

Guantanamo Bay Gazette

Navy Chief's Celebrate 120 Years Of Proud Heritage



Chief Petty Officer's Mess on the Battleship Texas, 1900

MCC Keith Bryska / Gazette Editor

On April 1, 2013 the Navy Chief Petty Officers will celebrate their 120th Birthday with several events planned throughout the week. To celebrate this birthday you have to understand what being a Navy Chief is all about.

As an enlisted Sailor who is new to our beloved Navy, your first goal is to figure out what the Navy is all about; how the Navy helps to defend our country. After a few years of working together with your fellow Sailors, you'll witness triumphs, failures and the rigors of Navy life. You'll realize that Navy life is not for everyone and that it's an honor to be in the Navy. Promotions happen as you learn more about the Navy and your technical field. You'll realize that when the LPO, LCPO and Division Officer are on the same page, it has an impact on all Sailors. As you promote, you'll be invited into that deckplate triad and eventually, learn that the Chief is the driving force of the division. Eventually you come to realize that the Chief has the potential to simultaneously ensure mission success and positively impact Sailor's lives as they serve our country. You'll realize that through tradition and proven success, the Navy has placed this responsibility on Chiefs.

Ask any Sailor if they joined the Navy out of an intense feeling of patriotism and few will say, "Of course!" Ask them why the reenlisted one, two, three or four times and I think you'll get a different answer.

According to NS Guantanamo Bay, Cuba Command Master Chief Ross Cramer, a Navy Chief is an instrumental part of a command and without them the command would not meet its mission.

"A strong Chiefs Mess is what makes a command succeed. There was a wise old Master Chief that once told me "The wardroom leads us to the battle and the Chiefs Mess ensures we are victorious," I think that says it best, said Cramer. "As deckplate leaders, Chiefs know their peoples strengths and weaknesses, and understand what it takes for a Sailor to succeed at any task based on the Sailor's capability, this makes the victory OURS!"

Unlike any other branch of the Armed Forces you are not just an E7, you are a Chief. This requires going through an intense training process that lasts several weeks. This process was once called Chief's Initiation and later Chief's Induction. It now goes by CPO 365. This is an instrumental part of becoming a Chief, and when you have completed this process you are then accepted by the Chiefs community.

When you are accepted in to this family you understand that it's something larger than yourself, you belong to a group, a mess with many sisters and brothers. You now know that if any problems arise all you need to do is pick up the phone and call a nearby Chief and they would be there for you.

To put on the khaki uniform and walk in to your office the following day and for someone to say "good morning Chief" will make you smile and fill with pride, but you will quickly learn that the uniform you're wearing is not about you it is all about the people you lead and about taking care of the Junior Sailors. The anchors on your collar do not give you entitlements they give you responsibilities. They mean you are the first one in the work center and the last one to leave, they tell you that you need to know each one of your Sailors and how to help them in their time of need.

Yeoman Second Class Curtis Dryman believes it is very important to have a Chief in the work center, without them the communication would not be efficient and progress would not show.

“It’s important to have a Chief because they show us the path to leadership and goals of the Navy. The Chief is the motivation for the Junior Sailors to strive and progress so one day they will be a Chief,” said Dryman. “Being a Chief shows you have the leadership to train, mentor, and provide expertise to junior Sailors to a better future using the Navy core values Honor, Courage, and Commitment.”

Many young Sailors and Officers believe the letters on the anchors of a Chief’s uniform simply read USN, they don’t. They stand for something greater, they stand for teamwork, understanding, leadership, responsibility, compassion, family, honor, courage, commitment and the list goes on. If you ask any Chief they will tell you that they stand for the following.

The Fouled Anchor is the emblem of the Rate of Chief Petty Officer of the United States Navy. Attached to the Anchor is a length of chain and the letters U.S.N. To the novice, the anchor, chain and letters only identify a Chief Petty Officer of the United States Navy, but, to a Chief, these have a more noble and glorious meaning.

The “U” stands for Unity, which reminds us of cooperation, maintaining harmony and continuity of purpose and action.

The “S” stands for Service, which reminds us of service to our God, our fellow man and our Navy.

The “N” stands for Navigation, which reminds us to keep ourselves on a true course so that we may walk upright before God and man in our transactions with all mankind, but especially with our fellow Chiefs. The Chain is symbolic of flexibility and reminds us of the chain of life that we forge day by day, link by link and may it be forged with Honor, Morality and Virtue.

The Anchor is emblematic of the hope and glory of the fulfillment of all God’s promises to our souls. The golden or precious Anchor by which we must be kept steadfast in faith and encouraged to abide in our proper station amidst the storm of temptation, affliction and persecution.”

It is expected of the Chief to know the answer; if he or she doesn’t know then they can lean on his brothers and sisters for help and advice. This term has been adopted and known throughout the Navy as “Ask the Chief.”

Chief Master-At-Arms Eddie Perez says “ask the Chief” is a term Sailors use when answers are needed. By

asking the Chief, Sailors create a means of obtaining proper direction and answers while enabling them to confide in each other.

It creates an environment where Sailors see their Chief as approachable and firm but fair.

“Ask the Chief” creates a certain bond between Junior Enlisted and their Chief. They serve as an advisor not only for professional growth but for personal guidance as well,” said Perez. All in all, “Ask the Chief” is much more than a catch phrase- it is needed for the future success of our Navy.”

Ask any officer and they will tell you that Chiefs lead from the front and are considered Deckplate Leaders.

According to Chief Master-At-Arms Ricky Carter a Deckplate Leader is someone that has clear vision of the commands mission and knows what values they can provide to their team and others in order to reach that goal.

“It is not someone that continually yells, screams or barks orders from behind their desk but gets out of the office, knows their people and what motivates them in order to get the job done,” said Carter. “You need to be a person that is approachable and not the one that everybody is afraid to talk to.”

For 120 years Chief’s have set the example for junior enlisted because of the experience they have gained through their years of service. So as we continue to lead from the front all I can say is happy birthday! Take this day and celebrate your heritage for tomorrow it’s all about your Sailors again.

Unity, Service and Navigation definition provided from the Goat Locker

These individuals have served as Master Chief Petty Officer of the Navy:

NAME	TENURE
GCMC Delbert D. Black	13 Jan. 1967 - 01 Apr. 1971
AMMC John "Jack" Whittet	01 Apr. 1971 - 25 Sept. 1975
OSCM Robert Walker	25 Sep. 1975 - 28 Sept. 1979
AFCM Thomas S. Crow	28 Sep. 1979 - 01 Oct. 1982
AVCM Billy C. Sanders0	01 Oct. 1982 - 04 Oct. 1985
RMCM William H. Plackett	04 Oct. 1985 - 09 Sept. 1988
AVCM Duane R. Bushey	09 Sep. 1988 - 28 Aug. 1992
ETCM John Hagan	28 Aug. 1992 - 27 Mar. 1998
MMCM James L.Herd	27 Mar. 1998 - 22 Apr. 2002
CNOCM Terry D. Scott	22 Apr. 2002 - 10 Jul. 2006
CMDCM Joe R. Campa Jr.	10 Jul. 2006 - 12 Dec. 2008
FLTCM Rick D. West	12 Dec. 2008 - 28 Sept. 2012
MCPON Michael D. Stevens	28 Sept. 2012 - Present



**CHIEF YEOMAN
LORETTA
WALSH**

- **Job/Department:** Admin
- **Age:** 18
- **Hometown:** Philadelphia, PA.
- **Greatest Accomplishment:** First Enlisted Woman in the Navy
- **Greatest Passion:** Being a Chief
- **Favorite Hobby:** Helping Sailors
- **Currently Working On:** Senior Chief
- **How Has The Navy Improved Their Life:** The Navy has helped me not only become the first female Chief Petty Officer, but has let me become an inspiration to females.
- **Sailor of the Week Because:** Becoming the first female Chief Petty Officer in the United States Navy and paving the road for future generations to serve their country.

GUANTANAMO BAY GAZETTE

**COMMANDING OFFICER
EXECUTIVE OFFICER
COMMAND MASTER CHIEF**

**CAPT. JOHN NETTLETON
CMDR. COLIN CASWELL
CMDCM (SW/EXW/AW) ROSS CRAMER**



**PUBLIC AFFAIRS OFFICER
GAZETTE EDITOR**

**KELLY WIRFEL
MCC(SW/AW) KEITH BRYSKA**

Welcome to the Goatlocker

Where did the Navy get the Khaki color from?



Khaki's originated in 1845 in India where British soldiers soaked white uniforms in mud, coffee, and curry powder to blend in with the landscape. Khakis made their debut in the U.S. Navy in 1912 when they were worn by naval aviators, and were adopted for submarines in 1931. In 1941 the Navy approved khakis for on-station wear by senior officers, and soon after Pearl Harbor chiefs and officers were

authorized to wear khakis ashore on liberty.

Where did the term "Cup of Joe" come from?

According to Navy Folklore it was named after Josephus Daniels who was appointed Secretary of the Navy by President Woodrow Wilson in 1913. Among his reforms of the Navy were inaugurating the practice of making 100 Sailors from the Fleet eligible for entrance into the Naval Academy, the introduction of women into the service, and the abolishment of the officers' wine mess. From that time on, the strongest drink aboard Navy ships could only be coffee and over the years, a cup of coffee became known as "a cup of Joe".



Birth of the Super Chief (E8-E9)

The pay grades of E-8 and E-9, Senior Chief and Master Chief, were created effective June 1, 1958, under a 1958 Amendment to the Career Compensation Act of 1949. Eligibility for promotion to E-8, the Senior Chief level, was restricted to Chiefs (permanent Appointment) with a minimum of four years in grade and a total of ten years of service. For elevation from E-7 to Master Chief, E-9, a minimum of six years service as a Chief Petty Officer with a total of 13 years service was required. The E-5 through E-9 levels included all ratings except Teleman and Printer which at the time were being phased out of the naval rating structure. People holding those ratings were absorbed or converted to Yeoman or Radioman from Teleman and primarily to Lithographer from Printer.

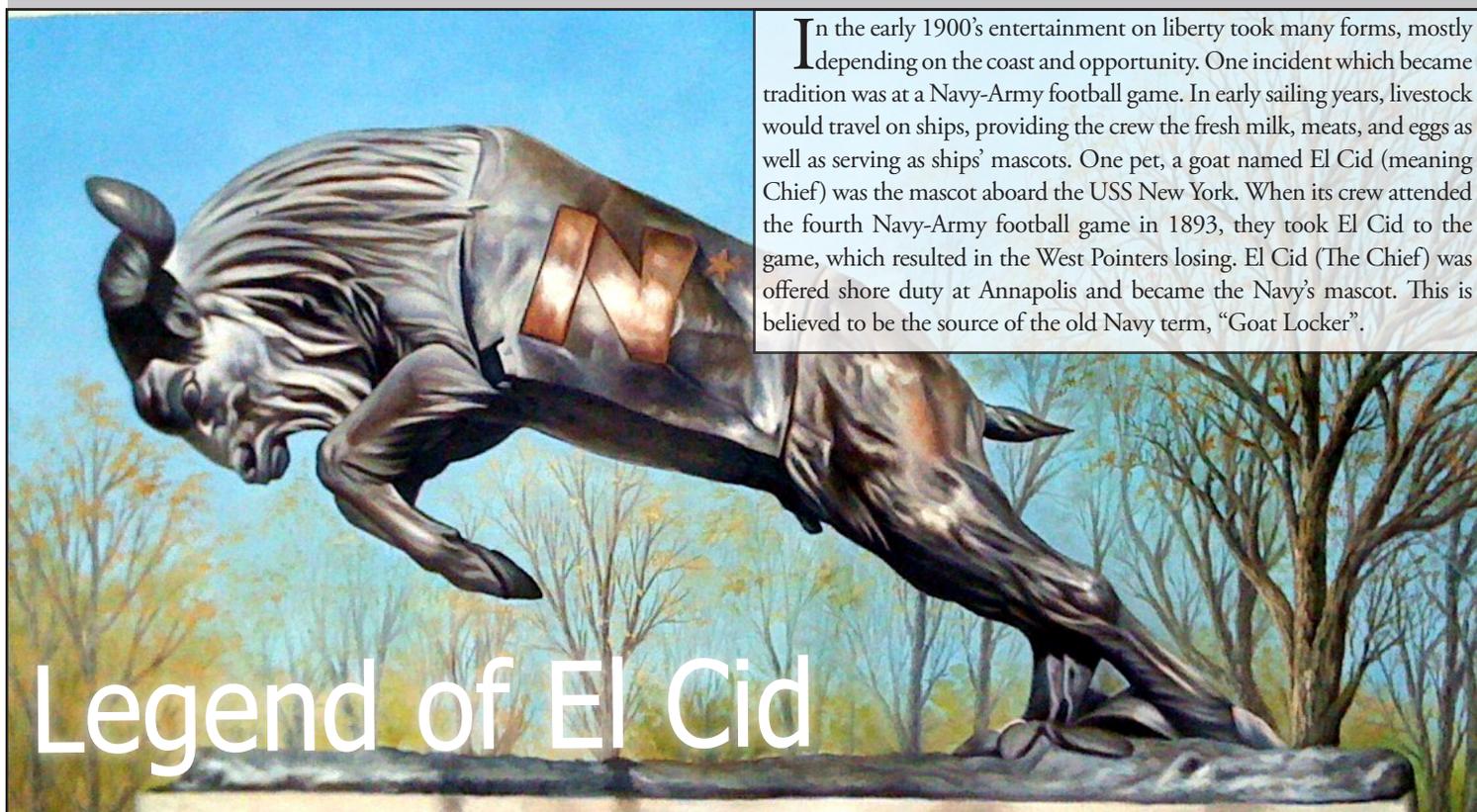
Service-wide examinations for outstanding Chiefs were held on August 5, 1958, with the first promotions becoming effective on November 16, 1958.

Who is the only Chief Petty Officer in the Baseball Hall of Fame?



Bob Feller, the legendary pitcher for the Cleveland Indians, who interrupted a stunning career in the Major Leagues to enlist in the Navy at the start of World War II. As Navy Chief Petty Officer Robert Feller, he participated in some of the best-known sea battles in the Pacific. When the war was over, he returned to the mound and resumed a straight shot to station-the Baseball Hall of Fame.

In the early 1900's entertainment on liberty took many forms, mostly depending on the coast and opportunity. One incident which became tradition was at a Navy-Army football game. In early sailing years, livestock would travel on ships, providing the crew the fresh milk, meats, and eggs as well as serving as ships' mascots. One pet, a goat named El Cid (meaning Chief) was the mascot aboard the USS New York. When its crew attended the fourth Navy-Army football game in 1893, they took El Cid to the game, which resulted in the West Pointers losing. El Cid (The Chief) was offered shore duty at Annapolis and became the Navy's mascot. This is believed to be the source of the old Navy term, "Goat Locker".



Legend of El Cid

Navy's First MCPON Retires



The Navy's first Master Chief Petty Officer of the Navy Belbert Black stands down after 30 years of honorable service on April 1, 1971. On his way to the Navy's top enlisted billet, Black had survived the Japanese attack on Pearl Harbor aboard the battleship Maryland, earned eight combat ribbons in WW II and numerous other decorations, served tour in recruiting, and put spit and polish into the Navy's

most visible drill team, the Ceremonial Guard in Washington, D.C.

During the retirement and change of office ceremonies held at the Washington Navy Yard, Secretary of the Navy John H. Chafee, Admiral Zumwalt and Vice Admiral Dick H. Guinn made remarks. The CNO presented Black with the Distinguished Service Medal. Black recalled his thirty years of service and shared the first time he heard the Navy was establishing a Senior Enlisted Advisor.

"It was in the fall of 1966, I was in the hospital recovering from an appendectomy. When I heard that the Navy was looking for a Senior Enlisted Advisor, I called my wife, Ima, to ask if I should put in an application," said Black. "A former Navy storekeeper, Ima was sure that I man that the Navy needed for the job."

The Navy reviewed several applicants for the job, and Black was the only one to be called to interview for the position in Washington.

According to Black All the officers were ignoring his wife when she walked in the room with him for his interview. They couldn't ignore her after the board, because she turned around and told them all "I don't know who you are going to select, but my husband is the top enlisted man in the U.S. Navy!". After returning to Norfolk Black was called and told he had been accepted.

On January 13, 1967, Black reviewed the recruits at Naval Training Center (NTC) in San Diego, California, and was officially appointed Senior Enlisted Advisor of the Navy by Vice Admiral B.J. Semmes, Chief of Naval Personnel. It was Black's triumphant return to the boot camp he graduated from 26 years earlier.

The Blacks bought a home in Washington and he began to settle into his small office on the third floor of the Navy Annex. He was given a staff of one, Yeoman First Class Jerry Scharf.

Letters began trickling in from sailors who had read about the master chief who could talk to admirals. Black spent his first few months in briefings and going through correspondence. The more he settled into his job, the more he discovered that very few people in Washington had a clear idea of what he was supposed to do.

Looking for guidance, he paid a visit to the Chief of Naval Operations, Admiral David L. McDonald. He received less than a warm reception.

"Admiral McDonald said he never believed in establishing the office

to begin with," Black said, recalling the visit 25 years later. "So I asked him, 'If this is what the enlisted people want, will you give us a chance to make it work?' And he told me at that point to do anything I wanted to do. I thanked him and that was the last time I had a conversation with him."

To Black, the CNO's brush off was like receiving a blank check. Though his official job description was still in the works, he had his own ideas about what he wanted to accomplish.

In his nomination package for the job, he had written: "The office of Senior Enlisted Advisor to the Navy should function as liaison between enlisted personnel and Chief of Naval Personnel. His office should be open to all regardless of rank or rate. He should solicit information and suggestions from any person he feels might in some way benefit enlisted personnel, always keeping in mind his primary concern is to give the Navy man a better life, which will, in turn, benefit the Navy in reenlistments."

"The responsibility of this office will be great and varied," he added, "with a challenge never before faced by any single enlisted man."

The 45-year-old master chief was not afraid of challenge. He joined the Navy when he was 18 to get off the family farm near Orr, Oklahoma. But he brought his work ethics with him. Through 21 years at sea, from seaman recruit to master chief, he built a reputation as a sailor's sailor.

"I was determined to be the best sailor I could be so I wouldn't ever have to go back to that farm again," he said.

The leadership structure changed following WWII and petty officers took over the role of the leading seaman. Without a war to fight, practices began creeping in that detracted from the efficiency and morale of some commands. Commanding officers ruled with an iron fist, often making decisions for sailors that Navy Regulations said they could make for themselves.

As a petty officer and a chief, Black was a leader who tried to protect his men against such practices, using the chain of command to make his objections known. He also learned that taking the time to listen and help sailors solve their problems was key to being a successful leader.

As the Senior Enlisted Advisor, he was anxious to get out in the fleet and begin listening to sailors and solving problems.

Black knew he would need a visible sign that he was, in fact, the top enlisted man. Ima came up with a solution. She suggested putting a third star above his rating badge. Black liked the idea and so did the Uniform Board. He took one of his uniforms into a tailor's shop in Norfolk, Va.

"When I asked the tailor to put a third star above my crow, he looked at me like I was a drunken sailor out of my mind," Black said. "When the word got out that there was a master chief with three stars, there were wagers going around whether it was true or not. I had sailors follow me into the head to ask me if I was really a three-star master chief."

In 1967, Black, like the other senior and master chiefs, wore a chief's cap device. It wasn't until December, 1968, that the Uniform Board approved a master and senior chief cap insignia, similar to their collar devices, with one or two silver stars superimposed on the anchor. The MCPON received approval to wear three stars on his cap device while serving in that assignment.

In April of his first year, Black was given a BUPERS, instruction listing his purpose, mission and tasks, and changing his title to Master Chief Petty Officer of the Navy. The instruction cautioned that "individual correspondence of an official nature or matters which concern the traditional and appropriate mode of redress and hearings shall continue to be processed in the normal manner via the chain of command.

The office of the Master Chief Petty Officer of the Navy shall in no manner be interpreted as derogating the effective and necessary method of communication between enlisted personnel and their respective 19 commanding officers accomplished through the request mast procedure.

“When I started out, there were no contacts out in the fleet to call when I wanted to schedule a visit,” he pointed out. “You’d have some strange things happen as a result. I’d set up a visit and when I’d get there, the command would have me scheduled to talk with officers only. That was not the purpose of my visit. You’d also have confusion about seniority, like at an aviation squadron. You’d have the line chief and the maintenance chief. Who was senior? Well, the maintenance chief was a master chief but the line chief is a senior chief and he runs the squadron. Problems like that you would eventually work out but it would distract you from things that are more important. You’d have to spend time sorting them out.”

Black believe communication was a problem in the Navy at the time and Black’s answer came in the form of a fleet-wide network of senior enlisted advisors appointed by Fleet Commanders, Type Commanders, and Naval District Commandants. The authorization to create the positions had already been given by the Secretary of the Navy when he established the Senior Enlisted Advisor (SEA) of the Navy billet. Both were based on recommendations stemming from the 1966 Task Force on Personnel Retention.

By 1969, Black had the network humming from London to Da Nang. SEAs met with troops in their respective commands and listened for developing trends and problem areas. Problems that couldn’t be solved locally or ideas that deserved further development were sent up the line. Some came directly to Black.

While sailors were encouraged to work through their chain of command first, many used the published Washington address given for the senior enlisted man. Black read every letter that came into his office. Very few, he said, were from sailors just looking to air complaints. Most contained constructive suggestions or expressed concerns about orders, housing, educational programs and pay.

“Most individuals were seeking information not available to them or were pointing out areas which they felt needed improvement,” he said.

Much of his mail was about family housing shortages. Aware that the answer he was given was not the one sailors were looking for, Black tried to help them understand the system. He explained that because Congress limits the funding available, the Navy would probably never be in a position to provide quarters for all those who are eligible. He pointed out, however, that he was recommending a cost of living allowance to help families stationed near high cost areas. While he understood that the cost of off-base housing was even more difficult for the lower pay grades, ineligible for base housing, he believed that career personnel should remain a priority on the housing list.

As his visibility grew, so did his determination to make changes.

“It took patience, and more patience, to get anything done,” he said. “My philosophy in dealing with the bureaucracy was that there were no such things as wins and losses. There were wins and disappointments and if you felt strong enough and you worked hard enough, you’d turn those disappointments into gains. That’s how you accomplished things.”

Black talked about leadership and knew that at the time the younger Sailors needed it and “The chief petty officer can, and should, take the responsibility of keeping every man under his leadership informed,” he wrote in one article. “If one of his men has a problem, he has a problem. There should be no excuses. There is a solution to every problem, and it

should be pursued until his man is satisfied that every means has been exhausted in the effort to find a solution.”

He advocated leadership training: “I feel very strongly that we need to improve our leadership abilities to keep pace with the high level of technical skill. The rapidity of advancement has caused a need for establishment of more leadership classes at the command level. My feelings are that we must have a chain of command from top to bottom, but even more important, we must have a channel of communication and understanding.”

Black’s comments on leadership inspired response from the fleet. One chief stirred the pot with his letter to All Hands: “In recent years we seem to have become obsessed with the ‘let’s keep this one, big, happy family’ idea in our approach to discipline. It has reached a point where many of our personnel seem to be willing to overlook faults in their juniors or bypass anything that may cause people to think that they are not ‘nice guys.’ We are all in a military organization, not a popularity contest!”

Another chief wrote: “Officers and petty officers become nice guys for the following reasons: the decisions they make are not supported; they do not know how to lead and their seniors don’t know how to teach them; or they have been shorn of their authority.”

A first class wrote: “Making a decision that will please everyone is next to impossible. Some young men who enter the military service today seem to spend as much time learning how to circumnavigate the rules as they do learning them.”

Like the opening of floodgates, communication became the bi-word of MCPON Black’s tenure. It wasn’t enough neither to turn the tide of retention nor to turn back the problems in leadership, drugs and discipline that surfaced in the seventies, but it was a beginning. The Navy was beginning to learn that just because things had always been done a certain way didn’t mean they had to be done that way in the future.

In his farewell message prior to leaving office, Black wrote: “The office of the MCPON is at a point now, and it has been for some time, where cooperation with various branches and offices here in the Bureau is at its best. What has been accomplished is a good example of the importance of teamwork and working through people for people. It appears to me that the time to ‘stay Navy’ has never been better. I can tell you about many careers Navy men about to retire, who are wishing they could stay on longer. I am one of that group, but there comes a time when every Navy man must take his leave of active duty. It just seems that NOW is such a tempting time to linger on a bit longer.”

Master Chief Petty Officer of the Navy (MCPON) Delbert Black passed away Sunday, 27 February 2000 at his home in Winter Park, Florida, from a heart attack he was 77. Ima is still an active member of the the Navy Wives Club and the CPO Wives Club.



Pinning the Anchors

These are the comments from Commodore Felkins, Commander, Fleet Training Group, Guantanamo Bay, Cuba, 1982 during the pinning ceremony.

“You’ve heard all the rhetoric about how you are now expected to be the fountain of wisdom,” he said. “Every word of this is true. But I stand here today to charge you with the greatest challenge and the most important task that you, as a Chief, will ever undertake.

“I expect that each of you will fulfill your duty as a mentor and leader of your enlisted charges. But, this is the easy part of being a Chief. It has been drilled into them, just as it was drilled into each of you, that, when in doubt, ‘Ask the Chief.’

“I wish I could say the same for our junior officers but, alas, I cannot.

“Based upon my own experience, junior officers are far too cocksure of their own abilities and unwilling to admit their own shortcomings. Their training has been long on the technicalities of warfare, but pitifully short on the realities of leadership. And this is where you come in. The single most important task you will ever undertake is in the training of our junior officers.

“This will, without doubt, be the most difficult task which you will ever undertake. Yet, you cannot shirk from it. I cannot... indeed the Navy, nor the country can afford your abandonment of this responsibility. The stakes are, simply, far to high.

“You will be constantly frustrated in this role. You will find yourself battling an individual who writes your fitness report. You will find yourself at odds with someone who has a mere fraction of your knowledge and practical experience. You will find yourselves at odds with someone who is half your age, and is somehow convinced that he is right, and you are wrong.

“This will be, for many of you, a no win situation. And, you will ask yourselves, ‘Can I afford to stand up to the person who writes my evaluation?’ My answer to this is simple and direct: You can’t afford not to.

“Each of you is a specialist in your field. There is no one, officer or enlisted who has been where you have been, or done what you have done. Draw upon this experience. Choose your battles carefully. But never back down when your arguments are sound.

“You will, no doubt, encounter the prototypical ‘Salty’ Ensign. He will be your nemesis. He will assert his authority. And you will support him. But after quarters is done, you will seek him out and attempt to set him right. If he is potentially a good naval officer, he will listen to you. If he is wise, he will seek your council. If he is none of these things it is your responsibility... indeed, it is your duty to confront him, and the consequences be damned. You must, when the time comes, be willing to put everything on the line.

“I had it put to me, in no uncertain terms, from a grizzled old Chief Boatswain’s Mate, when I was a young First Lieutenant. ‘Sir,’ he said. ‘Let me put it this way. I am a Chief Petty Officer. I will retire as a Chief Petty Officer. Nothing that you can say or do will change that fact. My career is winding down. Your career is just starting. This makes me a very dangerous person. I can do you a whole lot more damage than you can do me. Do we understand each other?’

“I charge each of you to emulate my old Chief. In my career, I can think of no individual, officer or enlisted, who had the impact that he did. I consider him both my mentor, and my friend. I went on to learn from him, not just about his rate, but about life, leadership, and responsibility. Often, to this day, when I encounter a problem I’ll ask myself, ‘What would the Chief have said?’”

Navy’s First Black Chief

Navy Historical Society

Dick Turpin was born on this date in 1876. He was an African-American Navy Diver, inventor and officer.

From Long Branch New Jersey at the age of 20 John Henry “Dick” Turpin enlisted in the United States Navy on November 4, 1896. He was a “Mess Attendant” aboard the Battleship MAINE when it was sent to Havana, Cuba in 1898. On February 15th 1898, an explosion took place aboard MAINE. According to Apprentice Ambrose Ham, Dick Turpin was trying (in vain) to save the life of Lt. F. W. Jenkins when he was ordered by Lt. George Holman to “go below and get some cutlasses” thinking that the MAINE was being attacked by Spanish forces. Turpin seeing that the MAINE was quickly sinking, chose to dive overboard, and soon found another man clinging to his back, He was quickly rescued safely and taken to Key West aboard the OLIVETTE.

In July 1905, Turpin was about to encounter another Naval Disaster, when the boiler exploded aboard the USS BENNINGTON in San Diego Harbor, accordingly Turpin was nominated for the Medal of Honor, for saving the lives of his fellow shipmates. In 1915 Turpin was involved in diving operations for a sunken submarine in Honolulu, Hawaii and qualified as a “Master Diver”. He is also credited with being involved with the invention of the underwater cutting torch.

In 1917, Turpin became the first African-American chief petty officer, the Navy’s highest enlisted rank at the time. On June 1st 1917 Turpin became Chief Gunners Mate aboard the



USS MARBLEHEAD, until he was transferred to the Fleet Reserve on March 8th 1919. He remained in that rank until he retired on 5th October 1925. When Turpin was not on active duty he was employed at the Puget Sound Navy Yard, in Bremerton, Washington as a “Master Rigger”. From 1938 and throughout World War II, Turpin made “Inspirational Visits” to Naval

Training Centers and Defense Plants, and was a “Guest of Honor” on the Reviewing Stand in Seattle when the first black volunteers were sworn into the Navy shortly after the Attack on Pearl Harbor. Turpin never wanted to part with the Navy, and according to one article, he requested “mobilization” at age 65 when World War II broke out.

His request was denied, but Turpin “forgot his age” and managed to remain a “Reservist”. He lived in Seattle later in life, and was in several parades honoring him. John Henry “Dick” Turpin died in 1962, sadly though there are no official records of Turpin ever receiving his “Medal of Honor.”

GTMO SHOPPER

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If sent to any other e-mail, it may not be published. Submit your ad NLT noon Wednesdays for that week's Gazette. Ads are removed after two weeks. Re-submit the ad to re-publish. The Gazette staff and NS Guantanamo Bay, Cuba, page. The Public Affairs Office has final editorial discretion on all content. Call MCC Keith Bryska at 4520 with your questions or concerns. Please keep ads to a minimum of 5 items.

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'09 Ram 1500 SLT Quad Cab, 37K Miles, \$17.5K, KBB value is \$18K. 4.7 Ltr V8, power windows and locks, a/c, tow package, bed liner, tool box, tinted windows, AM/FM, CD, MP3 with Sirius XM capability. Call 78146 or email usnjeremy@hotmail.com if interested.

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Black microfiber couch and love seat, good condition asking \$250 OBO. Modern Glass top coffee table with two end tables, contemporary style, asking for \$175 OBO. Call 79553 and make an offer.

OUTDOOR REC

(1) Mens Large Scuba Pro Knight-hawk BC w/A2 - \$375.00, (1) Womans Small Scuba Pro Lady Hawk BC w/A2 - \$375.00. Used for certification dives plus 2 other dives. (2) Scuba Pro MK25/S550 Regulators - \$300.00/ea, (2) Genesis 3 pod in-line console with React Pro dive computer, compass and pressure gauge - \$225.00/ea, Used for certification dives plus 2 other dives. (1) Mens XL Scuba Pro S-Tek 5 Mil dive suit (never worn) - \$100.00 (1) Womans Size 6 Henderson Hyperstretch 5 Mil dive suit (never worn) - \$250.00. Please call: 58619 or Email sjgardner74@hotmail.com

Schwinn Mountain Bike (silver, rarely used & kept indoors) - \$100.00 OBO, Schwinn Road Bike (white, rarely used & kept indoors) - \$200.00 Email - Vsiacor@brgtmo.com or Vsiacor@roe.com

1997 Bayliner Rendezvous (26 foot) Deck / Party Boat w/ Evinrude 175HP motor. Great multipurpose boat (fishing, diving, etc). New gauges, recently painted, recently upholstered, well maintained, includes Hummingbird 141c Fishfinder w/speed sensor. Very clean and running great! Asking \$7500 / OBO. Call 4403 or 74077.

ELECTRONICS

SCSI MODEM with complete cables. \$50, Call: 58545

Colby 40" Flatscreen TV, barely used \$350.00. Contact Farida at 78470.

H.P Intel Laptop for sale \$500.00 Windows 8, 500 GB [4months old] New (have not been used) 15.6 in Call Burke 90519

Yamaha Acoustic Guitar with stand \$40. Email - dmanansala@roe.com

MISC

Sigma 70-200mm f/2.8 EX DG APO OS HSM Lens for Nikon, Brand New - unused, in original packaging with receipt, \$1,200.00 OBO Nikon 70-200mm f/2.8 Edif Afs-g Vr Lens for Nikon, Rare White Color, and Works flawlessly, light wear and/or usage. Lens glass is very clean. \$1,600.00 OBO Email - Vsiacor@brgtmo.com or Vsiacor@roe.com

Universal Orlando Tickets, Two (2) tickets for sale, 3 Day Passes each, Selling as a pair only, 1 is for military, and is free, 1 is for anyone else, \$150, Tickets are Park-to-Park. Both Universal parks each day. Tickets must be used by June 30, 2013. Please contact Jack at x8356, jackpso@gmail.com

YARD SALE

Saturday, 30 March from 10:00 - Noon at Villamar 43A. Please do not disturb before 10:00.

The SCOOP



SAFE RIDE

Out drinking? Put the keys down and call Safe Ride at 84913 or 84781. Don't drink and drive.

WATER RESTRICTIONS

The Naval Station is currently experiencing water production limitations and is under a tight water restriction. We are asking all residents to adhere to the following rules; no lawn watering, no vehicle washing at homes, limit plant watering, no washing of sidewalks with potable water and residents are asked to report possible leaks to the Public Works Department at 4535.

SUBA DIVING

The Re-Compression Chamber will be down for maintenance March 19 to April 4. This means all civilian and recreational diving will be secured during this time period. For more information contact the Command Diving Officer at 4444.

EASTER EGG HUNT

Hosted By 525 MP BN (I/R) Family Readiness Group and Guantanamo Bay Spouses' Club at Phillip's Dive Park, March 30th 9am-11am. Please bring a basket/bag to collect eggs. Grand prizes will be given to each age group. The Easter Bunny will be there to take pictures with, please bring your own camera.

Vacation Bible School Volunteers

It's hard to believe, but VBS is almost here! Talented people LIKE YOU are invited to join the ministry team as we build Kingdom Rock, this year's VBS program. Actors, set builders, leaders, artisans, teachers, food preparers, musicians, creators, organizers, manual laborers, encouragers... come see how you can serve our KING!

First Planning Meeting Monday, March 25, 1830-1930 in the Chapel Fellowship Hall

GTMO JOB HUNT

MWR

Recreation Asst. Lifeguard - Flex
 Recreation Asst. Lifeguard - Full Time
 Bartender - O'Kellys - Flex
 Bartender - Flex
 CYP Asst- Full Time
 CYP Ops Clerk - Flex
 Food Service Worker - Flex
 Lead CYP Asst- Full Time
 Accounting Tech- Flex
 Electrician- Full Time
 Maintenance Mechanic - Full Time
 Rec Aid Bingo Caller - Flex
 Recreation Asst.- Full Time
 HR Specialist - Full Time
 ID Checker - Flex
 Waiter/Waitress(Flex)
 Auto Skills Center Manager (Full Time)
 Recreation Asst.-Flex
 Food Service Worker-Flex
 Sexual Assault Prevention and Response Victim Advocacy (SAPR VA) Support Specialist
 Job Descriptions can be found on MWR's Job Wall next to the NAF HR office, Bldg. 760. FMI, call 74121

LTC Construction - Construction Company is looking for an Accountant with 2 - 10 years' experience in Cost. Please apply online at www.ltccorp.com job opening 814.

MOVIES DOWNTOWN LYCEUM

FRIDAY	Mar. 29
8 p.m.:	Snitch(New) PG13 112 min.
10 p.m.:	Dark Skies(New) PG13 95 min.
SATURDAY	Mar. 30
8 p.m.:	G.I. Joe: Retaliation(New) PG13 110 min.
10 p.m.:	Safe Haven PG13 116 min.
SUNDAY	Mar. 31
8 p.m.:	Side Effects R 106 min.
MONDAY	Apr. 1
8 p.m.:	U-571 PG13 116 min
TUESDAY	Apr. 2
8 p.m.:	Bullet to the Head(Last) R 91 min.
WEDNESDAY	Apr. 3
8 p.m.:	Midway PG 132 min.
THURSDAY	Apr. 4
8 p.m.:	Warm Bodies(Last) PG13 97 min.

CALL THE MOVIE HOTLINE @ 4880

Youngest Chief Petty Officer

From the Goat Locker

Diego Enrique Santiago stands at attention, his small fists clenched at his side. Dressed in size 6, custom-made dress blues, Diego's brown eyes scan the Jacksonville USO. In the large hall, he's surrounded by Navy chief petty officers, family and friends. They've come to watch 5-year-old Diego realize one of his dreams - to become a chief petty officer just like his dad, Chief Hospital Corpsman Jesus Santiago. It's something he is unlikely to have the chance to do as an adult.

Diego has been battling lung cancer for the past several months, and his immune system has weakened in recent weeks. In January, his doctors gave



him three weeks to live, his mother said. His family mom, dad and sisters Brandi, Ali and Samara - plus others have worked to make as many of Diego's wishes come true as they can. Becoming a chief petty officer was the

ultimate, Jesus Santiago, said. "This is his wish come true," he said after the ceremony. "He's always wanted to emulate me, and he has finally gotten his wish. That means more to me than his weight in gold."

Chief Hospital Corpsman Charles Clements, a coworker of Santiago's and the man who organized Thursday's event, had never met Diego until the pinning ceremony. Before it could happen, Clements had to get the permission of Chief Petty Officer of the Navy Perry D. Scott. "I knew that Diego has grown up thinking he is in the Navy all of his life," Clements said. "Becoming a chief was just the next step. To my knowledge it's never been done before. There have been honorary chiefs, but they have all been adults."

Meeting hurdles

Clements calls Diego and his parents to the front. His mother and father stand by their son's side as Clements begins. "Today Chief Select Santiago is joining a proud and strong, 113-year-old tradition of chief petty officer leadership in our Navy," Clements says. "We are proud to welcome him to our ranks." Jesus and Cookie Santiago take turns pinning the golden anchors on the lapels of their son's uniform. "They have successfully guided their charge through the challenging last few months and stand with him today as he joins our ranks," Clements says. Throughout the reading of the certificate, little Diego maintains a serious expression. His eyes are focused straight ahead.

"Chief Santiago, remember who you are now, you must wear these anchors with pride and behave in a way that will always protect them from any dishonor or stain," Clements says. After the pinning, Chief Diego is presented with his cover, a symbol of the Naval community, while Clements reads the official creed. All chiefs and master chief petty officers are asked to rise to the occasion. About 50 men and women in the audience, all in uniform, duplicate Diego's attentive stance.

"During the course of this day you have been caused to humbly accept challenge and face adversity," Clements reads. "This you have accomplished with rare good grace. Pointless as some of these challenges may have seemed, there were valid, time-honored reasons behind each pointed barb. It was necessary to meet these hurdles with blind faith in the fellowship of chief petty officers. The goal was to instill in you that trust is inherent with the

donning of the uniform of a chief. ". You must face each challenge and adversity with the same dignity and good grace you demonstrated today. By experience, by performance and by testing you have been this day advanced to Chief Petty Officer."

Just like dad

Clements told the crowd that Diego wasn't merely being promoted by a pay grade but joined an exclusive fellowship. Diego will share a special responsibility with his comrades. New responsibilities and privileges that go along with becoming a chief petty officer do not appear in print. They have no official standing; they cannot be referred to by name, number, or file. They have existed for more than 100 years, Clements said. "Chiefs before you have freely accepted responsibility beyond the call of printed assignment," he said.

As the ceremony came to an end, Clements proclaimed Diego as Chief Diego Santiago. At that point Diego's serious expression turned to an ear-to-ear grin as he and his parents walked hand-in-hand down the aisle among the other officers. Everyone in the room cheered and gave him a standing ovation.

Once the official ceremony ended, Diego walked over to the cake table and cut the first piece. His mother fed him while all the Chiefs waited in line to shake their new comrade's hand and give him a salute. More than a dozen handed him coins from their squadrons. "This is more fun than playing video games," Diego said. "I liked the coins because they have eagles on them." Later when asked why he wanted the position as chief petty officer, Diego told his mother "So I could be just like my dad."

Our Youngest Chief transferred to the Supreme Commander for his final duty station 8/2/06



