in."

Prince touches and affects virtually everything on the boat. He trains damage control parties and teaches the conning party how to properly dive and surface the sub. The COB is responsible for everything from writing the watch bill, to teaching basic sub handling to the crew, to deciding who sleeps in each berth.

"The captain's job is to pick where the boat goes, it's my job to get it there," said Prince.

On the top of the list of Prince's responsibilities, is teaching his crew how to be Sailors aboard a submarine. Currently on his second tour as the chief of the boat, Prince is uniquely qualified for this.

"The chief of the boat, he's the salty one," said Missile Technician 1st Class (SS) Harry Jadick, *Georgia's* first lieutenant. "You don't just fulfill wickets and become the chief of the boat. You go through a lot of trials. You are already experienced.

You already know the answers. I would challenge anybody to find somebody that knows more about a *Trident* sub than [Prince] does."

According to Hutton, Prince knows *Georgia* from bow to stern and understands everything on the sub without being the technical expert. He is on the front line of the sub, not only leading, but helping to troubleshoot equipment.

When a small broken pin was preventing a hatch from closing, thus stopping *Georgia* from being secure to dive, Prince was with his men, balancing over a three-deck drop, in the tunnel that led to the bridge. Seeing by nothing more than a dim red light, he quickly showed the two crew members with him how to safely fix the problem.

"At some point in his career, the chief of the boat has done everything. The challenges we see every day, he's seen before," explained Hutton. "When the chief of the boat tells me 'Captain, I got it,' I can put my focus elsewhere."



▲ **While attached to USS Georgia by safety lines, the crew prepares to bring a tug boat along side as they pull into Kings Bay, Ga.**

With everything from training the chief of the watch and diving officer, to line handlers, the COB is there, getting his hands dirty and making sure his Sailors receive the hands-on training they need.

"The most enjoyable part of my job is when you see a young crew member show up and he's wet behind the ears, and a year later he's qualified, moving up in rank - one, maybe two places - he's standing a watch and he's a good submariner," said Prince.

As the COB, Prince performs a balancing act, measuring what the ship and mission need against what the crew needs.



▲ **Once in Kings Bay, Ga., CMC(SS) Brent Prince watches as the brow is put in place and his crew secures their sub.**

► **USS Georgia pulls into Norfolk to on-load supplies before their trip to Kings Bay, Ga. Georgia just completed a three-year conversion to a guided missile submarine.**

"If every decision I make has the best interest of the boat and the Sailors in mind, then it's never a wrong decision," said Prince. "That's the way I weigh all the decisions I make. Sometimes the mission outweighs the Sailor, and sometimes the Sailor's needs outweigh the mission.

"That's really what the COB is good at, taking that big picture and keeping us focused and balancing what the boat needs and what the crew needs," said Chief Hospital Corpsman (SS) Mark Sizemore, a corpsman aboard *Georgia*.

Whether Prince is telling a watch stander why a task is important, or explaining to the executive officer why the crew needs

something, he keeps the crew focused on the whole picture.

"If the crew knows and is informed about what they're doing, you will get to where you want to go, because the crew will get you there," said Prince. "It's not the COB that drives the ship, it's not the captain - it's the crew. They're the ones who operate the equipment and stand the watches."

The chief of the boat also spends his



time looking out for the crew, making sure they're being taken care of, both professionally and personally.

"The COB is the guy who stops as he's walking down the passageway to see what a Sailor needs. Or when a Sailor say's, 'Hey COB, do you have a minute?' That has



▲ CMC(SS) Brent Prince guides watch teams. As Chief of the Boat, Prince is responsible for making sure the crew is trained on all things submarine.

to be the most important thing for him,” said CMC(SS/DV) Tim Pew, command master chief, Submarine Group 10, as he accompanied *Georgia* to her new home port of Kings Bay, Ga. “The crew has to know they can turn to the COB for anything from professional Navy matters to personal matters.”

On the professional side, Prince makes sure that none of his crew is left behind. If a Sailor is falling behind on his job or qualifications, he refuses to give up on him, but instead gives that Sailor the push

needed – whether being as an example or working with the Sailor - to make him a success.

“He’s always challenged me. He’s given me the opportunity to excel,” explained Jadick, who is on his second tour with Prince as his COB. “He’s given me a kick when I need it and praised me when I’ve done something good. He’s demonstrated how to be a better Sailor.”

But Prince doesn’t stop at giving a Sailor the kick that he needs. After chewing out one of his Sailors for doing something



▲ When a Sailor boards a submarine he has one year to earn his Submarine Warfare Pin. If not qualified by the end of the year, a Sailor can no longer serve in the submarine force.

wrong or dangerous, or not meeting the standards of a submarine Sailor, he continues to teach them.

“The minute he finishes, he doesn’t just send that individual away,” said Hutton. “He’ll put his arm around the guy’s shoulder, sit him down and talk to him and make sure that they understand. ‘Here’s why you didn’t make the standards.’”

According to Jadick, Prince does more than set the standard and lead by example. He insists that Sailors realize their full potential.

“But the one thing he won’t do, is let one of his Sailors fall below those standards,” said Jadick.

Prince added, “For a ship to be successful, the whole crew needs to be successful, and that’s every crew member. If I help that crew member to be successful, then the ship is successful.”

On the personal side, Prince always has an eye on the crew making sure they and their families are taken care of.

“He’s one that will take a guy aside if he sees that he’s having a rough time,” said Sizemore. “It’s one of the things I’ve appreciated about Master Chief Prince. I’ve seen him take a guy and say, ‘Hey, you’re not quite yourself.’”

In this way Prince watches out for his guys, making sure that they have as little to worry about as possible, and can concentrate on what needs to be done.

It’s 4:30 a.m., and Prince is already awake and in ship control. You can just catch his profile in the pitch-black room when a watch stander clicks on his red-tinted flash light to mark a sonar contact on his charts. Prince is standing beside the diving officer, watching and making corrections, using this early morning surface as another opportunity to train and grow – and making sure that *USS Georgia* is ready to go where she needs to go, and do what she needs to do. ☞

Beya is a photojournalist assigned to Naval Media Center, Washington, D.C.

“The captain’s job is to pick where the boat goes, it’s my job to get it there.”

— CMC(SS) Brent Prince, COB
USS Georgia (SSGN 729)



▲ *Georgia* attracts the attention of a pod of dolphins upon surfacing as they head toward their new homeport of Kings Bay Ga.

A close-up photograph of a man in a dark blue uniform and sunglasses, looking through a periscope. The background is slightly blurred, showing another person in a similar uniform and sunglasses. The overall scene is dimly lit, suggesting an interior setting like a submarine.

A Different World

Story and photos by MC2(SW) David Beyea

Life on a Sub

Life under the sea is a different world. You know this, because you've seen the proof when you pick up a magazine or watch documentaries on television. You see pictures and footage of bizarre creatures swimming through the techno-color forest of a coral reef, and the deeper you go, the more alien it seems, from stories of giant squid to pictures of a predator fish with a light bulb hanging from its forehead.

▲ FTSN Anthony Tavarez stands watch on USS *Georgia* (SSBN 729). With his eyes glued to the periscope, Tavarez constantly scans the surface for any contacts.



▲ Routinely submerged for long periods with infrequent opportunities to engage the world above the surface, a sub Sailor eyes the shoreline as they pull-in.

What's true about the strange creatures you find beneath the waves is also true about those Sailors who live and work in those same depths: it's a very different world.

"If you're looking for something different, this is as different as it gets, other than being an astronaut," said Electronics Technician 3rd Class (SS) Librado Maruez, a Sailor aboard USS *Georgia* (SSBN 729).

Because of the limited space, many spaces serve more than one purpose on a submarine. A space isn't just a wardroom - it can also be an operating room.

Sailors aboard a sub don't even breathe the same type of air as those aboard a surface ship. Sub air is created and recycled by the very Sailors who breathe it. A submarine's air is even produced with a reduced oxygen level - to help control fires, by providing less oxygen to burn.

"A submarine Sailor is different, because it involves a lot of isolation," said Command Master Chief (SS) Gary Aston, chief of the boat (COB) for *Georgia's* gold crew. "You don't have e-mail all the time, you don't have [regular] TV, you don't get fresh stores weekly, you don't get mail . . . All that stuff, you are isolated from the outside."

A submariner is even more separated from the world than his shipmates aboard surface ships. Where surface Sailors can

expect regular e-mail, care packages full of cookies and in some cases live news casts via satellite, a sub Sailor only has part-time e-mail. It's only when their mission allows them to surface and then download pending e-mail, do they hear from family and friends.

"We don't have mail. We only recently got e-mail. For the longest time you would only get a family gram," explained Missile Technician 1st Class (SS) Harry Jadick, *Georgia's* 1st Lieutenant. "Forty words from home, once a week, for the duration of a

patrol. You wouldn't send it, you would just receive it. And sometimes you wouldn't get that, depending on message traffic."

According to Command Master Chief (SS) Tim Pew, Command Master Chief Submarine Group 10, a sub crew deals with this isolation by keeping busy on the job at hand.

"It's a blessing and a curse," said Pew. "From the standpoint of mission accomplishment, the crew is focused on the mission. But from the other standpoint, everybody wants to know how their family is."



▲ USS *Georgia's* (SSBN 729) Jack of the Dust, CS3(SS) Peter Story gets supplies out of storage for dinner. Food stores are packed so tight on the sub that only one person at a time can fit in the spaces to get the food.

Part of the blessing is there is plenty for a submariner to do to keep his mind off the outside world. In the submariner's universe there are 18 hours in a day, not 24.

For six hours a day a sub Sailor is on watch. Whether you're the fireman in the engine room, or the chief engineer on lookout watch on the bridge, you're doing your time to help run the boat.

"You'll see things on a submarine that you might not see surface side, as far as work load," said Chief Hospital Corpsman (SS) Mark Sizemore, *Georgia's* independent duty corpsman. "You'll see E-6s and E-7s doing jobs that you might not see people of their rank doing on a surface ship. There are fewer of us, so we all have to pitch in and carry the load a little more evenly."

After his watch, a submariner has another six hours to work on maintenance, qualifications or any jobs that need to get done.

Then, at the end of the day, the sub Sailor has another six hours, to get some sleep before his next day starts.

When not on watch and there's no maintenance to be done, a sub Sailor's time



▲ FT1(SS) Derreck Green takes a moment to catch a nap, while waiting for USS *Georgia* (SSBN 729) to pull into port.



▲ ETSN Joshua Washington studies for his submarine warfare pin. Sub sailors have a year to get their "Dolphins," if they want to stay on the sub.

is his own. He can watch a movie in the crew lounge, study, work out, get some extra sleep, or, more often than not, help out his fellow crew members.

"We help each other, no matter what it is," said Jadick, as he described the task of painting *Georgia*, from bow to stern, before they got underway. They had to do the job in three days... with four people ... in the rain.

Although they were still in port and had the day off, most of the crew not working in the sub, were outside, pitching in.

The focus on a sub is getting what needs to be done, done, and everybody pitches in, because for a submariner, you're not just helping your crew, you're building a team.

"When the captain says all hands, he means all hands," said Jadick. "If you're not on watch, not on some maintenance that you can't get out of, you are up topside loading food. The COB is up



▲ MT3 Matthew Chin and MT1(SS) Linsy Miller lean back from a 30-degree dive.

topside, the captain is up topside, the officers, all the way down. It's not just a seaman or low-ranking petty officer's job – it's everybody's job."

Life on a submarine, with its small crew and confined spaces, creates a closer knit crew than you'd find on most surface ships. It would be hard to find a submariner that wouldn't describe his crew as like his family.

"One of the unique things about a submarine is that we take this boat out to sea with anywhere from 150 to 185 personnel," said Cmdr. Rob Hutton, *Georgia's* commanding officer. "It's not a large crew. You know every man onboard. I can look at them all and know their names, know their faces and know what they do aboard this boat. So it really becomes a large family."

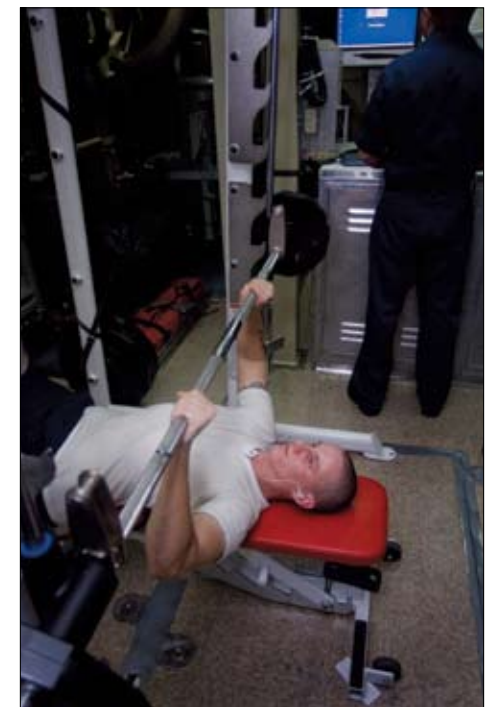
The familiar ties between the crew, doesn't just stop at being there to support each other. Submariners act like they're a large family, right down to good-natured ribbing of one another.

"It's definitely a good time. You're going to definitely have some fun with people. They're going to mess with you, you're going to mess with them. It's like a family at sea, you get to know everybody and everybody knows you," said Maruez.

They are the unseen Navy, spending their time where other ships can't go. They quietly and efficiently fulfill a mission as unique as the people who chose to do it.

"Life on a submarine, it is what it is," said Command Master Chief (SS) Brent Prince, COB for *Georgia's* blue crew. "On your first enlistment, you really have no idea what you're getting into. A lot of guys don't make it through their first tour on a submarine. Guys who do make it through and come back usually stay for the long haul, because it's not just a job – it's a calling." ■

Beyea is a photojournalist assigned to Naval Media Center, Washington, D.C.



▲ MM3 Steven Lowery takes some time to work out during his off hours. Due to space limitations weights and other PT equipment are secured wherever there is room, including right next to work stations.

▼ A compensating ballast water barge sits pier-side at Naval Station Everett. The barge is used to receive compensating ballast water from Navy destroyers.

THE GOOD NEIGHBOR

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

Tucked away in the Pacific Northwest, the magnificence of the Puget Sound region of western Washington State has long been prized for its abundant wildlife and natural beauty. The waters of the sound provide one the greatest fishing bounties in the world – just ask the native bald eagles. The waters are also the migratory home of orca whales, a great symbol of the Northwest.

The deep waters of Puget Sound are also prized for the protection they provide as one of the primary homeports for the Pacific Fleet. The Navy has ships and submarines stationed at bases located throughout the region. Sailors who call Puget Sound home are taking steps to serve as good neighbors, helping to protect the unmatched natural wonders of the area.

Sanctuary for the Bald Eagle

A prime example of the way the Navy is working to preserve wildlife and the greater Puget Sound ecosystem is the way it has gone to great lengths to allow the bald eagle population at Naval Magazine Indian Island to thrive.

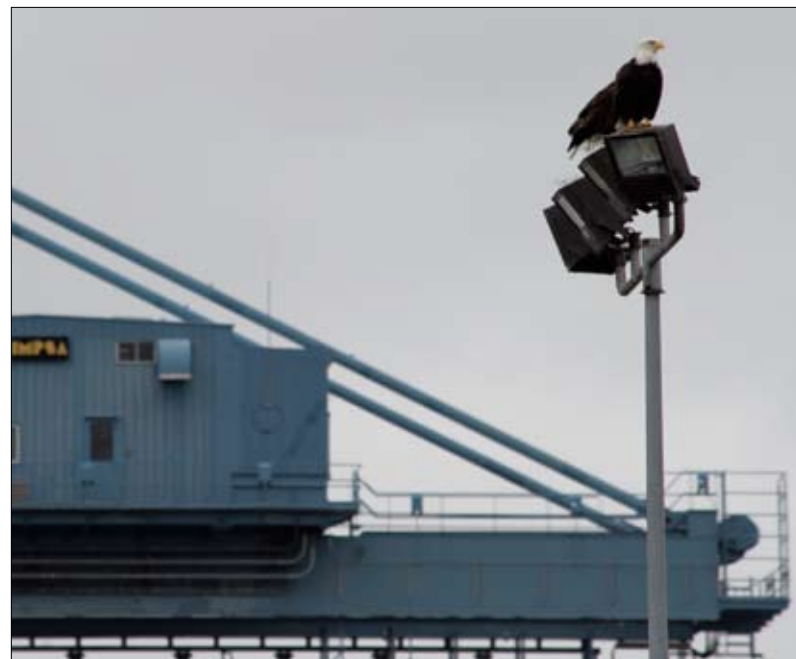
Bald eagles feed primarily on waterfowl and fish and prefer to use

large trees and snags near shorelines for perching and roosting. Eagles have long been observed feeding and roosting on Indian Island.

“We provide a buffer zone for all of their nesting areas,” said Bill Kalina, environmental and natural resource manager at Indian Island. “The primary buffer zone is 100 meters and there is also a secondary buffer zone which is 400 meters. Any activity in that nest territory region during the breeding season, January 1 to August 31, is restricted. There are timing restrictions – what you can and can’t do.”

The Indian Island team is managing the natural resources of their base with the eagles in mind.

“We’re managing the forest here for old-growth conditions. Eagles require heavy



▲ The Navy's Indian Island in the Puget Sound has provided an ideal nesting spot for eight pairs of bald eagles. One is seen here resting atop one of the lights that line the pier.

limbs that can support a lot of weight for nesting. We have some nests on the island that weigh two tons because these birds can live over 40 years and they come back to the same nest every year. We're trying to manage the forest to accelerate the forest back to a natural state."

Timber harvesting is restricted in the primary buffer zone and any woodcutting of downed trees takes place prior to or after the nesting season. Standing dead trees and snags are left in the primary buffer zone to maintain the eagle's natural habitat.

Indian Island is currently home to eight breeding pairs of bald eagles due in no small part to diligent habitat enhancement by the Navy team. The offspring of these eagles are successfully spreading out and repopulating other areas of the Puget Sound where eagle stocks had been in decline, which is great news for the Puget Sound ecosystem.

"Bald eagles are an indicator species and we can use them to indicate the overall health of our environment. They're a good measuring stick," said Kalina. "If the environment is healthy, the eagles will keep reproducing and their numbers will continue to rise. They've come off the

endangered species list as their numbers have increased and one the main reasons is habitat enhancement."

Return of the Olympia Oyster

The Olympia oyster has long been a staple of the diet of the denizens of the Pacific Northwest. Native American tribes of the region have harvested the shells through the generations. But in recent decades the delicacy has virtually vanished – even from local seafood menus.

"This is the oyster upon which the shellfish industry in Washington state was founded," said Betsy Peabody, executive director Puget Sound Restoration Fund. "This was the oyster that was shipped down to the gold miners in California. It was the only commercial shellfish species for many years, but the numbers really went into decline."

By 1960, over-harvesting, logging and pollution wiped-out most of the native Olympia oyster beds in the Puget Sound. The Navy's primary role in the restoration of the Olympia oyster was providing access to an oyster spawning sanctuary at Fleet Industrial Supply Center (FISC), Puget Sound's Manchester Fuel Depot, a 234-acre fuel depot that services the Northwest fleet.

Nestled in a small cove on the property is Little Clam Bay, which is proving to be ground zero for the rejuvenated Olympia oyster.

"Getting access to Little Clam Bay, an area that can serve as a nursery and produce seed naturally, was vital and has proven to be a really extraordinary form of assistance," said Peabody. "Also, to spread large volumes of shell requires barges, piers, tugboats and all kinds of heavy equipment to move thousands of cubic yards of shell and that's where the Navy has stepped in as well.

"They've been a wonderful support and we've been able to increase the scale of oyster enhancement projects due to their involvement and thereby improve the health of the bays and inlets where we're working. Reestablishing the Olympia oyster has so many bio-filtration benefits and also provides a habitat for other organisms," added Peabody.

Protecting and serving the environment is a way of life for the Navy team in and around Puget Sound.

"Across Navy Region Northwest the military and civilian personnel feel that we've been given a real special jewel here in the Northwest," said Glenn Schmidt,

► USS Abraham Lincoln (CVN 72) stands ready in Everett, Wash. The Sailors and staff at Naval Station Everett have engineered some of the Navy's most dynamic environmental programs.



environmental director FISC, Puget Sound. "Most people here have a real ethic of how we treat the environment and how we react to it.

"Here at Manchester, Wash., the Sailors and civilians have taken a real focus on these efforts in addition to their mission. Our personnel have taken on any number of environmental projects, mostly on their own time. The Northwest is a wonderful place to live and work and I think the people in Manchester and throughout the region are proud to be good stewards of our environment."

Plugging in to New Technology in Everett

Because they work at one of the Navy's newest bases, the Sailors and civilians working at Naval Station Everett are open to new ideas. Among the most progressive is their emphasis on using alternative fuels and electricity to power the fleet of vehicles used by base personnel.

"We had a chance to start fresh here and we knew we didn't want to do things the same way they'd always been done," said Gary Passmore, Naval Station Everett transportation director. "We had a chance

to do some things differently and we took a long, hard look at different modes of transportation and alternative fuels."

Everett uses 30 electric cars for everything from recycling management to all of public works. Base leadership has gotten behind the effort in a very visible way. The base commanding officer and executive officer both volunteered to replace their sedans with electric vehicles, said Passmore.

"It wasn't universally accepted around here at first," said Passmore. "Nobody wanted to give up their big truck where you could listen to the radio with the heat blasting, but slowly you've really seen people come around. You can park these electric vehicles indoors at some locations so you never have to even get out in the cold and at other locations you can pull up right next to the building because the vehicles are fairly small – like modified golf carts."

Because electric vehicles aren't the solution to all of the bases transportation needs, Naval Station Everett is also leading the way in the biodiesel movement.

Biodiesel is a cleaner burning alternative fuel that can be used in any diesel engine. It's made from any fat or oil, such as



▲ Two of Naval Station Everett's 30 electric vehicle get charged up inside the transportation depot.



▲ An electric truck moves recyclables to reduce carbon emissions at Naval Station Everett.

vegetable oil and can be used in its pure form or blended with petroleum diesel.

The strengths of biodiesel are multi-faceted. Since the crops needed to produce biodiesel can be grown in the U.S., it reduces our dependency on foreign oil. Environmentally, it significantly reduces emissions such as carbon monoxide, unburned hydrocarbons and particulate matter.

Biodiesel is nontoxic, biodegradable and basically free of sulfur and aromatics. It also provides similar fuel economy, horsepower and torque to petroleum diesel and there are many benefits seen when a vehicle switches to biodiesel. All Navy-owned vehicles on Naval Station Everett now exclusively use biodiesel.

“It’s a bio-mix which is made of soybean oil, like leftover fry grease from a fast-food restaurant,” said Passmore. “We use B-20 here, which is 20 percent bio-mix combined with 80 percent diesel fuel.”

The men and women serving in Everett are leading the way in the push for alternative fuels because they have embraced the technology,” said Passmore.

“The policy is beginning to change Navywide so when the leadership looks around they can see that we’ve already been there,” said Passmore. “We’re basically the ones establishing the policy and everybody else is following suit. Because we’ve already had this in place, it isn’t hard to piggy-back because we’ve already been through the trial and error. It’ll make everything work that much easier.”

Compwater Collection and Processing

Another environmental initiative taking place at Naval Station Everett is the collection and processing of compwater (compensating ballast water) from Navy ships. The new standards being used in compwater collection in Everett enhance environmental protection of the Puget Sound by creating standards for previously unregulated discharges of compwater.

“Our compensating ballast water barge is a converted yard oiler barge,” said

Terrence Barton, Naval Station Everett environmental protection specialist. “It’s used to receive compensating ballast water from our destroyers.”

Compwater is taken onto a ship as it burns its fuel at sea. The ship takes on salt water in its ballast tanks to maintain the vessel’s balance and stability. When the ship re-fuels, the fuel goes back into the fuel tanks and the compwater is pushed out through discharge ports. Instead of flushing compwater back into the sea, the team at Everett receives and processes the fluid.

The oil separated from the shipboard compwater is stored in large tanks until 20,000 gallons or more are collected. The oil is then sold to the highest bidder. So far, the sale of separated oil at Naval Station Everett has netted the Navy more than \$100,000.

“Naval Facility Engineering Service Center developed an oil/water separator which we placed on the barge to process the compensating ballast water,” said Barton.

The treatment of compwater is another way the Navy’s efforts are improving the overall health of the Puget Sound ecosystem.

“First of all, the compwater isn’t being discharged into local waters,” said Barton. “Secondly, this piece of equipment is an excellent spill prevention tool because as



▲ The compwater treatment system sits atop a barge at Naval Station Everett.

we refuel the ships any spill will go directly into the barge itself.

“The Navy can carry out its mission without affecting the environment. It’s not just about compliance with regulations; it’s

about a commitment to the environment because we live here, too,” said Barton. ☞

McCammack is a photojournalist assigned to Naval Media Center, Washington, D.C.



▲ Environmental Protection Specialist Terry Barton inspects the water treatment facility at Naval Station Everett.

◀ A Naval Station Everett fire truck fills up with biodiesel at the base pump.

The Bottom of the Earth:

The Forefront of Science

Story and photos by Lt. Sean M. Spicer

For more than 50 years, Navy ships and personnel have been part of a complicated and scientifically crucial mission at the bottom of the world.



▲ SK1 Judith Nelson, originally from Jamaica, braves the frigid temperatures of Antarctica during the unloading and loading of cargo from the MV *American Tern*.

Operation *Deep Freeze*, led by the Commander, Joint Task Force Support Forces Antarctica, provides the logistics support necessary to maintain the U.S. presence on the world's least inhabited continent. The blend of Air Force and Navy forces are a vital piece of the United States' presence in Antarctica. While the National Science Foundation (NSF) runs the United States Antarctic Program (USAP), it has an agreement with DOD to handle the mind-bending logistical challenge of supplying the frozen continent.

Deep Freeze, at McMurdo Station, Antarctica, is one of the military's most complex peacetime missions. During this year's re-supply mission, the 59 Navy cargo handlers from Navy Cargo Handling Battalion 1 (NCHB-1) in Williamsburg, Va., first braved bone-chilling cold. Next, the crew adapted to the barren sea of ice and snow that fill the vast, endless landscape where the sun won't set for months.

"Only the very best, most motivated and competent Sailors can hope to be assigned to this difficult and complex mission," said Lt. Josh Heivly, the Navy's Operation *Deep Freeze* officer in charge.

Despite the never-ending challenges, the NCHB-1 Sailors treated their Antarctic duty like a badge of honor.

"It's a lifetime opportunity. We helped to supply the NSF and it's an honor to help," said Electrician's Mate 2nd Class (SW) Dyshawn Mitchell.

Once the NCHB-1 Sailors got past the feeling of operating on a distant planet, life at McMurdo Station began to feel very normal, with the comforts of any small town. There is a church, a fire station,

a library, a sundry store, a barber shop, bowling alley, two gyms (one aptly named the Gerbil Gym, indicating its size), a basketball court, two bars and a coffee shop. There is even a "taxi" service to shuttle residents around the station.

The work of the Navy's cargo handlers is largely responsible for the relative care and comfort that all personnel at McMurdo enjoy. Operating and coordinating logistics is a daily struggle. Antarctica is the coldest, windiest, driest and most inhospitable continent on the planet. It takes men and women with a unique mindset to endure a climate better suited to Penguins than Sailors.

While it's located at the southernmost

point of the planet, it's at the forefront of many scientific advances. So much that is known about the world, and the way it will change, is a direct result of scientific research in Antarctica. The Navy's logistics mission in Antarctica plays a pivotal role in some of the most important scientific research being done today.

Gianella and *Tern*: A Precarious Journey to the South Pole

The at-sea portion of Operation *Deep Freeze* takes place every year during the Antarctic summer months, when temperatures hover between zero and 20 degrees (excluding wind-chill). The majority of the cargo taken to the continent

is carried on two ships of the U.S. Navy's Military Sealift Command – a tanker and a dry cargo ship – which transports 100 percent of the fuel and about 70 percent of the food, scientific equipment and other supplies the station needs to operate.

This year, the MSC-owned tanker USNS *Lawrence H. Gianella* and MSC-chartered dry cargo ship MV *American Tern* made the journey. Like all ships that go to Arctic or Antarctic climes, *Gianella* and *American Tern* are modified with ice-strengthened hulls and machinery to withstand the unforgiving environment. In addition, the ships' crews, which are civilian mariners employed by private companies under contract to MSC, are specially-trained



▲ Members of NCHB-1 are issued "extreme cold weather gear" at the National Science Foundation's clothing distribution center in Christchurch, New Zealand.

to work safely in the unusually harsh surroundings.

To assist in navigating through the ice, both *Gianella* and *American Tern* embarked an extra licensed ship's master so a senior crewman would be on watch 24 hours a day.

Even with precautions, the journey is hazardous. Ice is unyielding and some of the ships' crew members stand on deck, sometimes in thick fog and gale force winds, to find available channels, some of which become dead-ends.

"Normally it is 10 miles out before we hit the ice, but this year it was 60 miles out and two days of fighting through pack ice," said John Ciastkewicz, *American Tern's* chief mate.

Gianella also faced challenges. On her voyage down, the tanker was surrounded by pack ice and had to call on Swedish icebreaker *MV Oden* to be cut free. *Oden* had been hired by NSF to break a channel through 17 miles of solid ice that separated the open iceberg-ridden ocean and McMurdo's pier.

Gianella finally arrived safely at McMurdo's ice pier and spent seven days discharging 6.8 million gallons of fuel that will supply the vehicles, airplanes and heating systems that keep McMurdo going for the entire year.

American Tern pulled up to the pier a week later carrying nearly 12 million pounds of cargo.

"It's the *Tern* that people count on around here for everything that can't be mailed in a package like trucks, cranes and building supplies," said Larry Larsson, who managed the MSC part of *Deep Freeze*. "We bring everything from fabricated buildings to scientific research equipment."

A Mission, Not a Job

Though science and research is the greatest export coming from "the ice," none of it would be possible this year without the logistic support of the NCHB-1 cargo handlers – and the Sailors are proud of their contribution.

"This is a mission, not a job," said Capt. Brian O'Hanlon, ship's master aboard *American Tern*. "Without this cargo, the station closes, and if we don't make it, you can't just send another ship."

Of the Sailors who made this year's trip there were two officers, five chiefs, 10 Reservists, two hospital corpsmen and six women. Of the remaining 34 members of the Navy team, roughly half of the enlisted are boatswain's mates, many are Seabees.



▲ The 59 members of NCHB-1 arrive on Pegasus Ice Runway after a five-hour flight aboard a C-17 from New Zealand.

For many it was their first deployment, and those for whom it wasn't their first, most had recently served in Iraq or Kuwait. Working side by side with a complement of 47 members of the New Zealand Royal Defense Force, they worked 24 hours a day, divided into two 12 hour shifts, in temperatures, averaging minus 10 degrees when factoring in the wind chill.

Working in extreme conditions is nothing new for the members of NCHB-1. Many of the same folks who braved the bitter cold of McMurdo had been loading and unloading cargo in the blistering heat of Iraq only months ago.

"Coming from air cargo in Iraq to ship cargo in Antarctica is a big change," said Boatswain's Mate 3rd Class David Olveragomez, who served in Iraq in 2007.

Storekeeper 1st Class Judith Nelson concurred. "Even after moving to Brooklyn [from Jamaica], nothing compares to this cold. It required a lot of mental and physical adjustment."

Just about everyone thought being able to travel to Antarctica was a highlight of their Navy career.

"This is a once in a lifetime opportunity," said Senior Chief (SW/FMF/SCW) Hospital



▲ Critical cargo and scientific equipment is unloaded from *MV American Tern*.

Corpsman Kenneth Porter who served as the senior enlisted Navy member on this year's trip. "I have now traveled to and practiced medicine in every continent in the world."

"How many people can say they have operated a crane in Antarctica?" added Seaman Cammer Fachorn.

After all the supplies were offloaded, the cargo handlers began the equally-important task of backloading more than 8 million pounds of equipment, research products, trash and waste to be hauled off the continent.

Perhaps the most intriguing part of this cargo were ice core samples that will provide scientists studying global climate change with information about the composition of the atmosphere hundreds of thousands of years ago. These priceless glimpses into the past are stored in cold storage containers. As a precaution, empty storage containers are situated nearby so



▲ From on top of Observation Hill, it's easy to see McMurdo Station with *MV American Tern* in port at the ice pier, loaded up for her return to the United States. The cargo handlers loaded her back up with scientific experiments and waste to be recycled.



▲ McMurdo Station recycles over 65% of everything it uses. Upon arrival everyone must undergo an environmental briefing. Here, sailors pitch in the recycling effort.

Recycling

Just after landing on the ice runway, NCHB-1 Sailors attended an environmental briefing, which detailed the lengths McMurdo Station goes to ensure that the environment and natural resources are protected as well as the specifics of its detailed recycling program.

“We recycle almost 70 percent (of the 3.5 billion tons of waste) and the only reason we can succeed is because of you,” James VanMetre, McMurdo’s supervisor of solid waste, told the Sailors.

While many American households and businesses do their part by recycling

paper, plastics and aluminum cans, on average the United States only recycles around 25 percent of everything it uses.

Unlike the normal two to three bins for paper, plastics and cans that many people are used to, McMurdo boasts 20 different recycling bins.

VanMetre hopes the Sailors’ time at McMurdo rubs off in their efforts to recycle when they get back home.

“If they even take a fifth of what they do here it would help. Hopefully when people come here it gets them to think about their trash,” said VanMetre.



▲ EM2 Dyshawn Mitchell talks to a crane operator as cargo is unloaded from MV American Tern.

that the ice cores can be moved in the event of a malfunction of their initial container.

“If they melt, they become puddles,” said Capt. Eduardo Sica, *American Tern*’s civilian ice captain.

Far less exciting, but no less vital, are the waste products carried aboard in an effort to preserve the environment. In accordance with international law, all waste, human and other-wise, must be saved and taken off the continent. Fortunately, most is recycled – between 65 and 70 percent in McMurdo’s case – three times as much as the continental United States.

After a 23-year career in the Navy, Michael Davis has been supervising the marine terminal for the past three years and is in his twelfth season at McMurdo. “We could not survive without these ships,” said Davis of the contributions made by the Navy team.

“They have a great attitude and love to work. You could not find a better bunch of

people. Without the military we could not support the science. The military is a vital part of this program.”

George Blaisdell, the NSF’s representative at McMurdo who also serves as the station’s operations manager, noted “as a logistics provider, the military is about getting the job done. We only have ice runways here. Would American Airlines fly down here? We couldn’t do it without them.

Who else has ice strengthened hulls and tankers with good capacity? MSC does. Where are we going to get stevedores that are going to work in these conditions? Where else is the captain required to park next to an ice pier, an ice pier you can’t touch up against. The military has the kind of specialties and logistical abilities to work in an austere environment and that’s hard to replicate.”

Spicer is assigned to Navy Fleet Public Affairs Center Atlantic, Norfolk.

Antarctic History

Ninety-eight percent of the world’s southernmost continent is covered by ice. It also holds about 90 percent of the world’s ice and 70 percent of the world’s fresh water.

It is roughly 10,000 nautical miles from Washington, D.C., and at 5.4 million square miles it is 1.5 times larger than the United States which stands at 3.6 million square miles.

Although there are currently scientists from 27 nations who have a presence on Antarctica, the largest belonging to the United States, no country owns any part of the continent. Forty five nations including the United States have signed the Antarctic Treaty, first signed in 1959, which reserves the area south of 60 degrees south as a zone for the peaceful conduct of research.



▲ During a hike, members of NCHB-1 check out one of the emergency shelters along the route.



Are You Legally Ready

Story by George Reilly

Petty Officer Bob Hicks is looking forward to the upcoming port visit in Naples. It seems as though his ship, USS Eversail, has been at sea forever, although they are only two months into the cruise. The combination of training, exercises with NATO forces, and routine maintenance makes the prospect of their first liberty port that much more enticing. Hicks has never been to Naples and is planning to sign up for tours to both Pompeii and Rome. During a break, he sends an e-mail to his new wife to tell her that he will call soon.

It still seems strange to think that he was now married! It had all happened so fast. He was glad that they were able to have the ceremony and move his wife to Norfolk before he deployed, and he hoped she was getting settled in.

When he opens his e-mail, he is distressed to find several e-mails from his wife, Mary, each one growing increasingly more frantic. She tells him that she received a notice that his new truck will be repossessed since he has not made any payments. She called the repo company and was referred to the finance company, who in turn told her that since she was not on the account they could not provide any information.

She told them that her husband was

in the Navy and on deployment but all they told her was that the account was delinquent and they needed two months payment immediately or the truck would be repossessed. Hicks realizes that his new wife has never paid bills and that maybe he should have done something about that before he left, but there was just no time. Her last e-mail says simply, "PLEASE HELP ME!"

Hicks immediately finds his chief and tells him everything. The Chief has seen this very situation too many times, and he knows that Hicks needed to see a lawyer. He arranges, through the ship's Legal Officer, to make an appointment at the Legal Assistance Office in Naples upon their arrival.

Unfortunately, this scenario is not a work of fiction. The good news is that such situations are less common than in past years. The combined efforts of commanders, senior enlisted advisors, staff judge advocates, legal assistance attorneys, Fleet and Family Support Centers staff and others has resulted in a significant improvement in Sailor legal readiness. One way to describe legal readiness is that it ensures that Sailors and their family members resolve legal issues or have a plan in place that addresses their unique legal requirements, enabling the Sailors to be fully deployable and focused on the job and mission.

For Hicks and his wife, he was not ready for deployment from a legal and financial standpoint. Since he was not married at the time of the pre-deployment briefs, he had not paid much attention. He did not ensure his wife was prepared to handle the family finances in his absence, nor did he provide her with appropriate documents that



would have enabled her to handle the truck situation. Since she was new to the Navy family, she was unaware of the resources available to her on base or in her community. Although Hicks' failure to plan caused unnecessary distress for his wife and himself, help is just over the horizon!

Damage Control

A legal assistance attorney can easily determine the most critical issues facing a Sailor. In this case, the pending truck repossession must be handled first. While there may well be legal protections available under the Servicemembers' Civil Relief Act, the best course of action is to prevent the repossession from occurring. Fortunately for Hicks, the attorney was able to work things out with the finance company over the telephone. It turns out the allotment for automatic payment was rejected because of a slight error in an account number. This is easily corrected through contact with disbursing and DFAS. But, the past due amount will have to be paid.

The next action is to ensure Mary Hicks has the legal authority to act for her husband while he is deployed. Hicks learned he can give his wife special powers of attorney for specific actions, such as dealing with banks, car dealers and their landlord, among others. He can also provide her with a general power of attorney that will give her authority to act on his behalf as needed. Since he banks at Navy Federal Credit Union, he can submit a banking special power of attorney to the office in Naples and it will be effective immediately, allowing his wife to pay the overdue and upcoming car payments until the allotment starts. Since there is enough money in his account for these payments, he does not need

to seek an emergency loan from the Navy and Marine Corps Relief Society.

Preventive Maintenance

Now that the immediate crisis is averted, the attorney discusses other matters with Hicks to prevent other situation from developing in the future.

While Hicks knows he updated his Page 2 to add his wife and enable her to get an ID card, he is unsure whether he updated his SGLI beneficiary designation from his parents to his wife. Rather than risk leaving his wife in a lurch, he completes a SGLI form at the legal assistance office and will submit it to his ship's admin department.

The attorney also recommends that Mary Hicks meet with the ship's ombudsman to learn about the services available to her in the Navy community. He suggests Hicks meet with his ship's command financial specialist to work up a budget and learn of ways to help his wife take care of their finances. Since the ship will be deployed when their tax return is due, the attorney suggests he complete an IRS power of attorney that will allow his wife to file in his absence. While Hicks is entitled to a tax filing extension due to the deployment, it is beneficial to file early, preferably at the free e-filing tax center on base, to get his refund as soon as possible.


Finally, the attorney asks him if he has a will, durable general power of attorney or durable medical power of attorney. Seeing Hicks' "deer in the headlights" look, the legal assistance attorney explains that a will is a legal document that takes effect only upon the individual's death. A will would enable Hicks to designate someone to act for him (an executor or personal representative) after his death and provide for the distribution of his property

(anything not owned jointly with his wife or someone else). The durable general power of attorney will allow his wife to act on his behalf while he's alive, even if he becomes wounded, ill or injured. The durable medical power of attorney (commonly known as a living will) will permit his wife to make certain medical decisions on his behalf if he is unable to make those decisions himself. Hicks knows this will give his wife additional peace of mind so he completes the worksheets and comes back the following day to sign the final documents.

Hicks returned to the ship and reported to his chief that he took care of everything with the help of the legal assistance attorney and paralegals. He noted he was surprised at all the things the judge advocates and legalmen can do for him.

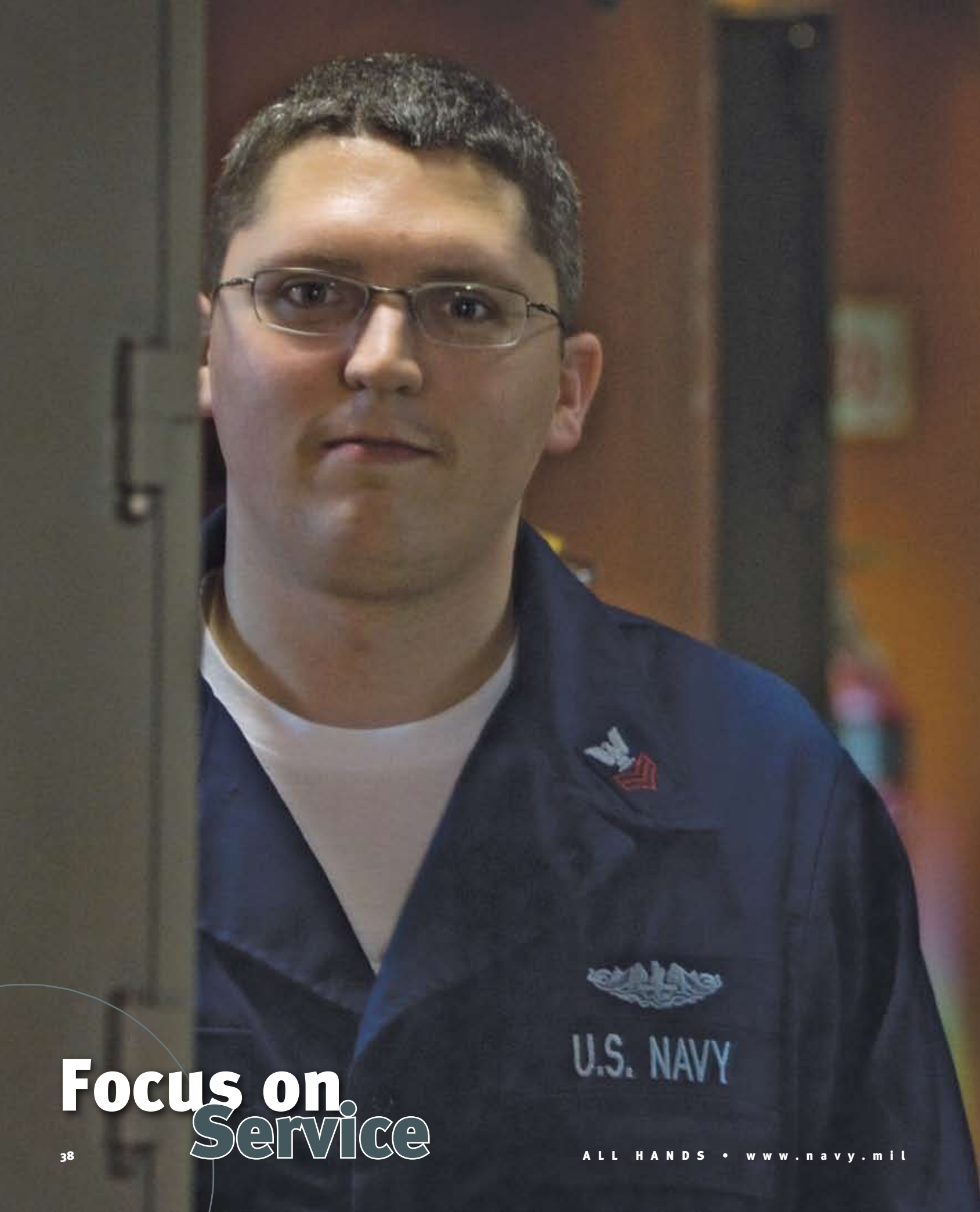
If you are preparing to deploy, take advantage of any pre-deployment legal briefs offered and ensure that you are legally ready to go. Your readiness is not limited to packing your seabag and heading up the brow. Make sure you have a plan for your financial obligations, that your family is adequately prepared for your absence and review your medical and financial records to satisfy yourself that there are no unexpected "surprises" in store for you or your family.

Sailor legal readiness encompasses a lot of things. The goal is to make you ready to deploy and focused on the job and mission. And, allow you to enjoy those liberty ports!

Information on legal assistance matters can be found on NKO at the Judge Advocate General pages, as well as at www.jag.navy.mil, www.militaryonesource.com and <http://legalassistance.law.af.mil/content/locator.php>. 

Reilly is the deputy division director for legal assistance, Office of the Judge Advocate General, Washington, D.C.





The Dolphin Sailor

Story and photo by MC2(SW) David Beyea

There are three kinds of dolphins that live in the oceans.

The most well known is the mammal variety, related to whales. People like to pet them, the Navy uses them to help find mines, and they're known for their relative intelligence.

The second is the dolphin-fish, or mahi-mahi. It's not a mammal, but it is a favorite of salt-water sports fishermen, and tastes good right off the grill.

Machinist's Mate 1st Class (SS) Roger Gaim, wears the third kind on his chest. He's a submarine Sailor, and more importantly to him and his shipmates, he's a Sailor with his Dolphins.

"The dolphins are a symbol of trust. If I look around and I see someone with dolphins on, I believe I can rely on any one of them to save my life," said Gaim. "If a casualty breaks out, I trust that they all have the knowledge and ability to fight the casualty and save my life."

On USS *Georgia* (SSBN 729), like most subs in the Fleet, the Submarine Warfare Pin is one of the most prized possessions you can have, and it's a required

possession for life on a sub. Sailors reporting to a submarine have one year to qualify for their dolphins. If they don't make it, they have to leave the boat.

"It's important to have your dolphins, so people know you can be trusted," explained Gaim.

Having been stationed aboard his first submarine as a first class, Gaim worked hard to gain his dolphins, and the respect of his shipmates. At one point he even took three month orders to USS *Tennessee* (SSBN 734), so he could finish his qualifications while his boat was in drydock.

"Life on board is really tough for non-qualified personnel. They're expected to work on qualifications every single day," explained Gaim.

As *Georgia's* ship qualification officer Gaim works to help his newer shipmates to gain their qualifications, so they can join all the other dolphins in the sea, be they porpoise, tasty fish or the dolphins of the submarine Navy. **S**

Beyea is a photojournalist assigned to the Naval Media Center, Washington, D.C.

Focus on
Service

History

Peary and Henson's Quest for the Pole

Story by MC2(SW/AW) Jason McCammack

Robert Peary and Matthew Henson were two very different men with a common dream; to be the first men to reach the Arctic's North Pole.

Peary graduated from Maine's Bowdoin College in 1877 and soon found work as a surveyor for the U.S. Coast and Geodetic Survey. Not long after, he decided to join the U.S. Navy Corps of Engineers and was commissioned as a lieutenant in 1881.

Peary became infatuated with exploring the arctic and he found a partner for his coming adventures in Matthew Henson, an African-American civil engineer. Henson was highly traveled, having served as a cabin boy on a merchant ship beginning at age 12. For Henson, the next several years were spent sailing around the world.

Peary and Henson met in 1888 and Peary, impressed with Henson's navigation and seamanship skills, recruited him to join him as a colleague. Through the years, Henson and Peary would become trusted confidantes, fellow travelers and historic pathfinders.

Peary and Henson spent a great deal of the 1890s exploring the arctic, specifically Greenland. Dog sleds were the preferred mode of transportation as they twice attempted to cross Greenland's northwest ice cap.

Peary and Henson, unlike previous explorers, spent a great deal of time learning the ways of the native Inuit tribes and learning their language. Inuit explorers would become regular members of Peary and Henson's Arctic exploration parties. In 1909, Peary departed



Rear Adm. Robert E. Peary is pictured on board the steamer Roosevelt with a few of his sled dogs. The photo is believed to have been taken near the time of his famous 1909 Arctic expedition.

Photo courtesy of the Naval Historical Center

on his eighth attempt at reaching the North Pole with Henson and four Inuits (Ootah, Egigingwah, Seegloo and Ooqueah). On April 6 the team reached what they believed to be the North Pole but many experts now believe to be a mark several miles away.

Peary and Henson returned to the United States only to find out that the explorer Frederick Cook laid claim to reaching the pole a year earlier than Peary and Henson's expedition. However, a 1911 Congressional inquiry resulted in Peary and Henson's team being declared the first to reach the pole. Whether or not there is enough navigational data to confirm their efforts is still disputed to this day.

It should be noted that Henson did not initially receive the same notoriety and acclaim for his efforts as Peary because of racial inequality in America. However, in 1988 Henson's body was reinterred in Arlington National Cemetery near Peary's monument, and in 1996 USNS *Henson* (T-AGS 63), an oceanographic survey ship, was commissioned in his honor. **NS**

McCammack is a photojournalist assigned to Naval Media Center, Washington, D.C.



Matthew Henson

Photo illustration by MC2 Washington Caicedo

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www.mediacen.navy.mil/still/anyday.htm

EXPECTATIONS

OF THE

FIRST CLASS PETTY OFFICER



First Line Leadership – First Class Petty Officers are fully engaged Deckplate Leaders who drive mission accomplishment daily. They lead adherence to the Navy Standard through personal example and commitment to teaching their Sailors. They must challenge, mentor and measure their division's and command's success through team performance and deckplate results.

Rating Expertise – First Class Petty Officers are developing experts who learn from their Chief and train their Division. They demand consistent procedural compliance and accuracy from themselves and those they lead.

Professionalism – First Class Petty Officers are the Navy's first line professionals who execute the right things at the right time for the right reasons.

- ♦ Integrity governs all their actions from leadership through watchstanding and is the foundation upon which consistent mission accomplishment is built.
- ♦ Their commitment to our profession is seen through dedicated self improvement and a passion for excellence in themselves and all Sailors.

Communication – First Class Petty Officers clearly communicate standards to the Sailors they lead, while consistently keeping the chain of command informed. The deckplate triad of Division officer, CPO and First Class Petty Officer is only effective with their input and deckplate perspective.

Loyalty – First Class Petty Officers are visibly loyal to the command, Sailors, peers and themselves. They utilize opportunities to provide feedback and actively support guidance. They create circumstances which give their Sailors the opportunity to succeed.

Heritage – First Class Petty Officers are proud of our shared history. They take opportunities to weave it into daily events, so our Sailors understand that a commitment to excellence is a time-honored tradition that connects our past while forging the foundation of our future.