

ALL HANDS

Celebrating One Hundred Years

MAGAZINE OF THE U.S. NAVY

APRIL 2022



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 Sailors, 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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NAVY UPDATES POLICY FOR SAILORS WITH PSEUDOFOLLICULITIS BARBAE

From MC1 Jeanette Mullinax, Chief of Naval Personnel Public Affairs



As a result of feedback from Sailors and waterfront leadership, the Navy has updated grooming policy and requirements for Sailors diagnosed with the shaving-related condition pseudofolliculitis barbae, or PFB in NAVADMIN 064/22, March 9, 2022.

Navy dermatologists and the Navy Uniform Matters Office conducted the latest periodic review of the instruction regarding management of Sailors diagnosed with PFB, and took into account recommendations from Sailors directly affected by PFB. This latest update provides guidance for those Sailors, military medical care providers and commanding officers.

PFB, also referred to as razor bumps, is caused when tightly curled facial hair, sharpened by shaving, curve back and re-enter the skin, resulting in facial inflammation, bumps and infections.

The first on the list of updates announced that Sailors diagnosed with PFB will be authorized to outline or edge their beards.

“We listened to recommendations by Sailors personally affected by PFB and we worked with our medical professionals to refine the Navy’s PFB management policy and procedures,” said Robert B. Carroll, head of the Navy Uniform Matters Office. “These changes directly reflect the Navy’s commitment to Sailor health, safety and mission readiness in the force.”

With this update, the Navy will also eliminate the mandate of carrying a facial hair waiver or “no-shave chit” while in uniform. Sailors have the option to maintain a copy of their waiver treatment form on

a personal portable electronic device or a paper copy for convenience in situations such as embarking a ship or temporary duty assignments where medical records may not be immediately available.

Another major update to the instruction will ensure that PFB treatment failures are not considered as grounds for a Sailor’s administrative separation. In the vein of prescribed treatments, Sailors diagnosed with PFB no longer have to consider laser hair reduction as a required treatment.

For Sailors whose conditions do not improve with PFB medical treatments, the duration between required evaluations will now occur every two years, unless prescribed more frequently by their military medical care provider.

Prior to this latest review, the last update to BUPERS Instruction 1000.22C was released Oct. 8, 2019. The NAVADMIN announcing current PFB program changes was released in advance of the BUPERS Instruction update. The Navy continues to update grooming standards and uniform policy based on Fleet feedback and direction from Navy leadership.

The Navy Uniform Matters Office welcomes feedback and recommendations from Sailors regarding uniform and grooming policies via the MyNavy UNIFORMS App or MyNavy Portal. Once signed into MNP, select Professional Resources, then select U.S. Navy Uniforms and “Ask the Chiefs.”

For more news from the Chief of Naval Personnel, follow us on [Facebook](#), [Instagram](#), [Twitter](#), or visit www.navy.mil/cnp.



We’ve always been
one hundred percent
committed to our Sailors.

Click [here](#) to visit us online and find out what we can do for you.

NAVY DESTROYERS AND GERMAN FRIGATES UNITE FOR EXERCISE

From Lt. j. g. Kathleen Barrios, USS Forrest Sherman (DDG 98) Public Affairs



Arleigh Burke-class guided-missile destroyers USS Forrest Sherman (DDG 98) and USS Donald Cook (DDG 75) conducted seamanship and navigation drills with the German Navy in the Baltic Sea, March 9, 2022.

The destroyers joined Sachsen-class air-defense frigate FGS Sachsen (F219) for division tactics, maneuvering drills, flight operations and communication exercises.

Sachsen is a highly advanced frigate with stealth features designed to deceive an opponent's radar and acoustic sensors. This class incorporates an advanced multi-function and long-range radar, capable of detecting stealth aircraft and missiles.

"My team was excited to put our navigation and seamanship skills to the test while operating with FGS Sachsen," said Cmdr. Greg Page, commanding officer of Forrest Sherman. "The bridge and combat teams worked in sync to provide seamless integration between the units. Operating together in the Baltic Sea was a great opportunity to continuing building the maritime strength of the NATO alliance."

The exercise provided the U.S. Navy ships an opportunity to practice integration with the German frigate by challenging the communications and coordination required to operate together. The ships exchanged signals to initiate tactical maneuvers while in close formation.

"Exercises with our NATO partners are a key component in demonstrating the alliance's resolve and commitment to overall readiness," said Cmdr. Matthew Curnen, commanding officer of Donald Cook. "Having the agility and determination

to efficiently operate with allied naval forces—at any time in international waters—ensures that we can execute any tasking when called upon."

U.S. Navy ships in the U.S. Naval Forces Europe (NAVEUR) area of responsibility routinely operate in the international waters of the Baltic Sea to reassure our NATO allies and partners in the region. This reassurance demonstrates our shared commitment to maritime security. USS Forrest Sherman (DDG 98) and USS Donald Cook's (DDG 68) operations in the Baltic Sea strengthen our enduring relationships to ensure a secure and prosperous Baltic region.

The NATO alliance is postured to deter—and if required defend against—any threat to alliance territory and populations. These exercises enhance the relationships and seamless interoperability between allied navies.

Forrest Sherman and Donald Cook are deployed to the European theater and are participating in a range of maritime activities in support of U.S. 6th Fleet and NATO Allies.

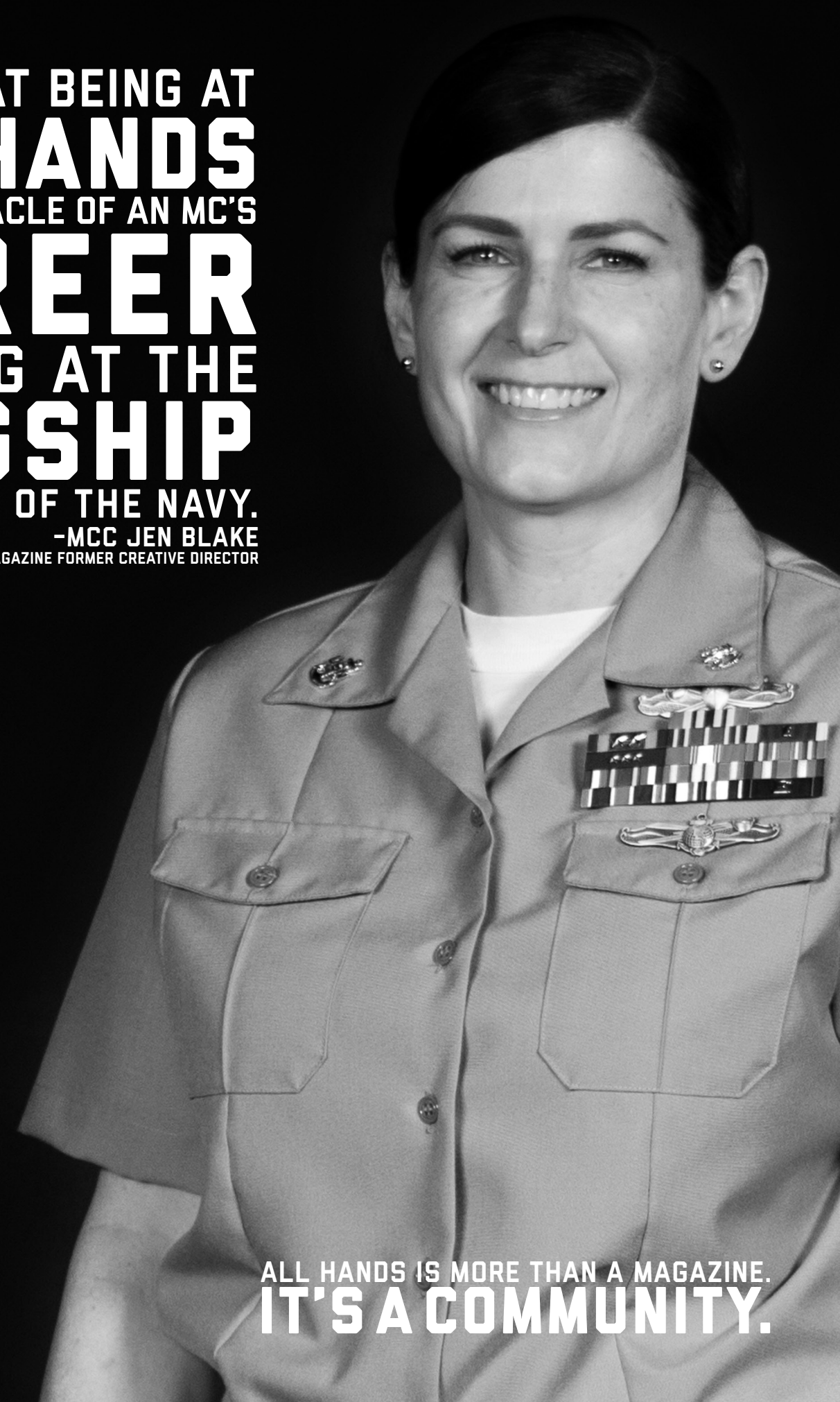
For more than 70 years, U.S. 6th Fleet forces have forged strategic relationships with our allies and partners and solidified a foundation of shared values, experiences and vision aimed at preserving security and stability.

U.S. 6th Fleet, headquartered in Naples, Italy, conducts the full spectrum of joint and naval operations, often in concert with allied and interagency partners, in order to advance U.S. national interests and security and stability in Europe and Africa.

I FELT THAT BEING AT
ALL HANDS
WAS THE PINNACLE OF AN MC'S
CAREER
WORKING AT THE
FLAGSHIP
PUBLICATION OF THE NAVY.

—MCC JEN BLAKE

FORMER ALL HANDS MAGAZINE FORMER CREATIVE DIRECTOR



ALL HANDS IS MORE THAN A MAGAZINE.
IT'S A COMMUNITY.

NAVY BROUGHT 'BACKPACKER'S MINDSET' TO ARCTIC ICE CAMP

From Lt. Seth Koenig, Commander, Submarine Force Atlantic Public Affairs



The Navy's 60-person encampment built on an ice floe in the Arctic Ocean is a nearly zero footprint camp.

"It's very much a backpacker's mindset," said Petty Officer 1st Class Casey Shumway, a culinary specialist from Submarine Squadron 11 who is managing the Ice Camp Queenfish dining tent. "If you backpack it in, you backpack it out. We're trying to preserve the natural resources and beauty of the Arctic."

Ice Camp Queenfish consists of eight berthing tents, a command center, restroom hut and 2,500-foot-long aircraft runway in addition to Shumway's dining tent. It's the forward operating camp for the Navy's Ice Exercise (ICEX) 2022, an approximately three-week exercise designed to research, test, evaluate and improve operational capabilities in the Arctic region.

And when the Navy packs up at the end of the exercise, the 10-foot-thick ice chunk where the Sailors and Arctic researchers were living for three weeks will barely know ICEX 2022 ever happened.

The relatively lightweight tents - held up by aluminum, carbon fiber and inflatable beams - will be folded up and removed in just a few days. Trays are kept under any equipment that could drip oil. Even human waste from the restroom hut is absorbed in a non-toxic powder, bagged and transported back to the mainland United States for sanitary disposal.

"We've refined the camp so we're able to remove everything off the ice," said Howard Reese, director of the Arctic Submarine Laboratory, the San Diego-based organization leading the coordination, planning and execution of ICEX.

"If we can live to that level, then we should," he continued. "We owe it to the environment to not be leaving things on the ice."

Ice Camp Queenfish has a minimal discharge of graywater - non-potable wash water from a sink or seawater treatment unit - as permitted by federal environmental regulators. Additionally, Ice Camp Queenfish uses



biodegradable soaps, ensuring the little graywater that is discharged is as clean as possible.

Shumway's dining tent will use single-use recyclable plastic-ware to reduce the amount of graywater generated for washing dishes and will separate compostable food waste, which will be transported back to the mainland along with any other trash - like notebook paper or food packaging - discarded at the camp.

"This expeditionary mindset is more environmentally friendly, because it's a much smaller footprint," said Shumway, noting the same advances that make the camp green also make the camp more agile and mission-ready.

"If push comes to shove and we have to pack up, we can move a lot faster," he said.

ICEX 2022 is a joint combined exercise that takes place over the course of a month north of the Arctic circle, with personnel stationed at the temporary Ice Camp Queenfish,

as well as in Prudhoe Bay, Alaska, and two operational U.S. Navy submarines. ICEX allows the Navy to assess its operational readiness in the Arctic, increase experience in the region, advance understanding of the Arctic environment, and continue to develop relationships with other services, allies and partner organizations.

ICEX 2022 is taking place in the Arctic region at the same time as U.S. Northern Command's Arctic Edge, a biennial exercise designed to provide realistic and effective training for participants using the premier training locations available throughout Alaska, ensuring the ability to rapidly deploy and operate in the Arctic. Arctic Edge takes place over the course of three weeks and will have roughly 1,000 participants, including U.S. and Canadian service members, U.S. Coast Guardsmen, and government employees from the U.S. Defense Department and Canada's Department of National Defence.



HOW THE NAVY BUILDS AN AIRSTRIP ON FLOATING ARCTIC ICE

From Lt. Seth Koenig, Commander, Submarine Force Atlantic Public Affairs



Ice Camp Queenfish represents unprecedented advances in both speed of construction and expeditionary capability. with the ability to support more than 60 personnel, the camp is the forward operating base for Ice Exercise 2022, the latest installment of the Navy's biennial exercise designed to research, test, evaluate and improve operational capabilities in the Arctic region.

On Feb. 28, 2022 it was a three-and-a-half-mile long chunk of ice floating more than 160 nautical miles offshore in the Arctic Ocean. By March 3, it was a thriving - if rustic - U.S. Navy encampment with a command center, sleeping quarters, cafeteria, restrooms, internet and a 2,500-foot-long runway supporting multiple daily flights.

Ice Camp Queenfish represents unprecedented advances in both speed of construction and expeditionary capability. with the ability to support more than 60 personnel, The camp is the forward operating base for Ice Exercise 2022, the latest installment of the Navy's biennial exercise designed to research, test, evaluate and improve operational capabilities in the Arctic region.

"Although the ice camp and air strip are built in just a few days, it takes a tremendous amount of practice, planning and hard work by many highly trained people ahead of time to be successful," said Rear Adm. Richard Seif, commander of the Navy's Undersea Warfighting Development Center in Groton, Connecticut, and ranking officer at ICEX 2022.

"The camp is built on multi-year ice, and the runway is built on first-year ice," said Lt. Colleen Wilmington of the

U.S. National Ice Center, part of a team that used satellite technology and coordinated scouting flights to identify an ice floe for Queenfish construction.

"The multi-year ice is thicker and it ensures that the floe is stable enough to support the camp for the duration of the exercise," she continued, "whereas that first-year ice is easier to groom for a runway - it's smoother and not as pocketed."

Once the team found the right ice floe, a Royal Canadian Air Force Twin Otter plane and contracted skied aircraft landed at the site with a small initial team, two tents and equipment to groom the runway, such as customized all-terrain vehicles, cultivators, disc rakes and snowblowers.

"To build the runway, they break up the hard pack snow with some of the cultivating equipment, then employ a powerful snowblower to remove the rest of the snow from that surface," said U.S. Marine Corps Capt. Dave Swensen, part of a Marine Corps Mountain Warfare Training Center team that helped build the camp alongside specialists from the Navy's Arctic Submarine Laboratory (ASL) and Navy Mobile Construction Battalion 11, among others.

Once the ice camp runway was completed, the site began receiving supplies from a contracted CASA 212 airplane.

"We then move on to the tent set-up, establishing berthing tents, a mess tent, command tent and the infrastructure to support all the personnel who are working at the site," said Swensen.



Ice Camp Queenfish is more expeditionary and flexible than in years past, said Howard Reese, director of the ASL.

As recently as 2014, when the ice camp was made up of larger and heavier wooden-framed tents, it took about two weeks to construct once a sturdy-enough ice floe was discovered, he said.

Now, with smaller and lighter huts held up by aluminum, carbon fiber or inflated beams, not only can the ice camp be built in about five days, but it can be quickly moved if necessary.

"Ice Camp Queenfish stands as a testament to our ability to rapidly place credible Navy and Marine Corps forces

in even the most austere and inhospitable environments anywhere in the world - including the Arctic region," said Seif.

ICEX 2022 is a joint combined exercise that takes place over the course of a month north of the Arctic circle, with personnel stationed at the temporary Ice Camp Queenfish, as well as in Prudhoe Bay, Alaska, and two operational U.S. Navy submarines. ICEX allows the Navy to assess its operational readiness in the Arctic, increase experience in the region, advance understanding of the Arctic environment, and continue to develop relationships with other services, allies and partner organizations.



NAVY INCREASES SECONDARY CAREGIVER LEAVE TO 21 DAYS

From MyNavyHR

Sailors now have more time to spend with their family after the birth or adoption of a child as the Navy increased its maximum Secondary Caregiver Leave (SCL) to 21 days.

[NAVADMIN 037/22](#), released Feb. 14, 2022, announced the policy change.

“Navy is dedicated to supporting our new parents, and we fully understand that our families are as much a part of our service as our Sailors,” said Vice Adm. John B. Nowell Jr.

“The change, effective Feb. 11, will come first as we work with the Department of Defense to update regulations and modify our E-Leave system to reflect the change.”

All system and policy updates will be completed no later than December 2022.

The Navy’s Parental Leave Program details are covered in [MILPERSMAN article 1050-415](#) and are being updated to reflect the increase. Parental leave is “non-chargeable,” meaning it does not count against a Sailor’s earned leave balance.

Sailors must record their SCL via the Navy Standard Integrated Personnel System (NSIPS) like any other type of chargeable or non-chargeable leave. This also allows the Navy to more accurately account for the amount of SCL that Sailors are taking every year and help inform future policy.

SCL is only for Sailors properly designated in their service records as secondary caregivers. The leave is authorized when either a Qualifying Birth Event (QBE) or Qualifying Adoption (QA) has occurred. Steps necessary for Sailors and commands to ensure the member qualifies for the leave are also outlined in the MILPERSMAN article.

Sailors with a QBE or QA who have not yet taken their authorized Parental Leave as of the Feb. 11 effective date qualify to take up to the new 21-day maximum with the approval of their chain of command. Parental leave must be taken within a year of the QBE or QA.

Those Sailors who have already taken their parental leave won’t be eligible for additional non-chargeable leave under this program.

Complete details are available in [NAVADMIN 037/22](#) and [MILPERSMAN article 1050-415](#).



SEA SHORE ROTATION MODIFIED FOR NUCLEAR PROPULSION RATINGS

From MyNavyHR

The Navy modified the Sea Shore Flow career paths for Sailors in nuclear propulsion skills to better align second-term Sailors with career milestones, while also improving overall community manning.

The changes announced in NAVADMIN 021/22 start immediately, with the intent of increasing community retention in Reenlistment Zone B, which are those Sailors with six to ten years of service.

“The Nuclear Propulsion Program Manager identified a downward trend in reenlistment behavior in Selective Reenlistment Bonus (SRB) Zone B in the nuclear enlisted community,” wrote Rear Adm. James Waters III in the message.

This trend, Waters wrote, resulted in an aggregate reenlisted inventory of 76 percent of the overall zone goal in fiscal year 2021. Breaking this down between the submarine and surface communities amounts to 84 and 63 percent of their zone goals, respectively.

As a result, initial sea tours will be extended to 54 months, up six months from the previously mandated 48 months. This tour comes after a nominal 24-month initial training pipeline.

The additional six months at sea gives Sailors more time to earn higher level qualifications such as Engineering Watch Supervisor and Propulsion Plant Watch Supervisor on their first sea tours. Also, it increases the chances of serving in senior leadership positions on their first sea tour.

Increased sea manning also gives commands more flexibility in setting at-sea watchbills.

The change allows Sailors to reenlist for shore duty without obligating for a second sea tour. This move benefits Sailors by allowing them to reenlist for their first shore tour and collect a reenlistment bonus in Zone B without committing to additional sea duty.

A Zone B reenlistment also makes these Sailors eligible to transfer their Post-9/11 GI Bill benefits to a family member. Signing up for a complete shore tour allows Sailors to work toward college degrees using Tuition Assistance or their GI Bill benefits.

Also reworked are career milestone gates for the second and third sea tours, which will now be at the 10.5 and 17.5 years points, respectively. Sailors unable to meet a tour gate will be handled on a case-by-case basis and require a waiver.

Read the full story in [Sailor to Sailor](#).



CNP AND FLEET K ANSWERED YOUR QUESTIONS IN TOWN HALL BROADCAST

From MyNavyHR

MyNavy HR’s leadership took to the air on Feb. 15, 2022, answering Sailor’s questions from around the fleet.

Chief of Naval Personnel Vice Adm. John B. Nowell, Jr. and Fleet Master Chief Wes Koshoffer donned microphones, tackling subjects that ranged from fleet manning and training to detailing and education. The broadcast was streamed on Facebook and broadcast worldwide on Armed Forces Network.

“My number one focus is on time and accurate pay, so you never have to worry about that or any personnel action,” Nowell said in his opening remarks. “If you are, then you’re not focused where we want you to be - on training, maintenance on warfighting readiness.”

Nowell thanked Sailors and their families around the world for their service and sacrifices, while updating them on all the MyNavy HR’s transformation efforts over the past few years in bringing a new, worldclass human resources system online.

“Our pay and personnel system isn’t perfect,” Nowell said. “But I promise you, the MyNavy HR team is working hard to modernize some very outdated systems.” Already, he said, the service finished merging roughly 20 of 59 major legacy data systems, some as much as 70 years old. The goal is to put them all into a single data source.

“I’m committed to ensuring that we get the best technology in the world in place to give you world-class customer service,” he said. “That experience for you and your families is essential. You deserve it. We’re not there yet, but we’re getting closer and will minimize the impact to you as we work through that transformation.”

Nowell said as new technology comes online, so will better ways to do business. Among those efforts are

“modernizing your talent management with efforts like Detailing Marketplace Assignment Policy (DMAP) and moving the Navy towards a culture of excellence, not one of just compliance.”

Here’s a look at highlights pulled from the nearly 90-minute broadcast. If you want to watch the whole thing, you can find it [here](#).

Sea Duty Manning and Incentives

“We have been getting after filling gaps at sea, which quite frankly, is very, very low as we’ve got 10,000 more Sailors at sea now than in 2017,” Nowell said. “We bought more requirements at sea, more billets, but that has brought with it more friction.”

With manning increasing and gaps declining, the focus has shifted to getting the right billet fit by skill.

For example, Nowell said, “When you look at your ship, you’re saying I’m 102% filled, but I don’t have my combat systems maintenance manager or we don’t have the right journeymen with the right NEC. So we’re working at different levels to get after this with a variety of programs.”

One of those programs is the recently launched DMAP. The initial ratings are ABH, ABF, CS and GSM and will expand to more sea intensive ratings in the future.

“The idea here is everyone in those ratings will go out for a four-year apprentice sea tour,” Nowell said.

However, the Navy needs those Sailors at sea longer, specifically for a three-year journeyman tour. So instead of keeping initial sea tours long, DMAP wants to make it worth a Sailor’s while.

Read the full story in [Sailor to Sailor](#).

PRT UPDATES

From Mass Communication Specialist 3rd Class Roland Ardon/*All Hands Magazine*



The Navy Physical Fitness Assessment (PFA) cycle commenced on April 1st and what better time to talk about it than in the timeframe of World Health Day. There is only one cycle this year so it's best to keep in mind what you need to do to be ready for it. Whether you are a Command Fitness Leader (CFL), extreme gym buff, or just an average Sailor, the following information may be beneficial.

First and foremost, forearm planks will count! The replacement to curl-ups has been analyzed and modified concerning the performance standards, but this go around, the results will factor into your overall PRT score. Of note, the planks will be gender specific, similar to the push-ups.

With the most recent NAVADMIN 040/22, you will need to complete your Physical Activity Risk Factor Questionnaire (PARFQ) electronically in MyNavy Portal (vice the legacy PRIMS), which will be marked CY2022 PFA .

After the release of the Physical Readiness Information Management System (PRIMS-2) in February, CFLs were able to access data, verify command rosters and assign members to their respective departments and divisions.

Since April 1st, PFA results can be entered by both CFLs and ACFLs. The number of ACFLs who can access PRIMS-2 is limited, based on the size of each command (for example: 1 ACFL per 100 members). Additional training on PRIMS-2 is available to CFLs and ACFLs through Microsoft Teams. To request training, you must submit a request to PRIMS@navy.mil.

If the Navy conducts two PFA cycles in 2023, Sailors can earn the "validation" during this cycle. This means you can become eligible for exemption from participating in the PRT portion of cycle 1 in 2023. You are still required to pass the Cycle 1 BCA and meet age-adjusted body composition assessment standards.

Hopefully, you've been working out despite our difficult pandemic conditions. If not, what are you waiting for? You have one shot this year.

For further information, please see NAVADMIN 040/22, go to the Physical Readiness website at Physical Readiness (navy.mil) or speak with your command CFL/ACFLs.



GREAT GREEN FLEET FOR EARTH DAY

From Mass Communication Specialist 2nd Class Chanel Turner/All Hands Magazine

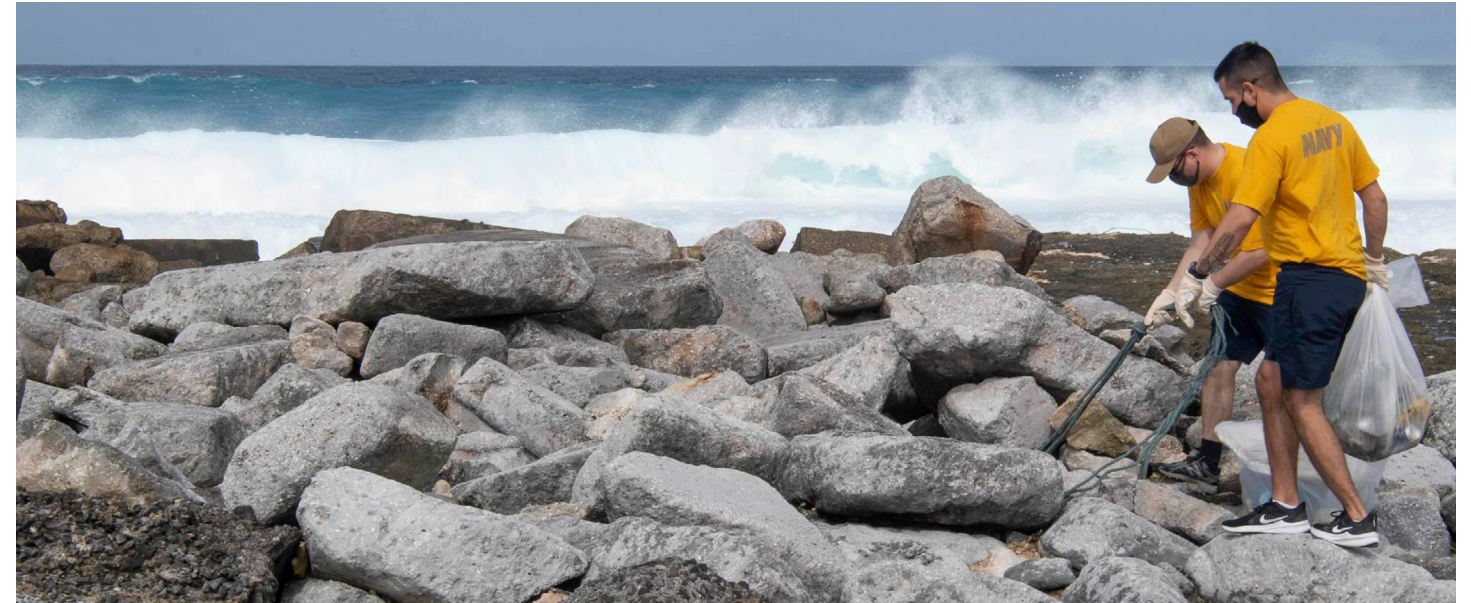


Every year on April 22nd, people across the country remember the importance of supporting environmental protection by celebrating Earth Day. Earth day is renowned all over the world bringing awareness to the challenges that can cause damage to our planet.

The U.S. Navy understands the importance of this cause and is committed to helping do its part. The Navy has many ways to help the environment like reducing energy consumption, providing alternative fuels, and beach clean-ups.

Adapting to new energy methods over the last century began with President Theodore Roosevelt's "talk softly but carry a big stick" policy. The fleet in 1908 had recently switched from sail-powered wooden ships to coal-fired steam-driven steel ships. By Feb. 22, 1909, innovations were made to encourage the switch from coal-fired steam to oil. In 1954, the U.S. Navy commissioned its first nuclear-powered vessel, USS Nautilus (SSN-571).

In continuation of Roosevelt's legacy, the Great Green Fleet initiative was in effect in 2016. Deploying the USS



John C. Stennis Carrier Strike Group as the centerpiece of the energy independence-themed mission, the strike group began using an advanced combination of diesel fuel and biofuels in a 50/50 mixture. The strike group's success resulted in the Navy improving biofuel methods that are part of today's operational fuel supply.

Today, more of the Navy's energy conservation efforts are used thanks to the year-long initiative. Some of the energy conservation measures are shipboard energy dashboards, Thermal Management Control Systems (TMCS), Bow Bulbs, and the Solar portable Alternative Communications Energy System (SPACES).

Ashore, the U.S. Navy is continuing the commitment to environmental conservation including preventable measures involving climate change.

"Since 2010, the Department of Defense has acknowledged that the planet's changing climate has a

dramatic effect on our missions, plans and installations," said Lloyd J. Austin III, Secretary of Defense, in a statement addressing climate crises at home and abroad. "The department will immediately take appropriate policy actions to prioritize climate change considerations in our activities and risk assessments [in order] to mitigate this driver of insecurity."

Navy Region Mid-Atlantic made natural efforts to combat climate change. Their efforts include sustaining coastal marshes and vegetation preservation. Navy Engineers constructed berms and floodwalls to prevent erosion, and retrofit critical infrastructure with new building techniques that uphold the new "green" standard.

As 2022 Earth Day's theme is "Invest in our Planet", the U.S. Navy has shown its over 100-year-old investment in research and innovation to support the efforts to stay green.





NAVY CELEBRATES SUBMARINE FORCE BIRTHDAY

From Mass Communication Specialist 2nd Class Chris Roys/All Hands Magazine

The Navy celebrates the acquisition of the first modern submarine in the fleet's history, USS Holland (SS 1), April 11.

Holland would be commissioned into active service on October 12, 1900, during a ceremony in Newport, Rhode Island, and set the bar for over 120 years of proud submarine history.

Although the official submarine history began with the purchase and commissioning of Holland, the impact of subsurface vessels can be traced back to the American Revolution. The ship known as Turtle would become the world's first submarine and would be used to try to break the blockade of British ships in the New York Harbor. Turtle would ultimately be unsuccessful in her mission but showed the impact that submarine vessels could potentially have.

During World War II, the training and experience gained from ships like Holland and Turtle began to pay off. The impact of submarines during the war would be essential in victory. American submarines were vital in lessening the threat of German U-boats, which had destroyed allied shipping lanes. With the threat of U-boats severely hampered, submarines were able to redeploy to the Pacific theatre.

According to the [Naval Heritage and History Command](#), submarines were responsible for sinking more than 540,000 tons of Japanese Naval vessels, along with more than 4.7 million tons of merchant shipping. Submarines were decisive factors in the Pacific theatre, with these numbers accounting for more than 54% of all Japanese vessel losses.

Submarines were used for more than just combat operations during this time as well. With missions ranging from rescue operations to transportation, the impact of submarines was a decisive advantage for the United States. During a rescue operation, USS Finback (SS 230) saved the life of a downed carrier pilot who was shot down by Japanese forces. The pilot would be future president George H.W. Bush.

Following World War II, advancements in technology made the first nuclear-powered submarine possible. USS Nautilus (SSN 571) was commissioned in 1954 as the

world's first nuclear-powered submarine. Nautilus would go on to make history, sailing 1,381 miles while completely submerged, the longest such journey in history at that point. It wouldn't be the first historic milestone for Nautilus. In 1958, she would become the first ship to complete a fully submerged transit under the North Pole. The previous year, Nautilus became the first submarine to sail under the arctic ice path in general.

Submarine forces would continue to be an important part of the national defense in the ensuing years. USS George Washington (SSBN 598) would be vital in developing the combat capabilities of submarines. She would launch the first successful Polaris ballistic missile from a submerged vessel in 1960.

During the Cold War, nuclear-powered submarines and fast attack submarines would play a vital role. These submarines would deploy around the globe on strategic deterrence missions, along with special reconnaissance. The versatility and stealth of submarines allowed for numerous successful missions.

Submarine-launched Tomahawk cruise missiles saw their first combat action during Operation Desert Storm. USS Louisville (SSN 724) and USS Pittsburgh (SSN 720) were the submarines to first launch these missiles. Today's submarines undertake a wide variety of missions including reconnaissance, transportation and patrols. Submarines are also part of the nuclear triad and are used as a major deterrent against aggression.

The impact and history of submarines during the past 122 years have contributed to today's submarine force. There have been a total of 7 Chiefs of Naval Operations who have a background in the submarine force. Over the course of naval history, eight submariners have been awarded the Medal of Honor. Among the most capable in the world, American submarines continue to operate in ways traditional surface vessels cannot, and will likely remain important for the next 122 years.





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.



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EM2 Ace Addison Tapit
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METOC MODERNIZES WITH NEW MUSTANGS

From Mass Communication Specialist 2nd Class Zachary Bender/All Hands Magazine



The Naval Meteorology and Oceanography (METOC) community is about to have a new herd of mustangs—officers promoted from the ranks of enlisted—on the deckplate. Gone are the days of Limited Duty Officers (LDOs) taking on the responsibility of learning the ropes from Aerographer’s Mates (AGs) and leading them in their mission; a new wave of Chief Warrant Officers (CWOs) selected from within the AG ranks is on the way. But what exactly is the METOC mission? How will this change in leadership strategy help them accomplish their goals?

“We provide analysis and predictions of the environment from the bottom of the ocean to the stars,” said Cmdr. Douglas Pearman, commanding officer of Naval Information Warfare Training Group, Gulfport (NIWTG). “METOC kind of touches every part of mission planning and mission execution across the United States Navy.”

According to NIWTG Command Master Chief Robert Picchi, everything was not going swimmingly in the METOC community. He says they were having issues making sure

there was a viable promotion opportunity for all of the officers in their designators.

“At the time, we were losing the way the LDOs were being utilized,” said Picchi. “It was very difficult for them to maintain the level of expertise that we wanted them to maintain. The warrant officers are purely technical. And we wanted an extension of the expertise that lies with senior 1st classes or the Chief’s Mess; someone that just wanted to continue to hone their craft as a METOC professional.”

In 2010, the Chief of Naval Personnel directed the LDO/CWO Officer Sustainability Initiative. Ideas were explored on how to fulfill the initiative. It was in 2014 when Capt. Christi Montgomery became the Officer Community Manager for Oceanography, and a plan started to form. Three Master Chiefs; Master Chiefs Ken Walker, Bobby Picchi and Brian Wells, all came to her with an idea. They proposed bringing the warrant officers back. Not since the 1980’s had the METOC community had chief warrant officers. Their argument was that a warrant officer program would help increase retention

of talent for both the enlisted and officer community. Capt. Montgomery was impressed with the idea.

“One of the cool things about our Aerographer’s Mate rating is that our senior enlisted don’t just care about their specific little stovepipe,” said Montgomery. “They care about the community as a whole. They have a vested interest in making sure that the officer community is the best community it can possibly be.”

Throughout 2015, the team researched how to implement the program. Eventually, they found a way to create a warrant officer program out of the LDO community at no added cost, which was an important selling point. In November of 2015, after getting the endorsement from the budget office and Fleet Forces, they put the package together and were able to get it approved by Admiral Richardson, the Chief of Naval Operations at the time, for the establishment of the warrant officer designator.

Once created, the warrant officer community had its fair share of challenges. At first, it seemed that awareness of the program was low.

“Initially, I was nervous that we weren’t going to get enough candidates to apply,” said Picchi. “We were a little low on applications. But since then, it has picked up quite a bit. I think the Sailors are starting to understand what the warrant brings to the community and what they’re going to do in the community.”

According to Cmdr. Pearman, another problem they had to face was creating a community culture. Admiral Okon, the Commander of Naval Meteorology and Oceanography Command recognized this problem.

“One of the big things that we did recently, is we brought all of the current warrant officers down to the USS John C. Stennis (CVN 74) for a warrant officer leadership seminar, or symposium,” said Pearman. “We finally had enough of

an inventory to justify bringing them all together and having them come up with their own identity. ‘Who are you, basically, and what are you going to bring to the fight?’ So, the admiral laid out his intent and gave them the commander’s guidance. And the warrants really took ownership over where it is that they intend to take the warrant officer community.”

According to Montgomery, the symposium was seen as a huge success by all. It focused on creating a unique oceanography warrant officer community culture and even resulted in the establishment of a warrant officer creed.

The final warrant officers in the program will commission in 2028. For such a long timeframe of implementation, it was important to Capt. Montgomery that each new officer community manager to take her position would pick up where their predecessor had left off. The position has changed over several times since she held it, but she has always kept in communication with the current community leader to make sure that the historical perspective and oversight continue uninterrupted.

“The current community manager, Commander Stephanie Johnson, she and I have had some conversations,” said Montgomery. “She’s got a very good grasp of all the history and all the billets and I know she’s going to give a great turnover to the next person.”

Thanks to the ongoing efforts of all involved, it seems that the METOC Mustangs are off to the races. Master Chief Picchi said he is happy with how the program has been implemented and is hopeful for the future of the community.

“I hope it expands,” said Picchi. “And then the Navy, even outside of our community, look at our warrants and say, ‘Hey, we can use those guys.’ The responsibility is on the warrant officers now. To not only set an example but make Sailors want to be them.”





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