



Cold War
United States turns
attention to Middle East
Page 10

Up Periscope
Find out what's best
at Pirates Cove Galley
Page 9

Prevention
Kings Bay Fire Dept.
spreads its message
Page 4



THE PERISCOPE

KING'S BAY, GEORGIA

Vol. 48 • Issue 40

www.cnic.navy.mil/kingsbay

kingsbayperiscope.jacksonville.com

Thursday, October 17, 2013

**Happy
238th
Birthday,
Navy**



EM1 Cody Guidry and ETC Danny Crumpton Jr. carry out Colors with the command mustered for Navy Birthday 2013, Oct. 11 at Kings Bay's Fluckey Hall.

Navy photos by MC2 Cory Rose

When USS Squalus (SS 192) hit the bottom of the ocean stern-first off the coast of New Hampshire, to rest in 240 feet of water, 33 of the 59 crew members survived in the forward chambers of the submarine. In the control room, crew members desperately closed off water leaks.

Naval History and Heritage Command art



THE AMAZING RESCUE OF USS SQUALUS

IN 1939, NAVY DIVING BELL BROUGHT 33 MEN UP FROM BOTTOM OF OCEAN

From Naval History and Heritage Command

USS Squalus (SS 192), a 1,450-ton Sargo class submarine, was built at the Portsmouth Navy Yard, Kittery, Maine.

Commissioned in March

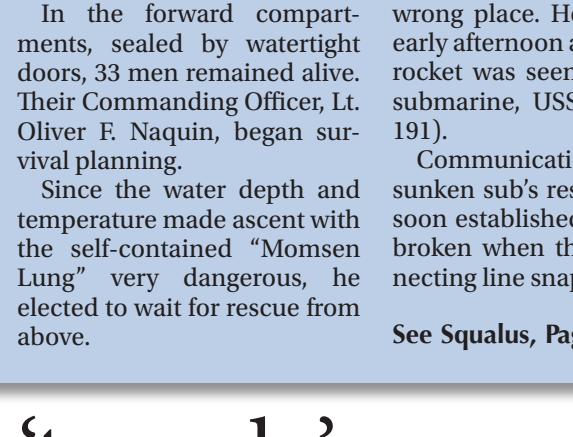
On the fourth rescue dive of the McCann diving bell, the steel wire used to raise the bell to the surface became fouled.



1939, Squalus was conducting test dives off the New Hampshire coast not far from Portsmouth, at 8:40 a.m., May 23, 1939, New Hampshire. All indications were that everything was ready for a safe dive.

However, just after the submarine submerged, the engine rooms began to flood. Somehow the main induction valve, a large opening that brought air to the engines while on the surface, had opened.

Quickly, the submarine's af-



Squalus crew-members huddle around a lamp in the forward torpedo room awaiting rescue.

ter compartments filled with water, drowning 26 men there, and Squalus settled to the bottom, 243 feet deep.

In the forward compartments, sealed by watertight doors, 33 men remained alive. Their Commanding Officer, Lt. Oliver F. Naquin, began survival planning.

Since the water depth and temperature made ascent with the self-contained "Momsen Lung" very dangerous, he elected to wait for rescue from above.

See Squalus, Page 6

Within a few hours, other ships were searching for the missing Squalus, unfortunately in the wrong place. However, in the early afternoon a distant signal rocket was seen from a sister submarine, USS Sculpin (SS-191).

Communication via the sunken sub's rescue buoy was soon established, and as soon broken when the buoy's connecting line snapped.

See Squalus, Page 6

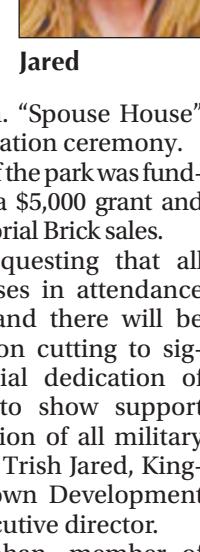
Pavilion dedicated Vets Day

Kingsland Veterans Memorial Park ceremony Nov. 11

From the Kingsland Downtown Development Authority

To honor the memory of the men and women who have served or are currently serving in the Armed Forces of the United States of America, VFW Post No. 8385 hosts the annual Veterans Day Parade Nov. 11 in downtown Kingsland.

Parade line up starts at 9 a.m., with step-off at 10 a.m.



Jared

At the conclusion of the parade, all are invited to the Kingsland Veterans Memorial Park for the 11 a.m. "Spouse House" pavilion dedication ceremony.

This phase of the park was funded in part by a \$5,000 grant and through Memorial Brick sales.

"We are requesting that all military spouses in attendance wear yellow and there will be a yellow ribbon cutting to signify the official dedication of the pavilion to show support and appreciation of all military spouses," said Trish Jared, Kingsland Downtown Development Authority executive director.

Krista Callahan, member of the American Military Spouse Choir and wife of Naval Submarine Base Kings Bay Executive Officer Cmdr Ed Callahan, will sing the national anthem and help cut the yellow ribbon at the KVM Park "Spouse House" pavilion dedication.

The dedication ceremony will be followed by a southern fried catfish dinner at the Kingsland Depot Pavilion, 200 E. King Ave. in downtown Kingsland.

Hale calls shutdown 'tragedy' urges Congress to end

DoD comptroller before House Armed Services Committee

By Jim Garamone
American Forces Press Service

The lapse in appropriations that triggered the government shutdown "is a tragedy," and a "colossal waste of time" the Department of Defense's comptroller told the House Armed Services Committee Oct. 10.

Under Secretary of Defense Robert F. Hale described for lawmakers how the department has implemented the Pay Our Mili-

tary Act, which has mitigated some aspects of the shutdown. The act, passed September 30, took some days for DOD officials to examine and implement.

Hale described the steps the department took to prepare for the shutdown.

On Sept. 25, Deputy Defense Secretary Ash Carter issued a memo on shutdown triggered by the lapse in appropriations defining excepted activities. Under the law such activities are related to military operations and safety to life and protection to property.

"Once the lapse occurred we have no authority ... except to

follow this guidance," Hale said.

Under the guidance, active duty military personnel continued in their normal status. Commanders and managers identified DOD civilians who worked primarily on excepted activities.

"These excepted civilians continued working after the lapse,"

Hale said. "All others were placed on emergency no-notice furloughs."

Reserve component personnel on inactive duty were allowed to drill only if the drills were in support of excepted activities such as readying for deployment to Afghanistan.

All told around 400,000 DOD civilians were placed on furlough.

"They will be paid only if Congress passes separate legislation," Hale said. "Military personnel and excepted civilians continued to work and they are guaranteed to be paid. In [the] reserves they can't be paid until after the lapse ends."

This was the situation before the Pay Our Military Act was implemented.

See Hale, Page 3

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Local news and views

Naval Submarine Base, Kings Bay, Ga.



Now hear this!

Dolphin Store potluck Oct. 20

The Dolphin Store Kings Bay is hosting a potluck dinner at 3 p.m., Oct. 20 for all military active or retired spouses at Kings Bay Naval Submarine Base, to celebrate the new Chief Petty Officers at the Conference Center. Kings Bay Command Master Chief Randy Huckaba will be the guest speaker. RSVP by Oct. 5 at The Dolphin Store, inside the base library, 11 a.m. to 1 p.m., Monday through Friday with what dish you are making. For more details call (912) 573-6102 or e-mail at kbdolphinstore@hotmail.com.

St. Mary's haunted tour Oct. 18

Some of St. Mary's most chilling and historical figures will be out on Oct. 18 as the St. Mary's Downtown Merchants Association presents its 5th Annual Haunted History Tour. It features 11 haunting venues with 11 stories told by costumed actors, including the infamous Goat Man. Tickets can be purchased in advance at Once Upon a Bookseller at 207 Osborne St. and at the St. Mary's Welcome Center. Advance tickets are \$8 and \$10 on the day of the event. Groups of 20 or more can purchase tickets for \$5 each. For more information, call (912) 882-7350. Also ongoing in St. Mary's through Oct. 31 are the Haunted House in the Kings Bay Shopping Center Fridays and Saturdays, plus Oct. 17 and 31, and Hay Days. For more information, call (912) 888-4000.

Taste of Camden set for Oct. 17

Taste of Camden is 4 to 8 p.m., Thursday, Oct. 17 at the Kings Bay Village Shopping Center. In addition to our food exhibitors, the event will now include wine tasting with commemorative glasses. Tickets are available online or at Tribune & Georgian or the Kingsland Welcome Center; \$15 with wine tasting and \$10 without. Save \$2 per ticket on any purchased before Oct. 17 while supplies last.

Student rewards back at NEX

In the Navy Exchange's A-OK Student Reward Program qualified students participate quarterly drawings for monetary awards of \$2,500, \$1,500, \$1,000 or \$500 for a total of \$5,500 per quarter for college. The next drawing will be at the end of August. Any eligible full-time student that has a B-grade point average equivalent or better may enter. Eligible students include dependent children of active duty military members, reservists and military retirees enrolled in first through 12th grade. Each student may enter only once each grading period and must re-enter with each qualifying report card. To enter, stop by any NEX with a current report card and have a NEX associate verify the minimum grade average. Fill out an entry card and obtain an A-OK ID, which entitles the student to discount coupons for NEX products and services. Since the program began, NEXCOM has awarded more than \$611,000 in Series EE U.S. savings bonds and monetary awards with the help of its generous vendor partners.

Base lost & found has found items

There is lost and abandoned property, such as watches, rings and cell phones, at Naval Submarine Base Kings Bay Navy Security. If you have any information reference to any items, contact Detective Michael Palmer, Monday through Friday, at (912) 573-9343 or by e-mail, Michael.j.Palmer@Navy.mil.

Habitat build poker run Nov. 16

The Habitat Ride to Build Poker Run, benefiting Habitat for Humanity of Camden County, will be Nov. 16. The ride begins and ends at VFW of Kingsland. Cost is \$20 for rider and one passenger, one poker hand, cookout, music. For more information, contact Haylinder at (912) 552-4563.

Celtic Festival Nov. 16 in Jax

The upbeat music, lively dancing, rugged Highland games and cuisine of the colorful Celtic culture will be offered at the Jacksonville Celtic Festival, a free event noon to 10 p.m. Saturday, Nov. 16 at the oceanfront SeaWalk Pavilion, 75 1st St. N., Jacksonville Beach, Fla. For more information, visit jacksonvilleceltic-festival.com

Suggestions for The Periscope?

Do you see an event on base you think deserves coverage in the Periscope? Let us know by calling editor Bill Wesselhoff at 573-4719 or e-mail periscopekb@comcast.net.

Branch Health Clinic offers flu shots

By Yan Kennon

Naval Hospital Jacksonville Public Affairs Senior Writer

Naval Branch Health Clinic Kings Bay is now providing annual influenza vaccine to service members, retirees and families.

The flu vaccine is required for all active duty military personnel, selected reserves and healthcare workers, and is recommended by Centers for Disease Control and Prevention for everyone age six months and up. It's the first and most important step in protecting against flu viruses.

According to CDC, seasonal epidemics of influenza occur every year in the United States, usually between October and April. Typically, epidemics cause thousands to tens of thousands of deaths and about 200,000 hospitalizations each year in the U.S.

A vaccine to prevent influenza has been available since the 1940s, yet some patients don't take the time to get the vaccine, even after the recent 2009 H1N1 global pandemic — the first such pandemic in more than 40 years.

"The flu can be very dangerous, especially to the young and elderly," said Cmdr. Chad Roe, NBHC Kings Bay officer in charge. "Vaccination is the primary means of reducing seasonal flu illness and its complications. Vaccine protects both the individual and the community as a whole, by reducing and preventing

Branch Health Clinic KB

the spread of the disease."

Influenza is a virus that infects the nose, throat, windpipe and lungs. It is highly contagious, spreading from person to person by coughing, shaking hands, sneezing or talking closely with another person.

Typical flu symptoms include fever, chills, muscle aches, congestion, cough, runny nose and difficulty breathing. Flu can lead to more severe infections like pneumonia, especially in the elderly and the immunocompromised.

H1N1 flu virus has similar symptoms, sometimes also including vomiting and diarrhea, and can cause severe infections in younger patients, pregnant women and children.

NBHC Kings Bay offers two kinds of flu vaccine. Flu mist, an intranasal vaccine that is squirted into the nose, can be given to healthy patients ages two to 49. The injectable vaccine, or flu shot, is given to pregnant moms, diabetic patients, asthmatics and anyone with a chronic medical condition such as emphysema.

The shot is safe for pregnant women at any time during pregnancy. Since babies aren't able to get the vaccine until age six months, mom is baby's best protection. Breastfeeding also helps protect babies,

thanks to the protective flu antibodies that appear in mom's milk about two weeks after immunization.

Potential side effects are usually mild. The flu mist can cause mild congestion and a runny nose, but it can't grow in the lungs and can't cause pneumonia. The flu shot can cause some redness and pain at the injection site, muscle ache and a low grade fever, but because the virus is completely inactivated, it cannot possibly cause influenza.

At NBHC Kings Bay, patients can walk-in for flu vaccine 7 a.m. to 3 p.m., Monday through Friday. Flu vaccine walk-ins will be conducted from 7 to 11 a.m. only, on the last Friday of each month, to facilitate command training.

Other important immunizations include human papillomavirus, pneumococcal and the entire spectrum of childhood vaccines.

For more information, visit www.cdc.gov.

NBHC Kings Bay is one of Naval Hospital Jacksonville's six health care facilities located across Florida and Georgia. Of NH Jacksonville's patient population — about 163,000 active and retired sailors, soldiers, Marines, airmen, guardsmen and their families — more than 57,000 are enrolled with a primary care manager at one of its facilities.

To find out more about NBHC Kings Bay, visit the command Web site at www.med.navy.mil/sites/NavalHospitalJax.

General training schedule released

By Cmdr. Kelly Brannon

Naval Education and Training Command Public Affairs

Topics for General Military Training for Fiscal Year 14 were announced in NAVADMIN 264/13, Oct. 9.

The announcement, usually released Oct. 1, was delayed due to the ongoing effort to streamline or eliminate administrative burdens on the fleet, allowing more time to focus on mission readiness. In support of this effort, known as Reducing Administrative Distractions, a revision of the GMT instruction is nearing completion.

"Through RAD and other feedback, the Fleet has been pretty clear that they want us to give this a good hard look," said Vice Adm. Bill Moran, chief of naval personnel. "We need to find the right balance of required training and white space for our commanders."

While each of the GMT subjects are important, Moran said his staff's review of the instruction will ensure training requirements are validated, inefficiencies are eliminated, and improvements are made to overall

Education & Training

program effectiveness. The intent of the GMT instruction revision is to provide clear communication of requirements and to establish an annual review process for each topic.

There are two categories of GMT topics that must be completed in FY 14.

Category One topics must be conducted via face-to-face, instructor-led training sessions provided at the command level. Senior leadership, command training teams, or collateral duty training officers/chief petty officers will conduct Category One GMT.

The FY 14 Category One GMT topics are: Alcohol Abuse Prevention and Control; Equal Opportunity and Grievance Procedures; Hazing Policy and Prevention; Personal Financial Management; Sexual Assault Prevention and Response Awareness; Sexual Harassment and Grievance Procedures; Stress Management; and Suicide Awareness and Prevention.

"These are the opportunities for

leadership to engage and have frank and deliberate discussions about command-delivered training, ensuring Sailors understand their roles and responsibilities," said Capt. John Newcomer, Commanding Officer at the Center for Personal and Professional Development.

The remaining required GMT topics are Category Two topics that can be completed via Navy e-Learning or through face-to-face, command-delivered training at the discretion of the unit commander.

The Category Two GMT topics for FY 14 are: Anger Management; Antiterrorism/Force Protection; Combating Trafficking in Persons; Counterintelligence Awareness and Reporting; Domestic Violence Prevention and Reporting; Drug Abuse Prevention and Control; Fraternization Awareness and Prevention; Information Assurance; Operational Risk Management; Operational Security; Physical Readiness; Privacy and Personally Identifiable Information Awareness; Records Management; Sexual Health and Responsibility; and Tobacco Use Prevention

See Schedule, Page 3

Thanksgiving letters for troops sought

From The Bert Show

Every single service member deployed outside the United States deserves to receive a letter of gratitude on Thanksgiving Day.

The Bert Show, a nationally syndicated radio program, and its listening community want to give our troops a *Big Thank You* with a little taste of home this Thanksgiving.

In 2007, 375,000 letters to troops all over the world were successfully sent. In 2011, The Bert Show community helped to express a *Big Thank You* with more than 405,000 letters.

This year the goal is the same, to provide a letter of appreciation to each service member deployed outside the United States. It can only be done with your help. By pulling together, this project can be a success.

Each letter should be heartfelt, handwritten, original and free of

Big Thank You

any political statements. The purpose of the letter is to express thanks to the military personnel currently deployed outside the United States.

The Bert Show reserves the right to eliminate those messages that are political in nature and do not reflect a positive message in the spirit of Thanksgiving.

Get a letter writing campaign started. Everyone in your school, church, civic group, sorority/ fraternity, office or neighborhood is welcome to write letters. Give that troops that much-deserved show of appreciation by writing a letter of thank you.

Here are some guidelines:

- All letters must be on 8.5-inch by 11-inch paper or smaller.
- Do not use glue, tape, staples,

cardboard, glitter or otherwise attach anything to the paper.

- No construction paper.
- Decorate using crayons, markers, pens or pencils.

- Use both sides if you like, but use one page per letter only.
- Do not send greeting cards or photographs.

- Feel free to include your mailing and e-mail address.
- Individual letters should not be sealed in envelopes.

- Do not send anything except letters.

Donations of any kind should not be included or attached to letters and cannot be accepted.

Letters can be dropped off by Oct. 22 at Lori Lamoureux's office at Naval Submarine Base Kings Bay Security in Building 2026, 1115 Henry Clay Blvd.

For more information, call Lamoureux at 573-4235.

THE Periscope

KING'S BAY, GEORGIA

NSB Kings Bay Commanding Officer

Capt. Harvey L. Guffey, Jr.

NSB Kings Bay Executive Officer

Cmdr. Ed Callahan

NSB Kings Bay Command Master Chief

CMDCM Randy Huckaba

NSB Kings Bay Public Affairs Officer

Scott Bassett

NSB Kings Bay Public Affairs Office staff

MC2 Cory Rose, MC3 Ashley Hedrick

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Bill Wesselhoff 573-4719, periscopekb@comcast.net

The Kings Bay Periscope is an authorized newspaper published weekly on Thursday for forces afloat, tenant commands, base military personnel and civilian employees of the Naval Submarine Base Kings Bay, Ga.

The editorial content of this newspaper is prepared, edited and provided by the public affairs office. News items and photos must be submitted by noon Thursday, seven days prior to publication. Event "briefs" must be submitted by noon Friday, six days prior to publication. The public affairs office, code CM4, is in building 1063. News ideas and questions can be directed to the editor by calling 573-4714 or 573-4719, or fax materials to 573-4717. All materials are subject to editing.

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The Kings Bay Periscope is published by The Florida Times-Union, a private firm, in no way connected with the Department of Defense, or the U.S. Navy, under exclusive contract with the U.S. Navy. The circulation is 10,000.

POSTMASTER: Send address changes to The Florida Times-Union, 1 Riverside Avenue, Jacksonville, FL, 32202.

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Advertisements are solicited by the publisher and inquiries regarding advertisements should be directed to:

Kings Bay Periscope

Ellen S. Rykert, Publisher

1 Riverside Avenue, Jacksonville, FL 32202

(904) 359-4336 • (800) 472-6397, Ext. 4336 • FAX (904) 366-6230

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Coast Guard photograph by PO1 Adam Eggers
Boat crewmen with Maritime Safety and Security Team Los Angeles - Long Beach conduct tactical boat maneuvers during an exercise.

Training efforts realistic

By Lt. Jodie Knox

From Coast Guard Compass

The Coast Guard is responsible for maritime safety, security and stewardship.

Performing these responsibilities requires a high level of training for Coast Guard men and women. The training is especially intense for Coast Guard law enforcement missions such as gaining compliance of potentially dangerous vessels fleeing from a violation of federal law.

Coast Guard members learn how to pursue and neutralize fleeing vessels in a course known as Non-compliant Vessel Pursuit or NCVP.

The course, designed for boat drivers as well as boat crewmembers, teaches Coast Guard men and women how to approach a vessel that may be in vio-

lation of a federal law such as drug or migrant smuggling.

In these scenarios, a vessel may not stop when directed to do so by the Coast Guard. The boats driven by pursuit course students, called over the horizonboats, will hail the noncompliant vessel with their blue light and a radio call or loudhailer.

If the vessel does not stop, it will often operate in a wild or erratic fashion in an attempt to shake off the Coast Guard vessel in pursuit. It is this type of situation where the course's tactics come into practice.

"We teach them how to approach the vessel safely, to minimize the risk that is associated with an operation like this. We not only [teach them how] to stop the vessel but also [how] to engage and neutralize the person once the vessel

See Training, Page 5

lignence Awareness and Reporting; Information Assurance; Operational Security; and Records Management.

Standardized training material for Category One and Category Two training is available for download from the Personal Development GMT page on the Navy Knowledge Online Web page at www.nko.navy.mil.

Training completion of Category One topics must be recorded in Fleet Training Management Planning System via learning event completion forms.

Additionally, a GMT

calendar for FY 14 is also available on the NKO GMT page, including recommended training delivery months to coincide with Navywide training themes.

GMT questions should be addressed to Lyman Watts, GMT program manager at (757) 492-0763, DSN: 492 or via e-mail to the Center for Personal and Professional Development at gmt.distribution@navy.mil.

Additional information about GMT training requirements for FY 14 is detailed in NAVADMIN 264/13.

gram payments."

CERP funds are used to pay Afghans compensation for deaths or damage, or other events.

"They are key to continuing a responsible drawdown in Afghanistan," Hale said.

Marine Gen. Joseph F. Dunford Jr., the International Security Assistance Force commander in Kabul, has expressed his strong concerns on the situation.

"But we have not yet identified a legal way to make these payments during a lapse of appropriations," Hale said. "We're trying our best."

The lapse continues to erode reserve component training and readiness. Weekend drills have been halted.

The National Guard has canceled around 100,000 drills in the first weekend; the reserves canceled around another 75,000 drills.

Active duty personnel are also hit in training and readiness accounts.

"The lapse forces us to waste a good deal of the public's money," Hale said. "About 400,000 DOD civilian personnel on furlough did not work for four days. That's roughly \$600 million in services that we lost in support of national security objectives."

The department curtailed training, will pay interest for late payments and pay increased transportation costs.

repair and maintenance, commissary workers and payroll activities.

Another group of civilians who provide longer term support were also recalled.

They include acquisition oversight, financial management, logistics, and a number of others.

"Finally, a category of civilians was identified whose work is highly valuable and necessary ... but it provides less direct support to military members," Hale said. "These civilians were not covered by POMA, and some remain on furlough."

They include chief information officer staff functions, public affairs officers except internal communications personnel, legislative affairs, deputy chief management officer, auditors, and related functions, as well as personnel providing support to non-DOD personnel.

More than 95 percent of DOD civilians who were on furlough were recalled, and most were back to work by Oct. 7.

Still, the lapse of appropriations is having serious adverse effects on DOD, Hale said.

"Despite our very best efforts, there are already some limited adverse effects on the war in Afghanistan," he said.

Excepted personnel fell into this category.

The department recalled civilians who provide day-to-day support, like health care providers, family support, some

Lawrence holds memorial

By MC3 Carla Ocampo
USS William P. Lawrence Public Affairs

Sailors aboard the guided-missile destroyer USS William P. Lawrence (DDG 110) gathered for a remembrance ceremony Sept. 29 to honor the lives of two fallen pilots killed in a helicopter accident.

On Sept. 22, an MH-60S Seahawk helicopter, attached to Helicopter Sea Combat Squadron 6, crashed in the central Red Sea while operating with William P. Lawrence.

The two pilots killed were Lt. Cmdr. Landon L. Jones, 35, of Lompoc, Calif., and Chief Warrant Officer 3 Jonathan S. Gibson, 32, of Aurora, Ore.

During the ceremony Cmdr. Jana A. Vavasseur, commanding officer of William P. Lawrence, expressed how their loss had affected everyone. Vavasseur said that even though many Sailors aboard may not have known Jones or Gibson personally, their loss still hurt because they were shipmates.

After Vavasseur addressed the crew, members from Helicopter Maritime Strike Squadron (HSM) 75 read the biographies of Jones and Gibson.

Lt. Benjamin Box, a Navy chaplain assigned to Destroyer Squadron 23, read a letter written by Theresa Jones, widow of Jones.

In the letter, Theresa explained what was on her mind and what she did the day three men in service dress blues knocked on her door.

In her letter Mrs. Jones wrote: "My boys, one of you lost your best friend and one of you never even had the chance to meet him. But, please know that your father loves you."

Following the letter, Box said a few words and led the crew in a prayer for the



Navy photo by MC3 Billy Ho
The guided-missile destroyer USS William P. Lawrence (DDG 110) transits the Arabian Gulf. Lawrence held a memorial service Sept. 29 for two lost pilots.

lives of Jones and Gibson.

"Perhaps the best way we can honor the dead, is to go on living, to enjoy our loved ones, to value the small blessings that are often taken for granted and to appreciate our opportunity to serve a great and noble cause," said Box. "On this solemn occasion may we find the inspiration to complete our mission with pride, dignity and dedication."

William P. Lawrence departed her homeport of San Diego Jan. 14 for her maiden deployment and is currently in the U.S. 5th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts.

The ceremony concluded by the playing of *Taps*.

William P. Lawrence departed her homeport of San Diego Jan. 14 for her maiden deployment and is currently in the U.S. 5th Fleet area of responsibility conducting maritime security operations and theater security cooperation efforts.

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Times Good Fri 10/11 thru Thur 10/17

*CAPTAIN PHILLIPS (PG13)
(Fri-Mon 1:00) 3:30 4:00 6:30 7:00 9:55

*MACHETE KILLS (R)
(Fri-Mon 1:30) 4:35 7:45 10:10

*GRAVITY 3D (PG13)
(Fri-Mon 12:30 2:45) 7:15 9:30

*GRAVITY 2D (PG13)
8:00 7:15

*RUNNER RUNNER (R)
(Fri-Mon 12:45 3:00) 5:15 7:30 9:45

BAGGAGE CLAIM (PG13)
(Fri-Mon 12:15 2:30) 4:45 7:00 9:15

CLOUDY WITH A CHANCE OF MEATBALLS 2 (PG)
(Fri-Mon 12:00 2:15) 4:30 6:45 9:00

INSIDIOUS: CHAPTER 2 (PG13)
(Fri-Mon 1:20) 4:20 7:40 10:05

THE FAMILY (R)
(Fri-Mon 1:00) 9:25

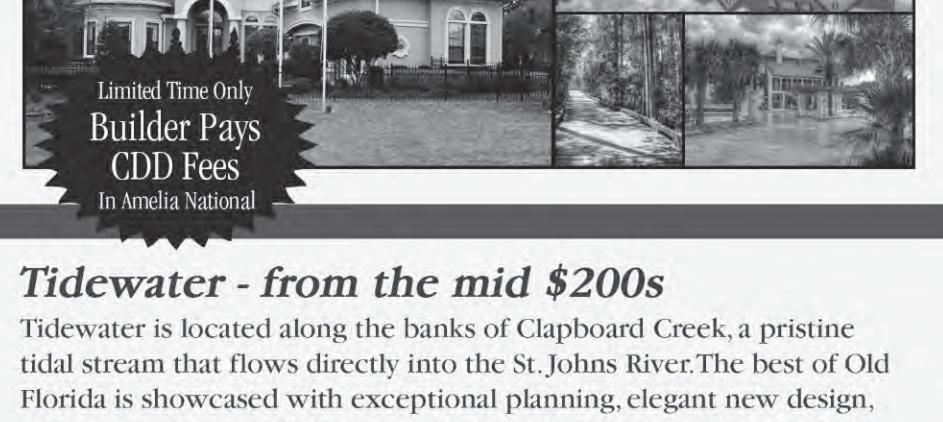
DON JON (R)
9:35

PERCY JACKSON:
SEA OF MONSTERS (PG)
(Fri-Mon 1:10) 4:15
*Pass Restricted
www.GeorgiaTheatreCompany.com



Amelia National - from the low \$300s

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Tidewater - from the mid \$200s

Tidewater is located along the banks of Clapboard Creek, a pristine tidal stream that flows directly into the St. Johns River. The best of Old Florida is showcased with exceptional planning, elegant new design, superlative construction & the most modern conveniences. Homes range from 1,734 - 4,045 sq. ft. with single & double optional bonus room available on most plans.



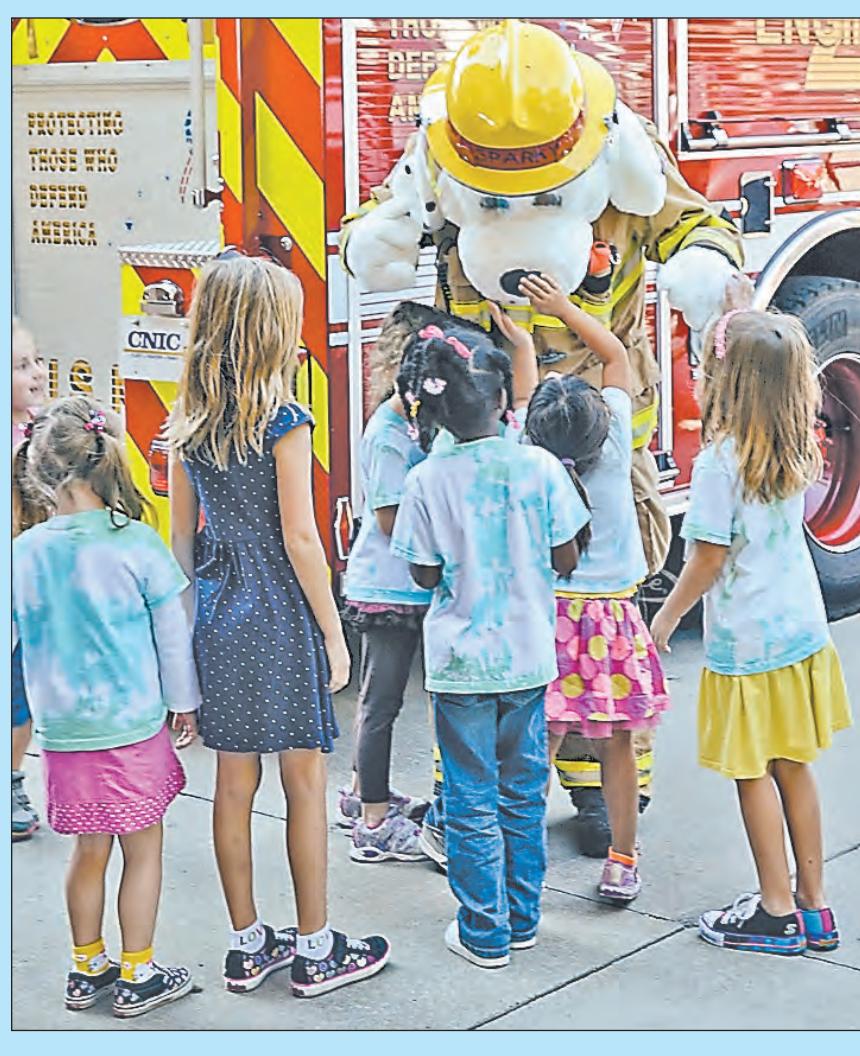
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Florida's Custom Home Builder



Above, NSB Kings Bay firefighter Jonathan Sirmon shows kids how the fire-fighting suit is worn and lets them try on the helmet.

Left, students from the NSB Kings Bay Child Development Center give Sparky a big hug.



Above, NSB Kings Bay firefighter Gabriel Villanueva shows students from Child Development Center how to use a fire hose.

Right, Students and parents watch a fire safety video during a visit to the NSB Kings Bay Fire Station. Fire Prevention Week was Oct. 6 to 13.



Above, Naval Submarine Base Kings Bay Child Development Center teacher Michaela Crighton takes a photo of one of her students with Smokey Bear during Smokey's visit to the school marking Fire Prevention Week 2013.

Navy photos by MC2 Cory Rose



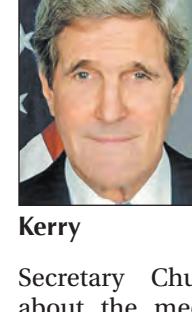
Right, James Armstrong of the Georgia Forestry Commission, right, holds a question-and-answer session with Smokey the Bear and students at the Child Development Center, Oct. 8.

Kerry, Karzai work on security agreement

By Cheryl Pellerin
American Forces Press Service

After weekend meetings in Kabul, Afghanistan, with Afghan President Hamid Karzai, Secretary of State John Kerry said he and Karzai had resolved all but one of the major issues critical to a bilateral security agreement between the two countries.

And en route to London


Oct. 13, Kerry consulted several times via phone with Defense Secretary Chuck Hagel about the meetings, according to senior State Department officials who spoke with reporters in a background briefing.

Kerry and Karzai spoke during an Oct. 12 press conference at the presidential palace in Kabul, positive about the progress they'd made.

"I believe that in the last 24 hours, as we have worked hard at these issues that really have been negotiated over now for more than 11 months, that we have resolved ... the major issues that [President Karzai] went through," Kerry said.

Kerry said he and Karzai "have put ourselves in a position for an enduring [U.S.-Afghanistan] partnership going forward in the years ahead."

In his remarks, Karzai had described his main issues as national sovereignty, prevention of civilian casualties, and a clear definition of invasion by foreign forces.

But both leaders acknowledged that, on

the outstanding issue of claiming U.S. jurisdiction



Lance Cpl. Kevin Dunseith, a Blue Point, N.Y., native and turret gunner with Combat Logistics Regiment 2, Regional Command (Southwest), crews his machine gun during a combat logistics patrol in Helmand province, Afghanistan, Oct. 1.

Marine Corps photo by Cpl. Paul Peterson

for U.S. troops who are accused of committing crimes while deployed in Afghanistan, the decision about whether to allow this agreement in the bilateral agreement will be left to the Loya Jirga, or council of Afghan elders, which Karzai has called to meet in November.

Army Gen. Martin E. Dempsey, chairman of the Joint Chiefs of Staff, had said in July after meeting with Karzai in Kabul that getting the security agreement signed by October fit in with his best military advice for putting in place the framework for the continuing U.S. and NATO effort in the country after Dec. 31, 2014, when the current NATO mandate expires.

Last night Kerry said his delegation was pleased that the agreement reached could be submitted to a Loya Jirga, where it

will go through the appropriate political process, including the issue of jurisdiction for U.S. troops who act outside the law while

in Afghanistan post-2014.

"The question of jurisdiction is an appropriate one for the president to submit to the Loya Jirga, and we have high confidence that the people of Afghanistan will see the benefits that exist in this agreement," the secretary said.

"But we need to say that if the issue of jurisdiction cannot be resolved, then unfortunately there cannot be a bilateral security agreement," Kerry added. "So we hope that that will be resolved. And it's up to the Afghan people, as it should be."

The secretary explained that if an American who is part of any expeditionary force under agreement from the Afghan government were to violate any law, the United States would prosecute to the full measure of that law and any perpetrator of any incident or crime would be punished.

"There is no immunity," he said, referring to what some call immunity for U.S. troops posted over-

seas.

"Let me make that clear:

No immunity," Kerry added. "And we have proven in many cases, unfortunately too many instances, that when somebody has violated the law, they have paid the price. There are people in prison today in the United States of America who have paid that price."

In terms of jurisdiction, Kerry said, where the United States has forces serving in other parts of the world, including Japan, South Korea, Europe, Africa and elsewhere, they operate under the same standard.

"We completely respect that the [Afghan] president should decide appropriately that this issue ought to be decided in his Loya Jirga," Kerry said.

But he added, "if [the jurisdiction issue] isn't resolved, we can't send our forces in places because we don't subject United States citizens to that kind of uncertainty with respect to their rights and lives."

Training

From Page 3

course. We have all of our law enforcement duties in one program and it makes the training more seamless. We teach from blue lights to handcuffs," said Senior Chief Petty Officer Seth Hunt, the NCVP school chief.

Petty Officer 1st Class Orlando Rivera was a student of the course and subsequently assigned to a unit where he has employed the tactics taught to him.

"It's fast going and high-tempo, but they make sure you are well aware of what to do and what not to do," Rivera said. "The first day is classroom training on what to expect, the second day they allow each coxswain to get behind the wheel and they start at a very slow pace. They go through every step at a slow pace with safe speed and distance. Then each day they add new stuff. They do it at night and increase the speed and the aggressiveness of the tactics. By the end of the week you are doing everything at full speed and at night. It really helps you get prepared to go out in to the field."

Rivera explained that at the end of the day the course provides the experience and training needed for the, "coxswain to make the final determination as to whether the tactics are safe to employ. There are other factors like weather, sea state, construction of the other boat that need to be considered."

This course was recently moved to join the Coast Guard Maritime Law Enforcement Academy in Charleston, S.C. MLEA is located at the Federal Law Enforcement Training Center. With the move of the course, the MLEA now serves as a one-stop shop



Courtesy photo

USS Florida salutes top students

The USS Florida (SSGN 728) (Gold) teamed up with Crooked River Elementary School to recognize outstanding students from each grade for September. ITSC Joshua Clark, along with MMC Clifton O'Banion, CS2 Cedric Dickinson and CS3 Tanzell Willis delivered certificates of appreciation signed by the Gold Commanding Officer Capt. Louis E. Mayer to each of the deserving students. Shown are, front, from left, fifth-grade teacher Melissa Halstead, kindergartener Gracie Howard, second grader A'Zion Stinson and first grader Riley David. Center row, from left, third grader Nathan Harris, fourth grader Caleb McSweeney, fifth grader Terry Holmes and Principal Dr. Sheila Sapp. Back from left, Willis, Dickinson, Clark and O'Banion.

for all Coast Guard law enforcement training.

The MLEA has four schoolhouses based there.

The Basic School owns the boarding team member, boarding officer and boarding officer practical courses.

The Advanced School has five courses:

international boarding of-

ficer, radiation detection

level II, counter drug op-

erations, ports waterways

and coastal security and

an integrated cross-border

maritime law enforcement

operators course - a joint

effort course between the

U.S. and Canada.

The Maritime Enforce-

ment Specialist "A" School

qualifies Coast Guard

members in a security and

law enforcement career

rating. The last, and most

recent, school to join is

NCVP.

"It is a true to life based

dynamic training," Scuff said.

"This is the reason why the MLEA in Charles-

ton is so ideal. Rather than have bits and pieces (of law enforcement training) here and there, now it is all here in one place."

Moving the NCVP course to the MLEA was not an easy endeavor, taking 10 years of careful planning.

Scuff described the process keying in on the need to identify places for the boats to moor and launch from safely. Once that all came together, they realized the most important aspect was what trainees would get out of the move.

"When a new member comes into the Coast Guard and finds him or herself on a law enforcement career track they come to the MLEA for boarding team member and boarding officer training," he said. "... Then if they end up at a unit with counter narcotics or human trafficking they come back and take the NCVP

course. When they come to Charleston, they get exposure to all these areas. It has become a one-stop shopping for all law enforcement training."

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Rasmussen: Progress in Afghanistan remarkable

By Donna Miles
American Forces Press Service

The partial government shutdown has not affected U.S. contributions to the International Security Assistance Force in Afghanistan or other NATO missions, NATO Secretary General Anders Fogh Rasmussen told reporters in Brussels Oct. 10.

"So far we haven't seen any negative impact on U.S. contributions to NATO-led operations," Rasmussen said, noting that U.S. military members have been exempted from the shutdown.

Speaking at his monthly news conference, the secretary general also dismissed reported allegations by Afghan President Hamid Karzai that NATO hasn't done enough in Afghanistan.

"Thanks to the immense efforts and the solemn sacrifices of the troops and civilians from ISAF contributing nations, Afghanistan has come a long way in the past decade," Rasmussen said. "The changes have been remarkable, and our investment in lives and resources has been unprecedented. Nobody can deny that. And this effort should be respected."

Rasmussen said he is struck by the Afghan people's recognition of NATO's contribution.

"We have sacrificed much in blood and treasure to assist the Afghan people, and ... whenever I meet Afghans, they express appreciation for that," he said.

While working to ensure the sovereignty of the Afghan state, NATO and other troop-contributing nations in Afghanistan have helped build a strong Afghan National Security Force that now numbers about 350,000, Rasmussen said.

"We have seen the resilience and the growing professionalism of Afghan forces," he said. "And I am confident that the Afghan security forces will be able to take full responsibility by the end of 2014 as planned."

Meanwhile, Afghanistan is preparing to hold elections next year that will be fully led and managed by the Afghans.

"Six months before the polls, preparations are more advanced than for any other elections in Afghanistan's modern history," Rasmussen said.

The registration of candidates was recently completed, with a multi-ethnic lineup of presidential tickets, he said. In addition, women are actively participating as voters, election workers and candidates — with at least one woman vying for office in every provincial council.

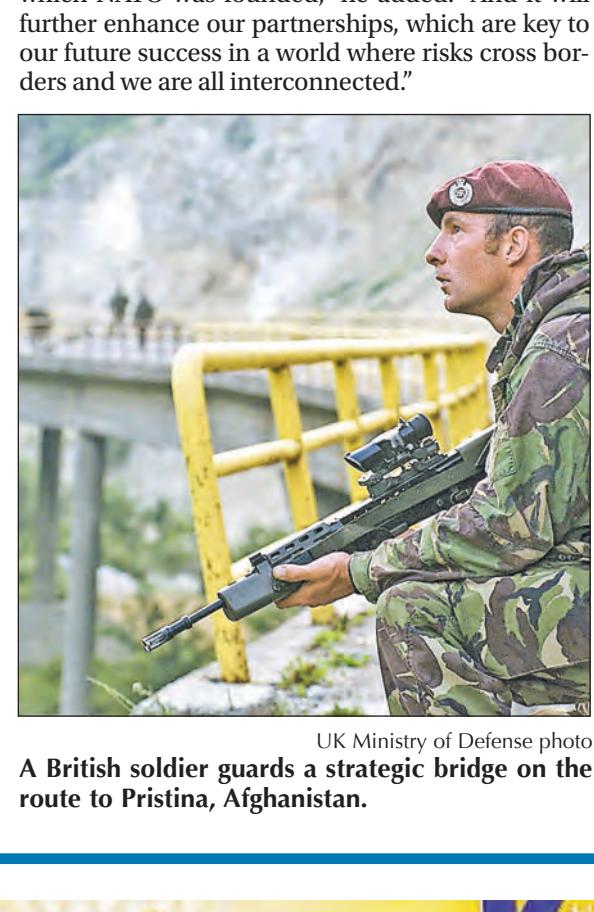
Rasmussen emphasized the importance of "transparent, inclusive and credible" elections, with the results acceptable to the Afghan people so the political process provides the certainty and predictability that both Afghans and the international community expect."

He welcomed Great Britain's offer to host the 2014 NATO Summit at a turning point for the alliance as it prepares to complete the longest and largest operation in its history.

"This will be a critical opportunity to take stock of our ongoing work, including in Afghanistan, and to look to the future," he said.

"The summit will also ensure that we continue to build on the lessons that we have learned, to strengthen the alliance and keep it ready to deal with modern security challenges," Rasmussen said.

"It will reaffirm the vital transatlantic bond on which NATO was founded," he added. "And it will further enhance our partnerships, which are key to our future success in a world where risks cross borders and we are all interconnected."



UK Ministry of Defense photo
A British soldier guards a strategic bridge on the route to Pristina, Afghanistan.

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Fleet & Family Support Center workshops

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[The Fleet & Family Support Center](#)

Veterans Affairs rep visits Kings Bay

A Department of Veterans Affairs representative for Kings Bay is in the office from 8:30 a.m. to 2:30 p.m. Mondays, Wednesdays and Thursdays. Appointments are required. Service members wishing to participate in the Benefits Delivery at Discharge program should be within 60 to 180 days of discharge or retirement and be available for an exam by the VA. To set up an appointment, call Katherine Fernandez at 573-4506.



Parenting classes offered on Mondays

Are you frustrated with your children? Would you like suggestions on how to stop temper tantrums or how to get your teen to complete chores without asking them 14 times? We believe parents are the experts on their children. But, children don't come with a manual! So, sometimes you need help to figure out what to do with them. Meet with the parenting class from 9 to 11:30 a.m. on Mondays, Oct. 21 and 28. Enrollment in this six-week class is ongoing. Attendees must complete all six weeks in order to receive a certificate. A minimum of six participants is needed in order for a new class to start. Registration required at 573-4512.

Fleet and Family offers classes on site

FFSC will take most of its regular workshops on the road if a unit can furnish a conference room or classroom and guarantee a minimum of five participants. Additionally, person-

nel will tailor presentations to cover a unit's General Military Training requirements when those requirements deal with human resources and social issues. Counselors also can create a presentation in response to a unit's area of special concerns. Personnel are available to participate within areas of expertise in the indoctrination of newly assigned personnel and family members of active duty personnel. All classes listed here are held at the Fleet and Family Support Center, unless otherwise noted. Hours are 8 a.m. to 4:30 p.m., Mondays, Tuesdays, Wednesdays and Fridays and 9 a.m. to 4:30 p.m., Thursdays.

Anger management seminar Oct. 30

Anger is not an effective method for getting what you want and is often a smoke screen for other emotions. This workshop is slated for 8:30 a.m. to noon, Oct. 30. It can help you focus on identifying the feelings anger hides and explore behaviors help-

ful in resolving primary issues. Pre-registration is required. Call 573-4512 for details.

Stress management covered at workshop

Events, schedules, daily pressure and many other items can cause undo stress in your life. Stress may or may not be good for your health depending on how you manage that stress. This workshop is slated for 8 to 11 a.m., Oct. 23. Pre-registration is required. Call 573-4512 for details.

Military Resumes

3-part series will help

This three-part series of one-hour sessions walks participants through practical and creative aspects of applying military experience to a successful document for a post-military job search. Participants should bring a copy of his or her Verification of Military Experience and Training, at least three evaluations and information on any licenses or certifications. Optional documents are

award letters and transcripts. This workshop is, 2 to 3 p.m., Oct. 22 and 29 and Nov. 5. Registration is required. For more information, call 573-4513.

New Moms and Dads Support Group to meet

A New Mom's and Dad's Support Group will meet every Tuesday at the Fleet and Family Support Center throughout the month. These workshops are scheduled for 10 a.m. to noon, Oct. 22 and 29. This workshop is an opportunity to share experiences, meet and gain support from others, and exchange new ideas. To register, call 573-4512.

Ombudsman Assembly Meeting Oct. 28

The Ombudsman Assembly Meeting will be held for all OMB, COs, XOs, CMCs and COB's at the Kings Bay Community Center at 6 p.m., Oct. 28. For more information, contact at 573-4513.

Survivors support group starting

From the Audra Sexual Assault Support Group

Audra is a group for active duty females who have been sexually assaulted as adults.

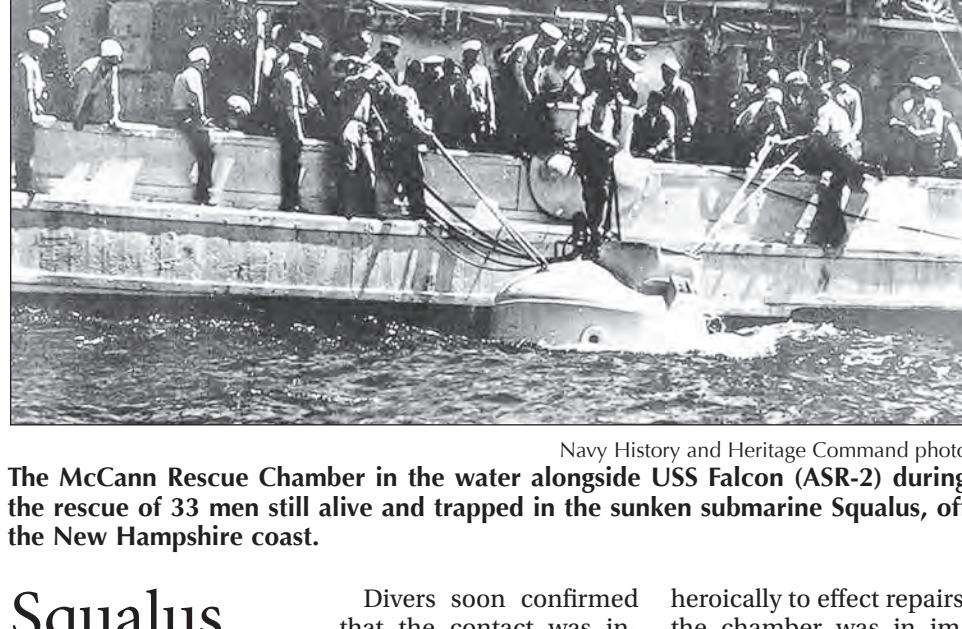
This group will offer active duty female survivors of sexual assault as an adult a safe, open atmosphere for discussion and activities to facilitate the healing process.

Audra means "nobility and strength" in French.

For more information, contact Jennice Jent at (912) 573-4479 or jent.ctr@navy.mil

Ten Steps to a Federal job examined

Gain information on the federal employment process, salaries and benefits. Learn how to interpret job announcements and determine whether you are eligible to apply. Attendees will be provided guidelines, information, samples and tips on completing the electronic Federal resume. This class is from 5 to 8 p.m., Oct. 28. Registration required by calling 573-4513.



Navy History and Heritage Command photo
The McCann Rescue Chamber in the water alongside USS Falcon (ASR-2) during the rescue of 33 men still alive and trapped in the sunken submarine Squalus, off the New Hampshire coast.



Navy History and Heritage Command photo
Coast Guard Cutter Harriet Lane landing the first nine Squalus survivors at the Portsmouth Navy Yard, Kittery, Maine, on May 24, 1939. Some of the survivors are visible in center, wrapped in blankets.

Squalus

From Page 1

The tug Penacook (YT-6) spent the afternoon and evening dragging a grapple around the sinking site, finally hooking what all hands hoped was Squalus.

Meanwhile, a team of divers from Washington, D.C., their leader, Lt. Cmdr. Charles B. Momsen and the submarine rescue ship Falcon (ARS-2) were hurrying northward toward Portsmouth.

Falcon carried more divers and a McCann Rescue Chamber, a large diving bell specially designed for just such an emergency.

Falcon moored over the Penacook's contact on the morning of May 24.

Divers soon confirmed that the contact was indeed the Squalus. During the afternoon and early evening, the rescue chamber made three relatively smooth round trips to the sunken submarine, bringing up 25 men.

Only one more trip would finish the rescue of all those known to be alive.

Shortly before 8 p.m., crewed by Chief Torpedoman's Mate John Mihalowski and Chief Metalsmith James H. McDonald, the rescue chamber picked up the last eight Squalus survivors, including Lt. Naquin, and began its ascent. While still 160 feet deep, its guiding cable jammed and the chamber had to return to the Squalus.

Over the next four hours, as problem followed problem, and divers labored

heroically to effect repairs, the chamber was in imminent danger of disaster, risking the lives of its 10 occupants.

However, with careful handling, it surfaced safely shortly after midnight on May 25.

During that day, divers and the rescue chamber crew made more difficult trips down to the Squalus, determining that no more crewmen remained alive on board.

The historic rescue mission, the first such undertaking in history, and one conducted at a time in which the technologies of underwater object location, communications and deep-water diving were in their infancies, was a success.

The salvage of Squalus, which began immediately after the end of the rescue

of her survivors, was a prolonged and very difficult operation.

Hampered by water depths of 240 ft., which led to constant bouts with nitrogen narcosis, Navy divers labored to prepare the sunken submarine for recovery.

Their work was so risky that four of the divers were subsequently awarded the Medal of Honor.

"Mother Ship" for the salvage was the submarine rescue ship USS Falcon (ARS-2). It was aided by the tugs Wandank (AT-26) and Penacook (YT-6) and Squalus' sister submarine, USS Sculpin (SS-191).

A first effort to raise Squalus ended in near-disaster on July 13, 1939, when the salvors lost control of the lifting pontoons. The submarine burst to the surface bow first, then

sank, requiring repair of damaged equipment, clearance of a clutter of lines and hoses and the laborious re-rigging of the lifting gear.

On Aug. 12, a second lift attempt succeeded in bringing Squalus some 70 feet off the sea floor. The tugs then towed her into shallower water, where equipment was repositioned for another lift, to about 100 feet below the surface, which took place on Aug. 17.

Towed further inshore, Squalus was prepared for another lift, which ended with the submarine again rising out of control and sinking back to the bottom, with a heavy list to port.

Work continued, interrupted by bad weather, into September, as the

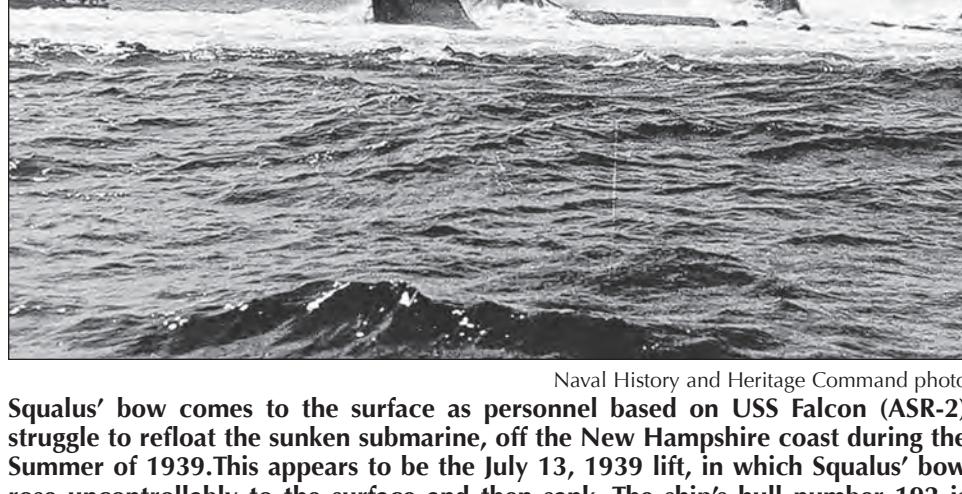
Second World War began in Europe. Finally, and not without further problems, on Sept. 13, 1939, Squalus was brought to the surface and towed to the Portsmouth Navy Yard, where work began to return her to service.

Decommissioned, repaired and renamed Sailfish, she was recommissioned in May 1940.

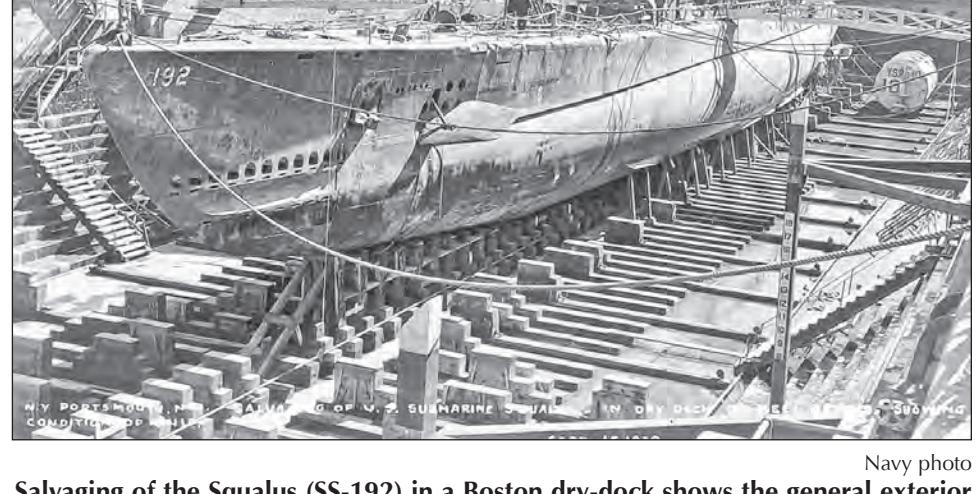
Following initial operations in the Atlantic, Sailfish was transferred to the Pacific in early 1941, and subsequently went to operate in Asiatic waters.

With the outbreak of war with Japan in December 1941, Sailfish made three war patrols from the Philippines and Java, then shifted its base to Australia, from which it made

See Squalus, Page 7



Squalus' bow comes to the surface as personnel based on USS Falcon (ASR-2) struggle to refloat the sunken submarine, off the New Hampshire coast during the Summer of 1939. This appears to be the July 13, 1939 lift, in which Squalus' bow rose uncontrollably to the surface and then sank. The ship's hull number 192 is painted on its bow.



Navy photo
Salvaging of the Squalus (SS-192) in a Boston dry-dock shows the general exterior condition of the boat.

Morale, Welfare and Recreation happenings



Play nine holes in daylight and nine after dark Oct. 25 at Trident Lakes Golf Course

Night Glow Golf set Oct. 25

The Night Glow Tournament is Friday, Oct. 25 at Trident Lakes Golf Course, with a 4 p.m. shotgun start. Cost is \$25 for members, \$30 for military and \$35 for civilians. Play nine holes in daylight, then dinner and drinks, and nine holes in the dark with glow-in-the-dark balls. Cost includes for each person golf, dinner, prizes and two glow balls. Call for reservations now at (912) 573-8475.

Liberty call

■ Movie Under the Stars in October — Fall is here and so are the Movies Under the Stars, at dusk, about 7 p.m., Saturday, Oct. 21 at Youth Center Ballfields. There's free admission with the feature presentation *Epic* (PG). Bring your own lawn chairs, blankets and movie

snacks. November's movie on Nov. 9 will be *Despicable Me 2*. For more information about the movies call, (912) 573-4564.

■ NFL Sunday Kick-Off is coming — Morale, Welfare and Recreation is offering it in The Big EZ Sports Zone. Doors open at 12:30 p.m. with first game kickoff at 1 p.m. Snacks, door prizes and trivia games offered, with a \$5 buffet starting at 6 p.m., which will include variety

Monster University plays

Just for kids

Free Movies for the Kids

Weekends for October are

Princess and the Frog Oct.

19 and 20 at 1 p.m.. A special

School Break Movies for Oc-

tober are *Monsters University*

Oct. 10, *Tooth Fairy* Oct. 11,

Where the Wild Things Are

Oct. 14. The Movie Under the

Stars scheduled for Oct. 20 is

Epic. See Facebook under the

events tab on mwrkingsbay

page for the daily movie list-

ing. All youths under 18 years

of age must be accompanied

by a parent or adult. Snacks

foods and beverages are

available for purchase. If 15

minutes after the scheduled

start no one comes in, the

movie area will be available

for open viewing. For the

latest information, call (912)

573-4548.

■ Combined Federal Cam-

aign season has started —

Kings Bay's Child and Youth Program team are two of the organizations you can support with your giving. The numbers are Youth Center School Age Care #37328 and Child Development Center #47018.

■ Officials needed —

The upcoming Youth Sports Soccer season runs September through October and if you are 14 years or older and interested in earning a little extra money, you are needed, certified or uncertified. A training date is to be announced. Basic knowledge of sports is required. For more information, contact Youth Sports at (912) 573-8202.

(912) 573-4559.

■ Tae Kwon Do — It's at the Fitness Complex Tuesdays and Thursdays, 5:15 to 6:15 p.m. for 7 year olds and under, 6:15 to 7:15 p.m. for 8 to 12 and 7:15 to 8:30 p.m. 13 to adult. For more information, call (912) 573-3990.

■ Domino's — Like Kings Bay Domino's on Facebook to receive "code phrases," daily specials, upcoming events and corporate promos. (912) 510-5400. www.facebook.com/kingsbaydominos.

Navy College information



Ongoing and Upcoming Events

Event	Date	Time	Location
Main NCO Office Individual Assistance	Mon – Thurs (Closed Fri due to furloughs)	0800-1530	Navy College Ed Center (nco.kingsbay@navy.mil) Walk-in or make appt.
Satellite NCO Office Individuals or groups	Wednesday	0800-1600 PACE Contractor only	Off Crew building On Quarter Deck
Checking In	Thursday	For all who KB is 1st Duty Station, = 1100-1130 (Group Brief) All others.... Anytime for 5 min check-in/Q&A.(1-on-1)	Navy College Ed Center
TA Training	Thursday	1300-1330	Navy College Ed Center
	Any day	Any time	https://www.navycollege.navymil/docs/TA-ONLINE-BRIEF-OCT2012-V5.htm

Info: In class we teach using WebTA website, entire year planning, & other funding options.

NCPACE Brief	Date/time to be determined	As scheduled w/ individual Sub Command
Info: Required for all who want to participate in their Boat's upcoming PACE term.		

Info: Required for all who want to participate in their Boat's upcoming PACE term.



Naval History & Heritage Com.
Cutaway of the McCann
Rescue Chamber.

Squalus

From Page 6

four more patrols from March 1942 into January 1943.

After an overhaul, Sailfish went to Pearl Harbor, from which it operated for the rest of its combat career.

From May 1943 into December 1944, it conducted a further five war patrols. During the 12 patrols, Sailfish sank seven Japanese ships, including the escort carrier Chuyo, totalling more 40,000 tons and was awarded the Presidential Unit Citation.

In January 1945, Sailfish returned to the Atlantic, where it performed training duties during the remainder of World War II.

Sailfish was decommissioned in October 1945 and assigned to be expended as a target. However, it was not used for that purpose and was sold for scrapping in June 1948.

Navy College Office Testing Schedule

Conducted at the education center (Bld 1030)

Test	Date / Time	Fees
SAT (active duty and reserves only)	Oct 2, Dec 3 0730 – 1400	1 st : Free 2 nd : SAT=\$Call
ACT (active duty and reserves only)	Jul 2, Aug 6, Sep 10, Nov 5 0730 – 1400	1 st : Free 2 nd : ACT=\$Call
GED (active duty)	Contact NCO to schedule	Free
GED (Spouse & Dependents)	Available locally w/ free pre-test training Call 510-3361	Total for 5 tests Approx\$160

- Testing will start promptly at 0730. All late shows will be rescheduled for following test period.
- Reservations are required on all testing.
- If you have previously taken SAT or ACT on active duty, call the NCO for cost, exceptions, etc.
- To prepare, use WWW.Petersons.com/DANTES – Free academic skills course (OASC)
- Base Library (next to Liberty center) has ACT, SAT, GED preparation materials for check-out.
- GED testing can be done in multiple sittings.

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Up Periscope with Bill Wesselhoff

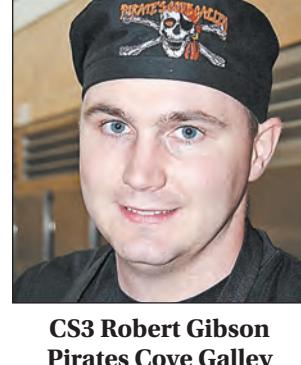


Inside secrets of the Pirates Cove Galley

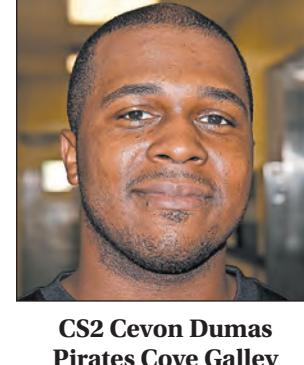
I love our galley, and I've always loved Navy chow. I feel fortunate every time I get some. I recently dined at Pirates Cove when the Messlords visited and for

the Navy Birthday. Everyone there treats me great, like I was their good, old daddy. I went there last week to find the secret thoughts of the people who work there as far

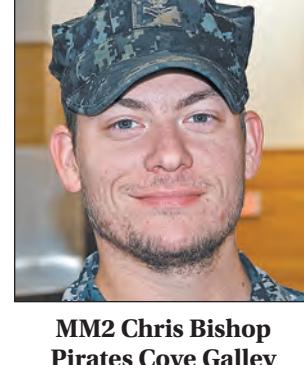
as what they thought was the best thing on their menu. After all, who would know better than those preparing the food? Here's what they said.



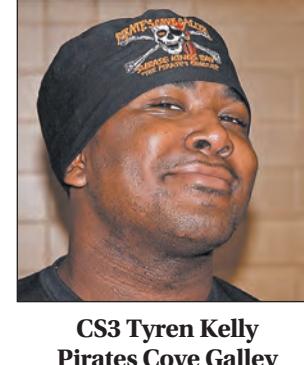
CS3 Robert Gibson
Pirates Cove Galley
Arroyo Grande, Calif.
"Chicken, all the kinds we make. We make about 40 different kinds."



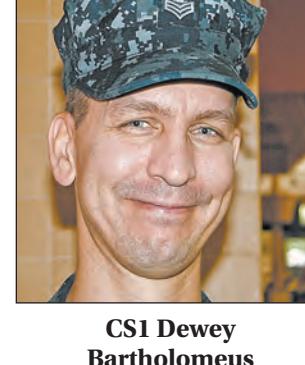
CS2 Cevon Dumas
Pirates Cove Galley
Aurora, Ill.
"The Chicken Parmesan. Everybody is crazy about it."



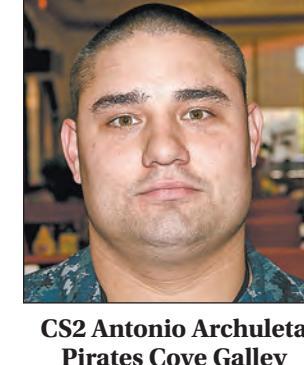
MM2 Chris Bishop
Pirates Cove Galley
Fleming Island, Fla.
"The Chicken Parmesan is pretty good, and the ribs are really good."



CS3 Tyren Kelly
Pirates Cove Galley
Lakeland, Ga.
"Spaghetti, with my secret recipe - garlic-cheese bread."



CS1 Dewey Bartholomew
Pirates Cove Galley
Sedro Woolley, Wash.
"I like the burgers and the chicken."



CS2 Antonio Archuleta
Pirates Cove Galley
New Castle, Pa.
"Any of our homemade soups . . . Italian Wedding gumbo, clam chowder. There's a bunch of them."



Marine Corps photo by Cpl. Chelsea Flowers Anderson
A female student at the Infantry Training Battalion buddy carries another female student during the movement-under-fire portion of the Combat Fitness Test at Marine Corps Base Camp Geiger.

Women train for infantry

By Cpl. Chelsea Anderson
Headquarters Marine Corps

The first female Marines to ever attend infantry training with the Infantry Training Battalion, School of Infantry-East, at Marine Corps Base Camp Geiger, N.C., completed the first week of training Sept. 28. Fifteen female Marines began the training following graduation from boot camp at Marine Corps Recruit Depot Parris Island, S.C., as part of ongoing research on the incorporation of women into combat-related jobs.

The research is a result of the lifting of the 1994 Direct Ground Combat Assignment Restriction earlier this year, which



Marine Corps photo by Sgt. Tyler L. Main
Students with Infantry Training Battalion practice basic marksmanship techniques at Camp Geiger.

required all services to implement a plan to completely integrate women into combat positions by 2016.

The 15 female students were among 119 recent graduates from recruit

See Infantry, Page 13



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Navy photo

A port quarter view of the guided missile frigate USS Stark (FFG 31) listing to port after being struck by an Iraqi-launched Exocet missile.



Navy photo

Helmsmen stand at the engine order telegraph as the guided missile cruiser USS Fox (CG 33) escorts the reflagged Kuwaiti super tankers Gas Prince and Bridgeton in 1987.

Terrorists targeted, Iraq takes Kuwait

By Edward J. Marolda
Senior Historian, Naval Historical Center

The Middle East continued to command attention during the 1980s as various radical terrorist groups and the Libyan government preyed on American citizens and U.S. interests in the region.

In December 1984, radical Shiite Muslims hijacked a Kuwaiti airliner and killed two American passengers. The following June, other terrorists in the Hezbollah organization seized an American passenger plane and ruthlessly murdered Navy Petty Officer Robert D. Stethem, who died with great courage and dignity.

In October 1985, four terrorists seized the Italian cruise ship Achille Lauro, killed wheelchair-bound Leon Klinghofer, an American citizen, and threw his body into the sea.

The perpetrators of this grisly murder were captured shortly afterward when F-14s from USS Saratoga (CV-60) intercepted an airliner bearing the men and forced the plane to land at a U.S. base in Sicily, where they were turned over to Italian authorities.

Col. Muammar Qaddafi trumpeted Libya's support for these and other anti-American outrages.

Determined not to stand idly by in the face of these provocations, President Ronald Reagan ordered the 27,000-man Battle Force Zulu, composed of aircraft carriers USS Coral Sea, USS America (CV-66), and USS Saratoga, twenty-three other warships, and 250 aircraft into waters north of Libya.

When U.S. ships and aircraft crossed Qaddafi's "line of death" on 24 March 1986, the Libyans fired shore-based surface-to-air missiles at the planes and sent three fast missile attack craft toward the fleet.

During the next two days, American air-launched missiles and bombs knocked out the missile site on shore, sank two of the vessels, and damaged the third.

Apparently, Qaddafi was not chastened by the experience, because in early April U.S. and British intelligence organizations intercepted communications that proved Libyan agents

had exploded a bomb in the La Belle Discotheque in West Berlin, Germany, killing two Americans and injuring many more.

The President ordered execution of El Dorado Canyon, a one-time Navy-Air Force strike on military and terrorist-associated targets in Libya to punish Qaddafi for his actions.

The French and Spanish governments did not allow U.S. military aircraft to fly over their countries. As a result, the United Kingdom-based U.S. Air Force units had to follow a course over the Atlantic and Mediterranean that required four in-flight refuelings to reach Libya and four more to return

to Great Britain.

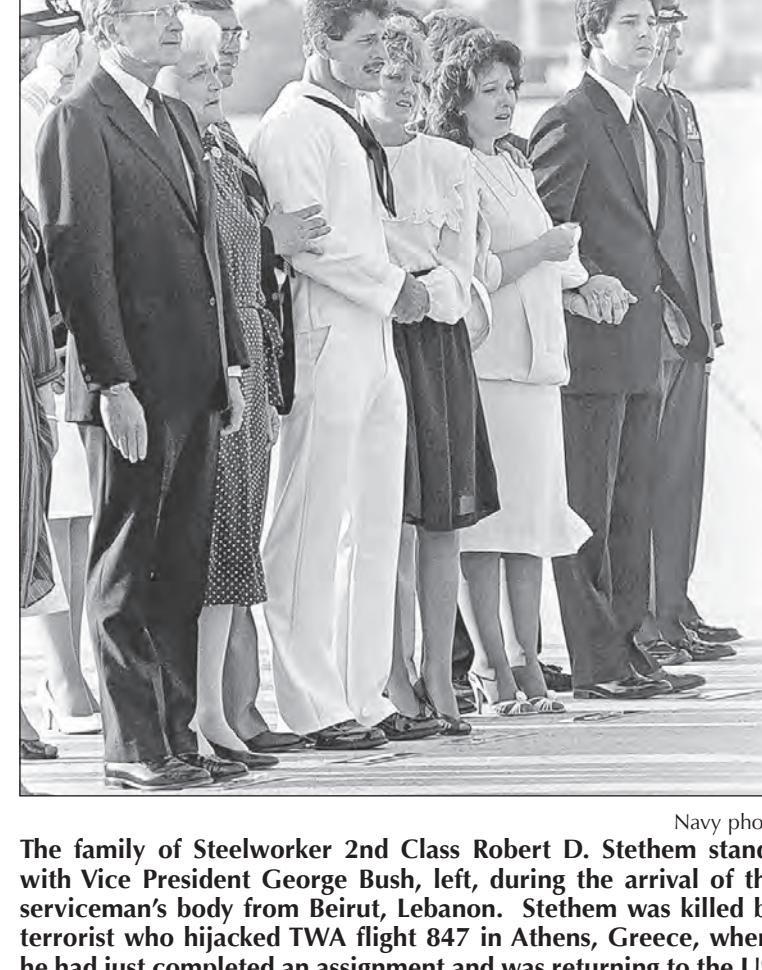
In contrast, the Sixth Fleet deployed the Coral Sea and America carrier battle groups within easy striking range of the Libyan coast.

In the early morning hours of April 15, 1986, in a surprise attack, Navy and Air Force combat aircraft crossed the Libyan coast, quickly neutralized the enemy air defenses, and dropped their ordnance on aircraft on the ground, barracks, and other military targets near Tripoli and Benghazi. All but one Air Force plane and its two crewmen, who were killed, returned to base.

The operations against Libya during 1986 clearly demonstrated that Qaddafi's rogue behavior could have serious consequences for him and his country. They also showed once again that the U.S. government could employ naval power to achieve short-term political objectives without putting troops on shore or going to war.

The Navy had little respite from crises in the Middle East during the turbulent 1980s. In 1987, Iran, led by the virulently anti-American government of Ayatollah Khomeini, and at war for seven years with nearby Iraq, employed surface-to-surface missiles, fast attack vessels, and mines to curtail oil traffic in the Persian Gulf.

The Iranians hoped to cut off this source of revenue for its enemy Iraq by attacking the oil tankers owned by Kuwait, a country from which the Iraqis got financial support. Since the economic well-being of the world depended on the ready availability of Persian Gulf oil, President Ronald Reagan agreed



Navy photo

The family of Steelworker 2nd Class Robert D. Stethem stands with Vice President George Bush, left, during the arrival of the serviceman's body from Beirut, Lebanon. Stethem was killed by terrorist who hijacked TWA flight 847 in Athens, Greece, where he had just completed an assignment and was returning to the US.

to a Kuwaiti request that their tankers be allowed to fly the American flag and thus receive the protection of the U.S. Navy.

By the end of the year, there were 13 American cruisers, destroyers, frigates, and mine-sweepers steaming in the gulf and escorting U.S.-flagged Kuwaiti tankers. Close at hand east of the Strait of Hormuz were an aircraft carrier, battleship USS Missouri, and their escorts.

Dangers abounded in the volatile Persian Gulf. At night on May 17, 1987, for instance, an Iraqi F-1 Mirage mistakenly launched two Exocet air-to-surface missiles against USS Stark (FFG-31), killing thirty-seven Sailors and coming close to sinking the frigate. The surviving crewmen, however, applied training they had received in damage control to save the ship.

A few months later, Bridgeton, one of the re-flagged tankers, struck a sea mine laid by the Iraqis.

U.S. Army AH-6 Sea Bat helicopters, operating from the deck of USS Jarrett (FFG-33), a guided missile frigate, discovered the Iranian vessel Iran Ajr putting mines in the water one night. U.S. naval forces captured and then sank her.

Iranian-inflicted damage to another re-flagged tanker and to American frigate USS Samuel B.

Roberts (FFG-58) in April 1988 sparked more U.S. retaliation. On the 18th, warships, Navy carrier aircraft, and Marine helicopters destroyed two Iranian platforms in the gulf and sank or severely damaged three Iranian naval vessels.

In contrast to these positive actions, on July 3, guided missile cruiser USS Vincennes (CG-49) mistakenly shot down an Iranian airliner, killing all aboard the plane.

Finally, Iran, recognizing the futility of the anti-shipping campaign and exhausted after eight years of war, soon agreed to a cease-fire with Iraq.

The Navy's operations during the so-called "Tanker War" not only kept the oil flowing to a thirsty global economy but persuaded America's friends in the region that the United States could be counted on to oppose aggression. The importance of this perception would be clear a few years later.

The U.S. Navy's dominance of the waters around the Arabian Peninsula and its capacity for bringing naval power to bear against the enemy ashore were vital to the UN coalition's victory over Saddam Hussein's armed forces in the Persian Gulf War.

When Iraqi forces stormed into Kuwait on Aug. 2, 1990, warships of the U.S. Middle East

Force were in the Persian Gulf defending U.S. interests, as they had been since 1949.

In short order, the USS Independence (CVN-69) carrier battle group changed course in the Indian Ocean and headed toward the gulf.

Eisenhower and her escorts deployed from the Eastern Mediterranean through the Suez Canal and into the Red Sea. Within five days, the air wings of both carriers were in range to attack advancing Iraqi armored vehicles and supply convoys, had Saddam decided to invade Saudi Arabia,

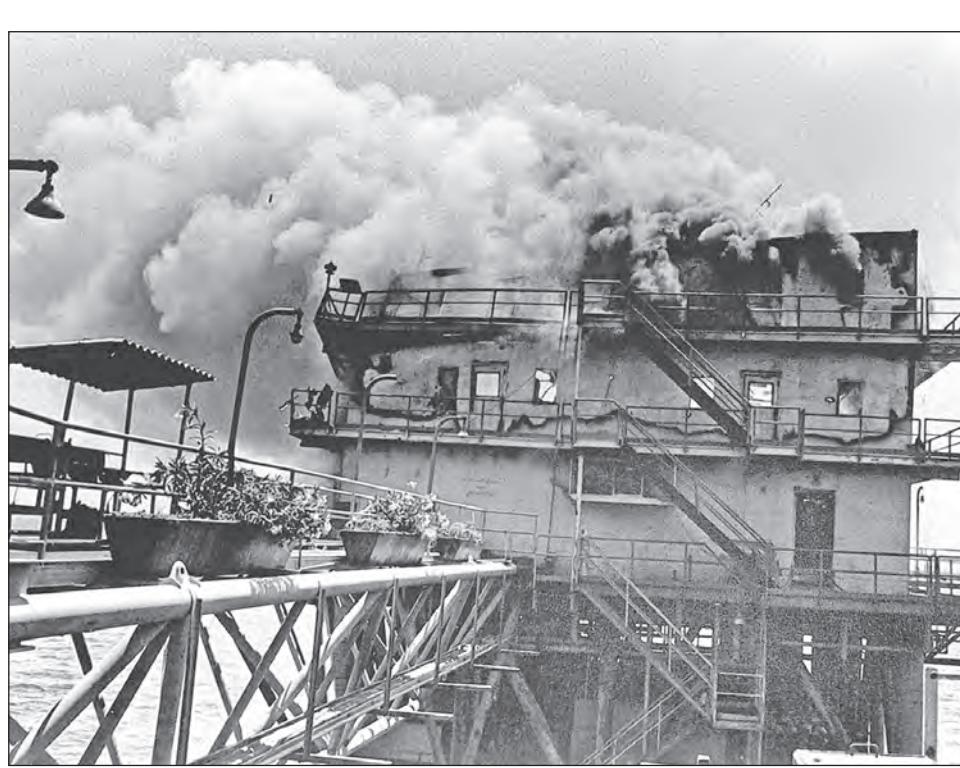
As these forces steamed in harm's way, President George H.W. Bush began forging an international coalition to oppose the Iraqi aggression and in Operation Desert Shield ordered the deployment of powerful American forces to the troubled region.

As detailed in Operation Plan 1002, on Aug. 7 three carrier battle groups, a battleship surface action group, a marine expeditionary force, and various Army and Air Force units began deploying into the region. This was the operational theater of the U.S. Central Command, headed by Army General Norman H. Schwarzkopf Jr.

The Air Force Military Airlift Command carried most American soldiers, marines, airmen, and coast guardsmen to Saudi Arabia. Sailors deployed to the region in their ships. The Navy's Military Sealift Command transported almost everything else needed by the American armed forces to fight a war half way around the globe. This included their tanks, armored fighting vehicles, artillery pieces, fuel, ammunition, supplies, and a mountain of other essential material.

Protecting the planes and ships that began streaming from U.S. airfields and ports across the Atlantic and Pacific, through the Mediterranean Sea and Indian Ocean, and into the theater were the warships of the U.S. Navy and its allies. For political reasons, some countries like Germany could not take part in the Persian Gulf effort. But, German naval vessels operating in the Eastern Mediterranean in keeping with their NATO responsibilities helped guard the Military Sealift Command's unarmed merchantmen as they steamed along the coasts of Libya and other potentially hostile nations.

Next: Middle East buildup to ground and air war against Iraq



Marine Corps photo

The main building of the Iranian Sasan oil platform burns after being hit by a BGM-71 missile fired from a Marine AH-1 Cobra helicopter.



Navy photo

An aerial port view of the captured Iranian mine-laying ship Iran Ajr. A row of mines are visible on deck.

Spouses briefed about budget

By MCC Julianne Metzger
Naval News Service

Chief of Naval Operations Adm. Jonathan Greenert spoke to 150 military spouses during the Naval Officers' Spouses' Club Welcome Coffee at the Joint Base Anacostia-Bolling Club Oct. 7.

The annual NOSC event welcomes new members and spouses who have recently moved to the DC area.

Grener
This year the NOSC welcomed several spouses of foreign attaches from Canada, France, Mexico, Sweden and the United Kingdom, among other nations.

"Admiral Greenert, along with his wife Darleen, have been incredible supporters of the Naval Officers Spouse's Club of DC and we are pleased they could join us today," said Corey Chernesky, President of the NOSC DC.

"I need to talk to people who can get stuff done," said Greenert. This organization always steps up and takes care of things. No matter what the situation, the spouse's club pulls together to communicate between families and commands, said Greenert.

Greenert took the opportunity to talk budget impacts on readiness and family programs as well as take questions from the attendees.

Topping the list of issues discussed was the return of many DoD civilian employees brought back to work after a decision made by the Secretary of Defense over the weekend, based on the Pay Our Military Act.

Greenert described the process in which some Civilians were brought back and others were still furloughed. "Navy civilians are critical to the Navy mission," said Greenert. "The military can't do what they do without our military civilians."

Greenert went on to discuss other effects of the government shutdown, as well as sequestration if imposed during fiscal year 2014.

Despite budget cuts, Greenert emphasized that service members that are deployed and getting ready to deploy, will have fuel, parts and pay.

"In FY14, tuition assistance, compensation, pay, entitlements, retirement process stays as it is now," he said. Greenert also stressed that the G.I. Bill is safe because it is a separate law that is not affected by Department of Defense funding, or lack thereof.

"Generally speaking it doesn't cost a lot of money to fund family readiness programs," said Greenert when asked about the status of family programs.

"The payback is pretty big, if ever people needed services like counseling, it's now. I don't look to the family readiness programs to save money."

Greenert did point out that entitlements, such as

Funding shifts schedule

From Navy Personnel Command Public Affairs Office

Due to a lapse in federal funding, all statutory and administrative selection boards scheduled for October are being rescheduled, Navy leaders said Oct. 11.

Capt. Chris Halton, assistant commander for Career Progression, NPC, said boards are comprised of Sailors from around the world.

Since Navy Personnel Command has no travel funding, no one is able to be a voting member of a board or work as an assistant recorder.

"NPC does not vote on any board and the board recommendations are made by Fleet sailors," said Halton.

An updated fiscal year 2015 board schedule will be posted on the NPC website once all of the details are worked out.

the future of commissary operations and retirement structures are being examined by congressional panels. However, changes to the retirement system would not affect Sailors serving now, he said.

"No matter how the panel runs the numbers, they have to examine how much money these changes would really save," said Greenert. "You've got to survey the people who are just starting out and those who are in the military now and see what they say about it."

When asked about manning and promotions, Greenert pointed out that the Navy mans equipment different than how the other services equip their manning. The Navy must align its overall manning to the number of ships in the fleet rather than building ships to the number of Sailors.

"We have to keep personnel at a certain level. We've been struggling to get the manning at the proper levels in the right specialties, but now we are balanced force," said Greenert. "Promotions will continue at pace."

He went on to say that no force shaping programs are planned.

When asked about future deployment lengths in the light of the Asia-Pacific rebalance, Greenert said the result should be positive for Sailors and their families.

He also went on to emphasize Sailors and Families are capable of handling deployments well, as long as the deployments are predictable.

"In the end what will make the difference will be the Sailors, the Sailor's spouses, and spouse clubs like yourself. We'll pull through this, we'll do it the best we can, and we'll show them what we've got," said Greenert.

Terrorist captured in Africa

By Army Sgt. 1st Class Tyrone C. Marshall Jr.
American Forces Press Service

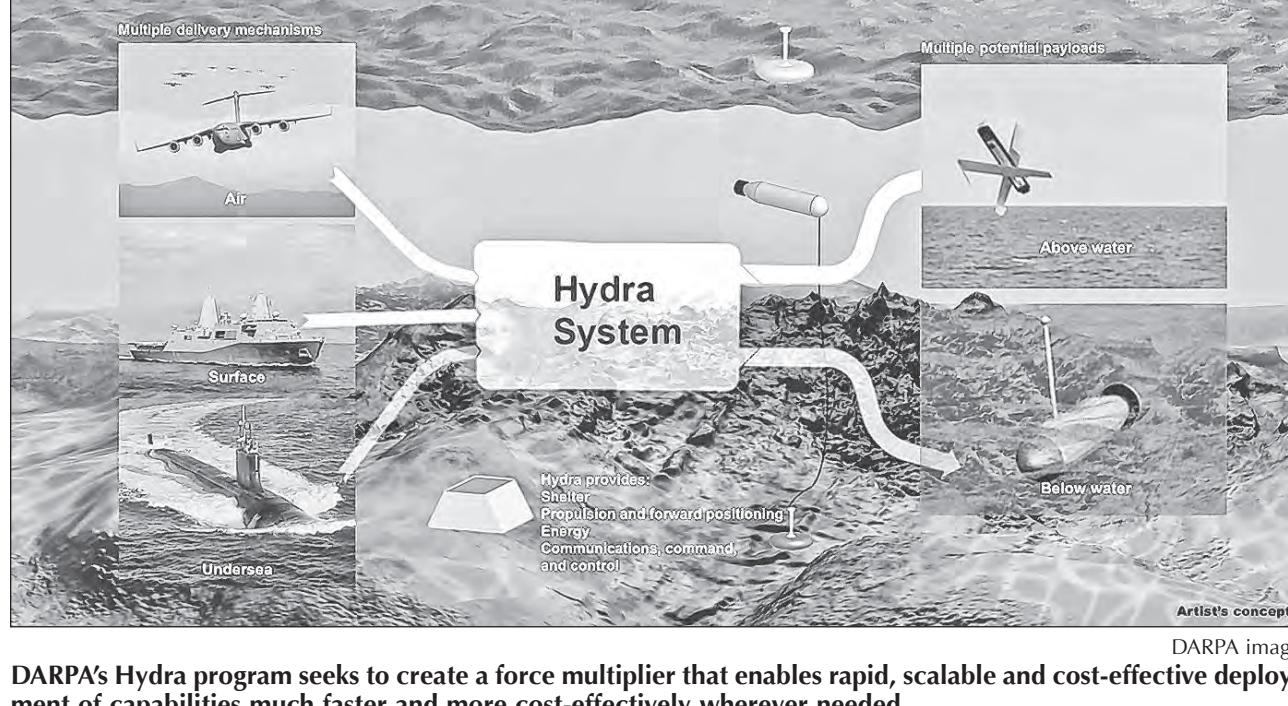
Defense Secretary Chuck Hagel commended U.S. troops Oct. 6 for the capture of one of the world's most sought after terrorists.

"U.S. military personnel conducted targeted operations in Libya and Somalia to bring international terrorists to justice,"

he said.

"Abu Anas al Libi was designated as a global terrorist by Executive Order, was a subject of the U.S. Rewards for Justice Program, and is on the U.N. al-Qaida sanctions list,"

Hagel said. "He was also indicted for his alleged role in the 1998 U.S. embassy bombings in Africa, and other plots to conduct attacks against U.S. interests."



DARPA's Hydra program seeks to create a force multiplier that enables rapid, scalable and cost-effective deployment of capabilities much faster and more cost-effectively wherever needed.

Hydra program multiplies forces

From Defense Advanced Research Projects Agency

New Hydra program aims to make it easier, faster and cheaper to deploy crucial capabilities worldwide.

Today's Naval forces rely primarily on highly capable multifunctional manned platforms, such as ships and submarines. Even the most advanced vessel, however, can only be in one place at a time, making the ability to respond increasingly dependent on being ready at the right place at the right time.

With the number of U.S. Navy vessels continuing to shrink due to planned force reductions and fiscal constraints, Naval assets are increasingly stretched thin trying to cover vast regions of interest around the globe.

To maintain advantage over adversaries, U.S. Naval forces need a way to project key capabilities in multiple locations at once, without the time and expense of building new vessels to deliver those capabilities.

The Defense Advanced Research Projects Agency has initiated the Hydra program to help address these challenges. Named for the multi-headed creature from Greek mythology, Hydra aims to develop a distributed undersea network of unmanned payloads and platforms to

complement manned vessels.

The system would integrate existing and emerging technologies in new ways to create an alternate means of delivering various capabilities above, on and below the ocean's surface.

The goal is to create a force multiplier that enables rapid, scalable and cost-effective deployment of assets close to the point of use.

"The climate of budget austerity runs up against an uncertain security environment that includes natural disasters, piracy, ungoverned states and the proliferation of sophisticated defense technologies," said Scott Littlefield, DARPA program manager. "An unmanned technology infrastructure staged below the oceans' surface could relieve some of that resource strain and expand military capabilities in this increasingly challenging space."

DARPA seeks ideas and technical proposals for how to best develop and implement the Hydra system.

The agency hosted a Proposers' Day on Aug. 5 at the Johns Hopkins University Applied Physics Laboratory in Baltimore, Md.

Key to the effort is the development of modular payloads that would provide key capabilities, including Intelligence, Surveillance and Reconnaissance and Mine Counter-Measures.

Each payload module would plug into a standardized enclosure that would securely transport, house and launch various payloads, while sustaining payload functionality for weeks to months.

The Hydra system would emphasize scalability, rapid reconfiguration and maximization of payload. Ships, submarines or airplanes could deliver the Hydra system to littoral ocean zones (shallow international waters near shorelines).

Hydra's communications suite would work synergistically with manned platforms, increasing their effectiveness. It would also enable remote control from over-the-horizon significantly increasing operational reach.

Additionally, Hydra would enable other new capabilities not currently performed by manned platforms, such as forward-deployed airborne ISR with expendable platforms or recharging hubs for ISR-capable undersea vehicles.

"By separating capabilities from the platforms that deliver them, Hydra would enable naval forces to deliver those capabilities much faster and more cost-effectively wherever needed," Littlefield said. "It is envisioned to work across air, undersea and surface operations, enabling all three to perform their missions better."

National Guard faced with shutdown

By Jim Garamone
American Forces Press Service

National Guard personnel are feeling the effects of the government shutdown and leaders are worried about the readiness of the component, Air Force Gen. Joseph Lengyel, the vice chief of the National Guard Bureau said Oct. 11.

The Pay Our Military Act has mitigated some of the effects of the partial government shutdown for the Guard, but there are still concerns, the general said.

The act does not allow for drill training periods, unless the drill is in support of an excepted activity such as preparing for an overseas deployment, he said.

"Most October drills are canceled, impacting nearly 400,000 National Guard members," Lengyel said. "These drill periods are critical to maintaining the training and preparedness of our citizen soldiers and airmen — nearly 85 percent of our force."

For individual Guardsmen canceling drills means a loss of pay. For units it means degrading the readiness needed to respond to homeland and overseas missions.

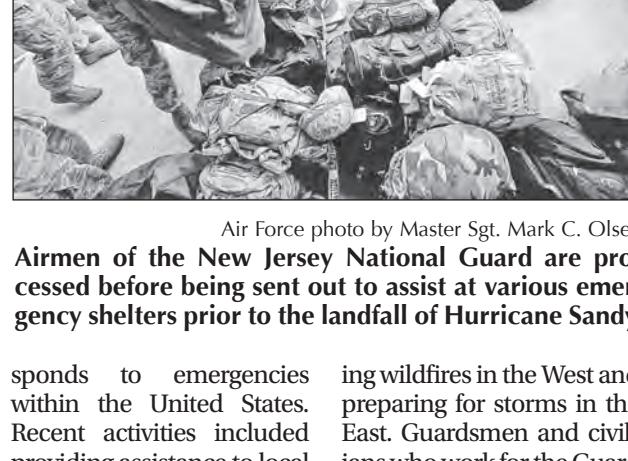
Not all units are impacted.

"Units preparing for deployment are not affected by the government shutdown," Lengyel said.

"The National Guard is now the best-trained and best-equipped force in our history. We are indispensable to both domestic and overseas operations. It would be extremely unfortunate to this nation if our readiness is allowed to atrophy."

The shutdown is delaying some training deployments, the general said, but it will not affect Guardsmen's ability to deploy for actual, real-world missions.

The National Guard re-



Air Force photo by Master Sgt. Mark C. Olsen
Airmen of the New Jersey National Guard are processed before being sent out to assist at various emergency shelters prior to the landfall of Hurricane Sandy.

sponds to emergencies within the United States. Recent activities included providing assistance to local authorities during flooding in Colorado, aiding in fighting

wildfires in the West and preparing for storms in the East. Guardsmen and civilians who work for the Guard remain on call despite the shutdown.

"During the lapse of appropriations, DOD civilians who support the military in support of the preservation of life and protection of property were allowed to continue working," Lengyel said.

When Tropical Storm Karen threatened the Gulf Coast, the Guard worked with Defense Secretary Chuck Hagel to authorize the recall of up to 2,200 additional National Guard military technicians to assist with disaster response actions.

The initial shutdown furlough impacted more than 40,000 dual-status military technicians. These men and women are civilian employees during the week and drilling Guardsmen.

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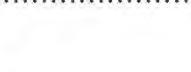
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Pirates Cove Galley menus



Asst. Instant Oatmeal / Grits
Cottage Fried Potatoes
Sausage Links
Hashed Brown Potatoes
Pastry Bar
Asst. Yogurt

Lunch

New England Clam Chowder
BBQ Chicken
Tempura Battered Fish
French Fries
Baked Macaroni & Cheese
Green Bean Almandine
Simmered Succotash
Healthy Choice Salad Bar
Assorted Salad Dressings
Cornbread Muffins
Assorted Desserts
Asst. Fruit Bar
Assorted Breads & Spreads
Assorted Beverage Bar

Lunch speed line

Grilled Cheesburgers
Grilled Hamburgers
Baked Beans
Burger Bar
BBQ Chicken
Pulled Pork
BBQ Ribs
Bratwurst
Cole Slaw
Macaroni Salad
Potato Salad

Dinner

Doubly Good Chicken
Soup
Roast Turkey
Baked Ham
Mashed Potatoes & Gravy
Steamed Rice
Savory Bread Dressing
Seasoned Corn
Healthy Choice Salad Bar
Assorted Salad Dressings
Assorted Condiments
Cocktail Sauce
Assorted Desserts
Asst. Fruit Bar
Assorted Breads & Spreads
Assorted Beverage Bar

Lunch speed line

Chicken Noodle Soup
Fried Shrimp
Hot Rolls
Creole Macaroni
Franconia Potatoes
Rice Pilaf
Simmered Carrots
Steamed Peas
Healthy Choice Salad Bar
Assorted Salad Dressings
Assorted Condiments
Cocktail Sauce
Assorted Desserts
Asst. Fruit Bar
Assorted Breads & Spreads
Assorted Beverage Bar

Lunch speed line

Chicken Pattie Sandwich
Philly Cheese Steak Sandwich
Grilled Peppers & Onions
Baked Beans
Chili
Cheese Sauce
Sandwich Bar
Cold Cut Sandwich

Dinner

Cheddar Cheese Soup
Beef Stroganoff
Fried Catfish w/Tartar
Sauce
Mashed Potatoes & Gravy
Buttered Egg Noodles
Seasoned Corn
Herbed Broccoli
Toasted Parmesan Bread
Healthy Choice Salad Bar
Assorted Salad Dressings
Cocktail Sauce
Hot Rolls
Buttermilk Biscuits
Assorted Desserts
Asst. Fruit Bar
Assorted Breads & Spreads
Assorted Beverage Bar


Saturday
Brunch

Cream of Chicken Soup
Chili Dogs / Hot Dog Bar
Chili w/o beans
Chicken Nuggets
French Fries
Steamed Broccoli
Breakfast Juice Bar
Ready-to-eat Cereal
Oven Fried Bacon
Eggs & Omelets to Order
Healthy Choice Salad Bar
Assorted Salad Dressings
Hot Dog Rolls
Assorted Desserts
Asst. Fruit Bar
Assorted Breads & Spreads
Assorted Beverage Bar

Dinner

Minestrone Soup
Asst. Pizza
Asst. Wings
French Fries
Baked Beans
Healthy Choice Salad Bar
Assorted Salad Dressings
Assorted Desserts
Asst. Fruit Bar
Assorted Breads & Spreads
Assorted Beverage Bar


Friday
Breakfast

Breakfast Juice Bar
Ready-to-eat Cereal
Eggs to Order
Grits
Omelets to Order
Blueberry Pancakes w/
Syrup
Grilled Bacon

Sunday
Brunch

Tomato Soup
Grilled Cheese Sandwiches



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Marine Corps photo by Cpl. Chelsea Flowers Anderson
A combat instructor at the Infantry Training Battalion observes as a female student removes her pack after failing to keep up with the other students on a 5-kilometer hike during the first week of training at Marine Corps Base Camp Geiger, N.C., Sept. 28.

Infantry

From Page 9

training.

Forty-eight of the women met the initial physical requirements for the course, but only 19 volunteered to join Infantry Training Battalion, or ITB. Four later opted out of the training, instead choosing to attend Marine Combat Training, a course required for all Marines, regardless of occupation-al specialty.

All Marines attending the infantry training are expected to meet the same physical standard, known as the "ITB standard," during scored events — regardless of gender.

The standards of the battalion have not changed; they are the same standards outlined by the Marine Corps prior to the start of the current research. The remaining 15 students chose to go above and beyond what is required of female Marines by attending the infantry course.

Upon completion of the course, the female Marines will not be awarded the 0311 infantry job designator and will proceed to their previously selected occupational specialty training.

"I asked them why they are doing this," Staff Sgt. Kevin Hayden, a combat instructor with delta company at ITB said. "Their answer to me was that they wanted a challenge. I think all Marines come to the Marine Corps for a challenge, and this was a way for them to put in a little more effort and do something that most peo-

ple wouldn't volunteer for."

The students spent the first week completing rigorous physical screenings to include the physical fitness test, the combat fitness test, the high intensity tactical training assessment and a 5-kilometer hike.

Hayden said he and his fellow combat instructors aren't treating any of the Marines differently.

"These are Marines," Hayden said. "No matter what, they're going to be treated the same as every other Marine."

One female Marine did not meet the physical fitness test minimum score and chose to drop from the current cycle to work on her strength before attempting the training again with the next cycle.

One female Marine did not meet the combat fitness test minimum score and chose to opt out of the training entirely.

One male Marine also dropped from the training for failing the physical fitness test.

Since the female students are attending the training on a voluntary basis, they are permitted to drop on request at any point during the training with no penalty.

In order to accommodate female students into Infantry Training Battalion, a few adjustments had to be made — including dedicating an existing squad bay for the exclusive billeting of female students and bringing over three female combat instructors from Marine Combat Training, or MCT, to serve as gender advisors to the ITB staff and to provide positive leadership to the female students par-

ticipating in the research study. The female instructors went through one training cycle with ITB to familiarize themselves with the instruction before assuming their roles during this iteration.

The first half of the infantry course roughly mirrors the 29-day training cycle all non-infantry Marines complete at MCT.

The second half, how-

ever, delves into more specific infantry skills. This is the part of infantry training where instructors say many of the Marines begin to struggle.

The instructors said inju-

ries are one of the main reasons students drop from training.

"It is rigorous training

for the body, but they have youth on their side, so a lot of them can put up with it," 1st Sgt. Shawn Hebert, first sergeant of delta company, Infantry Training Battalion, said. "All of these young Marines are pretty strong mentally, but physically — our minds want to go forever, but our bodies end up failing us."

Among other collection

requirements, the ques-

tion of whether female Marines are able to with-

stand the physical rigors

of entry level infantry-

training is a key data point

behind the research at

ITB.

The Marine Corps plans

to continue to send fe-

male Marines through the

course for the next year, or

until they have gathered

data from 250 to 300 fe-

male students.

"This is definitely histor-

ic for the Marine Corps,"

Hebert said. "The Ma-

rines are going to do great

things ... I feel privileged

to be here at the Infantry

Battalion."

Recruit sheds weight

By Pfc. Vaniah Temple
Marine Corps Recruit Depot

For most recruits, the hardest part of boot camp is boot camp, but for one new Marine who graduated Sept. 20, 2013, it was the hefty two-year challenge just to get here.

To become a Marine, 20-year-old Pvt. Christopher Stephens from Phenix City, Ala., had a lot to lose more than 175 pounds to be exact.

Stephens carried 359

pounds on his 5-foot-7-

inch frame during his senior year at Smiths Station High School in Smiths Station, Ala. He knew he could be doing something better with his life.

The military was always

in the back of his mind,

but he knew his weight

would prevent him from

joining. Stephens grew up

in a very military-friendly

family.

His brother and both of

his grandfathers were Ma-

rines. The three years in

the Marine Corps Junior

ROTC program during

high school increased his

interest to enlist.

"I wasn't really going

anywhere else with my

life, and I didn't do the

best in high school," Ste-

phens said. "I either knew

I had to lose weight and

join the Marine Corps or

I may not have a good fu-

ture at all."

Stephens' mother, Dar-

rie Stephens, said after

local children continually

teased her son about his

weight and told him he

would never be able to be-

come a Marine, he began

to change.

She noticed how serious

he was about joining

and how he was dedicated

to proving it to those who

doubted him.

Afraid of being denied,

Stephens waited to speak

to a recruiter until he be-

gan losing weight. He

started a liquid protein

diet and dramatically cut

his calorie intake.

When Stephens walked

in the recruiter's office,

he weighed 275 pounds,

84 pounds less than what

he weighed his senior

year. Stephens told the re-

cruiter he understood the

amount of work it would

take to ship to boot camp,

but he wanted to show his

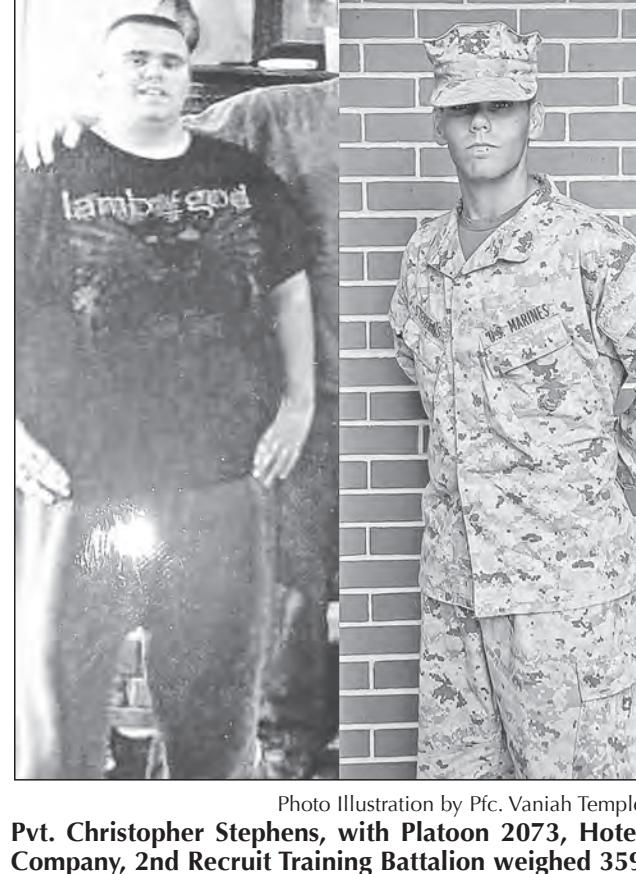


Photo Illustration by Pfc. Vaniah Temple

Pvt. Christopher Stephens, with Platoon 2073, Hotel Company, 2nd Recruit Training Battalion weighed 359 pounds when he first decided he wanted to join the Marine Corps. The 20-year-old native of Phenix City, Ala., lost more than 175 pounds just to ship to boot camp and weighed a scant 160 pounds just before he graduated Sept. 20.

dedication.

The recruiter explained the Marine Corps has strict height and weight standards for those who want to join, and Stephens needed to lose an additional 80 pounds before he would even consider enlisting him.

Then, the recruiter showed him the door.

Eighteen months later, Stephens returned to the recruiting office weighing 195 pounds. He was ready to enlist.

He spent four months in the Delayed Entry Program, working with his recruiter every Tuesday and Saturday to get in better shape.

Throughout that time he was able to get his weight down to 180 pounds, four pounds under his maximum shipping weight and literally half the man he was in high school.

"Stephens is by far the most dedicated poolee I have ever worked with," said Staff Sgt. Byron Bacon, the recruiter who worked with Stephens every week in Montgomery, Ala.

Bacon said that when Stephens joined the Delayed Entry Program he was running 1.5 miles in approximately 15 minutes, and doing zero pull-ups and 58 crunches.

Four months later, when Stephens shipped to boot camp, he had cut his run time by three minutes and improved to six pullups and 75 crunches.

"I hope I maybe inspire at least one or two people to do what they want to do even if they have to lose a lot of weight," Stephens said. "It's not impossible. If you really want it, you can do it."

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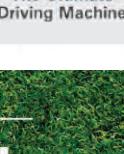
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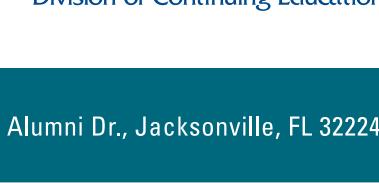
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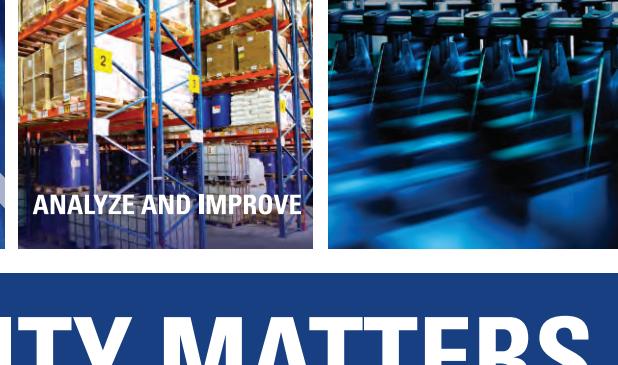
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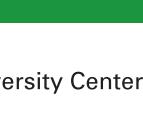
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The Birth of the Navy of the United States



On Friday, October 13, 1775, meeting in Philadelphia, the Continental Congress voted to fit out two sailing vessels, armed with ten carriage guns, as well as swivel guns, and manned by crews of eighty, and to send them out on a cruise of three months to intercept transports carrying munitions and stores to the British army in America. This was the original legislation out of which the Continental Navy grew and as such constitutes the birth certificate of the navy.

To understand the momentous significance of the decision to send two armed vessels to sea under the authority of the Continental Congress, we need to review the strategic situation in which it was made and to consider the political struggle that lay behind it.

Americans first took up arms in the spring of 1775, not to sever their relationship with the king, but to defend their rights within the British Empire. By the autumn of 1775, the British North American colonies from Maine to Georgia were in open rebellion. Royal governments had been thrust out of many colonial capitals and revolutionary governments put in their places. The Continental Congress had assumed some of the responsibilities of a central government for the colonies, created a Continental Army, issued paper money for the support of the troops, and formed a committee to negotiate with foreign countries. Continental forces captured Fort Ticonderoga on Lake Champlain and launched an invasion of Canada.

In October 1775 the British held superiority at sea, from which they threatened to stop up the colonies' trade and to wreak destruction on seaside settlements. In response, a few of the states had commissioned small fleets of their own for defense of local waters. Congress had not yet authorized privateering. Some in Congress worried about pushing the armed struggle too far, hoping that reconciliation with the mother country was still possible.

Yet, a small coterie of men in Congress had been advocating a Continental Navy from the outset of armed hostilities. Foremost among these men was John Adams, of Massachusetts. For months, he and a few others had been agitating in Congress for the establishment of an American fleet.

They argued that a fleet would defend the seacoast towns, protect vital trade,



nps.gov

John Paul Jones, "Father of the United States Navy." Portrait by Charles Willson Peale.

retaliate against British raiders, and make it possible to seek out among neutral nations of the world the arms and stores that would make resistance possible.

Still, the establishment of a navy seemed too bold a move for some of the timid men in Congress. Some southerners agreed that a fleet would protect and secure the trade of New England but denied that it would do so in the southern colonies.

Most of the delegates did not consider the break with England as final and feared that a navy implied sovereignty and independence. Others thought a navy a hasty and foolish challenge to the mightiest fleet the world had seen. The most the pro-navy men could do was to get Congress to urge each colony to fit out armed vessels for the protection of their coasts and harbors.

Then, on 3 October, Rhode Island's

delegates laid before Congress a bold resolution for the building and equipping of an American fleet, as soon as possible.

When the motion came to the floor for debate, Samuel Chase, of Maryland, attacked it, saying it was "the maddest Idea in the World to think of building an American Fleet." Even pro-navy members found the proposal too vague. It lacked specifics and no one could tell how much it would cost.

If Congress was yet unwilling to embrace the idea of establishing a navy as a permanent measure, it could be tempted by short-term opportunities.

Fortunately, on 5 October, Congress received intelligence of two English brigs, unarmed and without convoy, laden with munitions, leaving England bound for Quebec.

Congress immediately appointed a committee to consider how to take

advantage of this opportunity. Its members were all New Englanders and all ardent supporters of a navy. They recommended first that the governments of Massachusetts, Rhode Island, and Connecticut be asked to dispatch armed vessels to lay in wait to intercept the munitions ships; next they outlined a plan for the equipping by Congress of two armed vessels to cruise to the eastward to intercept any ships bearing supplies to the British army.

Congress let this plan lie on the table until 13 October, when another fortuitous event occurred in favor of the naval movement. A letter from General Washington was read in Congress in which he reported that he had taken under his command, at Continental expense, three schooners to cruise off Massachusetts to intercept enemy supply ships. The commander in chief had preempted members of Congress reluctant to take the first step of fitting out warships under Continental authority. Since they already had armed vessels cruising in their name, it was not such a big step to approve two more. The committee's proposal, now appearing eminently reasonable to the reluctant members, was adopted.

The Continental Navy grew into an important force. Within a few days, Congress established a Naval Committee charged with equipping a fleet. This committee directed the purchasing, outfitting, manning, and operations of the first ships of the new navy, drafted subsequent naval legislation, and prepared rules and regulations to govern the Continental Navy's conduct and internal administration.

Over the course of the War of Independence, the Continental Navy sent to sea more than fifty armed vessels of various types. The navy's squadrons and cruisers seized enemy supplies and carried correspondence and diplomats to Europe, returning with needed munitions. They took nearly 200 British vessels as prizes, some off the British Isles themselves, contributing to the demoralization of the enemy and forcing the British to divert warships to protect convoys and trade routes.

In addition, the navy provoked diplomatic crises that helped bring France into the war against Great Britain. The Continental Navy began the proud tradition carried on today by our United States Navy, and whose birthday we celebrate each year in October.

~ history.navy.mil

Establishment of the Navy, October 13, 1775

This resolution of the Continental Congress marked the establishment of what is now the United States Navy.

"Resolved, That a swift sailing vessel, to carry ten carriage guns, and a proportionable number of swivels, with eighty men, be fitted, with all possible despatch, for a cruise of three months, and that the commander be instructed to cruise eastward, for intercepting such transports as may be laden with warlike stores and other supplies for our enemies, and for such other purposes as the Congress shall direct.

That a Committee of three be appointed to prepare an estimate of the expence, and lay the same before the Congress, and to contract with proper persons to fit out the vessel.

Resolved, that another vessel be fitted out for the same purposes, and that the said committee report their opinion of a proper vessel, and also an estimate of the expence."

Source: *Journal of the Continental Congress, 13 October 1775*, in William Bell Clark, editor, *Naval Documents of the American Revolution*, Vol. 2, (Washington, D.C.: Government Printing Office, 1966): 442.

Establishment of the Department of the Navy, April 30, 1798

This act established the Department of the Navy as a separate cabinet department. Previously, naval matters were under the cognizance of the War Department.

AN ACT (Chapter 35, Vol. I, page 553) to establish an executive department to be denominated the department of the navy.

SEC. 1. Be it enacted, &c., That there shall be an Executive Department under the denomination of the Department of the Navy, the chief officer of which shall be called the Secretary of the Navy, whose duty it shall be to execute such orders as he shall receive from the President of the United States, relative to the procurement of naval stores and materials, and the construction, armament, equipment, and employment of vessels of war, as well as all other matters connected with the naval establishment of the United States.

SEC. 2. And be it further enacted, That a principal clerk, and such other clerks as he shall think necessary, shall be appointed by the Secretary of the Navy, who shall be employed in such manner as he shall deem most expedient. In case of vacancy in the office of the Secretary, by removal or otherwise, it shall be the duty of the principal clerk to take the charge and custody of all the books, records, and documents of the said office.

SEC. 3. And be it further enacted, That the Secretary of the Navy be, and he is hereby, authorized and empowered, immediately after he shall be appointed, and shall enter upon the duties of his office, to take possession of all the records, books, and documents, and all other matters and things appertaining to this department, which are now deposited in the office of the Secretary of War.

SEC. 4. And be it further enacted, That there shall be allowed to the Secretary of the Navy an annual salary of three thousand dollars, payable quarter yearly at the Treasury of the United States; and the respective clerks in the office of the said department shall receive the same compensation, and be subject to the same regulations, as are provided by an act, supplemental to the act establishing the Treasury Department, and for a further compensation to certain officers in the offices of the other executive departments.

SEC. 5. And be it further enacted, That so much of an act, Entitled "An act to establish an executive department, to be denominated the department of war," as vests any of the powers contemplated by the provisions of this act in the Secretary for the Department of War, shall be repealed, from and after the period when the Secretary of the Navy shall enter on the duties of his office.

Approved, April 30, 1798.

About This Section

Air, Surface and Submarine: "A salute to our Navy and all who have served" is a special advertising section produced by the Military Publications department of The Florida Times-Union.

The section was coordinated and edited by Military Publications Publisher Ellen Rykert. The section was designed by Military Publications designer George Atchley. Advertising was coor-

dinated by Military Publications Publisher Ellen Rykert and Administrative Assistant Katie Cooper, and facilitated by Pam Browning and LeAnn Hirschman. Material, information and photographs used in this section was provided by Naval Air Station Jacksonville, Naval Station Mayport, Naval Submarine Base Kings Bay, the U.S. Navy, and the U.S. Marine Corps, unless otherwise credited.

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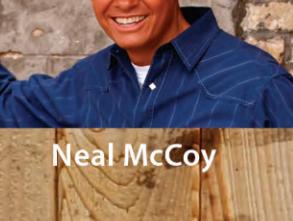
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The Birth of the United States Marine Corps



During the American Revolution, the Continental Congress passes a resolution stating that "two Battalions of Marines be raised" for service as landing forces for the recently formed Continental Navy. The resolution, drafted by future U.S. president John Adams and adopted in Philadelphia, created the Continental Marines and is now observed as the birth date of the United States Marine Corps.

Serving on land and at sea, the original U.S. Marines distinguished themselves in a number of important operations during the Revolutionary War. The first Marine landing on a hostile shore occurred when a force of Marines under Captain Samuel Nicholas captured New Providence Island in the Bahamas from the British in March 1776. Nicholas was the first commissioned officer in the Continental Marines and is celebrated as the first Marine commandant. After American independence was achieved in 1783, the Continental Navy was demobilized and its Marines disbanded.

In the next decade, however, increasing conflict at sea with Revolutionary France led the U.S.



Congress to establish formally the U.S. Navy in May 1798. Two months later, on July 11, President John Adams signed the bill establishing the U.S. Marine Corps as a permanent military force under the jurisdiction of the Department of Navy. U.S. Marines saw action in the so-called Quasi-War with France and then fought against the Barbary pirates of North Africa during the first years of the 19th century. Since then, Marines have participated in all the wars of the United States and in most cases were the first soldiers to fight. In all, Marines have executed more than 300 landings on foreign shores.

Today, there are more than 200,000 active-duty and reserve Marines, divided into three divisions stationed at Camp Lejeune, North Carolina; Camp Pendleton, California; and Okinawa, Japan. Each division has one or more expeditionary units, ready to launch major operations anywhere in the world on two weeks' notice. Marines expeditionary units are self-sufficient, with their own tanks, artillery, and air forces. The motto of the service is Semper Fidelis, meaning "Always Faithful" in Latin.

~ history.com

Samuel Nicholas, first Commandant of the United States Marine Corps, 1775-1783.

Resolution of the Continental Congress establishing the Marine Corps - November 10, 1775

This resolution of the Continental Congress marked the establishment of what is now the United States Marine Corps.

"Resolved, That two Battalions of marines be raised, consisting of one Colonel, two Lieutenant Colonels, two Majors, and other officers as usual in other regiments; and that they consist of an equal number of privates with other battalions; that particular care be taken, that no persons be appointed to office, or enlisted into said Battalions, but such as are good seamen, or so acquainted with maritime affairs as to be able to serve to advantage by sea when required: that they be enlisted and commissioned to serve for and during the present war between Great Britain and the colonies, unless dismissed by order of Congress: that they be distinguished by the names of the first and second battalions of American Marines, and that they be considered part of the number which the continental Army before Boston is ordered to consist of."

Reestablishment of the Marine Corps – July 11, 1798

An Act for the establishing and organizing a Marine Corps.

Section 1. Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That in addition to the present military establishment, there shall be raised and organized a corps of marines, which shall consist of one major, four captains, sixteen first lieutenants, twelve second lieutenants, forty-eight sergeants, forty-eight corporals, thirty-two drums and fifes, and seven hundred and twenty privates, including the marines who have been enlisted, or are authorized to be raised for the naval armament; and the said corps may be formed into as many companies or detachments, as the President of the United States shall direct, with a proper distribution of the commissioned and non-commissioned officers and musicians to each company or detachment.

Sec. 2. And be it further enacted, That the pay and subsistence of the said officers, privates and musicians, shall be as follows, to wit: To a major, fifty dollars per month, and four rations per day; to a captain, forty dollars per month, and three rations per day; to a first lieutenant, thirty dollars per month, and three rations per day; to a second lieutenant, twenty-five dollars per month, and two rations per day; and to the non-commissioned officers, privates and musicians, conformably to the act, intituled "An act providing a naval armament," as shall be fixed by the President of the United States: And the President of the United States shall be, and is hereby authorized to continue the enlistment of marines, until the said corps shall be complete; and of himself, to appoint the commissioned officers, whenever, in the recess of the Senate, an appointment shall be necessary. And the enlistments, which shall be made by virtue hereof, may be for the term of three years, subject to be discharged by the President of the United States, or by the ceasing or repeal of the laws providing for the naval armament. And if the marine corps, or any part of it, shall be ordered by the President to do duty on shore, and it shall become necessary to appoint an adjutant, paymaster, quartermaster, sergeant-major, quartermaster-sergeant, and drum and fife-major, or any of them, the major or commandant of the corps, is hereby authorized to appoint such staff officer or officers, from the line of subalterns, sergeants and music, respectively, who shall be entitled, during the time they shall dosuch duty, to the same extra pay and emoluments, which are allowed by law, to officers acting in the same capacities in the infantry.

Sec. 3. And be it further enacted, That the detachments of the corps of marines hereby authorized, shall be made in lieu of the respective quotas of marines, which have been established or authorized for the frigates, and other armed vessels and gallies, which shall be employed in the service of the United States: And the President of the United States may detach and appoint such of the officers of this marine corps, to act on board the frigates, and any of the armed vessels of the United States, respectively, as he shall, from time to time, judge necessary; any thing in the act "providing a naval armament" to the contrary hereof notwithstanding.

Sec. 4. And be it further enacted, That the officers, non-commissioned officers, privates and musicians aforesaid, shall take the same oath, and shall be governed by the same rules and articles of war, as are prescribed for the military establishment of the United States, and by the rules for the regulation of the navy, heretofore, or which shall be established by law, according to the nature of the service in which they shall be employed, and shall be entitled to the same allowance, in case of wounds or disabilities, according to their respective ranks, as are granted by the act "to ascertain and fix the military establishment of the United States."

Sec. 5. And be it further enacted, That the non-commissioned officers, musicians, seamen and marines, who are or shall be enlisted into the service of the United States; and the non-commissioned officers and musicians, who are or shall be enlisted into the army of the United States, shall be, and they are hereby exempted, during their term of service, from all personal arrests for any debt or contract.

Sec. 6. And be it further enacted, That the marine corps, established by this act, shall, at any time, be liable to do duty in the forts and garrisons of the United States, on the sea-coast, or any other duty on shore, as the President, at his discretion, shall direct.

Approved, July 11, 1798.



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History of Veterans Day

World War I - known at the time as "The Great War" - officially ended when the Treaty of Versailles was signed on June 28, 1919, in the Palace of Versailles outside the town of Versailles, France. However, fighting ceased seven months earlier when an armistice, or temporary cessation of hostilities, between the Allied nations and Germany went into effect on the eleventh hour of the eleventh day of the eleventh month. For that reason, November 11, 1918, is generally regarded as the end of "the war to end all wars."

Soldiers of the 353rd Infantry near a church at Stenay, Meuse in France, wait for the end of hostilities. This photo was taken at 10:58 a.m., on November 11, 1918, two minutes before the armistice ending World War I went into effect.

In November 1919, President Wilson proclaimed November 11 as the first commemoration of Armistice Day with the following words:

"To us in America, the reflections of Armistice Day will be filled with solemn pride in the heroism of those who died in the country's service and with gratitude for the victory, both because of the thing from which it has freed us and because of the opportunity it has given America to show her sympathy with peace and justice in the councils of the nations..."

The original concept for the celebration was for a day observed with parades and public meetings and a brief suspension of business beginning at 11:00 a.m.

The United States Congress officially recognized the end of World War I when it passed a concurrent resolution on June 4, 1926, with these words:

"Whereas the 11th of November 1918, marked the cessation of the most destructive, sanguinary, and far reaching war in human annals and the resumption by the people of the United States of peaceful relations with other nations, which we hope may never again be severed, and

"Whereas it is fitting that the recurring anniversary of this date should be commemorated with thanksgiving and prayer and exercises designed to perpetuate peace through good will and mutual understanding between nations; and

"Whereas the legislatures of twenty-seven of our States have already declared November 11



U.S. Navy Photo

Naval Facilities Engineering Command Southeast Supervisory Project Manager Stan Kinmonth drives his Jeep in the City of Jacksonville's Veterans Day Parade on Nov. 12, 2012. His passenger was Frank Heppner, a World War II D-Day and Battle of the Bulge combat engineer veteran. Heppner was named Grand Marshal of the parade. Kinmonth restored the 1942 Ford GPW Jeep in 30 months, completing it in September, 2011.

to be a legal holiday: Therefore be it Resolved by the Senate (the House of Representatives concurring), that the President of the United States is requested to issue a proclamation calling upon the officials to display the flag of the United States on all Government buildings on November 11 and inviting the people of the United States to observe the day in schools and churches, or other suitable places, with appropriate ceremonies of friendly relations with all other peoples.

An Act (52 Stat. 351; 5 U. S. Code, Sec. 87a) approved May 13, 1938, made the 11th of November in each year a legal holiday—a day to be dedicated to the cause of world peace and to be thereafter celebrated and known as "Armistice Day."

Armistice Day was primarily a day set aside to honor veterans of World War I, but in 1954, after World War II had required the greatest mobilization of soldiers, sailors, Marines and airmen in the Nation's history; after American forces had fought aggression in Korea, the 83rd Congress, at the urging of the veterans service organizations, amended the Act of 1938 by striking out the word "Armistice" and inserting in its place the word "Veterans."

With the approval of this legislation (Public Law 380) on June 1, 1954, November 11th became a day to honor American veterans of all wars.

Later that same year, on October 8th, President Dwight D. Eisenhower issued the first "Veterans Day Proclamation" which stated:

"In order to insure proper and widespread observance of this anniversary, all veterans, all veterans' organizations, and the entire citizenry will wish to join hands in the common purpose. Toward this end, I am designating the Administrator of Veterans' Affairs as Chairman of a Veterans Day National Committee, which shall include such other persons as the Chairman may select, and which will coordinate at the national level necessary planning for the observance. I am also requesting the heads of all departments and agencies of the Executive branch of the Government to assist the National Committee in every way possible."

President Eisenhower signing HR7786, changing Armistice Day to Veterans Day.

From left: Alvin J. King, Wayne Richards, Arthur J. Connell, John T. Nation, Edward Rees, Richard L. Trombla, Howard

W. Watts

On that same day, President Eisenhower sent a letter to the Honorable Harvey V. Higley, Administrator of Veterans' Affairs (VA), designating him as Chairman of the Veterans Day National Committee.

In 1958, the White House

advised VA's General Counsel

that the 1954 designation of the

VA Administrator as Chairman

of the Veterans Day National

Committee applied to all sub-

sequent VA Administrators.

Since March 1989 when VA

was elevated to a cabinet level

department, the Secretary of

Veterans Affairs has served as

the committee's chairman.

The Uniform Holiday Bill

(Public Law 90-363 (82 Stat.

250)) was signed on June 28,

1968, and was intended to

ensure three-day weekends

for Federal employees by cel-

lating four national holidays

on Mondays: Washington's

Birthday, Memorial Day,

Veterans Day, and Columbus

Day. It was thought that these

extended weekends would

encourage travel, recreation-

al and cultural activities and

stimulate greater industrial

and commercial production.

Many states did not agree with

this decision and continued to

celebrate the holidays on their

original dates.

The first Veterans Day under the new law was observed with much confusion on October 25, 1971. It was quite apparent that the commemoration of this day was a matter of historic and patriotic significance to a great number of our citizens, and so on September 20th,

1975, President Gerald R. Ford

signed Public Law 94-97 (89

Stat. 479), which returned the

annual observance of Veterans

Day to its original date of

November 11, beginning in

1978. This action supported the

desires of the overwhelming

majority of state legislatures,

all major veterans service orga-

nizations and the American

people.

Veterans Day continues to

be observed on November 11,

regardless of what day of the

week on which it falls. The res-

toration of the observance of

Veterans Day to November 11

not only preserves the histori-

cal significance of the date, but

helps focus attention on the

important purpose of Veterans

Day: A celebration to honor

America's veterans for their

patriotism, love of country, and

willingness to serve and sacri-

fice for the common good.

~ U.S. Department
of Veterans Affairs



U.S. Navy photo

Navy Band Southeast from NAS Jacksonville participates in the city's Veterans Day Parade on Nov. 12, 2012. The parade was the culmination of the city's "Week of Valor" tribute that honored veterans, military members and their families.

History of Veterans Day



Photo courtesy of Pearl Harbor Survivors Association, NE Florida Chapter 6

NAS Jax Commanding Officer Capt. Bob Sanders gathers with Pearl Harbor survivors (from left) Henry Griffin, U.S. Army retired, 19th Infantry Battalion, Schofield Barracks; Chuck Ellis, U.S. Navy, USS Pennsylvania; Bill Tardiff, U.S. Navy, NAS Kaneohe Bay, Hawaii; Duane Reyelts, U.S. Navy, USS Oklahoma during a Pearl Harbor Survivors Association Plaque Dedication Ceremony at Jacksonville National Cemetery on Nov. 10, 2012. The plaque was placed in honor of those who served at Pearl Harbor in 1944.

Veterans Day, 1954 BY THE PRESIDENT OF THE UNITED STATES OF AMERICA A PROCLAMATION

3071

Whereas it has long been our custom to commemorate November 11, the anniversary of the ending of World War I, by paying tribute to the heroes of that tragic struggle and by rededicating ourselves to the cause of peace; and

Whereas in the intervening years the United States has been involved in two other great military conflicts, which have added millions of veterans living and dead to the honor rolls of this Nation; and

Whereas the Congress passed a concurrent resolution on June 4, 1926 (44 Stat. 1982), calling for the observance of November 11 with appropriate ceremonies, and later provided in an act approved May 13, 1938 (52 Stat. 351), that the eleventh of November should be a legal holiday and should be known as Armistice Day; and

Whereas, in order to expand the significance of that commemoration and in order that a grateful Nation might pay appropriate homage to the veterans of all its wars who have contributed so much to the preservation of this Nation, the Congress, by an act approved June 1, 1954 (68 Stat. 168), changed the name of the holiday to Veterans Day:

Now, Therefore, I, Dwight D. Eisenhower, President of the United States of America, do hereby call upon all of our citizens to observe Thursday, November 11, 1954, as Veterans Day. On that day let us solemnly remember the sacrifices of all those who fought so valiantly, on the seas, in the air, and on foreign shores, to preserve our heritage of freedom, and let us reconsecrate ourselves to the task of promoting an enduring peace so that their efforts shall not have been in vain. I also direct the appropriate officials of the Government to arrange for the display of the flag of the United States on all public buildings on Veterans Day.

In order to insure proper and widespread observance of this anniversary, all veterans, all veterans' organizations, and the entire citizenry will wish to join hands in the common purpose.

Toward this end, I am designating the Administrator of Veterans' Affairs as Chairman of a Veterans Day National Committee, which shall include such other persons as the Chairman may select, and which will coordinate at the national level necessary planning for the observance. I am also requesting the heads of all departments and agencies of the Executive branch of the Government to assist the National Committee in every way possible.

IN WITNESS WHEREOF, I have hereunto set my hand and caused the all of the United States of America to be affixed.

Done at the City of Washington this eighth day of October in the Year of our Lord nineteen hundred and fifty-four, and of the Independence of the (SEAL) United States of America the one hundred and seventy-ninth.

DWIGHT D. EISENHOWER



Navy photo
The 2012 Submarine Veterans of World War Memorial Week featured a memorial service for lost boats and shipmates, Nov. 2 at the World War II Submarine Veterans Memorial Pavilion, NSB Kings Bay.

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Photo by MC2 Daniel Gay

A Sailor aboard the guided-missile frigate USS Stephen W. Groves (FFG 29) throws a heaving line to moor the ship at the North Bank of the Riverwalk in downtown Jacksonville on Oct. 10, 2008. Groves invited friends and family members along on a family day cruise as they traveled the St. Johns river to Jacksonville to participate in Navy birthday celebrations.

Sailors Creed

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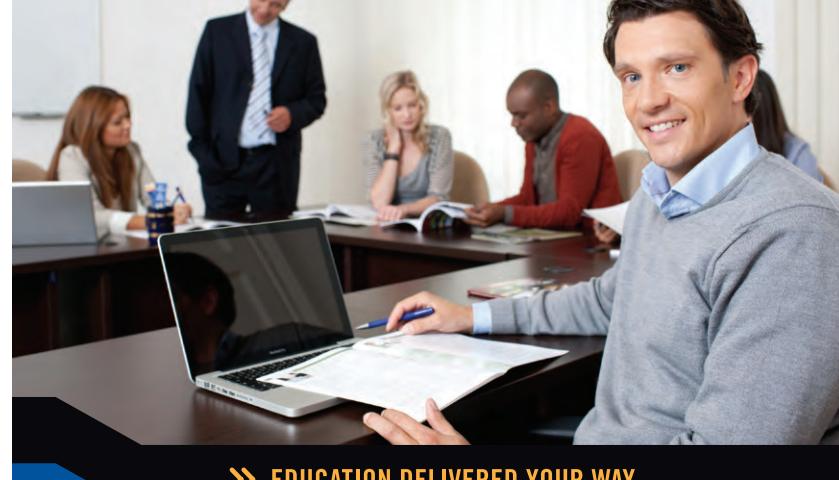
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Military Family Appreciation Month (November)



Photo by Kaylee Larocque

A little rain didn't dampen the VP-10 homecoming celebration as Lt. Cmdr. David Neall hugs his son, Mason, while his wife, Kara, and son, Tyler, wait patiently for their turns.

Each year the President signs a proclamation declaring November Military Family Month. Last year President Obama said that our nation owes "each day of security and freedom that we enjoy to the members of our Armed Forces and their families. Behind our brave service men and women, there are family members and loved ones who share in their sacrifice and provide unending support."

This annual proclamation marks the beginning of a month-long celebration of the Military Family in which the Department of Defense and the nation will honor the commitment and sacrifices made by the families of the nation's servicemembers.

Armed Services YMCA Honors Military Families
President Proclaims November as Military Family Month
Understanding Sacrifices for Freedom
Joining Forces Works to Support Military Families

Why Appreciate Military Families?
Throughout the month of November, military families serving around the world are honored through a variety of observances and recognized for their commitment and the many contributions they make every day in support of the military and our nation. Efforts to recognize the sacrifices of the military family by Active, Guard, and Reserve leaders are being joined and supported by DoD organizations to include the Army Air Force Exchange Service, Defense Commissary Agency, and others.

Community leaders, businesses, and military bases and posts are teaming up to recognize military families through special events such as: open houses, fun runs, family fun nights, and community dinners; discounts at MWR facilities, local business and sporting events; and special recognitions during community activities throughout the month of November.

~ military.com



Photo by MC2 Salt Cebe

Sonar Technician 1st class Tony Benz, assigned to USS Farragut (DDG 99), greets his children on the pier after returning home from a nine-month deployment. Farragut deployed with the John C. Stennis Strike Group to the U.S. 5th Fleet area of responsibility conducting maritime security operations, theater security cooperation efforts and support missions for Operation Enduring Freedom.

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Military Family Appreciation Month (November)



File photo
Rachel Nieves, right, Naval Hospital (NH) Jacksonville lactation nurse, works with Lt. Sarah Peck and her infant daughter to promote a healthy start in life. Naval Hospital Jacksonville is the first and only hospital on Florida's First Coast - military or private sector - certified as 'Baby Friendly' by UNICEF and the World Health Organization.



EM1 Joshua Harper speaks at the Boys and Girls Club. Many service members at Naval Submarine Base Kings Bay take part in volunteer programs such as Adopt-A-School or Habitat For Humanity.



Photo by Paige Gnann
Lt.j.g. Nils Mattson says his last goodbyes to girlfriend Carmen Figueroa before USS Simpson deploys from Naval Station Mayport for its NATO deployment.

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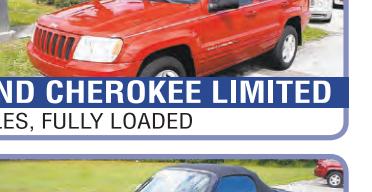
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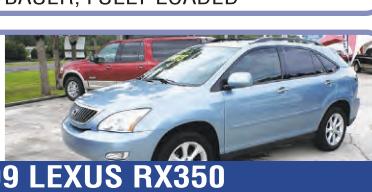
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Jacksonville: A Navy City



U.S. Navy photo by Mass Communication Specialist Seaman Rob Aylward



Official USMC photo by Pfc. John-Paul Imbody



U.S. Navy photo by Chief Mass Communication Specialist Monica R. Nelson

The 2011 Sailors of the Year assigned throughout Navy Region Southeast visit the Duval County Veterans Memorial wall in downtown Jacksonville. Sailors toured the Jaguars stadium, Jacksonville Landing, and the Budweiser Brewery during their day downtown.

Cryptological technician third class Katie Walley, assigned to the amphibious assault ship USS Bataan (LHD 5), exchanges greetings with the Jacksonville Jaguars mascot Jaxon DeVille. More than 300 Sailors and Marines gathered in the EverBank Field practice facility as part of the city of Jacksonville's "Week of Valor". Sailors met with players after the practice for autographs and photos.

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Naval Air Station Jacksonville



A message from the Commanding Officer, Naval Air Station Jacksonville

Since winning the Navy Region Southeast Installation Excellence Award for the second consecutive year, no one can doubt the effectiveness of the NAS Jacksonville (Jax) team in its mission to enable warfighter readiness.

With its strategic location in Northeast Florida, and employing approximately 19,000 professional military and civilian personnel, NAS Jax continues to be a primary instrument of national security. Its warfighters and civilian counterparts play prominent roles in conducting every core capability of the Navy Maritime Strategy.

Focused directly on support to operational units, NAS Jax personnel work around the clock providing services to 14 aircraft squadrons, numerous detachments, joint commands and carrier strike group exercises.

NAS Jax is the Navy's premier anti-submarine warfare (ASW) installation. It serves as the Maritime Patrol and Reconnaissance Force (MPRF) hub – devoted to training all P-3C Orion and P-8A Poseidon ASW aircrew as they prepare to operate in conflict areas around the globe.

In addition to supporting the transition from the P-3C to the P-8A, NAS Jax is also facilitating the transition from HS anti-submarine to HSM multi-mission Seahawk helicopters. The MH-60R deploys from frigates, destroyers, cruisers and aircraft carriers with unmatched capability as an airborne multi-mission (anti-submarine and anti-surface) naval platform.

In the realm of unmanned aerial vehicles (UAV) designed for maritime intelligence, surveillance and reconnaissance (ISR), NAS Jax hosts the Navy's operator training center for the MQ-8 series of upgraded autonomous Fire Scout helicopters.

The base also supports the new MQ-4C Triton – a forward deployed, land-based, autonomously operated UAV system that provides a persistent maritime ISR using a multi-sensor mission payload. Along with the P-8A manned aircraft, the MQ-4C Triton UAV is integral to the Navy's MPRF family of systems.

For 73 years, NAS Jax has enjoyed a mutually beneficial partnership with the City of Jacksonville and surrounding counties. In the future, it will be necessary to build upon existing partnerships to ensure that realistic training may continue in order for America's warfighters to meet the Navy's diverse operational needs.



Capt. Roy Undersander
Commanding Officer
NAS Jacksonville

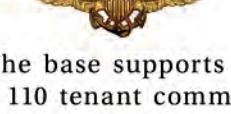
Marking 73 years of aviation excellence for the fleet, fighter and family

- The station's total economic impact (goods and services) is \$2.1 billion.

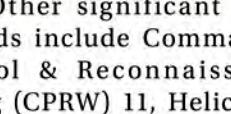


- Base employment is about 19,000 persons with payroll of about \$1.28 billion

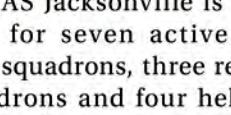
- ★ Active Duty 8,396
- ★ Military Retirees (50-mile radius) 49,112
- ★ Reserves 2,028
- ★ Military Students (Duval/Clay County) 12,482
- ★ APF Civilians 6,300
- ★ Non-APF Civilians 962
- ★ Contractors 1,231



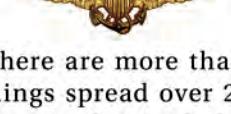
- The base supports more than 110 tenant commands, including Commander Navy Region Southeast, Naval Hospital Jacksonville, Fleet Logistics Center Jacksonville, Naval Facilities Engineering Command Southeast, and Fleet Readiness Center Southeast.



- Other significant commands include Commander Patrol & Reconnaissance Wing (CPRW) 11, Helicopter Maritime Strike Force Weapons School, the Fire Scout unmanned aerial vehicle training center and VP-30, the Navy's largest Fleet Replacement Squadron.



- NAS Jacksonville is home base for seven active duty P-3C squadrons, three reserve squadrons and four helicopter squadrons. There are more than 100 aircraft of many types operating full time from NAS Jacksonville, including: P-8A Poseidon, P-3C Orion, SH-60F Seahawk helicopter, MH-60R Seahawk helicopter, C-40A Clipper, and C-130T Hercules.



- There are more than 460 buildings spread over 24,476 total acres that include OLF Whitehouse (2,564 acres) and the target ranges at Pinecastle (5,698 acres), Rodman (3,258 acres) and Lake George (8,960 acres). NAS Jacksonville alone is 3,896 acres.

Capt. Roy Undersander
Commanding Officer
NAS Jacksonville



Naval Air Station Jacksonville




U.S. Navy photo by Personnel Specialist 1st Class Anthony Petry

A P-8A Poseidon assigned to Patrol Squadron (VP) 16 is seen in flight over Jacksonville.

VP-5 certified 'Safe for Flight'

Navy's second P-8A Poseidon squadron begins IDRC

By Lt. j.g. Brian O'Bannon

VP-5 Public Affairs Officer

The VP-5 "Mad Foxes" received their certification from Patrol and Reconnaissance Group Aug. 2 as "Safe for Flight" in operating the P-8A Poseidon.

This concludes nearly seven months of incredibly hard work by every Mad Fox that began on Jan. 4 with their transition process from the P-3C Orion to the P-8A.

VP-5 has flown the P-3C since 1974. The Mad Foxes history of excellence in the P-3C includes locating pieces of the tragic Space Shuttle Challenger explosion, remaining on top of a sinking Soviet Yankee Class submarine, support of Operations Desert Shield, Desert Storm, Enduring Freedom, Iraqi Freedom - and the first employment of an AGM-65F Maverick Missile from a maritime patrol aircraft during Operation Odyssey Dawn.

This memorable P-3C history came to an end Dec. 4, 2012 as then VP-5 Commanding Officer Cmdr. Erin Osborne landed the squadron's final Orion flight at NAS Jacksonville after a successful 7th Fleet deployment.

"Safe for Flight was a Herculean accomplishment for 240 Mad Foxes," VP-5 Commanding Officer Cmdr. Matthew Pottenburgh told squadron personnel during the Aug. 1 command quarters.

"The work that began the day when Skipper Osborne landed our last P-3C



U.S. Navy photo by MC2 Douglas G. Wojciechowski

Airman Apprentice Jessica Diaz, a plane captain assigned to Patrol Squadron (VP) 5, signals directions to the pilot during the delivery of VP-5's first P-8A Poseidon aircraft. VP-5 has been undergoing transition to the new P-8A aircraft since January and is scheduled to complete the transition and receive a Safe-For-Flight Certification by the end of July.

Orion could not have been possible without the total effort of each and every Mad Fox."

VP-5's Safe for Flight inspection was conducted by Commander Patrol and Reconnaissance Wing (CPRW) -11 and began June 3 when the ordnance shop was inspected through a conventional weapons training proficiency inspection (CWTPPI).

Mad Fox ordnance men and women demonstrated proficiency to both safely upload and download ordinance to the P-8A over the course of the three-day inspection.

Following CWTPPI, Mad Fox aircrew completed five tactical flights in the Poseidon under the instruction of VP-30 instructor aircrew.

These flights took VP-5 aircrew members from the Florida Keys to New

Orleans to showcase their abilities operating this new aircraft. The month concluded with VP-5 naval flight officers, acoustic operators, and electronic warfare operators receiving their successful NATOPS evaluations from VP-30 instructors.

The very last stage of Safe for Flight certification began on July 29 as CPRW-11 kicked off a comprehensive inspection of every VP-5 maintenance program, administrative instruction, safety program, and NATOPS program - to name just a few.

Following these intensive four days of drills and inspections, skipper Pottenburgh proudly announced to the assembled squadron that VP-5 was recommended as "Safe for Flight" by CPRW-11 to Patrol and Reconnaissance Group.



U.S. Navy photo by Glenn Fawcett

Secretary of Defense Chuck Hagel (left) sits in the cockpit of a P-8A Poseidon aircraft flight simulator during a visit to the Patrol Squadron (VP) 30 training center at Naval Air Station Jacksonville. Hagel flew the simulator and landed in a simulated version of the runway at Joint Base Andrews.



U.S. Navy photo by MC3 Eric A. Pastor

Aviation Ordnanceman 1st Class Paul R. Toner (right) and Aviation Ordnanceman 2nd Class LaPorsha M. Shelton, both assigned to Patrol Squadron (VP) 16, prepare a MK-54 torpedo before loading it onto a P-8A Poseidon aircraft.

Each and every Mad Fox is now focused on beginning the inter-deployment readiness cycle (IDRC) with their two new P-8A Poseidon aircraft, side numbers 436 and 437. VP-5 looks to execute safely and efficiently in preparation for its upcoming 7th Fleet deployment.

The squadron continues to embody their motto: "No Fox Like a Mad Fox!"



U.S. Navy photo by MC2 Deven B. King

'Proud Warriors'

AWR2 Christopher Underwood raises LS2 Cody Weaver in a rescue basket to an SH-60B SeaHawk helicopter assigned to the "Proud Warriors" of HSL-42, Det. 7, during a visit, board, search and seizure (VBSS) exercise aboard the guided-missile destroyer USS Jason Dunham (DDG 109).



MQ-4C Triton

The Northrop Grumman MQ-4C Triton unmanned aircraft system completed its first flight in May 2013 from the company's facility in Palmdale, Calif. The 90-minute flight successfully demonstrated control systems that allow Triton to operate autonomously. Triton is specially designed to fly surveillance missions up to 24 hours at altitudes of more than 10 miles, allowing coverage out to 2,000 nautical miles. The system's advanced suite of sensors can detect and automatically classify different types of ships and submarines.



Naval Air Station Jacksonville



Sporting its fresh VFC-12 camouflage paint scheme, this F/A-18A+Hornet with upgraded avionics is about to be released for take-off from NAS Jax. In the air, it will join up with three other Hornets to play adversaries against fighters from Carrier Air Wing 3.

Special aircraft test carrier strike group defenses

By Clark Pierce
Editor

A six-plane detachment of F/A-18A+ Hornets from Fighter Squadron Composite (VFC) 12, along with a five-plane detachment operated by Airborne Tactical Advantage Company (ATAC), a two-plane detachment from L-3, and a two-plane detachment from Phoenix Air are operating from NAS Jacksonville to provide "adversary threat training" for the Harry S. Truman (CVN 72) Strike Group that is currently underway in the Atlantic for its Composite Training Unit Exercise (COMPTUEX).

Together, the aircraft from VFC-12 and contractor adversary aircraft, represent a realistic hostile opposing force to sharpen the war fighting capabilities of Navy expeditionary forces preparing for deployment.

Cmdr. Jeff Menna, a pilot with VFC-12, explained that the "Fighting Omars" are the Naval Reserves' premier adversary squadron for providing threat tactics training to Navy strike fighter squadrons.

"Based at NAS Oceana in Virginia Beach, our main job is to provide tactical 'dissimilar air combat training' for Navy, Marine Corps and other avia-



ATAC pilot Rob DeStasio taxis his F-21 Kfir fighter to the main runway of NAS Jax, where he took off to challenge the aerial defenses of the Harry S. Truman Carrier Strike Group operating in the Atlantic.

tion units. For COMPTUEX, we primarily oppose air strikes from the carrier air wing as they enter or leave the air space of Pinecastle Range Complex," said Menna. "Our goal is to enable strike fighter aircrew to hone their warfighting skills against a creditable adversary prior to deploying in the face of real threats."

In late 2012, VFC-12 began their transition from the blue camouflage F/A-18C Hornet that they flew for seven years - to the upgraded F/A-18A+ Hornet painted in the bold SU-35 Flanker Arctic Splinter camouflage. The unique challenges inherent to the squadron's mission make the Fighting Omars one of the Navy's most sought after avia-

tion duty assignments.

ATAC pilot Rob DeStasio said, "According to daily tasking from Commander, Strike Force Training Atlantic (CSFTA), ATAC aircraft present a variety of threat profiles - either against Carrier Air Wing-3, surface ships in the strike group, or both."

"We may also fly joint missions against the strike group with Hornets from VFC-12 or Lear jets from L-3," said DeStasio.

"L-3 has provided the Navy with COMPTUEX adversary support for a number of years," explained Jim Bailey. "Our Lear jets deliver threat simulations for ship attacks, as well as towing aerial targets for ships and fighter aircraft."



(From left) Two specially outfitted L-3 Lear jets are parked on the NAS Jax tarmac alongside another Lear jet and a Gulfstream G-1 turboprop operated by Phoenix Air. They are all part of the specialized aerial threat force put together by Commander, Strike Force Training Atlantic.



ATAC pilot John Burch and aircraft mechanic Darrell White finish the walk-around inspection of their F-21 Kfir fighter, prior to take-off from NAS Jax for a joint mission with VFC-12, the Navy's premier adversary threat squadron.

Fleet Readiness Center Southeast tests jet engines, reduces noise pollution

By Marsha Childs
FRCSE Public Affairs Specialist

Local residents are spared much of the ear-throbbing noise produced when Fleet Readiness Center Southeast (FRCSE) conducts out-of-airframe testing to certify the reliability and performance of gas turbine engines repaired at the facility.

Annexed at the far end of NAS Jacksonville along the St Johns River, the Richard Kemen Engine Test Facility is acoustically treated and aerodynamically designed to reduce the powerful sound waves generated by jet engine combustion during testing.

"The walls around the concrete test chamber are 18 inches thick," said Mark Stogdon, an electronics engineer working at the testing facility. "We used to test engines outside in the late '60s, but the sound carried right across the river. Testing inside is easier, and acoustics are contained. It is considerably safer."

Stogdon said about 140 engines are tested at FRCSE each year, and Kemen is the Navy's only depot engine test facility still in use. He said in the "heyday" back in the 1970s, six facilities were to be built, but only one other was constructed at the military depot in Norfolk, Va. It was torn down years later following the depot closures in the mid-1990s according to Stogdon.

In the engine preparation

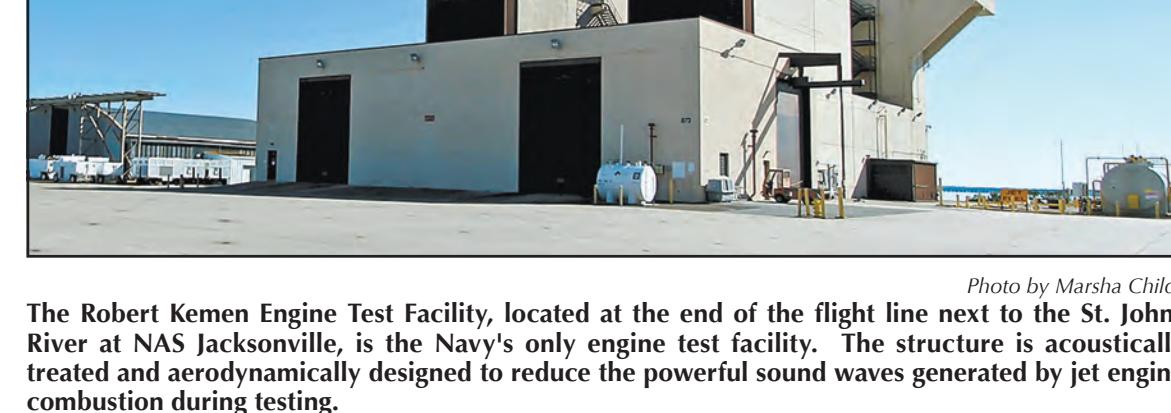


Photos by Victor Pitts

Marilyn Barzell, a quality assurance specialist, inspects a TF34-100 turbofan engine in the Robert Kemen Engine Test Facility at Fleet Readiness Center Southeast. Artisans perform acceptance testing on jet engines rebuilt and repaired at the facility to ensure they are producing the rated power and are safe for flight.

area, a monorail system allows technicians to suspend each jet engine until it is rolled into a test chamber, an enormous room measuring about 90-feet long, 20-feet wide and 30-feet high.

The monorail improves workflow and ensures optimum efficiency, safety and ease of use for the technicians. Seated in the control room behind two inches of bullet-proof glass, test cell operators put a variety of off-wing engines through their entire operating range to simulate the engine's flight mission. The largest being the F414-GE-400 turbofan engine with 22,000 pounds of static thrust. The F/A-18 Super Hornet and the EA-18G Growler tactical aircraft are each powered by two of these engines.



The Robert Kemen Engine Test Facility, located at the end of the flight line next to the St. Johns River at NAS Jacksonville, is the Navy's only engine test facility. The structure is acoustically treated and aerodynamically designed to reduce the powerful sound waves generated by jet engine combustion during testing.



Curtis Kimbler, the Fleet Readiness Center Southeast (FRCSE) test cell supervisor, inspects a TF34-GE-100 turbofan engine from an USAF A-10 Thunderbolt II. Jet engine mechanics service and repair a variety of gas turbine engines at the FRCSE Crinkley Engine Facility aboard NAS Jacksonville.

The test cell is designed with special air intake baffles for optimal air flow and exhaust to ensure engine performance consistency and to suppress noise to Occupational Safety and Health Administration acceptable levels. An exhaust collector and transfer tube,



exhaust diffuser, exhaust plenum and exhaust stack with baffles aid in reducing heat and vibration from engine exhaust during testing.

"We are not noisy," said Curtis Kimbler, the former test engine supervisor who now serves as the TF34 engine

supervisor. "It is one of the most people-friendly test cells around. We have testing capability for the J52, TF34, F414 and the F404 engine."

The Richard Kemen Engine Test Facility was dedicated in 1978 and underwent a major upgrade in 2011.



Naval Station Mayport



U.S. Navy photo by MC2 Marcus L. Stanley

Holiday lights shine from ships at Naval Station Mayport as each ship moored at the naval base participated in the annual holiday light display competition.

NS Mayport: Enhance and sustain operational readiness

From NS Mayport Public Affairs

Established since 1942, Naval Station

Mayport has grown to become the third largest fleet concentration in the United States. The unique operational composition of the naval installation includes a harbor capable of accommodating 34 ships and an 8,000-foot runway capable of handling any aircraft in the Department of Defense inventory.

NS Mayport is home to more than 83 tenant commands, including 16 naval ships, USCG Valiant (WMEC 621), 4

helicopter squadrons and Commander, U.S. Naval Forces Southern Command/Commander, U.S. Fourth Fleet.

The mission of Naval Station Mayport is to enhance and sustain the operational readiness of its tenant commands and provide unparalleled support to its families. The vision of the command is to be recognized as the leader of shore installations in the Navy and a model

facility that employs a premier workforce always seeking to provide the finest service to the fleet, family and com-

munity.

Over the past year, the base has worked towards its mission by undertaking vast energy conservation measures, completing a state of the art fitness center to enhance the physical readiness of Sailors and implementing housing improvements to enrich the quality of life.

NS Mayport improvements have saved the U.S. Navy nearly \$10 million while still providing the fleet with premium services. These improvements not only

positively impacts NS Mayport Sailors, but those soon to arrive with USS New York (LPD 21), USS Iwo Jima (LHD 7) and USS Fort McHenry (LSD 43.) Mayport is also currently adding three patrol coastal ships to the basin, USS Shamal arrived in October, followed shortly by USS Tornado and USS Zephyr.

The base has provided support for 532 Navy ship movements, including 16 homeported vessels, 137 U.S. Coast guard ship movements and 110 foreign and commercial visiting ships.

A message from the Commanding Officer, Naval Station Mayport



Capt. Wesley McCall
Commanding Officer
NS Mayport



DEPARTMENT OF THE NAVY
NAVAL STATION
P. O. BOX 280112
JACKSONVILLE, FLORIDA 32228-0112

11 Oct 13

Dear friends,

As Commanding Officer of Naval Station Mayport, I would like to thank the men and women who have honorably served our country, as well as those currently serving in the military and the families that support them.

I am privileged to witness first-hand the pride and professionalism our Sailors and civilian employees exhibit each day at Naval Station Mayport. I am extremely proud to wear the uniform and serve alongside these talented and dedicated professionals.

For 238 years, Sailors have answered the call of duty to protect our country and our constitutional freedoms. For as many years, Sailors have enjoyed the support of their families and their local communities. I want to thank our local civic leadership and the wonderful Jacksonville community who, each and every day, clearly demonstrate their support of our military and their families. In doing so, you have made Jacksonville the most military friendly city in the country. Your support has been nothing less than eye watering. I also want to thank our military family members for their unmatched support and their many great sacrifices endured on behalf of their service member. Each and every day I am continually amazed at the strength, the spirit, and the courage that our military families display. From the bottom of my heart...thank you!

Thank you once again Jacksonville for your continued support of each branch of our Armed Forces.

Sincerely,
WESLEY R. McCALL

Captain U.S. Navy

Commanding Officer

Naval Station Mayport



Naval Station Mayport



File photo

U.S. Coast Guard, working with aircraft from Helicopter Anti-Submarine Squadron Light Six Zero (HSL-60), seizes more than drugs on a recent Airborne Use of Force (AUF) mission during a counter narcotics deployment with Navy, Coast Guard, and partner organizations.

HSL-60 'Jaguars' use nighttime force against drug runners

By Senior Chief Mass Communication Specialist William Lovelady

Darkness won't stop a bullet.

Drug runners in the Caribbean and Gulf of Mexico are finding out the hard way that U.S. Navy helicopters can not only hunt them at night, but now their U.S. Coast Guard precision marksmen can use force to stop drug boats 24-hours-a-day.

Last year, Helicopter Anti-Submarine Squadron Light Six Zero (HSL-60), a Navy Reserve squadron from Naval Station Mayport, Fla., became the first Naval unit authorized for nighttime use of force against drug boats. As they prepare for their next deployments, they expect this powerful new tool will increase their effectiveness in the counter-narcotics mission.

For several years, the Navy helicopters in the U.S. Fourth Fleet area of responsibility (the Caribbean, and Atlantic and Pacific Oceans around Central and South America) have had Coast Guard precision marksmen aboard who are authorized to fire disabling shots at drug boats.

"It's a law enforcement action so there are many legal aspects we have to comply with," said Lt. Cmdr. Cedric Patmon of HSL-60. "That is why it is a Coast Guard member who ultimately fires the

shots."

"When we find a suspected drug boat that meets the criteria for interdiction, authority over the helicopter is transferred to the regional Coast Guard commander," Patmon continued. "We hail the boat on the radio advising them to stop for inspection. If they do not respond to radio calls, we have a large sign that we use to visually request their cooperation. If the boat still doesn't stop, our Coast Guard marksman fires warning shots. Finally, the shooter will fire disabling shots at the boat's engine."

The Coast Guard precision marksmen are a small group of less than two dozen law enforcement members who have been selected for the precision marksmanship school. They use the M-107 semi-automatic rifle, firing the same .50 caliber round as the M-2 machine gun, to disable the drug boats.

While the M-107 rifle is accurate at more than 1,000 yards on land, these shots are taken at much closer range. Delivering more than 10,000 foot pounds of muzzle energy, this rifle and cartridge combination can readily pierce the hull of fiberglass, wood or metal drug boats.

"We try to get well inside 200 yards," said one of the Coast Guard shooters. "We don't want to cause any harm to personnel aboard the boats."

The shooters do not fire at anyone aboard the boat, only at the engine.

"After the suspected drug boat has stopped, of its own accord or because of disabling fire, our ship will launch a RHIB (rigid hull inflatable boat) with a Coast Guard law enforcement team to conduct VBSS (visit board search and seizure)," said Patmon. "Once aboard the suspect vessel, the law enforcement team will seize the drugs and take the smugglers into custody."

This new program has paid off for HSL-60, with several night time busts.

"Last year on deployment, we captured \$1 billion in illegal drugs headed for the United States," said Cmdr. Oscar Toledo, HSL-60's executive officer.

It was no simple task, becoming the first Navy unit to have authority for night time use of force.

"We started in 2010, to get ready for the 2012 deployment," said Toledo. "We had to configure our aircraft and put our crews through extensive training before we got Coast Guard approval for this program."

"One of our first challenges was the night vision," Toledo continued. "We needed a heads up display (HUD) inside the goggles. Flying with night vision at 80 to 100 feet over water, while creeping along at less than 30 knots is extremely difficult. Night vision limits peripheral

vision and depth perception. Because the HUD displays altitude, attitude, airspeed, and other critical flight parameters, allows our pilots to look where they were flying instead of turning their heads constantly to look at the instrument panel."

This increased safety and provided a steadier platform for the Coast Guard marksmen to shoot from, but it takes practice.

"We did a lot of training for these missions," said Toledo. "One of our biggest challenges as a Reserve squadron is coordinating our training days with the civilian work schedules of our Reserve aircrew members."

"It's pretty exciting for a Reserve squadron like the HSL-60 Jaguars, to lead the way with this new program. We had a lot of lessons learned that the fleet can incorporate as more units begin flying these missions."

Toledo concluded, "All of our guys made the sacrifices of their personal time to fly extra days and to be here when necessary. Our maintainers stepped up and kept our aircraft running under the increased load and did what was necessary to incorporate the new technology into the aircraft in order to meet our mission. I'd say \$1 billion in dope off the street is mission accomplished."



Photo by ET3 Michelle Maltese

Chief of Naval Operations Adm. Jonathan Greenert presents a coin to Cryptologic Technician (Technical) 2nd Class Tranbarger during an All Hands Call and re-enlistment ceremony at Naval Station Mayport on May 3. Greenert and MCPON Mike Stevens spoke to hundreds of Sailors about the future of the Navy and today's Sailors during the All Hands held inside the HSL-48 hangar.



U.S. Navy photo by MC3 Luis Fiallos

Machinist's Mate 3rd Class Nathaniel Loesch, assigned to the guided-missile cruiser USS Hue City (CG 66), reports on station before a replenishment-at-sea alongside the Military Sealift Command fleet replenishment oiler USNS Walter S. Diehl (T-AO 193). Hue City is deployed to the U.S. 5th Fleet area of responsibility promoting maritime security operations, theater security cooperation efforts and support missions as part of Operation Enduring Freedom.



Naval Station Mayport




U.S. Navy photo by MC2 Deven B. King

Logistics Specialist 3rd Class Brandon Highwood, a member of the visit, board, search and seizure (VBSS) team from the guided-missile destroyer USS Farragut (DDG 99), boards the guided-missile destroyer USS Jason Dunham (DDG 109) during a VBSS exercise. Jason Dunham and Farragut are deployed with the John C. Stennis Carrier Strike Group to the U.S. 5th Fleet area of responsibility conducting maritime security operations, theater security cooperation efforts and support missions for Operation Enduring Freedom.

Members of Naval Station Mayport's Second Class Petty Officers Association (SCPOA) salute during morning colors in the newly refurbished Mayport Memorial Garden. The SCPOA spent a Saturday cleaning, mulching, pressure washing and weeding the area and has committed to perform the upkeep every month.



Photo by Paige Gann

4th Fleet: Fleet of innovation

By MC1 Sean Allen
U.S. Naval Forces Southern Command

Budget cuts have reduced Department of Navy spending across the board. Ship deployments have been cancelled and aircraft flying hours have been reduced.

This is where U.S. 4th Fleet has turned to innovative ways to continue the fleet's important mission.

4th Fleet's current missions include security cooperation activities, contingency operations, and the dominant mission of maritime security operations. 4th Fleet accomplishes this through Counter Transnational Organized Crime (C-TOC) mission.

The illegal transportation of illicit cargo to the U.S. and abroad functions as the greatest means these organizations make money and influence and destabilize the region.

4th Fleet and partner nations in the region monitor detect and intercept narcotics being smuggled via the waterways between the Americas. Defending the homeland by preventing narcotics from entering American schools and neighborhoods is an important mission that 4th Fleet must now accomplish with fewer ships, aircraft, and other assets.

"In the current fiscal environment, 4th Fleet is exploring innovative, cost effective solutions that can address the capability gaps caused by budget cuts," Rear Adm. Sinclair M.

Harris, Commander, U.S. Naval Forces

Southern Command/Commander U.S. 4th Fleet said.

To continue sustained operations 4th Fleet has employed a combination of resources from the past with new technologies to continue the mission.

In March of this year 4th Fleet hosted a capabilities demonstration of the Naval Air Warfare Center's MZ-3A Airship, a blimp. 4th Fleet utilized blimps during WWII in the South Atlantic for anti-submarine warfare.

Harris discussed the benefits blimps can bring to the C-TOC mission.

"Transnational criminal organizations (TCOs) utilize an array of tactics, low observable and high speed vessels, masked communication signatures and sophisticated coordination to smuggle illicit cargo into the U.S. every year. One way to enhance detection efforts against illicit trafficking within our area of operations is to utilize long-endurance platforms with the ability to use a multitude of sensors. Lighter-Than-Air (LTA) technologies, like this blimp have the potential to meet these operational needs," Harris said.

In May Harris traveled to Key West for a very successful demonstration of the TIF-25K Aerostat (unmanned balloon)

and a Puma unmanned aerial vehicle (UAV) aboard the High-speed Vessel Swift.

The tethered Aerostat provides an aerodynamically stable, reliable and cost effective, unmanned aerial platform for surveillance, monitoring and detection. The standard system config-

uration can fly 2,000 to 3,000 feet above a ship like Swift and can deploy rapidly and safely.

The Puma UAV delivers flexibility, endurance and a payload capability unmatched in its vehicle class. With a wingspan of 8.5 feet, this lightweight, hand-launched UAV provides aerial observation at line-of-sight ranges up to 10 kilometers. Puma can be recovered in very restricted areas using vertical descent Auto Land and is currently undergoing sea landing trials.

On Aug. 20 a DC-3 coastal survey airplane from Naval Oceanographic Office (NAVOCEANO) visited 4th Fleet headquarters for a capabilities demonstration prior to a scheduled deployment to the Caribbean Sea and Central America, another vehicle from the past 4th Fleet wants to use for future operations.

The DC-3 collects oceanographic and hydrographic data from the world's oceans and coastlines, using a variety of platforms including, ships, aircraft, satellite sensors and buoys. The equipment on board this DC-3 allows it not only to survey coastal areas, but also detect surface and underwater contacts essential for the C-TOC mission.

"It is important for 4th Fleet to find creative ways to continue the C-TOC mission with fewer assets. In 2012,

318,133 pounds of cocaine at a wholesale value of \$8.5 billion and an estimated street value of \$25.5 billion were seized in the 4th Fleet Area of Responsibility (AOR)," Harris said.

Developing, testing and deploying low cost innovative ideas and technology in an uncertain budgetary environment is how 4th Fleet will continue operations now and in the near future.

"The Counter Transnational Organized Crime mission is of vital importance to our nation, as well as our partners in the region. The effect of crime and corruption that this illegal activity has brought threatens the stability of emerging countries like Honduras and El Salvador. Preventing the flow of drugs is not an U.S. problem, but a problem for all of the Americas", Harris said.

4th Fleet AOR's close proximity to the U.S. makes the Fleet's mission that more important. Illegal materials entering the U.S. are a direct threat to the homeland. The violence that drug trafficking creates has impacted our partner nations in the hemisphere.

It is important that 4th Fleet continues to explore innovative ways to do more with less. Budget concerns are a problem that is not going away anytime soon, and neither is the attempt to smuggle narcotics into the United States.

U.S. Naval Forces Southern Command and U.S. 4th Fleet (COMUSNAVSO/C4F) employs maritime forces in cooperative maritime security operations in order to maintain access, enhance interoperability, and build enduring partnerships that foster regional security in the U.S. Southern Command Area of Responsibility.

Mariner Skills Net an effective, efficient form of navigation team training

By Ensign William Drummond
ATG Mayport PAO

With minimal investment and some impressive Afloat Training Group (ATG) Mayport Sailor ingenuity, a much more effective training tool has been brought to the Fleet.

What started as a vision for a better training aid for surface Navigation teams, sparked two Chief Petty Officers from Afloat Training Group Mayport to implement the new team trainer course Mariner Skills Net (MSN).

Identifying the need to have an integrated navigation team training tool, Chief Quartermaster Cunningham and Chief Quartermaster Holder of ATG teamed up with Paul Gibbs of CSCS and Edmar Obenza of NAVAIR to develop the new course.

MSN is an effective way to train the surface ships' navigation teams. The program is a cost effective, all inclusive simulator for navigation training. It allows officers and enlisted to train together on a dynamic problem.

MSN is able to provide refresher training to ships without ever leaving the basin.

CSCS provided classrooms to house the new course. NAVAIR provided the computers used for the simulation.

"This is a way to integrate the entire navigation team - on the bridge, in combat, working on the same dynamic problem, real time, pulling into or out of any

port, in any type of weather, day or night - all while the ship is in the yard period," Holder said.

Just as the aviators have complex flight simulators, the MSN software provides a similar opportunity to the Surface Navy side. Sailors can hone the skills necessary to ensure the safe navigation of the ship.

Another benefit of the MSN course is the cost. ATG Mayport created the whole system for just \$2,000. Cunningham, Holder, and Gibbs were able to use existing software and hardware to create the course.

They interfaced the existing equipment and innovated an integrated full bridge and CIC simulator. The \$2,000 was spent to purchase a computer, Voyage Management System (VMS) licenses, sound cards, headsets, and reformat existing computers to complete networked watch stations.

"This [course] will pay for itself by lessening the amount of underway times necessary to effectively train the bridge team in navigation and ship handling," Cunningham said.

The training is not only cost effective, but it is also receiving ample praise from those who experience the MSN course first hand. USS Taylor's Navigation team got to use the system first hand during a recent training class at ATG.

"The training we are now receiving through MSN is far superior to the previous method," said Quartermaster 2nd Class Pierce of USS Taylor. "As opposed to individual training, MSN allows the OOD [Officer of the Deck], Conning Officer, QMs, and OSs

to train together, allowing for much more realistic training."

MSN has the ability for the training to match the experience level of those at the controls. An entire new bridge team to a group of seasoned Sailors can benefit from the course, Cunningham.

Training can also be given to VMS and non VMS capable ships. VMS is the Navy's version of GPS. The MSN curriculum serves as 1.2/ 1.3 A for MOB-N, enables PQS items to be signed off, and is even able to fully qualify a lookout without ever getting underway.

"The MSN course simulates relative motion, which means the bearings, tide, and currents are constantly changing," added Operations Specialist 2nd Class Harris of USS Taylor. "That definitely shows us where we lacked and where we didn't lack."

The ship's Navigation team also commented on how shooting an actual bearing at an actual target with the MSN simulation was exponentially better than reading it off of a paper and applying it just to charts.

Currently, 18 real world ports can be simulated in the trainer with the option to add any port to the system with a request 90 days prior to the training date.

Cunningham and Holder were awarded Navy Achievement Medals by the command for their actions.

This course is provided at Building 1556 CSCS in the VMS Operator classroom. For more information or to schedule a class contact ATG Mayport at 904-270-6344 ext. 3044.



Naval Submarine Base Kings Bay



Naval Submarine Base Kings Bay marks 35th year

East Coast Ohio-class submarine home port continues to thrive

From Naval Submarine Base Kings Bay Public Affairs

What began as an inactive Army Marine Ocean Terminal in 1958 is now home to the most powerful vessels ever created for the U.S. Navy and the world.

Enjoying its 35th year, Kings Bay is the largest employer in Camden County with more than 8,000 service members and civilian employees and an estimated annual payroll of \$500 million. The goods and service the Kings Bay military bring into Camden County is estimated at \$697 million.

Kings Bay is the home port to six Ohio-class ballistic missile submarines and two Ohio-Class guided missile submarines.

The Navy's move to Kings Bay began when treaty negotiations between the United States and Spain called for the withdrawal of Submarine Squadron 16 from its operational base in Rota, Spain by 1979.

Between 1976 and 1978 Navy officials looked at more than 60 sites along the East Coast and decided on Kings Bay as the future refit site for the squadron. In addition to the land already owned by the Army, the Navy acquired other surrounding properties for a total of 16,900 acres to create the new support base. It also transformed a sleepy community of 11,000 into a bustling one of about 50,000.

"It changed Camden County forever," said David Rainer during a 2005 interview. "It was a defining period for everyone."

Rainer, a Camden County Commissioner, was the superintendent of Camden County schools in 1978.

During a visit to the base in 2005, former president Jimmy Carter jokingly said it was hard not to have an influence in Kings Bay's selection during his tenure as president. However, the former governor and submariner noted, "Kings Bay was selected on its own merits."

Ken Smith, a Trident Refit Facility



Periscope file photo

An early aerial view of Naval Submarine Base Kings Bay's administrative building, Fluckey Hall, and the massive Trident Training Facility (left rear).

employee and mayor of Kingsland, said the base was among the most important events to occur in Camden County history.

"I don't know if [Carter] did anything in office that was more significant to Camden County," Smith said in 2005. "He was in office at the time of the base's inception. It helped bring a lot of change, not only to Camden County, but surrounding counties."

The first group of Sailors arrived in January 1978 and began the transfer process from the Army to the Navy that was completed by July. Cmdr. Robert Sminkey, along with 37 Sailors and civilian employees, raised the national ensign and changed the sign to read Naval Submarine Support Base Kings Bay near what was to become Stimson Gate. With the transition complete, the commanding officer of the support base and his crew set out to transform the terminal into an operational naval base.

Initial construction began to prepare for the arrival of the squadron and the

submarine tender USS Simon Lake (AS-33). According to base archives and newspaper accounts, the U.S. Army Corps of Engineers removed 13.5 million cubic yards of material from the St. Marys Entrance Channel, Cumberland Sound and Kings Bay in preparation for the incoming fleet.

Congress also approved funding for many projects such as the development of 250 family housing units, the first base administration building (now public works), security building, and a new fire station.

"When I first arrived at Kings Bay to take command in 1979, it was only a few trailers and a pine forest," said retired Capt. Richard Currier, who was the second commanding officer of Kings Bay. Currier was on hand to greet Squadron 16 and USS Simon Lake upon their arrival at Kings Bay later that year. "Making do was our biggest challenge as was incorporating change. I had a workforce of 350 personnel when I started. When I left, there was close to

1,000 people working on the base."

Following an extensive one-year environmental impact study in October 1980, Kings Bay was selected as the east coast site for the new Ohio-class submarines. The Navy then called for the construction of three new commands. Trident Training Facility, Trident Refit Facility and Strategic Weapons Facility Atlantic were built to support the massive new boats.

Trident Training Facility is the largest building in Camden County, with more than 500,000 square feet of classrooms and office space. Trident Refit Facility's dry dock is the largest covered dry dock in the Western hemisphere.

The announcement spurred the largest peacetime construction project ever undertaken by the Navy. The \$1.3 billion, 11-year construction project also fueled a population explosion in Camden County that still persists today.

Other milestones achieved dur-

See 35 YEARS, Page 22

A message from the Commanding Officer, Naval Submarine Base Kings Bay



Capt. Harvey L. Guffey, Jr.
Commanding Officer
NSB Kings Bay

We at Naval Submarine Base Kings Bay are happy to take part in Air, Surface, Submarine - A Salute to Our Navy and All Those Who Have Served. With our brothers and sisters at Naval Air Station Jacksonville and Naval Station Mayport, we are proud of the role we play in the forward-deployed missions that make our Navy the true global force for good that it is. We salute as well those at NAS Jax and NS Mayport for the critical roles they so admirably perform.

As a member of the Tri-Base community, NSB Kings Bay is a crucial part of the \$7.8 billion economic impact that the three installations make to the Southeast Georgia and Northeast Florida region. As the exclusive base on the East Coast for Ohio-Class ballistic missile and guided missile submarines, we place our utmost value on the service members, civilian workforce and contractors, whose dedication, hard work and sacrifice are key to our success in fulfilling our mission.

The commands and personnel who constitute Kings Bay function as one team, enhancing our readiness and transforming challenges into achievement. We make a difference through integrity, mutual respect and professional conduct. The power of our organization is in the genius of our people. The quality of our submarine crews and tenant commands is second to none.

Today and throughout the history of the base, the honor, courage and commitment of our people have enabled our country to preserve the freedoms we all enjoy. In addition, participation by the members of Team Kings Bay and our families in community outreach programs has been and continues to be outstanding. The hundreds of volunteer hours at area schools, building homes, serving meals, stocking food pantries and cleaning parks are admirable and greatly appreciated by the good people of Camden County.

We never forget those who have set the course before us. As we approach Veterans Day on Nov. 11, we build upon the solid keel laid by so many in the past, and we truly stand on the shoulders of giants.

As we prepare ourselves for the challenges of tomorrow, my family and I send all here at Kings Bay and those at nearby NAS Jax and NS Mayport, plus the surrounding communities of veterans and citizens, a Bravo Zulu on a job well done and our best wishes for continued success.

Capt. Harvey L. Guffey
Commanding Officer
Naval Submarine Base Kings Bay, Ga.

Supporting the Fleet, Fighter, and Family



Naval Submarine Base Kings Bay



Navy photo by MC1 Kimberly Clifford

The ballistic-missile submarine USS Rhode Island (SSBN 740) is escorted by tug boats to her berth at Naval Submarine Base Kings Bay.



Navy photo by MC1 James Kimber

Capt. Harvey L. Guffey, Jr., Naval Submarine Base Kings Bay commanding officer, addresses all Sailors stationed at the submarine base at last year's 9/11 Remembrance at Naval Submarine Base Kings Bay.



Navy photo

USS Florida (SSGN 728) Gold crew members took part in Navy Week at Tampa. Current Kings Bay Command Master Chief Randy Huckaba, then-Gold crew chief of the boat, played Battleship with a patient at the St. Joseph's Children's Hospital, Tampa.



Photo courtesy of NSB Kings Bay Fire Department

Naval Submarine Base Kings Bay's Trident Refit Facility's dry dock is the largest covered dry dock in the Western hemisphere. Here firefighters carry a victim from 80 feet below grade, adjacent to the massive trident submarine, to the top of a dry dock using the stairway at bottom right.



Navy photo by MC1 James Kimber

The Ohio-class guided missile submarine USS Georgia (SSGN 729) transits the St. Marys River en route home to Naval Submarine Base Kings Bay.

35 YEARS

From Page 21

ing the first years were the publication of the first Periscope newspaper June 15, 1979, the first annual Combined Federal Campaign conducted at Kings Bay Nov. 1, 1979, and the first submarine to be dry docked at Kings Bay, the USS Henry L. Clay (SSBN 625) in April 1980.

"When I first arrived in July 1984, I worked for Morale, Welfare and Recreation for two years," said Fred Alexander, a retired chief yeoman who later worked for the base administration.

"The admin building was still being built, Trident Training Facility was not yet finished and Group 10 was non-existent."

Since then he said, construction of new buildings changed the face of the base.

"The biggest impression I received from my initial



arrival to Kings Bay was the (care) put into the design of the base, because everything was within walking distance," Alexander said.

The first Trident Ohio-Class submarine, USS

Tennessee (SSBN 734) arrived at Kings Bay Jan. 15, 1989, bringing with it two crews of more than 150 Sailors each. By 1997, Kings Bay was the homeport to 10 Trident submarines and a workforce of 11,000.

Kings Bay continues to evolve.

Five of the Tridents transferred to the West Coast and USS Florida (SSGN 728) and Georgia (SSGN 729) were converted to guided missile submarines and shifted homeport to Kings Bay. USS Alaska (SSBN 732) arrived from the West Coast.

In addition, the Coast Guard Maritime Force Protection Unit was commissioned in 2007, bringing 140 Coast Guardsmen and the cutter Sea Dragon to the base.

Kings Bay has added additional patrol boats and new buildings to support the Coast Guard, as well as additional support facilities for SWFLANT and Marine Corps Security Force Battalion.

The Times-Union contributed to this story.



Naval Submarine Base Kings Bay



Lt. j.g. Luke Leveque, assigned to the Gold crew of the ballistic missile submarine USS Maryland (SSBN 738) pins the submarine officer warfare device on his wife, Lt. j.g. Marquette Leveque, assigned to the Gold crew of the ballistic missile submarine USS Wyoming (SSBN 742), at Naval Submarine Base Kings Bay.

Navy photos by MC1 James Kimber

Dec. 13, 2012: Milestone day for Navy, Kings Bay

First qualified female sub officers receive Dolphins

From Commander, Submarine Forces Public Affairs

Three Sailors assigned to USS Wyoming (SSBN 742) and USS Maine (SSBN 741) became the first female unrestricted line officers to qualify in submarines, Dec. 5.

Lt. j.g. Marquette Leveque, a native of Fort Collins, Colo., assigned to the Gold Crew of Wyoming, and Lt. j.g. Amber Cowan and Lt. j.g. Jennifer Noonan of Maine's Blue Crew received their submarine "Dolphins" during separate ceremonies at Naval Submarine Base Kings Bay and Naval Base Kitsap-Bangor, Wash.

In order to receive their Dolphins, Leveque, Cowan and Noonan were required to qualify as Officer of the Deck and Engineering Officer of the Watch, perform damage control functions, and demonstrate satisfactory qualities of leadership.

In Kings Bay, Leveque, along with fellow Gold Crew officer Lt. j.g. Kyle E. McFadden, participated in a ceremony presided by Cmdr. Christopher Nash, commanding officer of Wyoming's Gold Crew.

"Today was a very special occasion" Nash said.

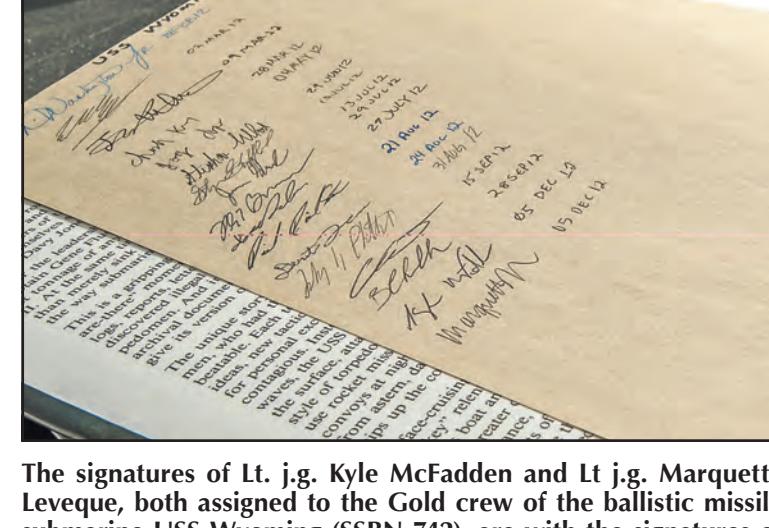
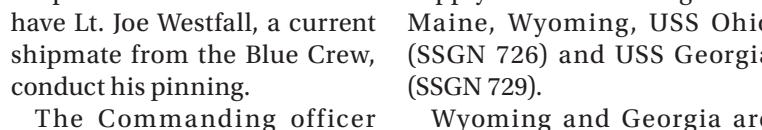
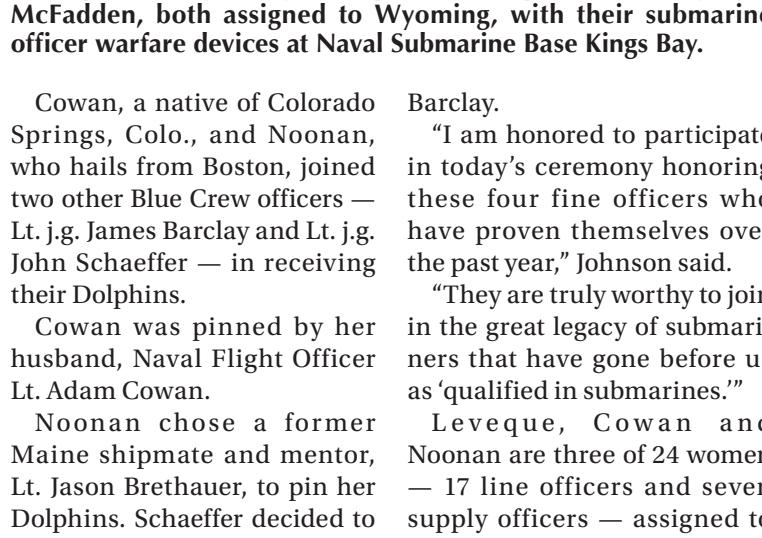
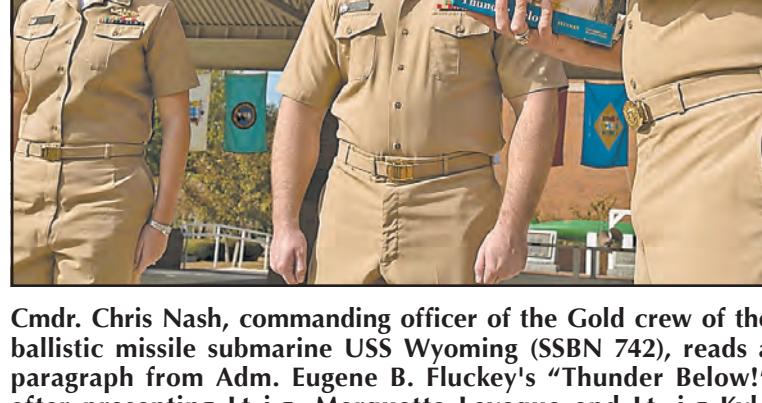
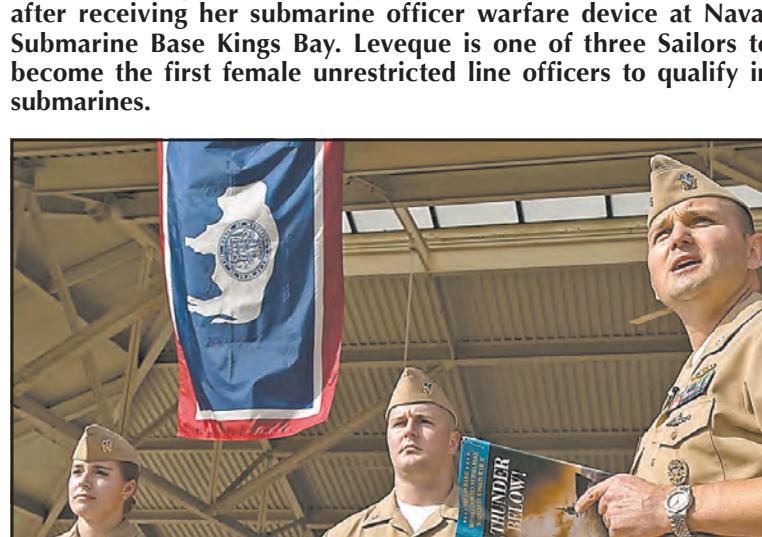
"It was special because two talented young officers earned the right to lead the next generation of submarine sailors in the most capable Navy the world has ever known. It was also special because these young leaders fully represent the future of our nation's technical talent."

Nash pinned McFadden at the ceremony.

Leveque was pinned by her husband, Lt. j.g. Luke Leveque, a qualified submariner onboard the ballistic missile submarine USS Maryland (SSBN 738).

"I am honored to be joining the long tradition of the submarine force by earning my Dolphins and excited for the journey to come," Leveque said.

"I could not have accomplished this without the help of the wardroom and crew of the USS Wyoming."



The signatures of Lt. j.g. Kyle McFadden and Lt. j.g. Marquette Leveque, both assigned to the Gold crew of the ballistic missile submarine USS Wyoming (SSBN 742), are with the signatures of the submarine officers qualified before them aboard the Ohio-class ballistic missile submarine after receiving their warfare devices at Naval Submarine Base Kings Bay.



Lt. j.g. Marquette Leveque (left) and Lt. j.g. Kyle McFadden, both assigned to the Gold crew of the ballistic missile submarine USS Wyoming (SSBN 742), receive their submarine officer warfare devices at Naval Submarine Base Kings Bay. Leveque is one of three Sailors to become the first female unrestricted line officers to qualify in submarines.

homeported in Bangor.

Leveque, Cowan and Noonan have each completed strategic deterrent patrols aboard their respective submarines.

"Qualifying is a huge accomplishment for any submariner, and it feels no different for me," Noonan said.

"I am thrilled to finally be a member of this elite community. I'm particularly grateful to my crew, officers and enlisted, for supporting me and holding me to the same standards as those who have gone before me. I look forward to being able to fully contribute to the crew now that I'm a qualified submarine officer."

Cowan said qualification in submarines is more of a personal achievement

"It requires understanding of the many facets of submarine life and has you perform so many skills that when I take a step back and look at everything that I have done and

what this qualification means I will do, it is pretty amazing," she said.

"I see it as that point where I have demonstrated the knowledge and the instinct to perform safely and smartly in all areas of the ship and its missions. Ultimately, it is a monumental mark of the confidence my command and crew has in me. And earning that respect and acceptance is a feeling that I will hold with me for my entire life."

Prior to reporting to their boats beginning in November 2011, Leveque, Cowan, Noonan and the other women assigned to Ohio, Maine, Wyoming and Georgia graduated from the Submarine Officer Basic Course in Groton, Conn.

In addition, the submarine line officers under instruction graduated from the Naval Nuclear Power School at Charleston, S.C., and underwent naval nuclear prototype training.

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