

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

JULY 2021



## STANDING THE WATCH



## 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

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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: MC1 Spencer Fling*

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# HSM-60 "JAGUARS" SAVE TWO LIVES IN FOUR DAYS

From Commander, Naval Air Force Reserve Public Affairs

AS MANY NAVY MISSIONS HAVE A DEGREE OF INHERENT DANGER, NAVY FIRST RESPONDERS AND MEDICAL PERSONNEL ARE TRAINED TO QUICKLY PROVIDE LIFE-SAVING MEDICAL ASSISTANCE TO NAVY AND MARINE CORPS PERSONNEL IN CASE OF AN EMERGENCY. EARLIER THIS YEAR, FOUR SAILORS ASSIGNED TO THE "JAGUARS" OF HELICOPTER MARITIME STRIKE (HSM) SQUADRON 60 USED THOSE SAME SKILLS TO JUMP INTO ACTION TO PROVIDE LIFE-SAVING AID TO TWO CIVILIANS WHILE OFF DUTY – ALL IN THE COURSE OF FOUR DAYS.

HSM-60's Hospital Corpsman 1st Class Aaron Pruneda, who had recently moved to Jacksonville, Florida in preparation to check in to the squadron, ran to the aid of a gunshot victim, April 15 after being woken up by gunfire while asleep in his apartment.

Senior Chief Culinary Specialist Denis Camarillo, assigned to Navy Medicine Readiness and Training Command, was on his way to work when he crossed paths with Pruneda, who was a civilian EMT (emergency medical technician) prior to beginning his Full Time Support career with the Navy Reserve.

**Pruneda:** I woke up at the sound of the first shot, and I quickly realized what I was hearing wasn't fireworks. I heard someone scream right afterward, and I began running around my apartment to look out the windows and try and see what was happening. Out of my bedroom window I saw someone standing over a person lying on the ground, and I just ran out there in my t-shirt, shorts and socks hoping I would be able to help. I saw the teen boy lying face down on the ground, and there was a lot of blood. I asked if anyone had something I could use to stop the bleeding.

**Camarillo:** I was on my way to work when the person driving in front of me stopped her car and got out. I got out as well to find out what was going on. Right as I realized it was a person on the ground, I saw Pruneda, who I didn't know was a corpsman at the time, running past me yelling 'I'm a medic! I'm a medic – I can help!' When he started asking if anyone had anything to stop the bleeding I ran to get the trauma kit out of my truck.

**P:** We were able to use Senior Chief Camarillo's trauma kit to do our best to stop the bleeding. We kept him calm and awake until the paramedics arrived.

**C:** I was on the emergency medical response team at my last command. In this situation, obviously Pruneda had more training than I did, but I was glad that what I learned during that time and running those drills helped me a lot to have a basic sense of what to do to help him help that kid.

**P:** Time went by so quickly. I think it would be one thing to be in combat or when on duty as an EMT and expect that this type of situation could happen, but to have it happen when you're asleep in your own home – it's just tough to process.

Just four days later, Naval Aircrewman Helicopter 2nd Class' Richard Maier, Steven Heyliger and Jacob Dawson came to the rescue of a motorcyclist in Gulfport, Mississippi. The three Sailors were part of an HSM-60 detachment participating in Southern Strike 2021, the Mississippi National Guard's large-scale, joint and international military exercise.

Maier, Heyliger and Dawson had been driving back to their Gulfport hotel after going out for dinner when they noticed the headlight of a downed motorcycle behind a store building. When they turned the car around to take a closer look, they saw an unconscious man pinned under the motorcycle. Maier dialed 911 as they all rushed to help the victim.

**Heyliger:** We all jumped out and rendered assistance immediately.

**Maier:** Our response came naturally as a result of the training received while serving in the Navy. We all joined primarily as Navy search and rescue swimmers, which gives us basic first aid and emergency medical response training. Those skills that we've learned throughout the years kind of kicked in when we got on the scene.

Dawson, who worked as a first responder prior to his five years in the Navy, assessed the victim and kept his cervical spine aligned to prevent further injury. When the victim regained consciousness, Dawson tried to keep the man talking and alert to prevent shock.

**"WHETHER ON DUTY OR OFF DUTY, THESE ARE CLEAR EXAMPLES OF NOT ONLY THE HIGH LEVEL OF TRAINING THEY HAVE AS FIRST RESPONDERS AS AIRCREW AND AS A CORPSMAN, RESPECTIVELY, BUT ALSO OF THEIR COMMITMENT TO TAKING CARE OF PEOPLE."**

**CMDR. DAN JONES**  
HSM-60'S COMMANDING OFFICER

**Dawson:** I mostly just reassured him that help was on the way. I asked him his name, his date of birth, if he was on any medications, and where he was hurt to gain more knowledge about him and what happened. He said he got side-swiped and ended up on the ground.

Not long after, a few passersby pulled over to help. The motorcycle, which was sitting only feet away, caught fire and Heyliger immediately sprang into action.

**H:** I just rushed to the bike and immediately tried to pick it up and push it away. One of the bystanders knew how to turn off the fuel and we both pushed it away far enough to where it was a safe distance. Local first responders arrived on scene and transported the victim to the hospital.

Each of the Sailors went above and beyond to act quickly in emergency situations to save lives.

"We're incredibly proud of these four Sailors, not only for their quick reactions in both situations, but that as soon as they saw something wrong, they took care of it and immediately rendered aid," said Cmdr. Dan Jones, HSM-60's commanding officer. "Whether on duty or off duty, these are clear examples of not only the high level of training they have as first responders as aircrew and as a corpsman, respectively, but also of their commitment to taking care of people."



# NAVY SEEKS TO UNLEASH THE POTENTIAL OF UNMANNED SYSTEMS

By Warren Duffie Jr., Office of Naval Research

THE DEPARTMENT OF THE NAVY (DON) IS PRODUCING AN AFTER-ACTION REVIEW OF THE U.S. PACIFIC FLEET-LED UNMANNED INTEGRATED BATTLE PROBLEM 21 (IBP21), AN EXERCISE HELD APRIL 19-26 IN SAN DIEGO, CALIFORNIA.

“Advancements in technology have created the opportunity to provide our military with an operational advantage by developing improved manned/unmanned command and control capabilities,” said Dorothy Engelhardt, director of unmanned systems for the deputy assistant secretary of the Navy for Ships. “This enables our military to be more agile, lethal and decisive.”

“ADVANCEMENTS IN TECHNOLOGY HAVE CREATED THE OPPORTUNITY TO PROVIDE OUR MILITARY WITH AN OPERATIONAL ADVANTAGE BY DEVELOPING IMPROVED MANNED/ UNMANNED COMMAND AND CONTROL CAPABILITIES.”

DOROTHY ENGELHARDT  
DIRECTOR OF UNMANNED SYSTEMS  
FOR THE DEPUTY ASSISTANT SECRETARY OF THE  
NAVY FOR SHIPS

During IBP21, numerous multi-domain unmanned platforms—including unmanned aerial, surface and underwater vehicles (UAVs, USVs and UUVs, respectively)—were put into real-world, “blue-water” environments, working in sync with manned platforms in actual combat drills designed to support Pacific Fleet objectives in the Indo-Pacific region.

“Large-scale exercises such as IBP21 are critical for the Navy and Marine Corps to make the transition to a hybrid manned-unmanned force in the future,” said Chief of Naval Research Rear Adm. Lorin C. Selby. “These demonstrations ensure what works in theory will work in the fleet—in an environment that is messier, dirtier and wetter than a lab. They also allow us to get valuable feedback from the Sailors and Marines themselves.”

Many of the platforms tested in IBP21 were supported by the Naval Research Enterprise (NRE), which Selby commands. Comprising the Office of Naval Research (ONR), ONR Global (the command’s international arm) and the Naval Research Laboratory, the NRE is tasked with providing the capabilities and long-term vision ensuring U.S. naval dominance today and into the future.

The purpose of IBP21 was to explore a variety of questions about how unmanned systems can be incorporated into fleet operations. For example: How can unmanned and manned

systems work together effectively in diverse warfighting scenarios? How can you integrate unmanned systems seamlessly into existing platforms? What is the best way to train Sailors and Marines to use such complex, evolving technologies?

So far, major takeaways from IBP21 include: Unmanned systems are resilient, enable better beyond-line-of-sight targeting, and improve battlespace awareness and command and control. They also provide significant advantages in ISR (intelligence, survival, reconnaissance) and Targeting and Fires capabilities, without creating additional risks to the mission or warfighters. The result—more effective offensive and defensive postures.

The testing of new unmanned technologies reflects the Navy and Marine Corps’ commitment to rethinking concepts of operations, as noted in the widely publicized naval document “Unmanned Campaign Framework,” which was recently released by the DoN.

The Unmanned Campaign Framework notes autonomy will complement, not replace, manned assets, and will provide warfighters far more options in combat.

Since the completion of IBP21, naval leaders, scientists and engineers have assessed what worked, what didn’t and future actions for accelerating unmanned capabilities to the fleet and force.

## Future Steps for Unmanned Systems

- Continuing to leverage fleet experimentation exercises to execute the DoN Unmanned Campaign Plan
- Creating a more iterative experimentation process to tighten the “test fast, operate, learn fast” concept
- Improving industry partnerships and participation in fleet experiments and exercises
- Improving the integration of secure communication networks to maximize effectiveness of manned-unmanned teaming
- Developing concepts of operation and employment to quickly operationalize unmanned systems



“LARGE-SCALE EXERCISES SUCH AS IBP21 ARE CRITICAL FOR THE NAVY AND MARINE CORPS TO MAKE THE TRANSITION TO A HYBRID MANNED-UNMANNED FORCE IN THE FUTURE. “THESE DEMONSTRATIONS ENSURE WHAT WORKS IN THEORY WILL WORK IN THE FLEET—IN AN ENVIRONMENT THAT IS MESSIER, DIRTIER AND WETTER THAN A LAB. THEY ALSO ALLOW US TO GET VALUABLE FEEDBACK FROM THE SAILORS AND MARINES THEMSELVES.””

CHIEF OF NAVAL RESEARCH  
REAR ADM. LORIN C. SELBY







# HELLO, HELO!

## A LOOK AT THE NAVY'S NEW TRAINING AIRCRAFT

By Mass Communication Specialist 2nd Class Brent Pyfrom, Defense Media Activity

### THE NAVY REPLACES ITS TRAINING HELICOPTERS ROUGHLY EVERY 30 YEARS AND NOW IS TRANSITIONING FROM ITS TRAINING FLEET OF BELL TH-57B/C SEA RANGERS TO THE LEONARDO TH-73A HELICOPTERS.

The TH-73A will be the aircraft section of the Advanced Helicopter Training System (AHTS) which brings the training needed to create the next generations of rotary and tilt-rotor pilots.

"We held a competition to select the platform that best meets the Navy's requirement for training," said Capt. Holly Shoger, program manager of Naval Undergraduate Flight Training Systems (PMA-273).

"The TH-73 meets all of the requirements that Training Wing Five needs to train their new pilots and prepare them for the fleet. We're bringing in a new platform with an upgraded cockpit and it brings it closer to what the pilots will be flying in the fleet."

The TH-73A helicopters will upgrade the areas where the Sea Rangers fell short, within the timeframe of 30 years of course. All rotary pilots of the Navy, Marines Corps and Coast Guard will train in them to qualify and get their wings through the AHTS.

AHTS is the platform of helicopters, new simulators for the pilots to train, a new curriculum to sharpen what they've learned, and maintenance.

Completion of this training will help the Navy improve its helicopter pilots' skills.

"This delivery signifies a new era for Naval Aviation training," said Rear Adm. Robert Westendorff, Chief of Naval Aviation Training.

"By using current cockpit technologies and a new training curriculum, the TH-73A will improve pilot training and skills, and ensure rotary wing aviators are produced more efficiently at a higher quality and are ready to meet the fleet's challenges."

The Navy will have 130 of the Th-73's in total around 2024. The aircraft provides a single type/model/series helicopter incorporating a modern avionics suite with a fully integrated flight management system, automatic flight control system, and independent, digital cockpit displays to both pilot stations.

"The helicopter brings increased performance in power, speed, payload, and endurance making it much more comparable to fleet aircraft," said Cmdr. Dustin Robbins, TW-5 AHTS Fleet Integration Team (FIT) Officer-In-Charge.

"Additionally, the TH-73A provides increased night vision training capability through fully compatible cockpit lighting, an infrared searchlight, position lights, and formation lighting."

To improve flight and crew safety, the TH-73A is equipped with a mid-air collision and terrain avoidance warning system, a cockpit voice and crash data recording system, crashworthy fuel cell, and stroking pilot seats.

Together, these advancements in control, navigation, operability, performance, and safety will enhance training capability and opportunity and ensure the Fleet Replacement Squadrons can spend less time on foundational skills and focus on the mission requirements for today's Navy, Marine Corps, and Coast Guard aviators.

"I think this is a great platform for students to fly," said Shoger. "By using a commercial variant and adding several upgrades that were needed to better train our present fleet, students will learn skills that will transfer easily to other platforms across all services."

"With its all-digital cockpit and fully integrated Flight Management System coupled with superior power and speed margins, the TH-73A is a lot of fun to fly," said Robbins.

"The simple cockpit design and layout, push-button and toggle switch interface, advanced navigation and communication capabilities, and rapid control response make it the ideal training aircraft and the perfect stepping stone to any service rotary wing platform."

The Navy is continuing its mission of readiness and flexibility with new training helicopters, new pilots coming in and a new system of training that is always being improved. The campaign AHTS is soaring in is one small step in keeping this Navy unconquered.

"As the helicopter future readiness provider for the Naval Aviation Enterprise, Chief of Naval Air Training and Training Air Wing FIVE, we are excited for the many advancements and increased training capabilities of the TH-73A and the Advanced Helicopter Training System as a whole," said

### "THE HELICOPTER BRINGS INCREASED PERFORMANCE IN POWER, SPEED, PAYLOAD, AND ENDURANCE MAKING IT MUCH MORE COMPARABLE TO FLEET AIRCRAFT."

**CMDR. DUSTIN ROBBINS**

TW-5 AHTS FLEET INTEGRATION TEAM OFFICER-IN-CHARGE.  
FOR THE DEPUTY ASSISTANT SECRETARY OF THE NAVY FOR SHIPS



## NAVY COLLEGE PROGRAM CURRENTLY FUNDING TUITION ASSISTANCE

By Mass Communication Specialist 3rd Class  
Almagissel Schuring, Defense Media Activity

When you walked into the recruiters office, they probably gave you four reasons to join: on-the-job training, travel, education, and life experience.

Yeoman 1st Class Kristha Lopez joined the Navy for education benefits.

"One of the biggest reasons that I joined was because I couldn't afford school anymore," she said. "I was tired of working these dead-end jobs."

The Navy College Program is currently funding Tuition Assistance (TA) and Navy College Program for Afloat College Education (NCPACE) requests for course start dates up to and including 1 August, 2021.

These programs are the Navy's primary financial assistance programs for voluntary education. They provide funding to eligible active-duty Sailors for tuition costs of courses taken in an off-duty status at a college, university, or vocational/technical institution, whose regional or national accreditation is recognized by the U.S. Department of Education.

"It is free money just sitting there," said Aviation Boatswain's Mate 1st Class Elfreda Dzukey, who used TA to complete her second bachelors degree. "Nobody is using it, it's like 18 credits."

TA will pay up to 18 credit hours per year with a semester hour cap of \$250 and a \$4,500 annual limit. The main objective is to give Sailors the opportunity to gain a higher education and to allow them to grow as leaders and become better critical thinkers.

Active-duty enlisted Sailors and Officers, including Naval Reservists, must have a minimum of two years of military service before becoming eligible to use TA or NCPACE funding.

Sailors interested in using TA, should speak with their chain of command, education service officer, or career counselor.

Aviation Ordnanceman 2nd Class Geena Kaur is the Divisional and Departmental Career Counselor at her command and she loves sitting and talking with her Sailors about their aspirations and goals.

"I like to sit down and actually talk to my Sailors about finding a school that is going to mean something, [make sure] the degree is going to be worth it," said Kaur.

"So instead of just having them enroll in whatever class they can think of, I like to actually sit down and discuss things like what are their plans after the Navy? Do they want to commission? Are these degrees that they are looking at in line with that?"

To use TA, Sailors have to get a degree plan from the school they are enrolled in and that plan should be submitted to the Navy College for future TA requests.

The best way to get information and start the process is to talk to your chain of command and your career counselor. Make a list of the goals you want to accomplish, the classes you want to take and start the conversation

For more information visit the [Navy College website](#).



## ICYMI: CNP, FLEET K'S LIVE TOWN HALL

By Mass Communication Specialist 2nd Class Ashley  
Cheesman, Defense Media Activity

Chief of Naval Personnel Vice Admiral John Nowell and Fleet Master Chief Wes Koshoffer answered questions from Sailors around the world during a live town hall last month. In case you missed it, here are some of the bullet points that affect you, your career, and your family.

### COVID-19 Vaccine

**CNP:** I know the vaccine, it's something that is personal to everyone. It's a personal decision. When it is formally approved, we probably will require the vaccine. As we look at the vaccine, we think it's about risk-to-force and risk-to-mission. We think it would make you safer, your family is safer, and your teammates are safer. Regardless of whether you take the vaccine are not, we are responsible for your welfare.

### PFA and Advancement

**Fleet K:** If you are living a culture of fitness, achieving high marks and your physical readiness testing, then you achieve the highest mark on your evaluation. The evaluation directly feeds into your final multiple score. But I think what you're asking is, are we going to get to where we use it kind of like award points where we really incentivize sailors to go above and beyond? I think a little bit of incentive might go a long way to driving the culture of fitness we're looking for, so, great question. More to follow."

### Taking Leave

**Fleet K:** Take leave early and often for the good of the service. It's one of the biggest leader development tools we have in our toolbox. Believe it or not because, one: if you're a leader, you have to prepare your team in order to be able to leave and then to perform in your absence. It kind of drives that culture. It shows that you trust your team to get the job done. You have trained, led and developed and then you come back with a recharged battery after leave and ready to go. So we've got a great leave policy, we want you to take the leave.



CLICK OR SCAN THE QR  
CODE TO WATCH THE  
TOWN HALL



## UNDERSTANDING COVID-19 SPECIAL LEAVE ACCRUAL

From MyNAVYHR

**THE SECRETARY OF DEFENSE AUTHORIZED SPECIAL LEAVE ACCRUAL IN APRIL 2020 FOR ALL SERVICE MEMBERS DUE TO THE EXTENSIVE TRAVEL RESTRICTIONS IMPLEMENTED DURING THE COVID-19 PANDEMIC; PREVENTED MANY MEMBERS FROM TAKING LEAVE.**

The accrual authorization was effective between March 11 and Sept. 30, 2020. As a result, service members with accumulated leave over 60 days during that time are allowed to retain up to 120 days accrued leave until Sept. 30, 2023.

Each year, all active-duty service members earn 30 days of leave. Normally at the end of each fiscal year, any unused leave exceeding 60 days is lost. For all service members, 2020 was different.

With the leniency granted due to the pandemic travel restrictions, the authority allows affected service members to carry leave balances of up to 120 days with a "use or lose" date of Sept. 30, 2023.

That means, beyond that date, any days protected under this COVID-19 SLA authorization will be lost and service members will be limited to the 60 days of leave roll-over authorized by law.

Any days earned after Sept. 30, 2020, are not protected by this authority and are subject to the normal 60-day accrual limit.

Service members who had less than 60 days of leave on the books as of Sept. 30, 2020, were not affected by this special accrual.

The COVID-19 leave accrual comes in addition to any other special leave accrual authority service members are entitled to under other authorities.

Leave accrual is automatically tracked by the Defense Finance and Accounting Service. With this in mind, service members should be aware that leave

accountability operates on a last-in-first-out basis. When leave is taken, service members are charged their most recently earned leave.

Those with extra allowed leave accrued under this policy can find it noted on their Leave and Earnings Statement (LES) in the remarks section as "CZ leave carryover bal" along with the expiration date. "CZ leave carryover bal" will only decrease if a service member takes more leave than has been earned in the year.

For example, as of May 1, 2021, in the case of service members who have earned 20 days of leave; if more than 20 days of leave have been used during the fiscal year, then the "CZ leave carryover bal" will be decreased by the amount of days over 20, permanently lowering the "CZ leave carryover bal".

"CZ leave carryover bal" cannot be re-earned as the Secretary of Defense has not, at this time, authorized special leave accrual for this fiscal year due to COVID-19.

This remark will no longer appear on an LES once an accrued leave balance is reduced to 60 days or less, or when the expiration date is passed.

However, this accrual's effective dates and expiration do not affect leave accrued and are protected under separate authorizations.

This includes leave earned by service members during eligible deployments to hostile fire pay (HFP) or imminent danger pay (IDP) zones.

For more information on military pay entitlements, and instructions on [how to read an LES go to this website](#).





# STAY SAFE THIS SUMMER

## Tips for Sailors' and Families' Safety during the 101 Critical Days Of Summer

By Mass Communication 3rd Class Roland Ardon, Defense Media Activity

**AS THE RESTRICTIONS OF COVID-19 BEGIN TO RELAX, THERE WILL BE MORE OPPORTUNITIES TO ENJOY THE SUNSHINE AND WARM WEATHER.**

Whether it's outdoor activities, being at home or even a family vacation trip, having a plan can make the experience much more enjoyable. Here's some valuable tips to beat this summer heat.

"Mishaps are typically more common as the weather gets warmer," said Naval Safety Center's Command Master Chief Jimmy Hailey.

"Therefore, it is especially important to emphasize safety as we enter into the summer months. Providing this safety information will enable our Sailors to make better-educated choices and decisions when engaging in summer-related activities this year."

NAVSAFECEN launched its annual 101 Critical Days of Summer safety campaign and

When going outside, make sure to be in the shade during peak hours to rest and avoid the worst of the heat. Skin care is an important factor to consider when engaging in outdoor activities, so bring sunscreen with the right SPF to avoid overexposure and sun burns.

For sensitive skin, consult a medical professional first before engaging in those activities.

Having skin protection won't mean anything when there's

another concern to address when being active or just being out in the sun. That is, of course, taking care of hydration.

Hydration is always the most important thing to keep in mind in any hot/humid weather. Make sure to have plenty of water throughout the day along with frequent breaks.

Have a water bottle handy when exercising during the day. Dehydration is a major health concern, so look out for fellow shipmates if they start showing signs.

**"MISHAPS ARE TYPICALLY MORE COMMON AS THE WEATHER GETS WARMER. THEREFORE, IT IS ESPECIALLY IMPORTANT TO EMPHASIZE SAFETY AS WE ENTER INTO THE SUMMER MONTHS."**

**COMMAND MASTER CHIEF JIMMY HAILEY  
NAVAL SAFETY CENTER**

As weather conditions change, be sure to watch for advisories that affect the local area and plan accordingly. Sometimes having the right clothes can make a significant difference.

Wear protective clothing that's breathable and lightweight to avoid overheating. PT uniforms or civilian gym attire that fall within regulations are highly recommended.

Depending on the temperature or humidity, have spare clothing ready if the need arises and wash them in a frequent manner.

If you're not exercising out in the open, gyms are a good place

to go for a workout during the day.

While gyms may not be able to provide for patrons at normal capacity, take time out of the day to utilize them when available. If attending in a group, maintain proper distance at all times.

Gyms can have a variety of machines and equipment that can be utilized. If they have a pool, follow the general rules and etiquette accordingly.

However, if going to the gym is not possible, exercising at home alone or with family is also a viable option. Unless of course, the

family is planning on a vacation trip outside of the hometown.

For families of any size, focus on having more items for any children and keep them stored if necessary. Take note of their specific needs, depending on the age to avoid any possible hazards.

If there is a family pet, consider what they need as well, if they're brought along.

Regardless of the activity, always keep these tips in mind every day during this summer. If there's any further questions or concerns, contact your chain of command.

Click or scan the QR code to see [more summer safety tips](#).







# USS FORD: SHOCK AND AWE

From Navy.mil



On Friday, June 18, the USS Gerald R. Ford (CVN 78) successfully completed the first scheduled explosive event as part of Full Ship Shock Trials (FSST).

The first-in-class aircraft carrier was designed using advanced computer modeling methods, testing, and analysis to ensure the ship is hardened to withstand battle conditions, and these shock trials provide data used in validating the shock hardness of the ship.

"In a shock trial, a ship undergoes three 40,000-pound explosive charge detonations which occur successively closer to the ship," said Lt. Cmdr. Desiree Frame, a Ford spokeswoman.

The U.S. Navy has conducted FSSTs over several decades, most recently for the Littoral Combat Ships USS Jackson (LCS 6) and USS Milwaukee (LCS 5) in 2016; as well as for the San Antonio-class

amphibious transport dock USS Mesa Verde (LPD 19) in 2008, the amphibious assault ship USS Wasp (LHD 1) in 1990, and the guided missile cruiser USS Mobile Bay (CG 53) in 1987.

**"IN A SHOCK TRIAL, A SHIP UNDERGOES THREE 40,000-POUND EXPLOSIVE CHARGE DETONATIONS WHICH OCCUR SUCCESSIVELY CLOSER TO THE SHIP,"**

**LT. CMDR. DESIREE FRAME  
USS FORD SPOKESWOMAN**

The last aircraft carrier to execute FSST was USS Theodore Roosevelt (CVN 71) in 1987.

The Navy is conducting the shock trial testing in accordance with Office of the Chief of Naval Operations Instruction 9072.2, and as mandated by the National Defense Authorization Act of 2016.

Ford's shock trials were conducted off the East Coast of the United States, within a narrow schedule that complies with environmental mitigation requirements, respecting known migration patterns of marine life in the test area.

The Navy also has employed extensive protocols throughout FSST to ensure the safety of military and civilian personnel participating in the testing evolution.

Ford is the newest and most advanced aircraft carrier in the U.S. Navy. The ship closed out a successful 18-month Post Delivery Test & Trials period in April.

**"THEY NEED TO PRACTICE THEIR DAMAGE CONTROL PROCEDURES BECAUSE THAT'S SOMETHING THAT WE ALL NEED TO BE GOOD AT, AND WHEN WE SHOCK THE SHIP WE NEED TO MAKE SURE THAT WE HAVE THE SHIP IN AS READY A CONDITION AS WE CAN."**

**CAPT. PAUL LANZILOTTA  
USS FORD COMMANDING OFFICER**

The crew completed all required testing, accomplished planned improvements and maintenance ahead of schedule, and learned valuable lessons to increase the reliability of Ford-Class systems.

At the same time, the ship also served as the sole East Coast platform for conducting carrier qualifications.

In preparation for the trials Capt. Paul Lanzilotta, Ford's commanding officer said, "We're also going to prepare the crew:

so the crew has to know what to expect, they need to practice their damage control procedures because that's something that we all need to be good at, and when we shock the ship we need to make sure that we have the ship in as ready a condition as we can."

Upon completion of FSST, Ford will enter a Planned Incremental Availability for six months of modernization, maintenance, and repairs prior to its operational employment.



**CLICK OR SCAN THE QR CODE TO WATCH THE USS FORD'S SHOCK TRIALS**



# PCSING WITH PETS

## Can Fido fly? Does Garfield need a passport? How does Lassie get back home again?

By Mass Communication Specialist 2nd Class Janine F. Jones, Defense Media Activity

Moving is hard. Moving with pets is even harder.

A permanent change of station can be a stressful time for everybody, especially those you can't explain it to. With these tips, the transition to a new location can be easier for your pets.

Regardless of the details of the move, you'll need to prepare your pet in the same manner. Your pet will need a recent veterinarian check up with a clean bill of health.

Keep your pet's veterinarian records in a safe place. Your pet should always be wearing a collar with a proper identification tag should it get lost during the move. It is highly recommended to have an identification microchip inserted under your pet's skin for extra peace of mind. Some overseas destinations require that pets have microchips that match the number on the health certificate.

Spending time with your pet in your vehicle or their crate will help your pet feel more at ease during the transition. Packing a separate bag with your pet's food, water, bowls, leashes, toys, bedding, and medication with ensure nothing is forgotten. You will also need to seek out pet friendly hotels for lodging before, during and after your move depending on your situation.

The details of your move will determine your next steps. There are different laws for different states and countries. There might be breed restrictions or a limit to the number of pets that you can have on your new base. A pet passport may be required for each pet in some areas. Your pet may need to be quarantined before it can live with you. Different airlines have different restrictions for size and breeds that are allowed to be

flown on the airplane. There is also a limit on the number of animals that can travel in the cabin or as baggage.

If you are flying to your new station of duty, your pet could fly as cargo, carry on or checked baggage. This is determined by the airline, country you're traveling to and size and breed of your pet.

As cargo, pets are shipped to a location, and you're not flying with them on the same plane. There are temperature restrictions, so your pet won't be allowed to fly on days that are super hot or extremely cold. Check with your airline and plan your transport date accordingly.

The kennel for cargo has certain type and size restrictions that will vary with airlines as well. Write your name, your pet's name and your destination address on the crate. If your pet is unfriendly, then put a warning on the crate. The rates are also airline specific, so you'll need to check for current pricing.

Your pet could also fly as checked baggage, which is similar to cargo. You will be in the cabin while your pet is in the cargo hold underneath the plane. Most medium sized dogs and some cats will be required to fly cargo. The same cargo restrictions apply for pets flying as checked baggage. You will be expected to check in early at the airport with your pet and pick them up when the flight as landed.

Small pets can travel with you in the cabin of the plane. They will be counted as a carry on item and must remain in their travel bag while you are in the cabin. Each airline has weight, height and length limits, and most airlines restrict the type of pets to just dogs and cats. You must notify the airline ahead of time that you will be traveling with a pet

in the cabin as the airline limits the numbers of animals on each flight. The size requirements for the travel bag vary from airline to airline, so you will need to check the restrictions as well.

You may also be eligible to ship your pet via military transport. There are limited spaces for pets on Air Mobility Command (AMC) flights for overseas PCS travel from Baltimore/ Washington International or Seattle/ Tacoma International airports.

A limit of two pets per family will apply, however, waivers are possible if the space is available on the flight available. AMC flights have similar breed restrictions as commercial airlines. While this option is much less expensive than flying commercially, the spots are limited. It's recommended to contact your local travel office as early as possible for all the requirements and details.

Pet transport companies are another option that will handle all the details of shipping your pet overseas or even transporting domestically. They will take care of the quarantine and immunization paperwork you're required to file, travel and flight arrangements, any needed documents, and pickup and delivery to and from the airport.

To avoid any potential scams, find a professional pet transport command already screened through the International Pet and Travel Association (IPATA).

If you're moving to an area with mandatory pet quarantine such as Hawaii, Japan or Guam, you may be entitled to a reimbursement from the government.

Pets are an important part of your family. With some planning and preparation, the move can be just as smooth for them as it is for you!

## NAVY-MARINE CORPS RELIEF SOCIETY

The Navy-Marine Corps Relief Society now offers assistance with pet travel associated with permanent change of station orders to or from an overseas base. An interest-free loan of up to \$5,500 to cover the cost of up to two pets is now available. Service members may apply for this assistance when the Department of Defense is unable to support PCS travel options for pets which is defined by DoD as a dog or cat.

<https://www.nmcrrs.org/financial-assistance-and-counseling>

## SPCA INTERNATIONAL'S OPERATION MILITARY PETS

There is an application with openings only from the first until the seventh of each month. Only active members of the military. Apply within 3 months of your animal's travel date but no earlier. Applicants may only apply for international travel including Hawaii, Puerto Rico and Guam. You must obtain a quote from the airline for the cost of flying your animal before submitting the application. Grants are given to assist in transportation costs only. Transportation costs must be a minimum of \$750 per animal in order to qualify for a grant. You must describe in detail why assistance is needed. You are required to submit 6 photos of your family and pets at the end of the application. At least one must include your service member in uniform. Grant amounts are determined based on need and funds available; Grants do not cover entire transportation costs. Families are only eligible for OMP financial aid once every three years.

<https://www.spcai.org/our-work/operation-military-pets/omp-application>

## PILOTS N PAWS

Pilots N Paws® is a 501(c)(3) non-profit organization. Our site is intended to be a meeting place for volunteers engaged in the valuable services of rescuing, sheltering and adopting animals, and volunteer pilots and plane owners willing to assist with animal transportation. The intent of Pilots N Paws is to provide an environment in which volunteers can come together and arrange or schedule rescue flights, overnight foster care or shelter, and all other related activities.

<https://www.pilotsnpaws.org/>

## OPERATION ROGER

When Operation Roger Truckers Pet Transport receives a request for a pet transport (we only transport dogs and cats and other small companion animals), we then make every reasonable attempt to match a pet needing a lift with a Trucker heading the same direction. Due to the nature of our trucking commitments, we cannot give a specific time for your pet to be either picked up or delivered or even if we can get to it all in the time frame the parties involved want. But, we will try. It may take a minimum of 3-7 days for a volunteer to review, approve, and get the application entered on our Pet Board. Then, it may take an equal time to get the information out to all of our drivers

<https://www.operationroger.com/>

## DOGS ON DEPLOYMENT

Rich Setzer Memorial Grant fund is named in honor of Rich Setzer, a 21 year Navy veteran and long time volunteer of Dogs of Deployment, who passed away in December 2020 due to complications from contracting Covid 19. There is an application to determine eligibility, and all grants will be granted on a need only basis and when funding is available. Grant money will also not be paid to an individual or airline, and full payment for a service is not made. Dogs on Deployment works exclusively with IPATA certified pet shipping companies only and can only be applied to future services.

<https://www.dogsondeployment.org/apply>







By Mass Communication Specialist Seaman Apprentice Mo Bourdi, USS Dwight D. Eisenhower (CVN 69)

The sound of shuffling cards causes half-a-dozen Sailors to tense in one of the ship's sponsons. They wait anxiously for the dealer to draw from a deck of playing cards. She pulls an ace of hearts. There is a quiet tension. The Sailors know that this card signifies a minute-long plank—the first of 52 exercises they will do in their 30-minute workout.

The dealer is Aviation Boatswain's Mate (Equipment) 1st Class Nancy Dutcher, a command fitness leader (CFL) aboard the aircraft carrier USS Dwight D. Eisenhower (CVN 69), who is teaching a fitness class in the sea-side gym. While deployed on a carrier, she like many other Sailors, constantly seeks new ways to break up their time and keep fit. CFLs lead the charge in this effort, often using unique workout programs to keep the crew fighting ready.

Dutcher runs "Deck of Doom" five days a week, a class where she draws cards from a deck. Each card represents a different exercise and rep range which keeps her class fresh and challenging.

"Your workout can range from calisthenics, cardio or even weight lifting," she said. "Some days we will focus on core and some days on upper body. It just depends on what day it is."

There are a number of obstacles that prevent Sailors from staying physically fit, such as wait times for the gyms due to limited capacity, a demanding underway schedule, and the challenges of executing the mission. So many CFLs are finding different times of the day to lead their workouts.

"One of the challenges while working out underway is a busy schedule, whether it's my own or the command's," she said. "The mission comes first so I try to be accommodating to both parties by having a schedule that allows us to work out during chow time. A little goes a long way. If I have to go workout for a short amount of time, 30 minutes is better than nothing."

Master-at-Arms 2nd Class Brittany Murray attends Dutcher's 'Deck of Doom' class regularly. She said having a full workout in

30 minutes is a huge benefit for her, since she works 12 hours per day.

"It's usually a pretty good turnout," said Murray. "It's very motivating being surrounded by other Sailors and hearing everyone participating really keeps me pushing. I'm usually drenched by the end."

**"IT'S VERY MOTIVATING BEING SURROUNDED BY OTHER SAILORS AND HEARING EVERYONE PARTICIPATING REALLY KEEPS ME PUSHING. I'M USUALLY DRENCHED BY THE END."**

**MASTER-AT-ARMS 2ND CLASS BRITTANY MURRAYAT  
USS DWIGHT D. EISENHOWER (CVN 69)**

Deck of Doom is not the only class that CFLs are using to promote fitness on the ship. Others include is also Tabata, Boxing 101, Zumba and Core Crush among others. For Sailors who truly want to be fit, Dutcher relies on one of her favorite sayings: "Where there's a will, there's a way." For some, that means getting up early or staying up late to work out. Regardless, Dutcher emphasizes the importance of starting with a good diet, creating good habits, and finding a workout that you enjoy.

"There are some phenomenal Sailors onboard who are all amazing in different ways," she said. "You've got some who do CrossFit, some who just love to run and can do that for forever, others who just lift weights, and then everything in between. I love watching competitions, so I think once someone finds an area they love and stick with it, that's what works for them and makes them happy."



**Ships receiving AFN via the four-channel Direct-to-Sailor (DTS) service who currently can't receive AFN|sports2 should contact AFN's 24/7 Help Desk at U.S. commercial (951)-413-2339, DSN 312-348-1339, or email [sathelpdma@mail.mil](mailto:sathelpdma@mail.mil).**



# 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.



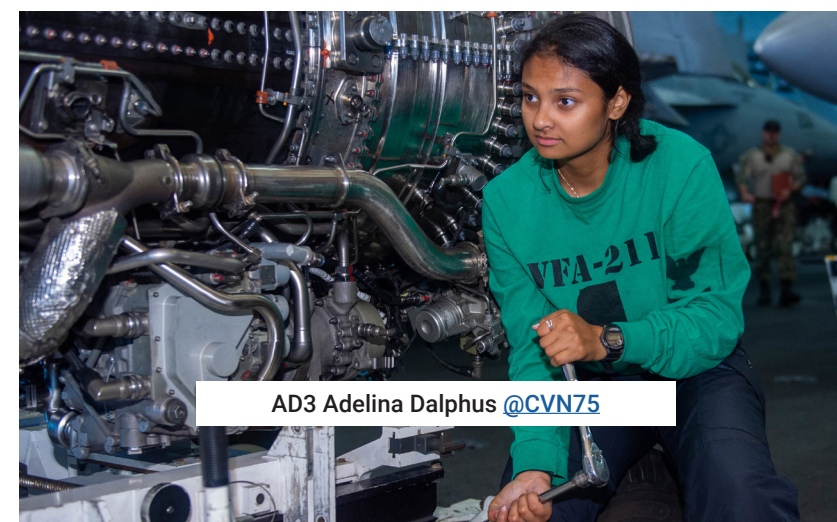
CTT2 Luis Bonilla @DDG117



HM3 Kylie Loverin @HQBn1stMarDiv



ABF3 Edgar Canales @CVN75



AD3 Adelina Dalphus @CVN75



LS3 Javier Diaz-Molina @ddg77okane





Lt. Cmdr. Katherine Miyamasu @DDG80



QM3 Anette Goelz @usslassen

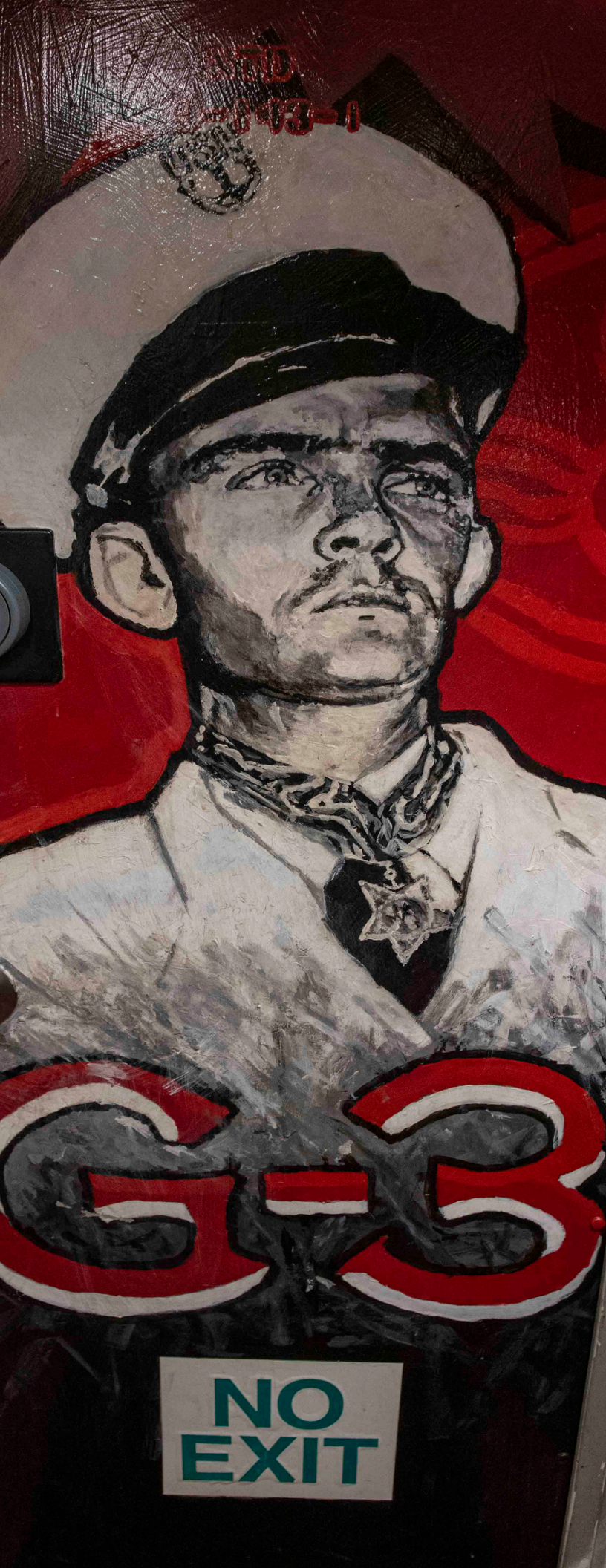


GM2 Elijah Reid @ddg77okane



OS2 Donovan Smith @DDG117





# DRAW. PAINT. MOTIVATE.

## ART FOR MORALE

By Mass Communication 3rd Class Ashley E. Lowea

Haze gray and creamy white are the colors I associate most with U.S. Navy ships. However, as I walk through the ship, I notice when the pattern is broken. There are some places that feel more textured due to nonskid on the floors or green paint on the walls, colored doors or spaces with festive seasonal decorations.

*There are other spaces with eye catching murals on the walls or fixtures, such as on the O-9, which as they become more well known, turn into landmarks. But there is one space unique in its purpose and away from the masses of the crew – the emergency diesel generators.*

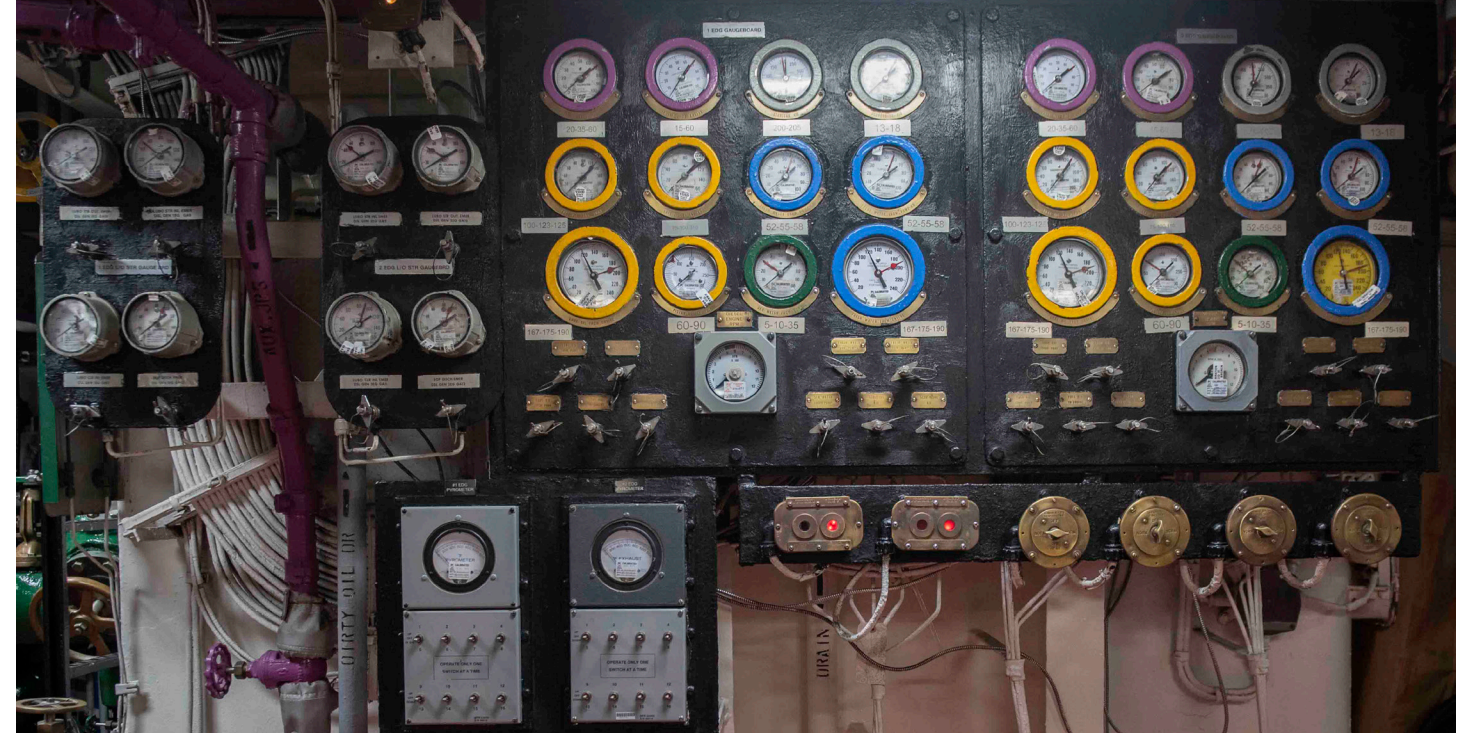
*I climb down the ladder following Electrician's Mate (Nuclear) 1st Class Jose Pagan Lopez. At the bottom he's gone. I greet the watch and hurry around the corner to catch up slightly, worried I'll get lost if he gets too far ahead. What I find is that this is our destination.*

*I look around and it takes me a second to notice as the large piece of machinery is mostly gray, with the exception of a large red stripe along it. I know this is it as soon as I see all the color. The pipes pop out at me. They're blue and yellow, some with black stripes; a few are purple; there are pops of red. The creamy white has faded into the background where it can be forgotten.*

*Suddenly feeling adventurous, I walk through the space to see what's around every corner. The actual generators which take up most of the space are painted gray with accent colors until I walk around the back where the entire length of it is painted in large sections of green, blue, red and yellow. A large graffiti-like*

*"Foot Stinks" is painted in red on the yellow background. Around another corner the Teenage Mutant Ninja Turtles eat pizza and smile. Next to them is a Jurassic Park logo above a large leafed bush.*

*As I come back around to the front, thinking I've seen it all, I keep noticing small details. The work tables are painted too, and the gages are painted to correlate with the pipes.*



The most traditional art on naval vessels may include carved work such as figureheads and catheads, but at some point, Sailors turned to paint.

"It's hard to preserve shipboard art on bulkheads and doors," said Gale Munro, Navy History and Heritage Command (NHHC) Art Branch Head. "It can't be preserved until the ship is scrapped and will likely suffer damage or deterioration. Therefore, it's more practical to document through photography."

As the Nimitz class aircraft carrier USS Dwight D. Eisenhower (CVN 69), looks forward to the upcoming maintenance availability, the NHHC works to create a gallery on their website for photos of shipboard art created by Sailors.

The ship has a plethora of art aboard and in various ways it incorporates positively to the crew's morale. Some of the art has faded into the ship, the artist and meaning having moved on with the past crews, but other pieces hold meaning for the current crew manning the ship.

### CORRELATING COLORS

Having the entirety of the pipes around the EDGs colored provides a learning tool and aids in efficient casualty response.

They were painted along with all four of the ship's EDGs during the 2014 yard period when a machinist mate presented the idea and design. Reactor department's reactor auxiliaries (RA) division's team of approximately 16 Sailors assisted with the painting.

"Johnson's artistic abilities showcase ownership and pride of RA division's watch stations," said Pagan Lopez. "Inspectors are very pleased and excited when they see our space."

### PRIDE IN RATE

With the inspiration of a mural on the Nimitz class aircraft carrier USS Harry S. Truman (CVN 75), Chief Information Systems Technician Brian Forrester had the idea to paint a mural on a bulkhead across from the radio spaces.

"We have a very big wall with nothing on it," said Forrester. Forrester worked with Information Systems Technician

2nd Class Samuel Allgeier to design the mural and delegated the responsibility of getting it painted.

The mural is of three ships each with various communications equipment. Next to the ships is a quote: "Methods always change, principles never do." The imagery represents the IT rate and how naval communication technology has changed over time with encoded text on the different ships, which represent how technology has developed throughout history.

"This way, the Sailors involved in painting it can have an outlet from the day to day grind and the viewer can be inspired by our pride and ownership we take in our rate and spaces," said Forrester.

Since the 1990s the data and radio rates were merged into the IT rate as technology changed. Many of the contractors who assist the Sailors in Combat Systems's division CS-1 are radioman veterans.

"Communications are pivotal for the mission and the RMs made it work before we had the technologies we use today," said Allgeier. "When they come back they'll see it. The design was partly for them but also for all generations."

Forrester and Allgeier intend to include all the sailors assigned to CS-1 in painting for comradery and to give them all the opportunity to have a change of pace from the daily grind.

**"THIS WAY, THE SAILORS INVOLVED IN PAINTING IT CAN HAVE AN OUTLET FROM THE DAY TO DAY GRIND AND THE VIEWER CAN BE INSPIRED BY OUR PRIDE AND OWNERSHIP WE TAKE IN OUR RATE AND SPACES."**

**CHIEF INFORMATION SYSTEMS TECHNICIAN BRIAN FORRESTER**



**"I HOPE THE MURALS I'VE PAINTED INSPIRE SAILORS TO EXPRESS THEMSELVES IN WHATEVER WAY IS NATURAL FOR THEM. IT DOESN'T HAVE TO BE THIS ONE THING. PEOPLE CAN FIND SOMETHING TO ASPIRE TO HERE WHICH CAN HELP THEM SUCCEED EVEN IF IT'S NOT CONVENTIONAL."**

**AVIATION ORDNANCEMAN AIRMAN MILES SCROGGINS**

"I love getting out of the work center for a while to change the flow and express myself," said Allgeier.

**AMERICAN PRIDE**

While working on space preservation, some of the Sailors in air department's V-2 division were inspired to make the space containing the catapult rotaries more fun and different. They painted Stars and stripes on the rotaries, to represent their pride in the United States.

**PRIDE THROUGH SYMBOLISM**

After building a reputation as an artist, Aviation Ordnanceman Airman Miles Scroggins was designated to paint various doors and murals around the ship.

With symbols of pride in the ordnance rate and history, multiple divisions in weapons department have murals decorating their doors and bulkheads, and various other departments are waiting in line for Scroggins to paint for them as well.

When Lt. Gregory Johnson, weapons department's G-3 divisional Gunner had the idea to do something special to honor a WWII hero, John Finn, other Sailors in the G-3 chain of command suggested Scroggins paint a mural of him on the door to the G-3 office.

"If there's an opportunity to commemorate the Navy's heritage, I support allowing Sailors to express their artistic side," said Johnson. "Many Sailors don't have the opportunity to show who they are and that's huge for them."

When Scroggins arrived on Dwight D. Eisenhower developed a habit of drawing on whatever canvas he could find, from the containers bombs are stored into his teammate's flight deck jerseys.

"I draw to have fun and explore my talent," said Scroggins. "I'm new to being the go-to guy for artistic flare, and I like it a lot. My chain of command respects my passion for it. I can't help but feel grateful."

When people noticed the painting of John Finn on the G-1 office door, the ordnance control team and Chief Warrant Officer 2 Christopher Dooley, inspired by the Aviation Ordnance community's heritage of decorating the bulkheads and hatches in their spaces with drawings and paintings, asked Scroggins to paint Santa Barbara, the patron saint of ordnance, and the ordi bird, a symbol of pride in the aviation ordnance community.

In addition, as a nod to the G-1 team, Scroggins chose to paint likenesses of each Sailor from the G-1 division's flight deck shop to fill the bulkhead.

"I hope the murals I've painted inspire Sailors to express themselves in whatever way is natural for them," said

Scroggins. "It doesn't have to be this one thing. People can find something to aspire to here which can help them succeed even if it's not conventional."

**RESILIENCY IN THE COSMOS**

The door to Navigation department's work center features a depiction of Ike under the night time sky. In the sky is the North Star, the specific set of constellations, painted in silver leaf, and planets in the positions they were in on the day Dwight D. Eisenhower pulled out of port for 2020's Comptuex and deployment, and the astrobelt. Layered atop all that is the quartermaster rating badge, a helm in gold leaf, which also symbolizes the sun.

**"THE PAINTING REMINDS ME TO LOOK OUTSIDE MORE OFTEN, WHERE I CAN FIND JOY IN THE JOB I HAVE TO DO. IT HELPS ME TO REMEMBER WE'RE ALL HERE TO DO A JOB AND IT'S NOT ALL ABOUT ME."**

**QUARTERMASTER 3RD CLASS DAISEY NUNEZ LOPEZ**

Quartermaster 3rd Class Daisey Nunez Lopez painted the door at the request of her teammates and chain of command.

She got started the day Ike's crew found out they weren't expected to pull into port at all during the 2020 deployment and finished it during the first beer day.

Nunez Lopez used a paint set she had with her. She had intended to paint a reflection of something seen during a port visit. Instead, when Ike didn't stop in port, Nunez Lopez connected to the ship more as her second home than just a workplace, and left her mark as she felt is natural. f

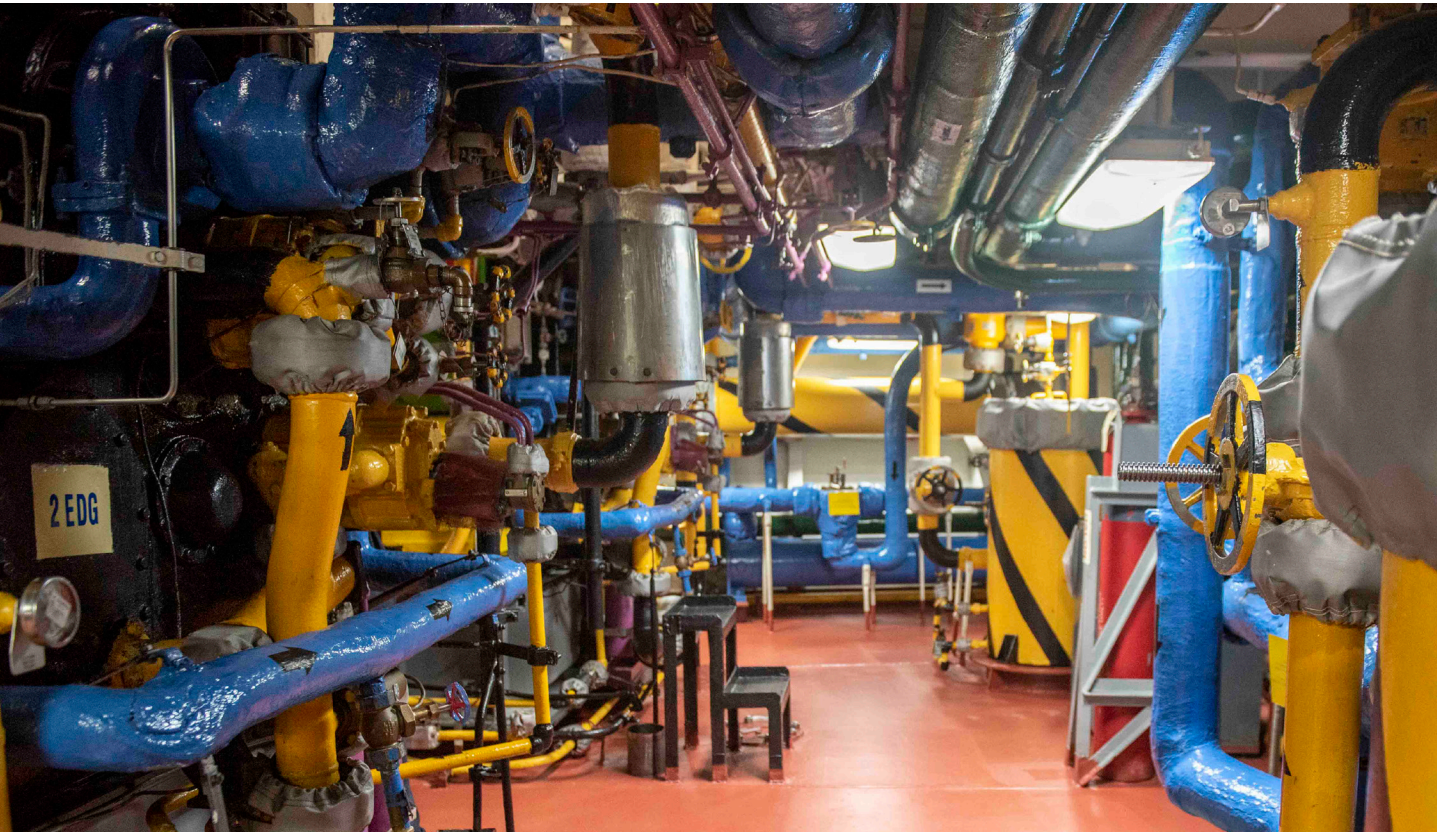
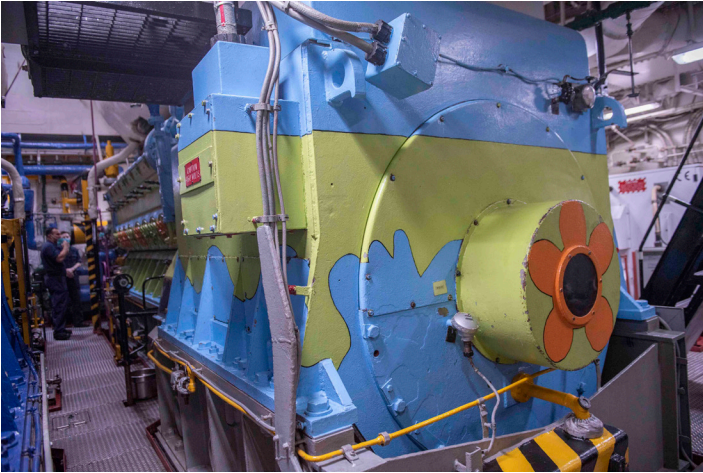
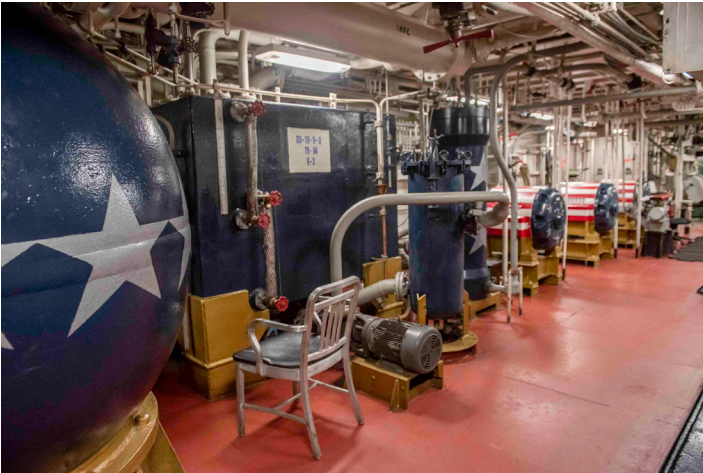
According to Nunez Lopez, The depiction of the cosmos was intended to make the viewer feel small and insignificant compared to nature. With the exception of flight operations, when Ike's at sea, there's no light pollution and it's easier to see the Milky Way and find the constellations.

"The stars are phenomenal," said Nunez Lopez. "The painting reminds me to look outside more often, where I can find joy in the job I have to do. It helps me to remember we're all here to do a job and it's not all about me."

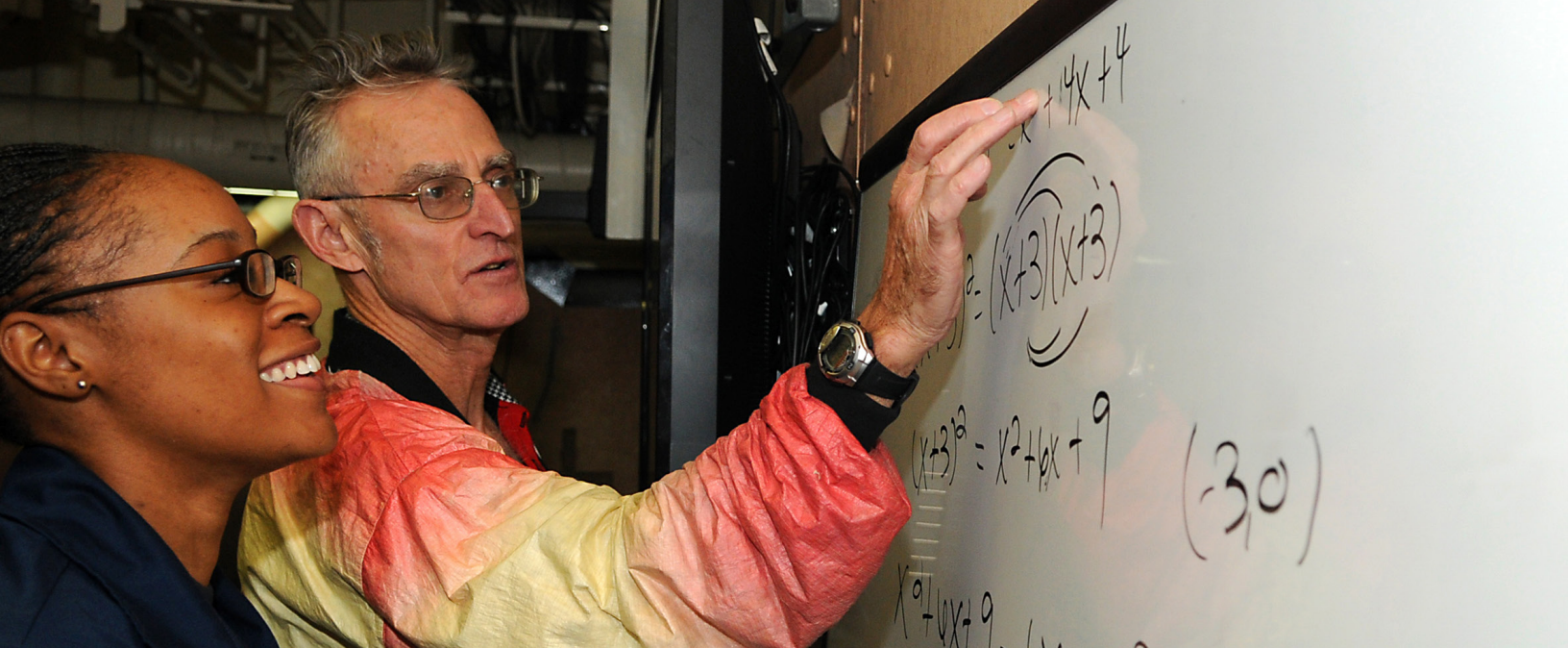
As Dwight D. Eisenhower kicks off another deployment, Nunez Lopez is eager to get back into painting with a mural near the head of navigation department's office.

"When I see paintings on ships I think about how it lets future Sailors see how Sailors before them made the space theirs," said Chief Aviation Ordnanceman Donald Harris "It lets them be themselves even as they're here on the ship, and it shows commitment."

Whether for the benefit of the artist, to show pride in a rate, the Navy or the nation, to build comradery, or for more practical reasons, painting the ship's fabric is a way for artistic Sailors to release emotion through expression, give their teammates something different to aspire to, take ownership of their place on Ike, and share their pride.







## A FOCUS ON TRI-SERVICE NAVAL EDUCATION THE ORIGIN OF THE U.S. NAVAL COMMUNITY COLLEGE

By Dr. Randi Cosentino, USNCC President

In 2018, then Secretary of the Navy commissioned the Education for Seapower (E4S) Study.

Led by an executive panel that included Admiral Michael Mullen (Ret.), General John Allen (Ret.), Ambassador Barbra Barrett, the Assistant Commandant of the Marine Corps, and the Vice Chief of Naval Operations, the purpose of the study was to assess whether the naval education institutions were keeping pace with rapid changes in society, geopolitics, technology and "...to make recommendations for knowledge-based continuous learning throughout the naval services."

A critical finding highlighted in the E4S study is that the nature of warfare is changing rapidly and the intellectual and cognitive development of naval leaders at all ranks is essential to preparedness for modern naval operations.

Additionally, General Allen likened the naval education institutions as critical "foundries of the mind" and deemed them as important to creating an operational advantage as the iron foundries were for the Union during the Civil War.

The second finding was that the largest portion of the naval workforce, enlisted Sailors and Marines, were not being used to their full intellectual potential. While numerous educational opportunities were available to them,

there was no direct connection between enlisted education and naval warfare; voluntary education was primarily viewed as a benefit to prepare enlisted members for a career in the civilian sector.

These findings led to the recommendation that the U.S. Naval Community College (USNCC) be created to ensure that the U.S. Navy and Marine Corps could achieve intellectual overmatch to maintain a warfighting advantage over our adversaries by providing world-class education to the entire naval force.

The mission of the USNCC is to advance warfighting advantage and enhance operational readiness by providing world-class, naval-relevant education to a globally deployed force.

The USNCC will develop warfighters across the force who are committed to lifelong learning, are steeped in naval traditions and values, have sound ethical decision-making ability, possess improved critical thinking and technical skills, and have a deep understanding of the complex maritime environment in which they operate.

As the USNCC completes its first full year in operation (I was pleased to join the USNCC as its inaugural president in May 2020), the importance of its mission remains unabated.

The criticality of education to warfighting advantage is reinforced in both the current CNO Navigation Plan (2021) presented by current Chief of Naval Operations ADM Michael Gilday, as well as the Tri-Service Maritime Strategy, "Advantage at Sea," (2020) both of which put an emphasis on "Readiness, Capabilities, Capacity, and our Sailors".

The NAVPLAN emphasizes the development of "a dominant naval force that can outthink and outfight any advisory." It continues, "our Sailors will remain the best trained and educated force in the world. We will cultivate a culture of warfighting excellence rooted in our core values." It goes on to indicate that "the Naval Community College will provide our Sailors opportunities for education in fields that strengthen the service."

As the USNCC matures, we aspire to become an integral part of the Naval Education Enterprise institutions focused on providing education to meet the needs of the Naval Services. In particular, the US Naval Academy and Naval ROTC Programs serve as a model to emulate, as they provide world-class undergraduate education that prepares officers for success in the fleet.

The USNCC has the potential to provide this same benefit for the naval enlisted force.

## FY-22 SEAMAN TO ADMIRAL APPLICATIONS WHAT YOU SHOULD KNOW

From MyNavyHR

The Navy's annual call for Seaman to Admiral-21 (STA-21) program applications is now on the streets. This year's board will meet in September, according to NAVADMIN 094/21, released on May 12.

To be considered, initial applications must be postmarked on or before July 1. Navy officials recommend not waiting until the July 1 deadline.

Instead, early submission is encouraged as it allows time for feedback to the Sailor; for instance, if their package is missing required documents or if anything is not readable. The message announced temporary changes to the policy this year because of the COVID-19 pandemic.

Specifically, impacts to the availability of college aptitude and fitness testing have resulted in exceptions to policy and alternate ways to fulfill those requirements and documentation.

As a result of COVID-19 restrictions and the cancellation of the last three Physical Fitness Assessment (PFA) cycles, requirements for Cycle 1 2020, Cycle 2 2020, and Cycle 1 2021 have been waived.

Instead, applicants must secure their commanding officer's endorsement verifying they are currently within height and weight standards. Qualifying Scholastic Aptitude or American College tests scores are still required.

However, because COVID-19 has limited testing availability in many

areas of the country, those unable to complete either exam can apply with a command letter indicating testing was not available to them. In those cases, Sailors must provide their high school cumulative grade point average.

Sailors who graduated more than five years ago, must have a minimum of 12 college credits with a cumulative grade point average of 2.5 on a 4.0 scale. Competition for quotas is keen.

Of the 339 applications received for fiscal year 2021, 318 were board eligible and 55 Sailors were selected. This year's panel will offer roughly the same opportunity.

Those selected will attend college full-time while collecting a paycheck at their current pay grade. The Navy covers tuition, books, and fees up to \$10,000 per year.

The Sailor is responsible for any costs over that amount. Sailors can use their GI Bill education benefits to cover any difference.

Critical to an applicant's package is a written, personal statement. "This is an opportunity for you to 'speak' in front of the selection board without physically being there," said Lt. Cmdr. Edward Kenneweg, who handles commissioning programs on the staff of the Chief of Naval Personnel.

"It's also an opportunity to address any sort of adverse info, such as a low high school GPA."

NAVADMIN 094/21 outlines specific items Sailors should address in the statement. For example, telling the board about sports or other high school activities helps paint a complete picture of the applicant.

Discussing your motivation for becoming an officer and what you will bring to the wardroom as a prior-enlisted Sailor is also suggested.

Just as crucial to what Sailors choose to say in their statement is how they write it. "The application is a reflection of the applicant," said Cathy Kempf, a retired Navy commander who heads selection and placement for STA-21 as well as Naval Reserve Officer Training Corps (NROTC).

"Spelling and grammar count, so applicants should review their entire packages before submitting."

One final change mentioned in the message is where Sailors will send their packages. "Completed applications will no longer be sent to Pensacola, they'll go to Naval Service Training Command in Great Lakes, Ill.," Kempf said.

Details on this year's board are available in NAVADMIN 094/21.

These detail included where to send completed applications, Sailor application requirements, and command responsibilities in the screening process.

Overall program requirements and application details **can be found at on [NETC's website](#)**.





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- ★ National Guard and Reserve
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