

ALL HANDS

MAGAZINE OF THE U.S. NAVY

AUGUST 2021



A NOTE FROM THE EDITOR AND STAFF

Every month, we focus on the Navy's mission-focused people and technologies. As we survey how our naval forces continue to train, fight and equip the world's toughest Sailor, we look at our advantage at sea and the capabilities of Sailors deployed around the world.

It is our mission to reach Sailors, so please share this issue, scan the QR codes, and follow our social media channels for the latest information for Sailors by Sailors.



ALL HANDS MAGAZINE

ACTING SECRETARY OF THE NAVY
The Honorable Thomas W. Harker

CHIEF OF NAVAL OPERATIONS
Adm. Mike Gilday

NAVY CHIEF OF INFORMATION
Rear Adm. Charles W. Brown

CONUS PRODUCTION SENIOR ENLISTED LEADER
MCCM David Crawford

NAVY PRODUCTION SENIOR ENLISTED LEADER
MCC Oliver Cole

EDITOR-IN-CHIEF
Andrew Carlson

LCPO / MANAGING EDITOR
MCC Sandra Lenyard

CREATIVE DIRECTOR
MC1 Jenn Lebron

PHOTO EDITOR
MC2 Levingston Lewis

LAYOUT AND DESIGN
MC2 Janine F. Jones
MC1 Jenn Lebron

All Hands Issue Number 6/2021 is published by
Navy Production Division
Defense Media Activity
6700 Taylor Avenue
Fort George G. Meade, Maryland 20755

Cover photo credit: MCSN Sophia Simons

IN THIS ISSUE

[IKE CSG EARNS NAVY UNIT COMMENDATION](#)

[NAVY CHRISTENS THE FIRST SHIP IN THE T-AO
FLEET OILER PROGRAM](#)

[BLENDED RETIREMENT SYSTEM CY 2022
CONTINUATION PAY ANNOUNCED](#)

['MYNAVY HR TRANSFORMATION' TO REVOLUTIONIZE
PERSONNEL AND PAY SYSTEMS](#)

[NAVY'S 2021 PFA CYCLE STARTS JULY 1 -UPDATES
YOU NEED TO KNOW](#)

[A FOCUS ON TRI-SERVICE NAVAL EDUCATION: WHAT
MAKES THE USNCC UNIQUE](#)

[PHOTOS FROM THE FLEET](#)

[FACES OF DEFENSE: FROM PERU TO U.S. NAVY
CHIEF](#)

[EXPLORING UNMANNED AERIAL VEHICLES](#)

[THE MOST FAMOUS MIKE BOAT IN VIETNAM](#)

IKE CSG EARNS NAVY UNIT COMMENDATION

From Navy.mil

THE NIMITZ-CLASS AIRCRAFT CARRIER USS DWIGHT D. EISENHOWER (CVN 69) (IKE) RETURNED HOME TO NAVAL STATION NORFOLK JULY 18 FOLLOWING A SIX-MONTH DEPLOYMENT TO THE U.S. 5TH AND 6TH FLEET AREAS OF OPERATION.

It was the third homecoming in as many days for the Dwight D. Eisenhower Carrier Strike Group (IKE CSG). The Arleigh Burke-class guided-missile destroyer USS Laboon (DDG 58) returned to Norfolk on July 16 and the Arleigh Burke-class guided-missile destroyer USS Thomas Hudner (DDG 116) returned to its homeport in Naval Station Mayport, Fla. on July 17.

Additionally, more than 1,800 Navy aviators from the nine squadrons of Carrier Air Wing Three (CVW-3) returned to their home bases at Naval Air Station Oceana, Naval Station Norfolk, Naval Air Station Whidbey Island, and Naval Air Station Jacksonville July 13.

The Ticonderoga-class guided-missile cruiser USS Vella Gulf (CG 72) will return to Norfolk July 23. Meanwhile, the Ticonderoga-class guided-missile cruiser USS Monterey (CG 61) and Arleigh Burke-class guided-missile destroyers USS Mitscher (DDG 57) and USS Mahan (DDG 72) remain on deployment and will return to Norfolk at a future date.

In addition to homecoming news, it was announced that the courageous efforts of the IKE CSG's Sailors were recognized by Acting Secretary of the Navy Thomas Harker with the Navy Unit Commendation for operational excellence.

"The Sailors of the Eisenhower Carrier Strike Group and their families have served and sacrificed a tremendous amount by answering the nation's call to duty, spanning two deployments with only a short reset in between," said Rear Adm. Scott F. Robertson, commander, Carrier Strike Group TWO. "Nevertheless, our well-trained, exceptional Sailors rose to each challenge, enabling our strike group to be a dynamic force across great distances conducting simultaneous missions between both 5th and 6th Fleet."

As early as Dec. 28, 2020, Eisenhower's crew, along with additional personnel temporarily assigned to the IKE CSG deployment, were required to receive COVID-19 tests and undergo a restriction-of-movement period to ensure the health and safety of the crew during the pandemic.

"Creating a COVID-free bubble for IKE was spearheaded by our Medical Department and was successful because of a massive effort from all hands afloat. The health and safety of our Sailors is a top priority and we provided continual

opportunities for Sailors to get vaccinated during our deployment," said Capt. Paul F. Campagna, commanding officer, USS Dwight D. Eisenhower (CVN 69). "I'm extremely proud of the crew's character and hard work that set the conditions for IKE's success throughout our deployment."

The Eisenhower Carrier Strike Group departed Norfolk for deployment Feb. 18 after successfully completing a six-week, historic composite training unit exercise (COMPTUEX). This year's COMPTUEX included a NATO vignette and incorporated integrated training with SEALs from Naval Special Warfare Group 2 for the first time in recent history.

While in 6th Fleet, the IKE CSG supported national security interests in Europe through increased theater cooperation and maintaining a forward naval presence. While in the Atlantic Ocean and transiting through the Mediterranean Sea, the IKE CSG conducted Exercise Lightning Handshake 21, a U.S.-led, bi-lateral maritime exercise with the Royal Moroccan Navy and Royal Moroccan Air Force. The strike group also participated in Exercise Sea Shield 21, a multinational naval exercise hosted by Romania, alongside ships from nine different nations, to conduct operations across the entire spectrum of naval warfare. The IKE CSG also worked alongside the Israeli navy and conducted passing exercises with the Hellenic, Italian, Albanian and Turkish navies.

In 5th Fleet, the Eisenhower Carrier Strike Group and French Navy (Marine Nationale) Charles de Gaulle Carrier Strike Group (CDGSG) conducted dual carrier operations in

"THE COURAGE AND EFFORT PUT FORTH...SPEAKS GREAT VOLUMES TO THEIR UNWAVERING COMMITMENT TO SUCCESS, NO MATTER WHAT KIND OF ADVERSITY EMERGES OVER THE HORIZON"

**CAPT. MARCOS A. JASSO
COMMANDER, CARRIER AIR WING THREE**

the Arabian Sea. Shortly after the dual carrier operations, the IKE CSG ships participated in submarine familiarization exercises and conducted passing exercises with the Canadian Navy in the Arabian Sea and later with the Egyptian Navy in the Red Sea. The strike group's ships also participated in joint air operations in support of maritime surface warfare exercises with the United Arab Emirates, U.S. Coast Guard, Joint Aviation Command, Royal Saudi Naval Forces and U.S. Air Forces Central.

Embarked to Eisenhower, CVW-3 supported both missions Operation Inherent Resolve (OIR) and Operation Freedom's Sentinel (OFS), in the Arabian Sea as a continuation of the United States' commitment to maritime security, stability, as well as to ensure safe passage and deescalate tensions throughout international waters in 5th Fleet.

During its final month in 5th Fleet, the IKE CSG provided naval aviation support for the responsible, deliberate and safe drawdown of U.S. and coalition forces from Afghanistan April 28 to June 23 in support of OFS. CVW-3 conducted a total of 6,100 sorties and 12,401 flight hours throughout the strike group's deployment.

"The courage and effort put forth by the Sailors of CVW-3 over these many months speaks great volumes to their unwavering commitment to success, no matter what kind of adversity emerges over the horizon," said Capt. Marcos A. Jasso, commander, Carrier Air Wing THREE. "Our Sailors gave it their all each and every day during this deployment and I am honored to have served with our great air wing and flight deck crew. I wish them all a relaxed and enjoyable

time off after deployment. The whole strike group deserves it. They've all earned it."

The Eisenhower Carrier Strike Group sailed more than 190,000 nautical miles, operating dynamically across multiple fleets with our NATO allies, partners and friends. The strike group's ships completed multiple strait and choke point transits, including the Strait of Gibraltar, the Suez Canal, Strait of Hormuz and Strait of Bab el Mandeb.

"As the flagship of the strike group, we maneuvered IKE into the right battlespace for launching and recovering air wing missions ashore and over the horizon," said Capt. Campagna. "IKE Sailors operated decisively and safely with a clear sense of purpose."

For the U.S. and coalition force drawdown support mission, the Vella Gulf provided integrated air and missile defense for the IKE CSG.

Vella Gulf completed multiple transits through the Strait of Hormuz while escorting the United States Naval Ships USNS Carl Brashear (T-AKE 7) and USNS Cesar Chavez (T-AKE 14) as well as other motor vessels, ensuring the United States' continued commitment to uphold freedom of movement and maneuverability in theater. The ship participated in Exercise Eager Defender in the Northern Arabian Gulf June 8-9, which consisted of tactical maneuvers, live-fire gunnery exercises and drills for both maritime infrastructure protection and high value unit defense.

Other participating units included the U.S. Navy patrol coastal ship USS Thunderbolt (PC 12), U.S. Coast Guard patrol boat USCGC Monomoy (WPB 1326), and Kuwaiti vessels, KNS Al-Garoh (P 3725) and KNS Istiqlal.





I K E

STAND CLEAR
OF LAUNCHERS
WHEN OPEN

"Team 72 faced one of the most rigorous deployment schedules of anyone in the fleet, and these outstanding Sailors made it all look easy," said Capt. Michael P. Desmond, commanding officer, USS Vella Gulf (CG 72). "The Sailors of Vella Gulf worked extremely hard in enabling our ship to provide the necessary support to the IKE CSG across many missions during this deployment with total professionalism."

Desmond added that Vella Gulf's crew embodied and epitomized the highest caliber of resilience over the last 18 months and that their determination and focus was a daily inspiration for each other throughout deployment.

Thomas Hudner's operations in 6th Fleet included participation in maritime exercises Sea Shield 21 as well as BALTOPS 50, a premier maritime-focused exercise that occurred in the Baltic Region between 16 NATO nations and two U.S. partner nations June 6-18. The ship conducted bilateral maritime exercises with the Hellenic Navy, presence operations alongside NATO allies in the Black Sea and provided continued support to 6th Fleet mission tasking while in the Norwegian Sea.

"The crew exceeded each and every one of my expectations and they should be as proud of their work as I am of them. For a multitude of missions and exercises, they did it all and they did it well," said Cmdr. Bo Mancuso, commanding officer, USS Thomas Hudner (DDG 116). "I am incredibly proud of everyone's performance and the keystone roles they played for our contribution as part Eisenhower Carrier Strike Group's 2021 mission. Serving with them has been an absolute pleasure."

Laboon provided close escort and horizon reference unit duties for the CDGSG's air operations in the Arabian Sea

The ship also conducted maritime interdiction operations such as counter-narcotics and counter-smuggling against violent extremist organizations in support of regional security and stability in 5th Fleet.

"Laboon's Sailors executed at a high level to accomplish all of our tasking out there. I am thankful that the crew remained safe throughout the deployment, especially in the midst of a global pandemic. They've all risen to the challenge and made significant sacrifices," said Cmdr. Chuck Spivey, commanding officer, USS Laboon (DDG 58). "I'm proud that the crew decided to fight back against COVID-19 and because of that, 98 percent of our command has been vaccinated."

Operating across both U.S. 5th and 6th Fleets, Laboon conducted port visits to Spain; Bahrain; Qatar; Djibouti and Romania with pier-limited liberty for COVID-19 mitigations. For their port visit to Naval Support Activity Souda Bay, Laboon was among the first ships to have the opportunity to conduct off-base liberty in U.S. 6th Fleet in more than a year since the start of the global pandemic.

"TEAM 72 FACED ONE OF THE MOST RIGOROUS DEPLOYMENT SCHEDULES OF ANYONE IN THE FLEET, AND THESE OUTSTANDING SAILORS MADE IT ALL LOOK EASY"

**CAPT. MICHAEL P. DESMOND
COMMANDING OFFICER, USS VELLA GULF (CG 72)**

All port visits and Navy Morale Welfare & Recreation activities provided for the strike group's Sailors were carefully planned and carried out, while in full compliance with the Centers for Disease Control and Prevention, Department of Defense and host nation COVID-19 mitigation measures.

"Deployment is tough, but a COVID deployment is even tougher," said Operations Specialist Second Class, Allen Oldfield, a Sailor aboard Laboon. "I'm just grateful that we made it home safely and got to experience at least one port visit while we were out there."

Laboon conducted maritime security operations in the Black Sea alongside NATO allies and partners with a focus on maritime security, regional stability, and enhanced interoperability while working in 6th Fleet.

"It took diligence, hard work, and grit from everyone to ensure our strike group remained safe and combat-ready throughout this deployment. What we do while deployed is no small feat considering we are the only Navy that can operate in a sustained manner with the kind of combat power we provide," said Rear Adm. Robertson. "I am exceedingly proud of each and every one of our Sailors for their exceptional performance, and it has been an honor to serve alongside this team of warfighters for the Eisenhower Strike Group's 2021 mission. However, we still have a few of our strike group's ships that remain on station and we should keep them and their families in our thoughts until they return to Norfolk."



"I'M PROUD THAT THE CREW DECIDED TO FIGHT BACK AGAINST COVID-19 AND BECAUSE OF THAT, 98 PERCENT OF OUR COMMAND HAS BEEN VACCINATED."

**CMDR. CHUCK SPIVEY
COMMANDING OFFICER, USS LABOON (DDG 58)**

Dwight D. Eisenhower Carrier Strike Group is a multiplatform team of ships, aircraft and more than 5,000 Sailors, capable of carrying out a wide variety of missions around the globe. The Navy provides a ready, flexible force capable of responding to a broad range of contingencies.

Ships of the Eisenhower Carrier Strike Group, commanded by Rear Adm. Scott F. Robertson, include the Nimitz-class aircraft carrier USS Dwight D. Eisenhower (CVN 69), commanded by Capt. Paul F. Campagna; the Ticonderoga-class guided-missile cruisers USS Monterey (CG 61), commanded by Capt. Joseph A. Baggett, and USS Vella Gulf (CG 72), commanded by Capt. Michael P. Desmond; Destroyer Squadron 22, commanded by Capt. Scott A. Jones, ships include the Arleigh Burke-class guided-missile destroyers USS Mitscher (DDG 57), commanded by Cmdr. Thomas McCandless, USS Laboon (DDG 58), commanded by Cmdr. Charles Spivey, USS Mahan (DDG 72) commanded by Cmdr. Chris Cummins, and USS Thomas Hudner (DDG 116), commanded by Cmdr. Bo Mancuso.

Squadrons of Carrier Air Wing (CVW) 3, commanded by Capt. Marcos A. Jasso, embarked on Eisenhower include the "Fighting Swordsmen" of Strike Fighter Squadron (VFA) 32, "Gunslingers" of Strike Fighter Squadron (VFA) 105, "Wildcats" of Strike Fighter Squadron (VFA) 131, "Rampagers" of Strike Fighter Squadron (VFA) 83; "Dusty Dogs" of Helicopter Sea Combat Squadron (HSC) 7; "Swamp Foxes" of Helicopter Maritime Strike Squadron (HSM) 74; "Screwtops" of Airborne Command and Control Squadron (VAW) 123; "Zappers" of Electronic Attack Squadron (VAQ) 130, and a detachment from Fleet Logistics Support Squadron (VRC) 40 "Rawhides."

For more news from U.S. 2nd Fleet, visit <https://www.c2f.navy.mil/> and for more information visit <http://www.facebook.com/US2ndFleet/> or <http://twitter.com/US2ndFleet>.

Follow IKE on Twitter: <https://twitter.com/the cvn69>



NAVY CHRISTENS THE FIRST SHIP IN THE T-AO FLEET OILER PROGRAM

From Navy.mil

THE FUTURE USNS JOHN LEWIS (T-AO 205), THE FIRST SHIP IN THE U.S. NAVY'S JOHN LEWIS-CLASS FLEET OILER PROGRAM, WAS CHRISTENED JULY 17 DURING A CEREMONY IN SAN DIEGO.



House Speaker Nancy Pelosi (D-CA), served as the principal speaker at the ceremony.

"As House Speaker, I am deeply honored to lead this Congressional delegation of many friends of our beloved late Congressman John Lewis to honor his beautiful and saintly life," said Speaker Nancy Pelosi. "John Lewis was a warrior for freedom and, as a titan of the civil rights movement, his courage and goodness helped transformed our nation. In the halls of the Capitol, he was fearless in his pursuit of a more perfect union, whether fighting to defend voting rights, end anti-LGBTQ discrimination or respect the dignity and worth of every person."

Following Pelosi, the ship's sponsor, Alfre Woodard Spencer spoke briefly about the ship's namesake.

John Lewis "lives in the unalterable truths he spoke to power," said Spencer. "John Lewis lives in all those spaces where people reach out their hands to pull others up to the lives that they deserve. And now he lives in the name and the embodiment of this mighty sailing vessel and its mission of fortifying and sustaining those who have committed themselves to the service of our nation."

Following her remarks, Spencer christened the ship with the traditional champagne bottle break alongside the hull.

Additional remarks were provided by U.S. Navy representatives, Mr. Marcus Tyner, nephew of the ship's namesake, and Dave Carver, president of General Dynamics NASSCO.

"The christening ceremony today takes on a very special meaning, for it marks the one-year anniversary, to the day, of John Lewis' passing," said Carver. "Just as its namesake, this majestic vessel will be instrumental in shaping the future of our Nation. The shipbuilders of NASSCO are proud to ensure Congressman John Lewis' legacy will live on in this ship."

Former Secretary of the Navy, Ray Mabus, declared the John Lewis-class of oilers be named after leaders who fought for civil and human rights. The class and the first ship honors Congressman and American civil rights leader John Lewis.

In 2016, General Dynamics NASSCO was awarded the contract by the U.S. Navy for the detailed design and construction of the next generation of fleet oilers, the John Lewis-class (T-AO 205), previously known as the TAO(X). The contract calls for the design and construction of six 742-foot-long oilers with a full load displacement of 49,850 tons. Designed to transfer fuel to U.S. Navy carrier strike group ships operating at sea, the oilers have the capacity to carry 157,000 barrels of oil, a significant dry cargo capacity, aviation capability and up to a speed of 20 knots.

"JOHN LEWIS WAS A WARRIOR FOR FREEDOM AND, AS A TITAN OF THE CIVIL RIGHTS MOVEMENT, HIS COURAGE AND GOODNESS HELPED TRANSFORMED OUR NATION."

HOUSE SPEAKER NANCY PELOSI (D-CA)

In addition to the christening of this ship, three ships in the T-AO class fleet oiler program for the U.S. Navy – the future USNS Harvey Milk (T-AO 206), the future USNS Earl Warren (T-AO 207), and the future USNS Robert F. Kennedy (T-AO 208) – are currently under construction. The second ship, the future USNS Harvey Milk (T-AO 206) is scheduled to launch later this year.

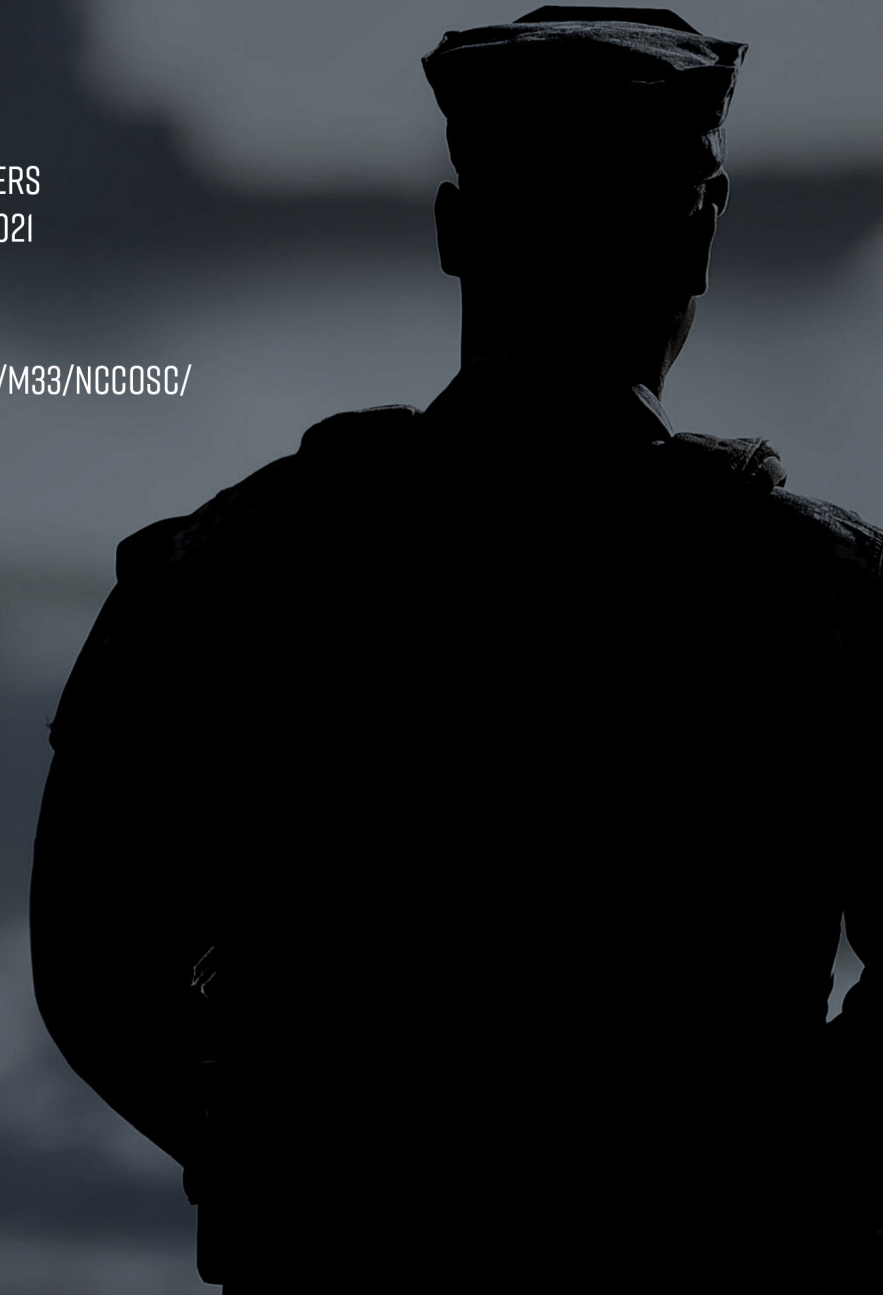


EXPANDED OPERATIONAL STRESS CONTROL

TRAINING AVAILABLE FOR DESIGNATED TEAM LEADERS
AND ASSISTANT TEAM LEADERS JULY-DECEMBER 2021

VISIT

[HTTPS://ESPORTAL.MED.NAVY.MIL/BUMED/RH/M3/M33/NCCOSC/
ACTIVITY/CENTER/INDEX.ASPX](https://esportal.med.navy.mil/bumed/rh/m3/m33/nccosc/activity/center/index.aspx)



BLENDING RETIREMENT SYSTEM CY 2022 CONTINUATION PAY ANNOUNCED

From MyNavyHR

The Navy released the calendar year 2022 Blended Retirement System (BRS) continuation pay (CP) rates for eligible Sailors June 3 in NAVADMIN 114/21.

Under BRS, Sailors participate in a modernized retirement program.

Throughout their career, Sailors enrolled in the Thrift Savings Plan receive a matching contribution of up to five percent of their base pay from the Navy. Those who stay until retirement receive retired pay at a two percent multiplier for every year of service (YOS), twice the two and a half percent multiplier they would receive under the legacy retirement system.

"I initially opted into the Blended Retirement System because I was unsure if I wanted to make the Navy a 20-year career," said Personnel Specialist First Class (SW/AW) Holly Tucker. "I wanted something that was already working for me towards retirement, should I decide to get out – so when I heard they matched what I put in, I jumped at it."

One additional benefit of BRS is continuation pay. All Sailors enrolled in BRS qualify for the incentive, which currently comes at the 12-year "mid-career" point.

"The fact that you can get a bonus at the 12-year point did not factor into my original decision," she said. "But as it comes closer, I am thinking it is a great benefit as I can either put it towards retirement or possibly to use as a down payment on a new home."

To collect the incentive, eligible Sailors must do two things. First, they must request the pay before arriving at their 12th pay anniversary. Second, they must agree to obligate for another four years of service via Navy Standard Integrated Personnel System (NSIPS).

If a Sailor has a valid email on file in NSIPS, notification that this milestone is approaching will come at the six, three, and one-month dates before reaching their 12th YOS.

For active duty and Full-Time Support (FTS) Sailors, the calendar year 2022 payout is two and a half times their monthly base pay. For drilling reservists, it is half of one month's salary. This is the same amount as the calendar year 2021 payout.

For example, an active duty or FTS E-5 or E-6 with 12 YOS is eligible for a onetime payout of roughly \$9,000 and \$10,000, respectively. In the Selected Reserve, those payouts would be approximately \$1,800 for the E-5 and close to \$2,000 for the E-6.

The incentive is taxable income, but the entire amount is tax-free for Sailors who obligate for the pay while in an eligible Combat Tax Exclusion Zone. Sailors choose the payment method and can elect either a lump-sum or payment in equal installments, which can't exceed four annual payments over four consecutive years.

Sailors can also collect this pay in addition to any other career-specific or retention incentives.

Sailors can update their email and elect CP through NSIPS at <https://my.navy.mil/quick-links.html>.



'MYNAVY HR TRANSFORMATION' TO REVOLUTIONIZE PERSONNEL AND PAY SYSTEMS

From MyNavyHR

The year is 2025, and Sailors across the Navy are able to log onto one system to update all of their personal information, and complete personnel and pay transactions. This is the future reality for the Navy.

MyNavy HR Transformation is in the process of changing and improving everything they do – including how they are structured as an organization, our operating model, their processes and procedures, and, finally, the enabling of Information Technology (IT), including Navy Personnel and Pay (NP2).

Currently, MyNavy HR manages Human Resources (HR) processes with more than 55 aging IT systems, spread out over 250 programs, some of which are more than 40 years old. They are not interoperable and do not provide a single authoritative data source, ultimately preventing efficient talent management and the use of predictive data analytics.

When MyNavy HR Transformation achieves final operating capability in FY25, the end state will be a single point of entry system through MyNavy Portal that allows Sailors to easily access all of their information through one interoperable family of systems.

Many of these improvements will be provided through NP2 and will include but are not limited to transportation and travel settlements as well as pay eligibility, calculation, and certification. This solution will also support processes for capturing personnel transactions from hire to retire that directly impact pay.

Today, the Navy is well on its way to making life easier for Sailors. "We're working hard, as we are modernizing these antiquated systems ... updating the policies, making it easier for you ...," said Vice Adm. John B. Nowell, Jr., the chief of naval personnel, at a recent MyNavy HR live town hall.

NP2's Initial Operational Capability (IOC), currently scheduled for Q2 FY22, is the first major milestone to revolutionize the Navy's Personnel and Pay System. With IOC, NP2 will provide an integrated, consolidated active and Reserve pay solution that will enable Treasury Direct Disbursing. This solution will be used to conduct Payroll Operations for all Sailors and replace functions currently performed by the Defense Joint Military Systems (DJMS) active and Reserve.

CONTINUE ON PAGE 8



NAVY'S 2021 PFA CYCLE STARTS JULY 1 – UPDATES YOU NEED TO KNOW

From MyNavyHR

THE CHIEF OF NAVAL PERSONNEL WROTE IT IS IMPORTANT THAT WE RETURN TO A NORMAL ROUTINE FOR OUR PHYSICAL READINESS PROGRAM

The Navy's 2021 Physical Fitness Assessment (PFA) starts July 1 and will continue until the end of the calendar year. Navy personnel officials confirmed the resumption of testing while releasing additional guidance and program updates on June 16 in NAVADMIN 129/21. The Navy has not conducted an official PFA cycle since 2019, excusing both 2020 cycles to mitigate Sailor exposure to the COVID-19 virus.

New Modalities

This year's single cycle will see the plank exercise replace curl-ups. For this cycle, plank scores will not count towards individual scores, however, officials will use results to validate the scoring tables.

A 2000-meter row will also premiere as one of the cardio options.

Postpartum Update

This latest update announces new rules for pregnant and postpartum Sailors by giving them extra time to recover from a birth event before resuming the Navy's PFA.

The postpartum policy update, effective July 1, increases the allowed time to prepare for an official PFA after the birth event to a full year. This is a three-month increase over the previously allotted nine months.

The exemption applies to the body composition assessment (BCA) as well as the physical readiness test (PRT).

"This change will allow postpartum Sailors time to fully recover in a healthy manner before being required to adhere to fitness and body composition standards," Vice Adm. John B. Nowell, Jr., the chief of naval personnel, wrote in the message.

PFA exemption for pregnant Sailors starts once a healthcare provider confirms their status. After that, Sailors are excused from the PFA until 12 months after giving birth. The Navy wants to make sure these Sailors get back in shape safely.

That is why at the six-to-nine month point in their postpartum exemption, all Sailors will take an unofficial "Wellness PFA" to gauge their fitness level. Assessments will be scheduled by command fitness leaders once a Sailor has obtained medical clearance from their healthcare provider.

Those not cleared for the Wellness PFA will be re-evaluated when they are able. "This new policy intends to assist postpartum Sailors to return to PFA standards and provide [commanding officers] visibility on the health and fitness level," Nowell wrote in the message.

Service women should participate in the Wellness PFA to the best of their ability, without overexerting themselves in order to pass. The goal is to assess a postpartum Sailor's fitness level, midway through the 12-month PFA exemption period in order to assist them with returning to Navy PFA standards.

Those who pass their Wellness PFA can return to participating in command or unit physical training. At this point, they are still exempt from the PFA until the end of their 12-month recovery period.

If a postpartum Sailor fails the Wellness PFA Check, there will be no negative consequences for failing and they will not be placed on the fitness enhancement program. All Sailors will be provided with additional nutrition and fitness resources to assist them with their pregnancy and postpartum fitness recovery. Further guidance can be found in PRP Guide 8 on the PRP website.

COVID-19 Precautions

Mask guidance has been updated to reflect the Department of Defense and Centers for Disease Control's recent updates for vaccinated personnel. The wearing of masks during the PFA will not be required for fully vaccinated Sailors, those who are at least two weeks beyond their final dose. Those not yet fully vaccinated must continue to follow the applicable DoD mask guidance. However, the message says Sailors may unmask when performing PRT events.

CONTINUE ON PAGE 9

MANAGE YOUR CAREER, FROM HERE.



TALK TO YOUR CPPA



TOP REASONS TO CALL MNCC

- ★ Pay / Travel Claim Inquiries
- ★ CPPA Support
- ★ Electronic Service Record
- ★ Records Management
- ★ 1306
- ★ General Inquiries

my.navy.mil | askmncc@navy.mil | 833.330.MNCC



MYNAVY HR TRANSFORMATION CONT.

"It's the first integrated active and Reserve pay system ... that's a big deal. We will then incrementally add more personnel functions to that ... and we will make it better based on your feedback," Nowell added.

To help ensure successful NP2 development and rollout, the Fleet Delivery Team (FDT) was established in March 2021. FDT is a hand-picked group of subject matter experts responsible for supporting the development, testing, guidance, change management, training, and delivery efforts of NP2.

Armed with significant Fleet experience and embedded in every NP2 product development team, the FDT will continue supporting the robust testing efforts being conducted from April to September 2021. Concurrent with FDT efforts is the staffing and development of the Hypercare team, which will aid in account creation utilizing the existing MyNavy Career Center (MNCC) Tiered HR Service Delivery model with elevated levels of support for appropriate responses through June 2022.

As an example of how NP2 will streamline and improve administrative processes for Sailors, the current process for updating the Record of Emergency Data/Dependency Application (RED/DA), which is also known as a Page 2, will be replaced by the MyPersonal Relationships module in NP2, and it will allow Sailors increased self-service options.

If the Sailor is unable to fully address the issue in NP2, MNCC will be available 24/7 at 833-330-MNCC to provide immediate assistance.

NAVY'S 2021 PFA CYCLE CONT.

Also, the message announced that the Navy's revamped Physical Readiness Information Management database, known as PRIMS 2, will go live at the beginning of September.

Though starting the fitness cycle without the new database fully online isn't optimal, moving ahead is necessary, Nowell wrote, because "it is important that we return to a normal routine for our physical readiness program."

Sailors are reminded that everyone deemed qualified to test, must do so the upcoming cycle. This means that no exemptions will be allowed for those who scored excellent or above from the previous 2019 cycle.

The reason is that the DoD has long mandated that all services conduct fitness testing annually at a minimum. Since there has been no on-the-record PFA's since 2019, the Navy is unable to honor those exemptions because of this time limit.

However, going forward, those who score high enough on the upcoming 2021 PFA will be exempt from calendar year 2022's first cycle.

Failure rules are altered for this cycle, too. Because both 2020 cycles were excused, the message says the normal consecutive failure rules will not apply for Sailors who may fail 2021's PFA.

This means if a Sailor failed Cycle 2 in 2019 and fails the upcoming 2021 PFA, it will not count as two consecutive PFA failures. Going forward, though, any Sailor who fails their 2021 PFA and the first cycle in 2022, will be subject to adverse administrative action.

Those seeking more guidance on conducting the PFA should refer to NAVADMIN 129/21. Those seeking more guidance on the new events should consult NAVADMIN 024/21 and the Navy's library of physical fitness program guides.

For the upcoming 2021 cycle, an all new Physical Readiness Program Guide 10 entitled "How to Conduct CY2021 PFA" is now available.

This new guide along with Guide 3 (PFA Checklist) directs commands in conducting the upcoming fitness cycle. In addition, Guides 4 (Body Composition Assessment), 5 (Physical Readiness Test), and 15 (Conduct of the PFA in COVID-19 Conditions) should also be consulted, the message said.

These can all be downloaded at <https://www.mynavyhr.navy.mil/Support-Services/21stCentury-Sailor/Physical-Readiness/>.

The Navy's Physical Fitness Program app has also been updated with new events and information, and is available for download in the Navy App Locker or from any of the commercial app stores at no cost.



ALLOW TIME FOR RECOVERY

WHILE SAILORS TRAIN FOR THE UPCOMING PHYSICAL READINESS TEST (PRT), REMEMBER THAT RECOVERY IS KEY TO YOUR ATHLETIC PERFORMANCE AND INJURY PREVENTION.

SIGNS THAT YOU NEED A REST DAY

PERSISTENT PAINS AND ACHES, GETTING SICK, LOSS OF APPETITE, MOOD SWINGS AND IRRITABILITY AND POOR SLEEP.

LISTEN TO YOUR BODY.





A FOCUS ON TRI-SERVICE NAVAL EDUCATION:

By Dr. Randi Cosentino, USNCC President

The mission of the Department of the Navy is to maintain, train, and equip combat-ready Naval forces capable of winning wars, deterring aggression, and maintaining freedom of the seas.

Sailors, Marines, and Coast Guardsmen have an incredibly important responsibility to keep our nation safe, while being prepared to dominate the battlespace in the case of conflict.

The amount of training, preparation, and hard work that entails is unceasing and substantial.

In order to further that mission of having the best prepared and most effective maritime fighting force, the Department of the Navy has decided to pilot and develop its first community college specifically

supporting navalized education for enlisted service members.

The concept of the U.S. Naval Community College (USNCC), came out of a study that sought to identify opportunities to better prepare our exceptional enlisted service members and to support them throughout their career. Naval leadership directed the USNCC to begin pilot programs to identify the best way to help our enlisted naval service members to access naval-relevant education opportunities that will make them better warfighters and connect them to lifelong learning.

WHAT MAKES THE USNCC UNIQUE

The USNCC has been working closely with leaders across the Navy, Marine Corps, and Coast Guard to identify and test the best approach to helping our service members access and succeed at college, while balancing their military duties.

The first pilot program (Pilot I) began in January 2021, with approximately 550 enlisted service members starting online courses at five civilian colleges, in areas that include nuclear, cyber, data analytics, english, math, and naval ethics.

The USNCC has been leveraging this first pilot to get feedback from our service members, and to answer questions such as delivery method, length, student support, enrollment processes, partner characteristics, student satisfaction, etc...

We will then turn our attention to a second pilot scheduled to commence in 2022, with classes beginning in the Summer/Fall of 2022.

In that pilot, the USNCC plans to enroll as many as 5000 students into targeted associate's degree programs with a select number of

our colleges and universities. The feedback from the second pilot will help us finalize our approach, student support, partnerships, and delivery mechanisms to ensure we can achieve our mission prior to expanding the USNCC to its fullest capability.

Over the subsequent years, we anticipate growing both in the number of students we serve, as well as in the degree programs which we plan to offer.

We also will pursue accreditation, which will give the USNCC the ability to directly award credit and offer degrees

A WORD FROM USNCC'S PRESIDENT ON WHAT MAKES USNCC UNIQUE

I am often asked, what is unique about the USNCC and why is it different from the tuition assistance program our enlisted service members may access? Why is it important for the Department of the Navy to develop the USNCC and what will make it valuable? In answer to these questions, I point to a number of facets of the USNCC that make up our delivery model and approach.

Naval-relevant degree programs - The USNCC envisions offering 14-15 different Associate of Science (AS) pathways that are relevant to Sailors, Marines, and Coast Guardsmen - regardless of their rating or MOS - and cover both technical fields (e.g. nuclear, engineering, cyber) and generalist programs (e.g. organizational leadership, military history). These programs will help ensure that a service member improves on their responsibilities today, while building their capacity to take on challenges tomorrow.

Naval Core - The program is centered around a Naval/ Maritime Core that will include coursework that will give all participants a similar grounding within the Naval Services, and is based in part on the USNA and NROTC programs that future officers receive. It will support ethical leadership development and provide an understanding of Naval History, Geopolitics, Civil/Military context, and force structure and organization. This Naval Core, plus classes in English, Math, and other sciences, will foster a strong foundation in critical thinking, while providing enlisted service members with a deeper understanding of the context in which they operate.

Stackable Certificates - While the ultimate goal will be an Associate of Science (AS) degree, the USNCC will give students an opportunity to get recognition and be awarded certificates during their pursuit of that goal. Students can earn a Naval Core Certificate and a Professional Certificate, which will be made up of the 'major' (or concentration) classwork for their given pathway (e.g. engineering fundamentals, cybersecurity, organizational leadership, military history, etc...)

Online, flexible delivery - Coursework will be delivered online, asynchronously (on your own time, each week), with the potential future addition of learning opportunities for those who are underway and do not have full internet capabilities. Courses, pending feedback from the pilot, will likely be shorter (~8 weeks) to accommodate service member's schedules. As the courses are delivered online, there is no requirement for time away from one's duties.

High Quality Academic Partners and Consortium - While the USNCC anticipates directly delivering Naval Core courses, among others, we also believe in partnering with the best and most capable institutions to deliver the education in a "consortium" (partnership) model. We are working towards partnering with a select group of colleges and universities for working adults, who are experts in the particular concentration or professional area.

Military Friendly - The partner colleges we choose will be exceptional at providing high quality education to our enlisted service members, with a track record of positive results for the military, and policies that recognize the rigors and challenges of military service.

Connection to Lifelong Learning - We will ensure, both as an institution, and as a consortium that all that we do will be to connect the service member with lifelong learning. We will work to maximize all appropriate transfer credit for our service members, based on their military training and responsibilities, prior credit, and ACE review. Moreover, we will build or access four year transfer pathways that will let students seamlessly transfer their AS degrees into bachelor's degrees with little to no loss of credit.

Connection to Lifelong Learning, Part II - Finally, as these programs have the potential to allow service members to access associate level education at no cost, they can save other education benefits for higher-level degree programs, and ideally graduate debt free.

On a personal level, the opportunity to join the Department of the Navy in developing its first-ever community college, to serve enlisted Sailors, Marines, and Coast Guardsmen is both an honor and a privilege. As we begin this endeavor to provide greater access to naval-relevant college-level education for our enlisted service members, I reflect on General John A. LeJeune's mission on developing young Marines (1920) where he imparts that it is a responsibility of the military to not only build strong warfighters, but to return those service members to society as better citizens than when they began. It is my sincere hope that the USNCC can play a small role in advancing that mission.



TIMELINE

2018

Secretary of the Navy, Richard V. Spencer, commissioned the Education for Seapower (E4S) study. Findings and recommendations from the E4S study led to the establishment of the U.S. Naval Community College (USNCC) to meet joint Navy-Marine Corps goals.

USNCC was established in an effort to provide world-class, naval-relevant education to enlisted Navy, Marine Corp, and Coast Guard personnel to advance our nation's warfighting advantage and enhance the operational readiness of a globally deployed force.

2020

2021

USNCC Pilot I program began in January 2021, with approximately 550 enlisted service members taking online courses at 5 civilian partner colleges in areas that included nuclear, cybersecurity, data analytics, English, math, and Naval ethics and Leadership.

USNCC Pilot II program is scheduled to begin in Fall/Summer 2022 with up to 5000 student enrollments.

2022

2023

USNCC will continue to expand enrollment in multiple, naval-relevant degree programs, in conjunction with our consortium institutions, while pursuing accreditation.



PHOTOS FROM THE FLEET

The Naval Service—forward deployed and capable of both rapid response and sustained operations globally—remains America's most persistent and versatile instrument of military influence.

ABH2 Tremisha Exford & CMC De'Andre Beaufort @USSGeraldRFord



AN Julian Bib @ussronaldreagan



IS1 Jarrett Andrew-Schiro @ussjohnp.murtha



ENS Miles James @GERMANTOWNLSD42



AD3 Marissa Villanueva @USSVINSON



P02 Ty Nichols @HSCTwoFive



HM2 Qvon Fayson @NASLemoore



IC2 Genaro Ortiz @USSDonaldCook



QM3 Chelselynn Anderson @VellaGulfCG72



BMSN Tyshaun Hickson @USSHershelWWilliamsbluecrew

FACES OF DEFENSE

From Peru to U.S. Navy Chief

By Katie Lange, DOD News

A lot of young people come to the United States looking for a better life, and many join the military as part of their journey. Navy Chief Petty Officer Ubaldo Huaromo, 54, is no exception.

Growing up in Ancash, Peru, he never expected that he'd be traveling the globe managing supplies for the world's greatest navy. While supporting his family in his home country, he was hired by a travel agency. That led to the opportunity of a lifetime. In August 1988, he picked up his life and moved to the United States. Eight years later, he joined the Navy, enabling him to bring his wife and two children into the country. His solid work ethic quickly put him on the fast track to Navy success.

Huaromo has spent the past 24 years working in logistics, a career in which he manages supply inventories and issues them, as needed, whether they're repair parts for aircraft and ships or specialized supplies for special warfare units. He's worked his way up the ranks. Currently he serves as the leading chief logistics specialist and command senior enlisted leader at a fleet logistics center on Diego Garcia, a small British-owned island in the central Indian Ocean. Part of his job is to guide the men and women who serve under him so they, too, find a path for success.

Huaromo will retire in December. As he prepares to rejoin the civilian world, he talked about moving to the U.S., joining the military, and what that decision has done for his life.



Tell me a little about why you came to the United States, and what led you to the U.S. military.

To make a long story short, I lost my mother at age 9, and I was basically forced to work to meet the needs in the family. I remember well my very first job where I used to sell plastic-tube popsicles called "marcianos" in the streets of Peru at age 12.

I worked at other various jobs while going to school at the same time. After I graduated from high school, through God's grace, I was hired by a travel agency to work as a courier and janitor in Lima.

My dedication and work ethic was noticed and admired, and I was given the opportunity to come to the U.S. in search of a better life. The U.S. was, and still is, the greatest, and it's full of opportunities where any person in the world would love to land. So, as adventurous as I had become at a young age, I decided to leave my home country to make this dream a reality.

Was it hard, trying to fit in and find work in a new country? And was it a similar experience of assimilation when you joined the military?

It was hard, but not difficult enough to discourage me from what I wanted to accomplish. When I arrived in the U.S. in 1988, I already had a baby daughter in Peru, and that gave me more than enough motivation to overcome the obstacles I encountered.

The first obstacle was learning a foreign language since I did not speak any English at all. My very first job in the U.S. was as a dishwasher at a seafood restaurant, and, luckily, no English was needed for this.

Eight years later, I joined the Navy at the age of 30. My assimilation to this new adventure and lifestyle was, in a way, very similar. Although English was no longer the major obstacle, it was hard to fit in and interact with such a young group of recruits because I never had a chance to socialize and team up with young adult Americans. If I remember correctly, I was the only recruit in my division who wasn't born in the U.S.

What made you choose the Navy over other branches?

When I was working at a pizza restaurant, I met a sailor who talked to me about life in the Navy and the places he had visited throughout his time in the service, and that was what initially got me interested.

I did more research on my own, and I learned the Navy, by far, offers some of the best opportunities to travel around the globe. If you really want to see the world while serving, join the Navy. To date, I have been to 57 countries, which may not have been possible if I had joined another branch.



You enlisted in the Navy at 30 as an older recruit. What would you say to other folks who are considering joining up but might think they're too old?

I always believed you are never too old to pursue what you would love to do. If you have interest in serving your country and being a member of the most powerful armed forces in the world, at least give it a try.

I joined with some fear and uncertainty of where or how I was going to end up in my new adventure. Now, 24 years later, I can only say that it was the best thing I did. I love what I do in the Navy. I'm ready for anything that the mission calls for while taking care of my sailors and always instilling pride in service, love for country and professionalism.

Explain the job of a chief logistics specialist. What does that entail?

Once you achieve the rank of Navy chief, you become responsible for the smooth operation and personnel management in your department and/or division. You demand and enforce the Navy standards.

As chief logistics specialist, my job entails ensuring my personnel provide exceptional customer service and that they are efficiently operating financial accounting systems, including government funds expenditures. [I make sure they're] managing inventories of repair parts and general supplies that support Navy ships, aviation squadrons and shore-based activities, including the military postal service.

What duty station have you enjoyed most, and why?

Personally, I think there is no boring place on Earth if you try to make the best of it and know how to find things to do.

"I IF YOU HAVE INTEREST IN SERVING YOUR COUNTRY AND BEING A MEMBER OF THE MOST POWERFUL ARMED FORCES IN THE WORLD, AT LEAST GIVE IT A TRY."

**NAVY CHIEF PETTY OFFICER
UBALDO HUAROMO**

However, I must say the duty stations I have enjoyed most are my overseas tours in Spain, Italy and here in Diego Garcia because of the travel opportunities and experiences I gained while exploring different cultures and lifestyles.

What is one of your most memorable experiences in the military?

When I was promoted to the rank of chief petty officer. My entire family in the U.S. witnessed my promotion ceremony in 2012, and my father and my wife, overwhelmed with pride, placed my chief device on my khaki collars. My father and my sister fell into tears seeing me in my new chief uniform. It was very emotional and a milestone achievement.

My other memorable experiences include when I served in Iraq with an aviation squadron in support of Operation Iraqi Freedom and during my last six-month deployment onboard USNS Comfort, where we visited 13 countries, including Panama. I actually had the opportunity to meet the Panamanian president in person in 2015!

"ANOTHER PIECE OF ADVICE I ALWAYS GIVE IS TO ALWAYS TO DO THE RIGHT THING, REGARDLESS OF THE COST, SO THAT YOU STAND STRONG AND AVOID TROUBLE. BE HONEST, BE KIND TO OTHERS, AND DON'T BE AFRAID TO MAKE MISTAKES. BUT MOST IMPORTANTLY, OWN UP TO YOUR ACTIONS AND LEARN FROM YOUR FAILURES. WORK HARD AND PLAY HARDER!"

**NAVY CHIEF PETTY OFFICER
UBALDO HUAROMO**

What kind of view did your Peruvian family have of the U.S. military before you enlisted? Has that changed in the past 24 years?

We all knew that the U.S. was the most powerful nation in the world, but no one in my family, including myself, knew any specifics about the American military before I came here. Through my involvement over the last 24 years, they learned a lot about it. Even the entire village where I come from learned more about the U.S. and its military. The school I attended sees me as an inspiring role model for the students to follow.

You seem to get a lot of respect from the sailors under you. What sort of advice do you give them about life and their careers?

I give them all kinds of advice, personally and professionally, based on what I have learned through my mistakes and successes ... coming from a disadvantaged background. One piece of advice I always give is: regardless of what your current situation is, enjoy life to the fullest and live each day like it's your very last.

Life is very precious, but also very short. The great sacrifices you make now will bring big dividends later in life, and great things do not come easily. Personal sacrifice is the first condition of success!

Another piece of advice I always give is to always to do the right thing, regardless of the cost, so that you stand strong and avoid trouble.

Be honest, be kind to others, and don't be afraid to make mistakes. But most importantly, own up to your actions and learn from your failures. Work hard and play harder!

What is it about your leadership that you think inspires them?

I always tell my sailors to speak their mind as I do with them, and I encourage them to point out my weaknesses more than my strengths because it's the only way I can be better for them. They like that very much.

What I think most inspires my sailors is that I'm always engaged with them, so we work well together as a team. I don't just direct them and supervise them, but I also put my hands where they put theirs.

No job is too hard or "not a chief's job" for me. I have no problem doing what an E-1 does. I not only motivate my sailors through words, but I also do it with my actions.

What do you like to do in your spare time?

I like to stay physically active by participating in sports more than exercising at a gym. I grew up playing soccer and continued playing soccer in the Navy ... that has given me unforgettable joy and memories, such as when my teams won base-wide championships in Rota, Spain, in 2010 and Sigonella, Italy, in 2017. I also bike and play tennis and volleyball, but perhaps what I love the most is swimming and snorkeling. Here on the island, I'm a known swimmer for achieving two 50-mile swim goals and for swimming 162 laps (slightly more than 5 miles) in a single freestyle, nonstop event.

This was my greatest swimming achievement for which I feel very proud. I go snorkeling every time I get a chance. One time, I got in the water around 10 a.m. and did not come out of the water until sunset. I could happily live in the water with sea creatures if sharks were not around.

You're retiring in December after 24 years of service. Congrats! What do you plan to do next?

It will be my time to do what others did for me when I needed it the most. Because I grew up in a poor family who had very little, I know what it's like to feel helpless. Therefore, my wife – my high school sweetheart – and I plan on traveling around the world and going to some of the poorest places in each country we visit. I'm hoping to volunteer my time and do anything I can to give joy to people who are less fortunate, specifically children and elderly citizens.

From selling popsicles in Peru to my dishwashing job in the U.S., and now retiring as a U.S. Navy chief, I think I've accomplished more than I could have ever imagined. I thank God for his blessings and for keeping me safe throughout my journey, and I also thank the very generous and kind people who gave me a helping hand along the way. Thank you, United States of America, my beloved, adopted country. I am proud to be Peruvian-American, and I can proudly say I have honorably served in the United States Navy!



EXPLORING UNMANNED AERIAL VEHICLES

From Latasha Ball, Naval Surface Warfare Center, Port Hueneme Division

UNMANNED AERIAL VEHICLES (UAVS) AND THEIR SENSORS TRACK AND MONITOR WILDLIFE, LIVESTOCK, INFRASTRUCTURE, WEATHER AND CONSTRUCTION PROGRESS, AMONG OTHER TASKS. NOW, NAVAL SURFACE WARFARE CENTER, PORT HUENEME DIVISION (NSWC PHD) SCIENTISTS AND A LOCAL COMPANY WANT TO USE THEM TO TRACK CORROSION OR DEGRADATION ON COMBAT SYSTEMS ABOARD NAVY SHIPS.

NSWC PHD and Aerial Alchemy, a remote-sensing technology company in Thousand Oaks, California, are partnering under a Cooperative Research and Development Agreement (CRADA) to solve how corrosion affects the performance of Navy ships' combat systems and to find a way to detect corrosion remotely.

Aerial Alchemy develops medium and heavy-lift UAVs that use sensors equipped with lidar scanning and other imaging technology to accurately capture data used to generate a 3D digital representation of a physical asset, also known as a digital twin.

The partnership's goal is to explore using the company's drones and its processing system and visual data to detect areas that may have corrosion. As a drone flies over a specified area of a ship, such as a hull or the rear, it transmits video to create a digital model of a ship that contributes to the ship's detailed analysis, including potential areas of concern for corrosion or rust.

Should the UAV and sensors detect corrosion, it will help give scientists an early head's up of the issue, according to Alan Jaeger, NSWC PHD Office of Research and Technology Applications manager.

"The idea of the CRADA we are doing now is whether we can use various sensors to identify that information without having to put human eyeballs on it," Jaeger said. "If we can, then the next step is putting that on drones or unmanned aircraft, so we don't have to send a sailor on a ship; we can send a drone, and it can scan equipment and identify corrosion or undersurface damage, for example. If we can get that data, then we can start pre-planning for maintenance, preventative maintenance and repair operations."

This is Aerial Alchemy's second CRADA with NSWC PHD. The first CRADA focused on proving the stability, reliability and accuracy of the company's UAVs in a maritime environment to successfully create an "as-built" digital model of USS Independence (LCS 2), which is used as a baseline digital twin. A digital twin is an intelligent digital representation of an analog asset or a 3D model, according to Chuck Spaulding, founder, and chief executive officer of Aerial Alchemy.

"We began working with the Navy in 2016 when everyone was trying to figure out what civil UAVs were and what they meant to them," Spaulding explained. "The Navy was interested in exploring the usefulness of drones for remote sensing and remote inspections of combat systems on surface ships, which led to the first CRADA in 2018, and through that collaboration, we were able to create an exterior 3D as-built model of a ship at sea."

With the second CRADA, the team can build on the successful results of the first CRADA and continue to improve precision navigation techniques while focusing on combining data from a thermal red, blue and green sensor that a visible camera uses, as well as multispectral, hyperspectral and tuning sensor wavelengths so they can be used to remotely detect and identify the chemicals generated during the corrosion process.

"By themselves, the data from each of these sensors do not provide sufficient information for the specific identification and automatic evaluation of the corrosion state of an asset," Spaulding said.

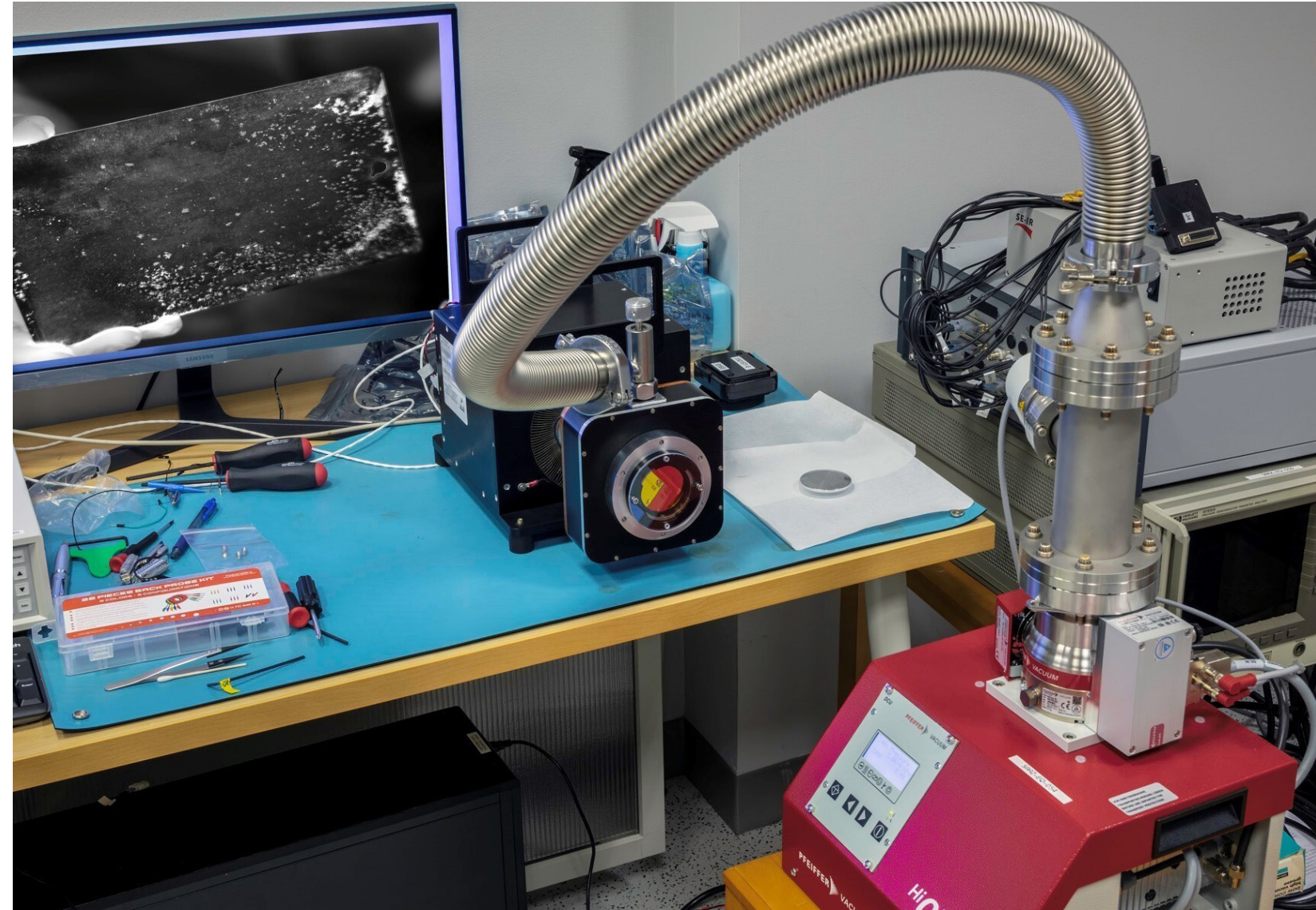
"However, when combined with a stable platform with precision navigation such as lidar and synthetic vision to align the 'blended' sensor data and advanced computational approaches involving machine learning and artificial intelligence algorithms in a digital twin, this solution should provide a more objective rating of surface deterioration much more efficiently, cost-effectively and safer than a human inspector could."

The teams anticipate the drone-sensor technology Aerial Alchemy and NSWC PHD are working on will bring many benefits to the Navy and the warfighter, including reducing the labor costs of inspections and the ability to inspect difficult and high-risk areas.

That advanced and early detection, in particular, would give the Navy a leg-up in treating corrosion, said Zachary Stephens, a materials engineer also with NSWC PHD.

"Because a lot of corrosion happens under the painted surface, you see it when it breaks through the painted surface, or you start to see physical flaws; and at that point, it's almost too late to do touch-up work, so the early detection will be very valuable for planning maintenance actions and for knowing which system needs the maintenance and which ones don't, as well as moving onto our condition-based maintenance model rather than our preventative based maintenance model," Stephens explained.

Armen Kvryan, NSWC PHD lead materials engineer, has a doctorate in materials science and an extensive background on corrosion issues affecting combat systems from working in industry and academia. Kvryan, Jaeger and Stephens along with Aerial Alchemy partner, SAAZ Micro, Inc., an advanced imaging technology company in Simi Valley, California, are first conducting tests of the sensors in a laboratory to explore the different types of corrosion and degradation the sensors can identify on different kinds of metals, such as aluminum and steel.



"IF WE CAN GET THAT DATA, THEN WE CAN START PRE-PLANNING FOR MAINTENANCE, PREVENTATIVE MAINTENANCE AND REPAIR OPERATIONS"

ALAN JAEGER

NSWC PHD OFFICE OF RESEARCH AND TECHNOLOGY APPLICATIONS MANAGER

"Our initial research will be on what sensors to use to detect corrosion and then figure out what sensors we can use and what materials we can detect corrosion or degradation on, because composites are not metal, so they don't corrode," Stephens said. "Although it would be ideal to have a (single) sensor that can detect all kinds of corrosion and degradation on the ship when you have composite versus aluminum or steel, they all have different signs and methods. One method may work on one type system but won't work on another; the success of this test will determine where to focus our efforts."

Spaulding also agrees that if the technology successfully identifies corrosion on combat systems, the system can assess issues on other parts of the ship and be used by other industries.

"To make a commercially viable product outside the Navy, we must also investigate the material properties of the hull,

superstructure and pretty much all exterior surfaces of the ship above the waterline that are subjected to a corrosive environment," Spaulding said. "Navy warships are some of the most sophisticated machines globally, and the nature of combat systems with compound curvature and multiple angles, combined with composite materials, antennas and sensors create complex geometries. If our technology can be demonstrated on combat systems, then it will have applicability on other parts of the ship that are less complex."

Spaulding credits NSWC PHD for helping him navigate through the channels of working with the Navy.

"The people we're working with at NSWC PHD have been awesome and helped us through the process, and that's significant if you're a small company like we are," he said. "They have removed many of the roadblocks that get in the way of good collaboration, making this a really enjoyable project."

Kvryan said the CRADA with Aerial Alchemy is another way to obtain information and experience from industry to pass onto the sailors and ultimately support the warfighter.

"What I want with this CRADA is to not only solve a Navy problem but to gain expertise and knowledge that I can bring back to the fleet so that we can then solve other problems using this newly acquired knowledge," Kvryan said.

Aerial Alchemy and NSWC PHD are seeking additional partners or collaborators on the project. For more information, contact Jaeger at alan.w.jaeger@navy.mil or Spaulding at chuck@aerialalchemy.com.

YOU ARE NOT ALONE.

IT'S YOUR CALL. REACH OUT.



HOW TO CONNECT WITH A RESPONDER

Call

1-800-273-8255

and Press 1

Chat

Connect online

Text

838255

Support for deaf and hard of hearing

1-800-799-4889

Military Crisis Line



1-800-273-8255
PRESS 1

This free support is

- Confidential
- Available every day, 24/7

And serves

- All Veterans
- All Service members
- National Guard and Reserve
- Their family members and friends

THE MOST FAMOUS MIKE BOAT IN VIETNAM

By Sid Breman, All Hands Magazine contributor



"EACH MORNING WHEN WE FIRED UP OUR FOUR, GRAY MARINE, 671 DIESELS, EVERY VIET CONG WITHIN TEN MILES KNEW WHERE WE WERE AND WHEN WE WOULD REACH THEM."

SID BREMAN

Do you remember the story about the little Dutch boy who accidentally found a leak in the dike and plugged it with his finger?

If you like that fable, here is a true story about the crew of a Mike Boat that became the most famous LCM8 in Vietnam.

Because she was at the right spot at the right time, a gap in a critical supply chain was plugged.

It's a story about how one boat and her crew impacted the U.S.' mission in Vietnam. It's a story about brothers-in-arms working together toward a shared purpose. It's a story that reveals the importance how critical every person, every boat, every act, no matter how small, is to mission completion.

Over the years she was in service, hundreds of men served aboard her; thousands of US Marines were passengers; and hundreds of thousands of tons of supplies were ferried across the Thu Bon River.

All of this happened in an area that was constantly contested by the enemy.

The LCM8 860, with me and my crew of four, were detached from the Navy Support Activity, Danang on August 13, 1966 to join the U.S Marines in Operation Swanee.

We became the first unit from NSA to participate in a combat operation.

The stated mission of Swanee was to complete a hydrographic survey from the mouth of the Thu Bon River to the U.S. Marine base at An Hoa. There was one catch, the Viet Cong owned the real estate over which the 860 would travel. The Marines called it "Arizona Territory".

For seven days, the Marines swept the enemy away from the riverbanks so the survey work could be completed. Our daily encounters with the enemy left no doubt in our minds that we were on the tip of the spear.

Each morning when we fired up our four, Gray Marine, 671 diesels, every Viet Cong within ten miles knew where we were and when we would reach them. We, the crew and the LCM8 860, were a large, loud, easy target.

Operation Swanee was terminated on August 20, 1966, because the 860 was down for repairs, with a bent starboard shaft. We were beached at the future site of the Liberty Bridge, which would connect the north and south sections of Liberty Road, the major supply route from Danang to An Hoa.

The only way for traffic to cross the river was a jury-rigged ferry, made from bridge pontoons and powered by an outboard motor. It might have carried a jeep, but I doubt it. There was a Marine security detail protecting the ferry crossing.

With nothing to do until we received orders from Danang, we spent the day squaring away the boat and then taking it easy. Around 1400H, we were having a late C-ration lunch, when we saw a senior Marine officer standing on our ramp and looking over the boat. I asked if I could help him and he said, "Yes. Where the Hell did you come from?"

It turned out that the Marines desperately needed a reliable ferry until the bridge was completed. The pontoon ferry, as we suspected, was woefully inadequate, and they had to get supplies through.

Three days later, the LCM8 860 was assigned to ferry duty for the Liberty Road. She was the farthest inland outpost of the Navy Support Activity, Danang. On August 27, 1966, the first Marine supply convoy rolled into An Hoa.

During the next year,⁷ the LCM8 860 was the critical link in the supply chain for the Marines. We rotated the crews every two weeks, and I estimate that over 200 sailors served aboard her until the bridge was completed.

But this famous Mike boat was not finished. She remained on station and plugged the gap when the bridge was out of commission due to flood damage or enemy attack.

I have eyewitness reports she was still working through 1968. She probably stayed for the entire war.



NAVY APP LOCKER

EXPLORE

DOWNLOAD

ENGAGE

THE NAVY APP LOCKER SERVES AS YOUR ONE-STOP SHOP FOR ALL U.S. NAVY MOBILE APPLICATIONS.

AN OFFICIAL US NAVY MOBILE SERVICE, PRODUCED BY THE NAVY'S PMW 240 PROGRAM