

# SEAOP

NPASE-WEST DEPLOYMENT: CSG-3

FALL 2018 - SUMMER 2019



USS Chung-Hoon (DDG 93)  
USS John C. Stennis (CVN 74)  
USS Mobile Bay (CG 53)

USS Spruance (DDG 111)  
USS Stockdale (DDG 106)

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**ON THE COVER:** A U.S. Sailor fires an M2 .50-caliber machine gun during a live-fire exercise aboard the guided-missile cruiser USS Mobile Bay in the Indian Ocean, Dec. 15, 2018.



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MC Augmentation // NPASE Integration

Deploying CSGs and ARGs regularly coordinate with their fleet and type commanders to obtain NPASE support in the form of sea operational detachments (SEADPDET). SEADPDETs are generally made up of one PAD and five MCs (E-6 and below). However, they can be tailored based on availability and the fleet or type commander's needs. Detachments are assigned to the staff and integrate across the CSG/ARG network of ships to create a cohesive team to support total group PA/VI objectives.

SHIPS + RIDERS



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# USS CHUNG-HOON (DDG 93)

"IMUA E NA KOA KAI / GO FORWARD SEA WARRIORS"



MC2 (SW/AW) Logan C. Kellums was born in Phoenix, Arizona, June 4th, 1997 to Brian and Keri Kellums. For the first 10 years of his life, he lived in Avondale and attended Garden Lake Elementary School. From there, he moved to Buckeye and attended Verrado Middle and High School until he graduated in May of 2015. After graduating, he worked full-time at Ross Outdoors, an archery and outdoors shop in Phoenix. While working there, he decided to join the U.S. Navy. He swore in in December of 2015 and was scheduled to leave for Recruit Training Command (RTC) in July of 2016. After RTC, he attended MC "A" school at Fort Meade, Maryland where he graduated top of his class after eight months. Being top of his class, he was selected for orders to Navy Public Affairs Support Element (NPASE) WEST in San Diego, California. Since arriving at NPASE, he has been attached to six different ships, has supported numerous exercises and two deployments through 3rd, 5th, 6th and 7th Fleets.

# USS MOBILE BAY (CG 53)

"DAMN THE TORPEDOS"



Nick Bauer was born on June 28, 1997, and raised in Cincinnati, OH-IO. By the time you read this he and his wife Morgan will have a beautiful little girl named Adeline Grace Bauer. He is the son of two wonderful parents who are each accompanied by two wonderful step parents. After graduating high school, Bauer played football at Morehead St. University for a year before ultimately deciding to take his talents to the Navy. Bauer began his naval journey on February 27, 2017. Originally contracted as a rescue swimmer, Bauer was denied on a flight physical during basic training and was re-assigned as a mighty MC. Bauer attended MC "A" school and graduated in January of 2018. Originally assigned to USS Makin Island (LHD 8), Bauer went on to attend SERE school in Coronado, California, and Aircrew school in Pensacola, Florida, before once again being denied on a flight physical. Fortunately, it was the best thing that could have happened because now Bauer is assigned to NPASE-West in San Diego, California, where he has done more than he could have ever done on the Makin Island, one of those being an opportunity to fly. <- Irony. He is currently TAD to the toughest ship in the fleet, the mighty USS Mobile Bay (CG 53) as a member of his own awesome media department, which is totally a thing. Bauer looks forward to being home with his family and preparing for his next great Guam adventure!

# USS JOHN C. STENNIS (CVN 74)

“LOOK AHEAD”



Photo by MC3(SW) Grant Grady



MC1(SW/AW) Rustique was born in 1977. He wonders how he is now over 40 years old. An Army brat who grew up mostly in Kansas, he considers himself an 80's kid. He remembers when computers had floppy discs, a walkman played cassette tapes, and you only had to worry about four directions and two red buttons on a Nintendo controller. He also remembers the dawn of the Internet, VHS tapes, stone-washed jeans, and actually watching Michael Jordan play basketball live on TV. He graduated from NYU, but after 9/11, got tired of riding the subway, being broke, and living in a warehouse. So he migrated to California and joined the Navy. He is now in his 15th year as a Sailor. He is married with two daughters and 3 parakeets.



Born June 20, 1992 in Bethesda, Maryland, MCSN(SW) Jeffery Lamar Southerland Jr. is the son of two former enlisted Navy Sailors. Prior to the Navy, Southerland spent most of his life in Chesapeake, Virginia, where he graduated Deep Creek High School and attended Old Dominion University. He ran out of money, so he joined the Navy. He is currently TAD to the John C. Stennis (CVN 74) as a member of the Media Department. Southerland makes it clear that he supports the Stennis' homeport change to Norfolk, Virginia and the impact it has on his shipmates. Southerland plans to promptly return to San Diego after deployment and enjoy consistent, 75-degree sunny weather.

# USS SPRUANCE (DDG 111)

“LAUNCH THE ATTACK”



Photo by MC1(SW/AW/IW) Ryan McLearnon



MC1(SW/AW/IW) Ryan McLearnon was not able to provide a bio during the creation of this portion due to his disappearance aboard the Spruance. He never mustered when a “man overboard” was called away. At the same time, the ship was transiting through the Spratley Islands and engaged in FONOPS. The search for his whereabouts is ongoing with the possibility of MCI falling into the hands of Chinese operatives. What is known is that MCI is from the state of Iowa. He drives a used BMW and is a fan of either the Iowa State Hawkeyes or the University of Iowa Cyclones. He may or may not own a dog. When and if he is ever found, clarification on the matters will be resolved. He was last seen with his Nikon D5 camera, so he should be able to at least take some photos of his ordeal and afterwards, submit photos for release. If not, he will receive a counseling chit.

# USS STOCKDALE (DDG 106)

"RETURN WITH HONOR"



Mass Communication Specialist 2nd Class Abigail Lutz, a native of Kenosha (otherwise known as Kenowhere), Wisconsin, graduated high school in 2014. Upon graduating high school, she attended University of Wisconsin Stevens Point where she completed a year of general studies and then decided she didn't want to waste money on college for a degree she was unsure of. Lutz decided to try something new that wasn't college and volunteered with City Year, an AmeriCorps program. After spending a year in Columbus, Ohio, mentoring and tutoring students in attendance, behavior and coursework, Lutz, still unsure of what she wanted to do with her life, decided to join the military. Since joining the Navy in April 2017, Lutz graduated boot camp in Great Lakes, Illinois, attended "A" school in Fort Meade, Maryland, and is currently at her first command, Navy Public Affairs Support Element West in San Diego.



# SEAOP

NPASE DEPLOYMENT: CSG-3

FALL 2018 - SUMMER 2019



## USS CHUNG-HOON (DDG 93)

THAILAND: NOV. 26 - 30

OMAN: DEC. 30 - JAN. 2

BAHRAIN: MAR. 15 - 22

BAHRAIN: MAR. 28 - APR. 11

## USS JOHN C. STENNIS (CVN 74)

SINGAPORE: NOV. 24 - 28

DUBAI: DEC. 24 - 28

THAILAND: FEB. 10 - 14

BAHRAIN: MAR. 24 - 28

FRANCE: APR. 27 - 30

## USS SPRUANCE (DDG 111)

SINGAPORE: NOV. 24 - DEC. 2

DUBAI: DEC. 31 - JAN. 13

MALAYSIA: FEB. 12 - 16

OMAN: APR. 6 - 10

SRI LANKA: APR. 18 - 20

## USS STOCKDALE (DDG 109)

OMAN: DEC. 20 - 24

DUBAI: JAN. 23 - 27

BAHRAIN: MAR. 4 - 21

DARWIN: APR. 17 - 21

FIJI: APR. 30 - MAY 4

## USS MOBILE BAY (CG 53)

SINGAPORE: NOV. 23 - 27

THAILAND: FEB. 10 - 14

BAHRAIN: DEC. 24 - 31

DUBAI: MAR. 24 - 29

FRANCE: APR. 27 - MAY 1

COLOMBIA: MAY 16 - 20



# ARTICLES



# Gulf of Aden CHUNG-HOON SEIZES DRUGS

The guided-missile destroyer USS Chung-Hoon (DDG 93) seized 11,000 pounds of illicit drugs aboard a stateless vessel while conducting maritime security operations in the international waters of the Gulf of Aden.

Story and Photos by MC2 Logan Kellums

Graphic Layout by MCSN Banks

GULF OF ADEN (NNS) – The guided-missile destroyer USS Chung-Hoon (DDG 93) interdicted a shipment of narcotics aboard a stateless vessel while conducting maritime security operations in the international waters of the Gulf of Aden, Dec. 27.

Chung-Hoon's visit, board, search and seizure (VBSS) team seized over 11,000 pounds of hashish while conducting a flag verification boarding.

"We have been conducting maritime security operations along suspected maritime smuggling routes in order to interdict illicit shipments

into Yemen and Somalia," said U.S. Navy Cmdr. Brent Jackson, commanding officer of Chung-Hoon. "It's critical in an effort to curb the ongoing shipments of illicit weapons and narcotics. I am grateful that Chung-Hoon was able to play a small part in an ongoing effort to deter and limit these illicit shipments of contraband."

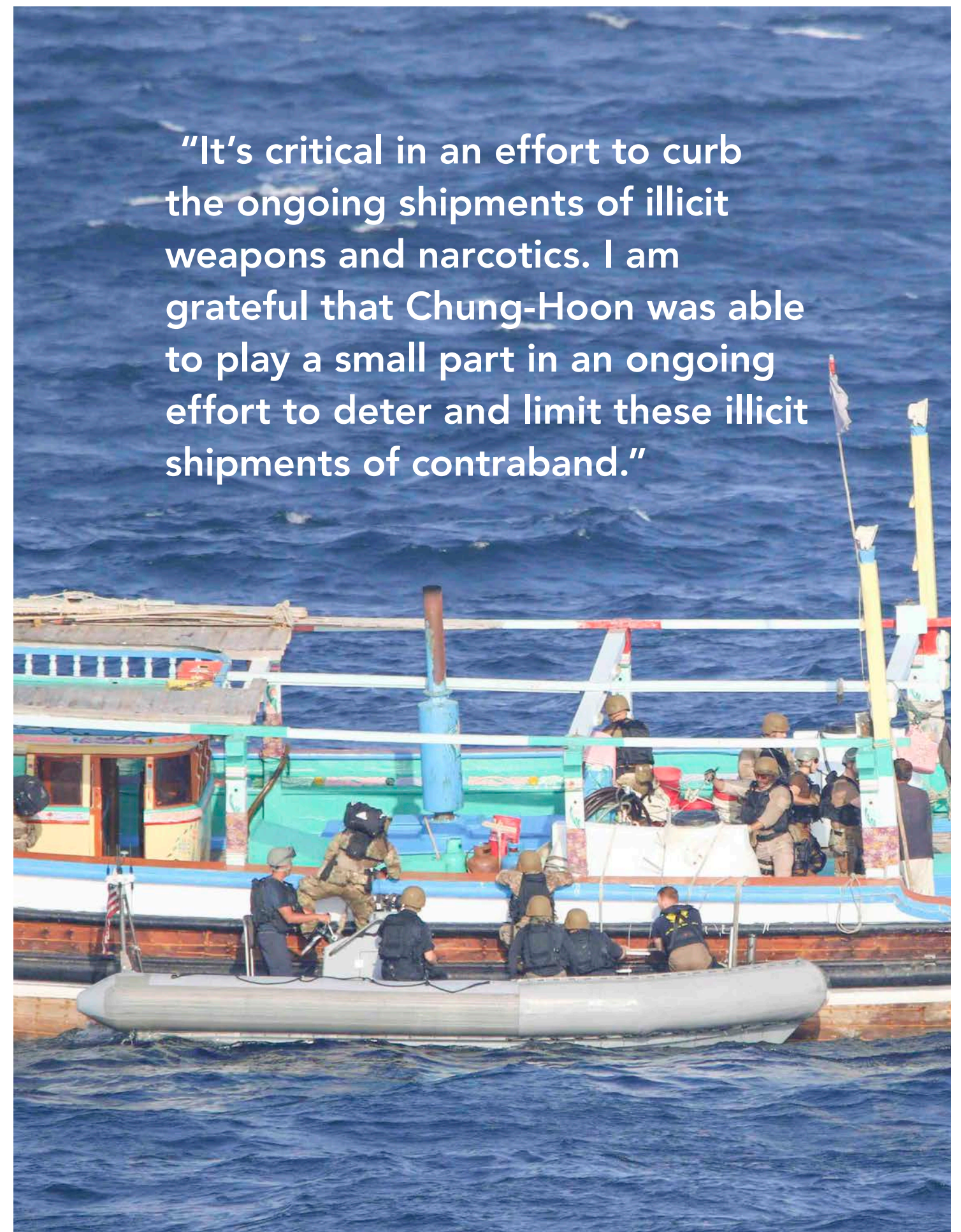
The vessel was determined to be stateless following a flag verification boarding, conducted in accordance with customary international law. The vessel and its crew were allowed to depart once the narcotics were seized.

Chung-Hoon is one of the many ships currently conducting maritime security operations in the U.S. 5th Fleet. Maritime security operations as conducted by the U.S. Navy entail routine patrols to determine pattern of life in the maritime as well as enhance mariner-to-mariner relations. The relationships built as a result allow the U.S. Navy to disrupt the transport of illicit cargo that often funds terrorism and unlawful activities, and also reassures law-abiding mariners in the region.

Chung-Hoon is deployed to the U.S. 5th Fleet area of operations in support of naval

operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

The U.S. 5th Fleet area of operations encompasses nearly 2.5 million square miles of water area and includes the Arabian Gulf, Gulf of Oman, Red Sea and parts of the Indian Ocean. The region is comprised of 20 countries and includes three critical choke points at the Strait of Hormuz, the Suez Canal and the Strait of Bab-al-Mandeb at the southern tip of Yemen.



"It's critical in an effort to curb the ongoing shipments of illicit weapons and narcotics. I am grateful that Chung-Hoon was able to play a small part in an ongoing effort to deter and limit these illicit shipments of contraband."

U.S. Sailors practices firing drills during a visit, board, search and seizure training exercise aboard the guided-missile destroyer USS Chung-Hoon (DDG 93) in the Arabian Sea, Dec. 10, 2018.



## Chung-Hoon Sailors Combine Forces for

## Maritime Security Operations Training

Story & Photos by MC2 Logan Kellums

**U.S.** Sailors aboard the guided-missile destroyer USS Chung-Hoon (DDG 93) recently completed training for maritime security operations in the Gulf of Aden during the month of December.

Chung-Hoon's latest round of drills was a combined forces effort. U.S. Coast Guardsmen and U.S. Army Soldiers came aboard as instructors to help teach new techniques and tactics.

"Training's going excellent," said U.S. Coast Guard Maritime Enforcement Specialist 1st Class Michael Walden, from Ft. Lauderdale, Fla. "They're very willing to learn. They're actually grasping a lot."

The instructors agreed that the different military branches need to be able to connect to and rely on each other in global areas of operations, no matter where.

"Clearly, the Army is more of a ground force," said U.S. Army Sgt. First Class Alan Bland, who came out to Chung-Hoon from Fort Bragg, North Carolina. "However, we are trying to build networks, in and around the AOR (area of responsibility), from the sea, for the land."

Bland added that he was happy with the effort shown by Chung-Hoon's maritime security team.

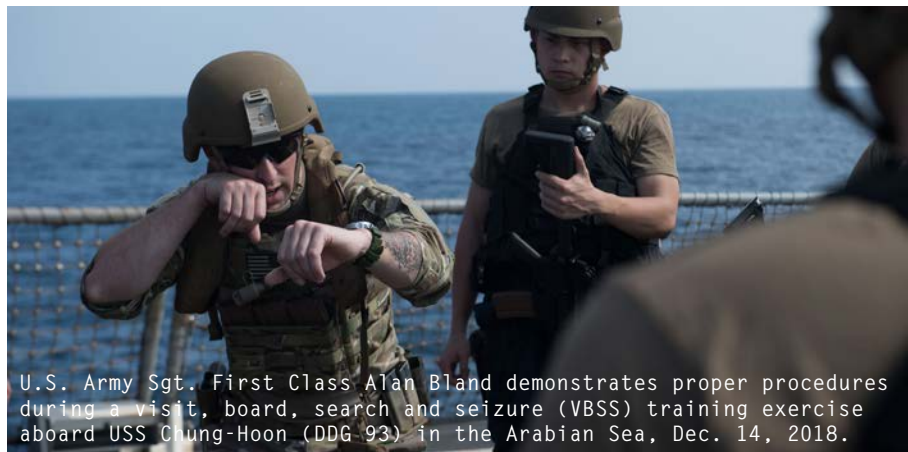
"We've been training with them the last couple days and I'm impressed with what I've seen so far," said Bland. "They're motivated and willing to get the job done which is something I can appreciate." The training involved everything from boarding a vessel to close-quarters combat and survival.

"We've done medical training, and we've also gone over boarding procedures regarding specific vessels that they will encounter out here," said Walden. "Medical [training] is very important as it can save your life during a boarding."

Members of Chung-Hoon's maritime operations team said that the training had been very helpful in making them get better.

"We've really picked up the pace on training," said U.S. Navy Boatswain's Mate 3rd Class Conor Diebel, from Winter Park, Florida. "We're finally getting to really feel like a team because it's been a while since we've had really good training like this."

Chung-Hoon is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.



U.S. Army Sgt. First Class Alan Bland demonstrates proper procedures during a visit, board, search and seizure (VBSS) training exercise aboard USS Chung-Hoon (DDG 93) in the Arabian Sea, Dec. 14, 2018.

# Chung-Hoon Commemorates Sigsbee Attack

Story & Photos by MC2 Logan Kellums

**U.S.** Sailors aboard the Arleigh Burke-class guided-missile destroyer USS Chung-Hoon (DDG 93) commemorated the attack on the World War II-era destroyer USS Sigsbee (DD 502) during a ceremony in the Gulf of Oman, April 15.

The ceremony, held on the ship's fore'sle, included the parading of the colors, remarks from Chung-Hoon's commanding officer, a reading of a poem written by a Sigsbee Sailor, and 23 bells for each fallen Sailor of Sigsbee.

"It's incredible to think of the moments that define a crew and their ship. For USS Sigsbee, that moment was on April 14, 1945," said Cmdr. Brent Jackson, commanding officer of Chung-Hoon. "Out of that tragic attack, – [the] heroic achievement for the crew of Sigsbee bore a lifetime of tradition and heralded examples to which we today enact in a small way while serving aboard the guided-missile destroyer USS Chung-Hoon, named after Sigsbee's commanding officer, Cmdr. Gordon Paiea Chung-Hoon."

The day of the attack, Sigsbee was struck aft of her number five gun by a Japanese suicide plane, putting the port engine out of commission. The starboard engine could only power the ship at a top speed of five knots, steering was gone, and the ship began to take on heavy water.

Cmdr. Chung-Hoon continued to direct anti-aircraft fire while simultaneously directing damage control efforts to

combat the flooding. His efforts, and those of the crew, allowed Sigsbee to be towed to Guam for repairs. For his actions, Cmdr. Chung-Hoon was awarded the Navy Cross and Silver Star.

"It is that moment in time, that day in April of 1945, [that] those Sigsbee Sailors strengthened the very fabric of the American spirit by demonstrating the resolve, passion, and determination that has been a hallmark of our Navy since its formation," said Jackson.

Chief Gunner's Mate Sean Reynolds read a poem written by Gunner's Mate 3rd Class Al J. Pohl, a survivor of the attack on Sigsbee.

"The fact that it was a gunner's mate that wrote the poem made it even more special to me," said Reynolds. "It was such an honor to be a part of the ceremony to honor the Sailors of Sigsbee. Where we are today is all due to the men and women that have answered the call long before us to do what needed to be done."

Sigsbee eventually arrived at Pearl Harbor, Hawaii, June 7, 1945 to have a new 60-foot stern installed. After the repairs, Sigsbee sailed out of Pearl Harbor on Sept. 18, 1945 and arrived in Philadelphia on Oct. 22, 1945. Sigsbee then sailed to Charleston, South Carolina in preparation for deactivation. The ship was decommissioned on March 31, 1974.

### 23 bells were rung for the following fallen Sigsbee Sailors:

*Lt. George G. Hart; Ensign Dick M. Lykes; Seaman 1st Class Burton J. Adams; Machinist's Mate 2nd Class Guy V. Amburgey; Ship Fitter 1st Class Clayton R. Bryant; Coxswain Robert L. Cheety; Fireman 1st Class Carleton C. Cox Jr.; Boatswain's Mate 2nd Class Joseph W. Freeman Jr.; Seaman 2nd Class Callis C. Gwynn; Seaman 1st Class Joe Hagston; Seaman 1st Class Joseph L. Hefflin; Fireman 1st Class Edwin C. Hoover; Seaman 2nd Class William O. Hudson; Seaman 2nd Class Gerard P. Keller; Ship's Cook 3rd Class Sterling J. LeBlanc; Machinist's Mate 3rd Class Edwin F. McGraw; Machinist's Mate 3rd Class Earnest P. Mellum; Fireman 1st Class Sherman L. Millirans; Electrician's Mate 2nd Class Lawrence E. Mueller; Seaman 2nd Class Clair E. Musser; Seaman 1st Class Anthony D. Sox; Seaman 2nd Class Robert F. Wright and Fireman 1st Class Rogers B. Young.*




Story by MCSN Jeffery L. Southerland  
Illustrations by MC3 Isabel Birchard

FOUO

FOUR

Story by MCSN Jeffery L. Southerland  
Graphic Layout by MCSN Mitchell Banks



FOUO

Photos by MCSA Jarrod Schad

"It honestly makes it easier when you can have someone to talk to about your



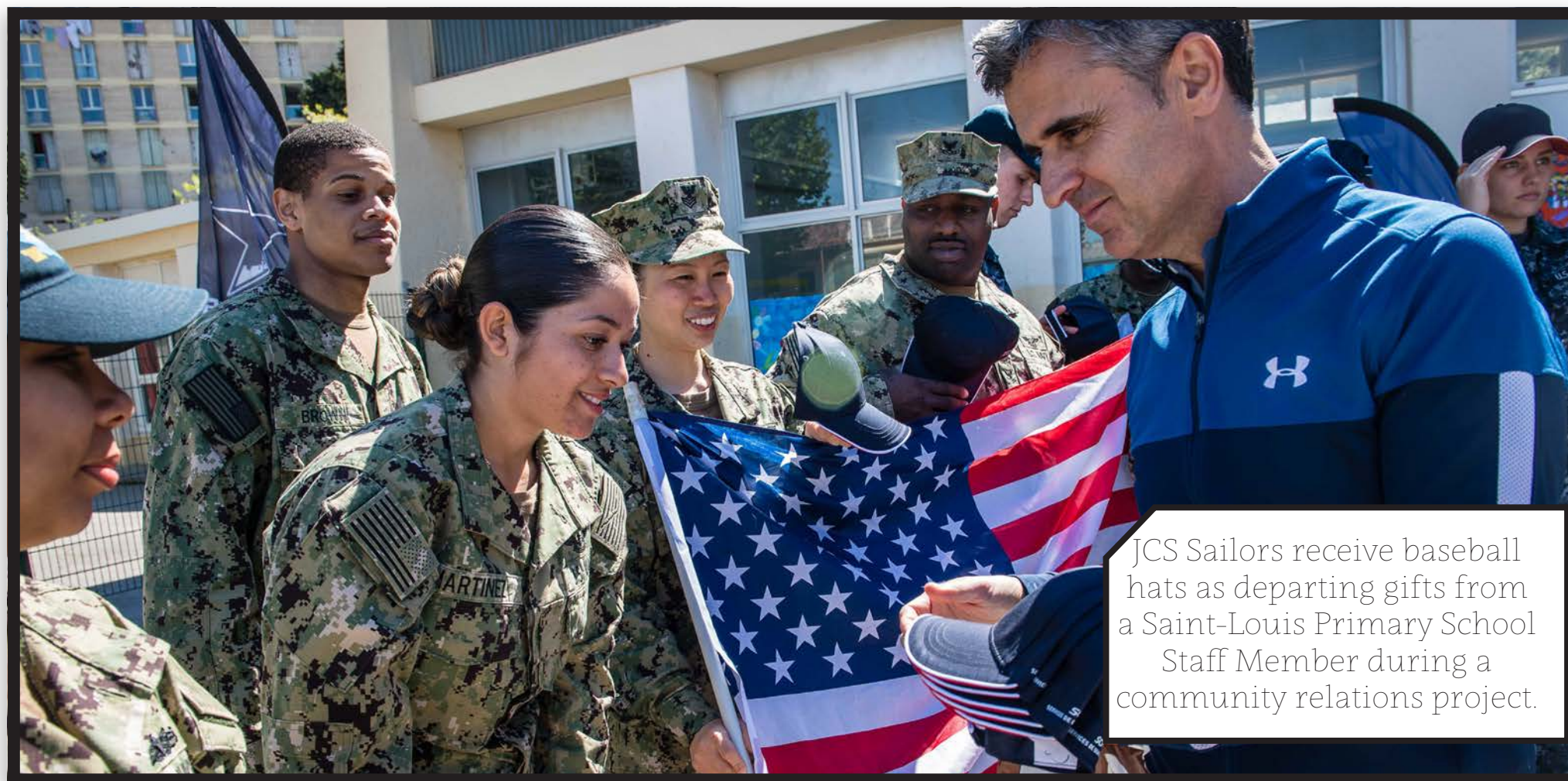
U.S. Navy Information Systems Technician 1st Class Joseph Reece, right, paints a rooftop parking lot during a community relations event at the American Hospital Dubai, Dec. 26, 2018. (U.S. Navy photo by Mass Communication Specialist 1st Class Felicity Rustique)



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JCS Sailors receive baseball hats as departing gifts from a Saint-Louis Primary School Staff Member during a community relations project.

Layout by MCSN Mitchell Banks

Story and photo by MC1 Felicito Rustique

U.S. Sailors assigned to the aircraft carrier USS John C. Stennis (CVN 74), completed eight community outreach (COMREL) projects during a port visit in Marseille, April 27 – 30. The projects included visits to the Rhone American Cemetery, Marseille elementary schools, a friendly soccer match with a Marseille fire department, American flag football with the Marseille Blue Stars Football Club, and a violin performance hosted by the France Etats-Unis organization in Marseille.

On two different days, 30 different Sailors chose to venture one hour inland from Marseille on a bus drive to the city of Draguignan. There, Sailors could view 860 headstone crosses at the Rhone American Cemetery where Americans who died during World War II are buried.

After a historical brief and stories about some of the fallen by the cemetery's superintendent, Sailors signed a guestbook and took time to clean the headstones with water and brushes.

"The best part about the visit is that it opens up awareness among young Sailors," said Chief Air Traffic Controlman Dexter Ronquillo, from Makati, Philippines, who was a group leader during John C. Stennis Sailors' first visit to the Rhone cemetery. "The stories that were told were so emotional, and I hope Sailors understand how important their job is. Our young Sailors ... need to understand why we are doing the things we do. They need to know the sacrifices made by the people before us and learn from them."

Back in the interior of Marseille, around a dozen Sailors, each time, set foot inside two elementary schools, one named "College Sacre Coeur" and the other, "Ecole Saint Louis". Sailors interacted with children from kindergarten to fifth grade. Teachers helped encourage Sailors and children to sit and have

school meals with each other, play together during recess and gym, and conduct "question and answer" sessions in the classrooms.

"The children asked smart questions, such as how much fuel does the ship carry," said Ship's Serviceman Seaman Jennifer Abreu, from Miami, Florida, who visited Ecole Saint Louis. "In my opinion, it was amazing to see the environment foreign kids get their education in as well as the different ways they gain knowledge."

Abreu also added that among the different projects Sailors can volunteer for during port calls, spending time with school children is unique.

"It makes you feel warm inside knowing that these kids look up to you and see you as role models," said Abreu. "Being able to interact with them even though they don't speak our language was special. We even learned a lot from them. They taught us a couple words in French. Doing COMRELs like this really helps you understand the importance of the Navy core values on a different level."

From headstone crosses to smiles on children's faces, friendly sports and violin music, John C. Stennis Sailors helped continue U.S. and French partnerships.

# Big Ocean Little Water

Story by Mass Communication Specialist Seaman Jeffery L. Southerland

**W**ater is an essential item necessary to sustain human life. Sailors aboard the aircraft carrier USS John C. Stennis (CVN 74) are made especially aware of its importance even as they are surrounded by it, albeit in another form not fit for consumption.

Conserving water that has been treated from the ocean's seawater is extremely important for a ship underway.

"A lack of water management will initially affect Sailors ability to perform self-serve laundry," said Senior Chief Machinist's Mate Randy Wiggins, from Margate, Florida, whose division runs the potable water systems. "That will be followed by the John C. Stennis' Sailors implementing the use of paper plates, cups and plastic silverware because the ship can no longer sustain using water to wash the dishes."

These are the initial effects that Sailors experience when there is a shortage caused by excessive freshwater use. But freshwater is not only necessary for the John C. Stennis' Sailors, it is also a vital component to the aircraft carrier's functionality.

Machinist's Mate 2nd Class Edgar David Acosta, from Dallas, a water control watch stander, said that Sailors may have the misunderstanding that the freshwater aboard is unlimited.

"What I do is split the water on the ship into two categories," said Acosta. "It is either going into the reserve feed for the propulsion plant or steam used for launching aircraft, or potable water used by the John C. Stennis' Sailors for showers, laundry and use on the mess decks. The reserve feed is the priority. If the ship's water supply is running low, then potable water will be less essential to the John C. Stennis' mission. As an aircraft carrier, it is vital that we are able to conduct flight operations. If there is a lack of water, the ship will prioritize the water needed for launching aircrafts over Sailors' personal usage."

Given the necessity of water and that it isn't an unlimited resource further pushes the point that conserving as much water as possible is essential to the John C. Stennis and its Sailors.

"Sailors can help conserve water by being mindful of the length of time they run water for showers, and turn the water off while brushing their teeth and shaving," said Wiggins. "They can also ensure potable water valves are left shut when not in use."

From washing uniforms to sustaining the propulsion plant, water is an essential component to the John C. Stennis. Sailors must take care not to waste it.

# From Africa to America: Different Places, Same Mindset

Story & photos by  
MC3 Nicholas Bauer

**F**or many years, people around the world have heard someone say, "America is the place where dreams come true!"

For Culinary Specialist 3rd Class Olamilekan Dada, he had made a name for himself, but his established life wasn't in America. His life was in the neighborhood of Fadeyi, in Lagos, Nigeria. Dada had a job working at a bank in Lagos, and was well on his way to climbing the corporate ladder.

"When working in the bank, it was very similar to the military," said Dada. "It had enlisted and officer, except enlisted were called trainees and officers

must start a generator."

Life was going well for Dada. But life sometimes changes course and Dada had to learn to change with it.

"My wife, who at the time was my girlfriend, lived in Chicago, and I worked in the bank, in Lagos," said Dada. "When we got married, we decided to start our lives together in the United States."

Before Dada knew it, he was hitting the reset button on life and would have to try and make a new name for himself in the Windy City. But just as he was in Africa, Dada was driven, and he knew it was time to get to business

decks as a Culinary Specialist.

"Being from Africa, as a Culinary Specialist, it allows me to dive into American food," said Dada. "I really enjoy it."

With so much life experience, many Sailors come to Dada for advice and encouragement.

"I tell people, everyone has a different background and different reasons for joining the Navy, and whether you stay in for four years or 20 years, always give everything you have," said Dada. "You don't want to look back in life regretting something, or wishing you could have done something



U.S. Navy Culinary Specialist 3rd Class Olamilekan Dada, days before finding out he would advance to Petty Officer 2nd Class

were called executives. When I began my career there I started as a trainee. When I obtained my bachelor's degree, I put in my package and was accepted as an executive. I was well along my way of moving up the ladder."

As one of the biggest cities in Africa, with a population of 20 million people, Lagos can be comparable in size to other major cities in the United States. Dada said in some way Lagos is like San Diego, California, with similar buildings and houses.

"However, a big difference is that in America there is electricity 24/7," said Dada. "But in Lagos, there may only be electricity for 18-20 hours. At some point the lights go out and you

on providing for him and his wife.

"I'm a very career-oriented person, so when I was looking for work, I decided I was either going to be a police officer, a truck driver or serve in the military," said Dada. "Looking into the military, I thought which one would be best for me. When I looked into the Navy, I saw that it gave me the best opportunity and allowed me to travel the world, while at the same time, allowed me to go from the bottom and work my way to the top."

After graduating boot camp in November, 2015, Dada was assigned to the Ticonderoga-class guided-missile cruiser USS Mobile Bay (CG 53), where he currently works on the mess

different."

Now, with just 3 years of active-duty service, Dada is already a Petty Officer 2nd Class, looking to continue his climb to the top. But not just with advancement cycles, but food also.

"When I cook, I take pride in what I serve to the crew," said Dada. "Seeing that the crew has a good meal to eat, makes me happy. That's what motivates me."

Success is measured differently from person to person. But no matter how someone chooses to measure their success, to obtain a desired outcome, Dada believes you have to work hard in everything you do.

# USS Mobile Bay Participates In *Intrepid Sentinel*

Story & photo by  
MC3 Nicholas Bauer



From left to right, the aircraft carrier USS John C. Stennis (CVN 74), the Royal Australian Navy frigate HMAS Ballarat (FFH 155) and the guided-missile destroyer USS Spruance (DDG 111) sail in formation in the Arabian Gulf, Jan. 16, 2019, during the exercise *Intrepid Sentinel*.

The guided-missile cruiser USS Mobile Bay (CG 53), as part of Carrier Strike Group (CSG) 3, joined with maritime forces from France, United Kingdom, and Australia to complete exercise *Intrepid Sentinel* in the Arabian Gulf, Jan. 17.

*Intrepid Sentinel* increases interoperability between the U.S. and participating allies in the U.S. 5th Fleet area of operations, which encompasses about 2.5 million square miles of water.

Through several integrated events using multiple air and surface platforms, the multinational maritime forces in *Intrepid Sentinel* became a cohesive combat force.

"*Intrepid Sentinel* is an exercise where we have gathered naval units from the United States, France, Australia and the United Kingdom to come together as a composite group to exercise war fighting at sea," said Lt. Jeffery York, operations officer, Mobile Bay. "Some of the events throughout the exercise included a surface warfare exercise where we tried to locate each other and conduct simulated engagements on different warships."

The participating ships included France's Marine Nationale air defense destroyer FS Cassard (D 614), United Kingdom's Royal Navy air defense destroyer HMS Dragon (D 35), and Royal Australian Navy frigate HMAS

Ballarat (FFH 155). From the United States, the Mobile Bay joined the aircraft carrier USS John C. Stennis (CVN 74) and the guided-missile destroyer USS Spruance (DDG 111).

*Intrepid Sentinel* allowed Sailors to visit other participating countries' vessels in a cross deck evolution. Sailors from the Mobile Bay were able to visit the Cassard, while the Mobile Bay hosted three French sailors. Two of the sailors were Lt. Roch and Petty Officer 2nd Class Fruan. York, along with other Sailors from Mobile Bay, showed the French sailors multiple areas of the ship, including a more in-depth experience in the ship's Combat Information Center (CIC).

"When I arrived this morning, the operations officer welcomed me," said Roch. "He led me to the CIC and showed how they work there, and how we, as the French, can operate as an air defense command. U.S. Sailors are very welcoming. They shared their experience of the area and gave us many ideas to work with. Together, we are a stronger Navy."

The John C. Stennis Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

Sailors aboard the guided-missile cruiser USS Mobile Bay (CG 53) participated in small-arm qualifications on the flight deck while conducting routine operations, Dec. 19. Sailors qualified in both the M9 service pistol and the M4 rifle as part of Mobile Bay's efforts to increase the number of qualified Sailors for armed in-port watches so the ship can remain

## USS Mobile Bay Conducts

## Small-Arms Qualifications

Story & photo by MC3 Nicholas Bauer

guarded at all times, even while moored.

"One of the things we are looking for in today's evolution is for our anti-terrorism force protection officers to complete certain drill sets," said U.S. Navy Gunner's Mate 1st Class Kyle Galow, lead small arms instructor. "By the end of this, all watchstanders should be qualified so they can stand their in-port watches."

Galow and his team led over 30 Sailors through a series of different assessments, testing their ability to perform under pressure.

"Some of the drill sets we're looking for them to complete are reload drills, quick draw drills and small target engagements," said Galow.

Like Galow, U.S. Navy Electronics Technician 1st Class Sven Ovesen, one of the Sailors participating in the event, believes obtaining weapon qualification is critical for the success of the ship.

"All the way up

and down the chain of command, it's important for everybody to have weapons qualifications," said Ovesen. "You never know what situation might happen and who might need to be available."

The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.



U.S. Navy Sailors fire M9 pistols during a small-arms qualification aboard the guided-missile cruiser USS Mobile Bay (CG 53) in the Arabian Sea, Dec. 19, 2018



Fire team leader Hull Maintenance Technician 2nd Class Cody Green, from Plainwell, Michigan, maneuvers up a ladder during damage control training.



Cryptologic Technician (Collection) 3rd Class Victoria Finley, from Spokane, Washington, engages a simulated fire during damage control training.

# Damage Control:

## The Crew's Responsibility

Story & photos by MC2 Ryan D. McLearnon

**Imagine** it's two in the morning and you are fast asleep, exploring the depths of your mind when you hear a loud crash that abruptly awakens as you as you're tossed across your rack. As you regain your awareness, you hear faint shouting in the distance and smell smoke in the air. A piercing sound of bells screams over the announcement system throughout the berthing area you share with 65 to 70 of your fellow Sailors.

"GENERAL QUARTERS, GENERAL QUARTERS! ALL HANDS, MAN YOUR BATTLE STATIONS."

You jump out of your rack into a foot of salt water on the deck that sends chills through your body. Your senses are heightened and adrenaline is speeding through your veins as you reach for your uniform and boots in the dark. It's time to fight the ship. You've spent your entire career training for this. Whether you've been in for 20 years or 20 days, you have a job to do.

Damage control in the U.S. Navy is a systematic concept of training and executing pre-planned responses to casualties aboard Navy vessels. Damage control is unique in that it's not just the responsibility of a single division or department, but of an entire crew.

Lt. Kristin Rovito, from Virginia Beach, Virginia, Damage Control Assistant (DCA) aboard the Arleigh Burke-class guided-missile destroyer USS Spruance, shared her thoughts about damage control.

"The best advice I have for Sailors reporting to Spruance or any ship for that matter is, whether or not you're a Damage Controlman, it doesn't matter," said Rovito. "Damage control is everybody's responsibility. If something happens, we are the fire department. We are the plumbers. We are the people making sure that things get fixed."

In the last few years there have been a few mishaps involving U.S. Navy ships that required all-hands efforts to contain damage control casualties. Damage Controlman 1st Class Vincent Vargas, from Fresno, California, a Damage Control Training Team (DCTT) member aboard USS Spruance, expressed the reality of damage control relying on all-hands participation.

"If we go down, the ship can't stop the fight," said Vargas. "Someone else has to step up to fill that void and

take over those responsibilities. That is the only way we're going to get home safe."

On any Navy ship, the DCTT is a group of Sailors with extensive knowledge in combatting damage control casualties, and they share that knowledge with the crew. It is DCTT's responsibility to ensure all Sailors onboard have completed required training and are confident in their ability to respond to real world casualties with the correct equipment to keep the ship in the fight.

"It's important for all Sailors on Spruance to be cross-trained and proficient in all aspects of damage control," said Vargas. "It is my responsibility, as well as DCTT's, to ensure that knowledge, training and experience is passed along to the crew. When we drill, we put our Sailors in a variety of realistic damage control scenarios that are designed to test them and build confidence in their equipment, their training and their shipmates."

**"At the end of the day it's about getting this ship and crew back home, safe and in one piece."**

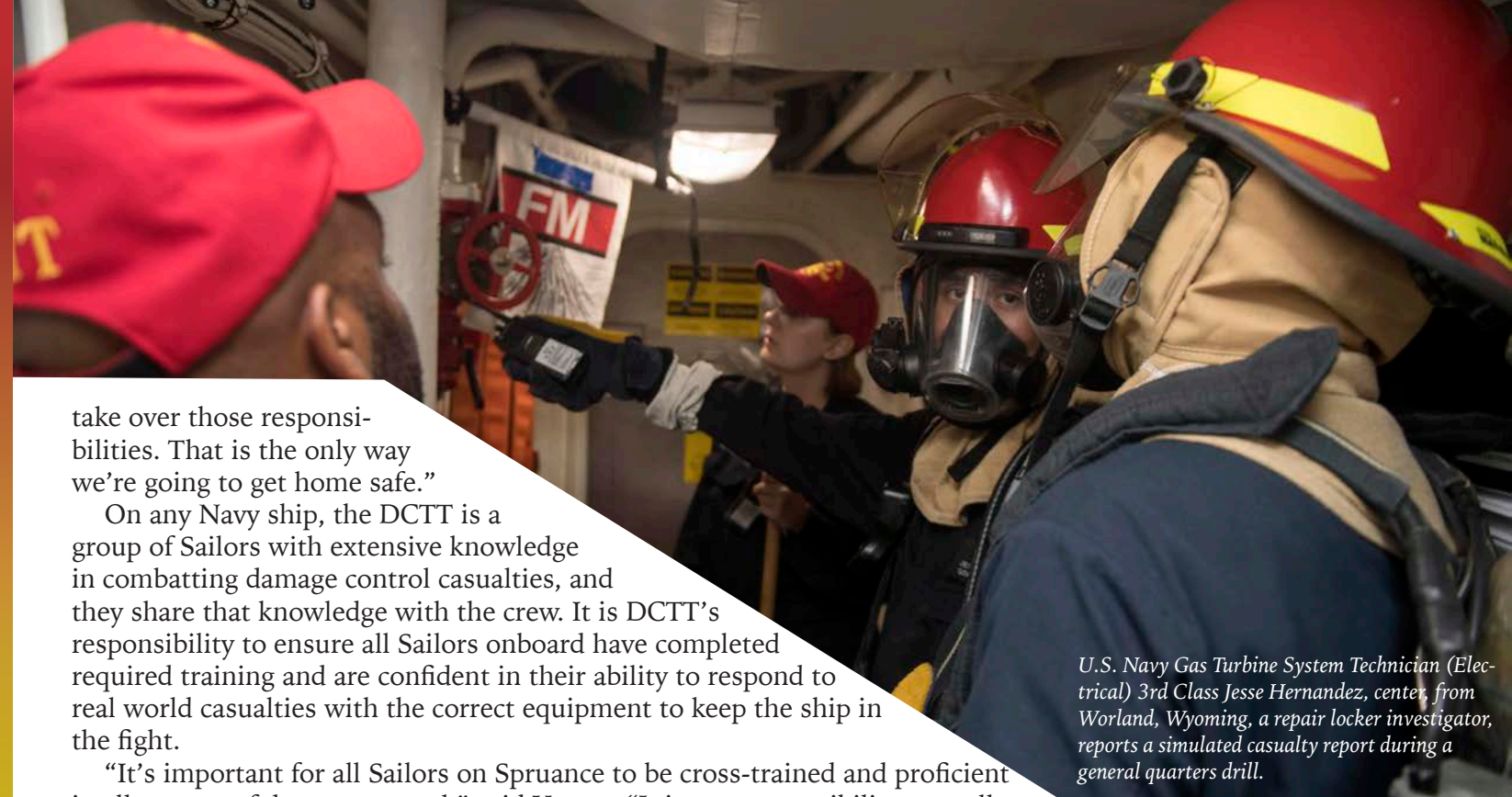
way. We have an obligation to the crew to ensure that they are well trained, knowledgeable and confident in combatting a damage control casualty."

Lt. Rovito expanded upon what goes into putting together a damage control training drill package.

"A ton of planning goes into creating any damage control evolution that we do onboard," said Rovito. "We spend hours writing drill packages, walking spaces, making sure that any kind of isolations we might have in a drill does not affect the real world operations while training, making sure that the spaces are safe for us to be doing the training in, and ensuring everything is set up properly to conduct valuable training for the crew."

While a lot of pressure is placed on the DCA and the DCTT to ensure the crew is ready to preserve the ship, when it's all said and done, the task at hand is to go over the horizon and complete the mission.

"It's truly an awesome responsibility, but at the end of the day it's about getting this ship and her crew back home, safe and in one piece," said Vargas.

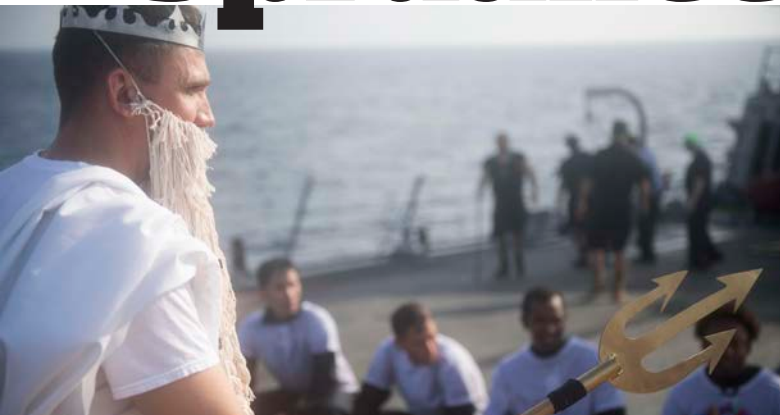


U.S. Navy Gas Turbine System Technician (Electrical) 3rd Class Jesse Hernandez, center, from Worland, Wyoming, reports a simulated casualty report during a general quarters drill.



U.S. Navy Cryptologic Technician (Collection) 3rd Class Victoria Finley, right, from Spokane, Washington and Operations Specialist Seaman Arturo Ruachomadrigal, from San Bernardino, California, members of a fire team, enter a space during a general quarters drill

# Spruance Completes



The guided-missile destroyer USS Spruance (DDG 111), recently cleansed itself of pollywog slime during a crossing the line ceremony when the ship crossed the equator, Jan. 25, 2019.

According to the Naval Heritage and History Command, the time-honored tradition of crossing the line predates the U.S. Navy and has been celebrated for centuries. In the days of wooden ships, crossing the line ceremonies were designed to test young Sailors on their first cruise out in the open sea.

The Spruance crossed the equator, the dividing line between the northern and southern hemispheres, Jan. 24 at 5:40 p.m., and the process of ridding the ship of the deplorable infestation of Pollywog slime began.

A lookout reported an unknown contact inbound to the Spruance's location in the distance. The lookout described the contact as a man riding two dolphins. Being a pollywog (WOG), the lookout did not know what to make of the situation.

Cmdr. Matthew Smidt, the commanding officer (CO) of Spruance, and other trusty Shellbacks aboard knew exactly who was coming and had already begun preparations to receive Davey Jones.



Davey Jones was received aboard the Spruance by the trusty shellbacks to the sound of six bells from the Boatswain's Mate of the Watch (BMOW) and with him, he carried orders to the CO from His Majesty, Neptunus Rex. The orders stated the time the ship was to heave-to, to receive the Royal Court and summoned all pollywogs aboard the Spruance to appear before the Royal Court for trial.

After presenting orders to the commanding officer, Davey Jones proceeded to the flight deck for a Pollywog talent show in which the winners were promised leniency in the rigorous events to come.

Senior Chief Operations Specialist Joshua Godesy, from Summertown, Tennessee, played the role of Davey Jones during the Crossing the Line ceremony and said it was truly an honor.

"It was an honor to carry that position," said Godesy. "It's something that I've always enjoyed throughout my career, becoming a shellback and participating in these ceremonies, getting to be the role of Davey Jones was a great experience."

When the talent show came to an end the BMOW rang six bells as Davey Jones departed the Spruance.

"There were some really good acts and a lot of good personality coming from the crew," said Godsey. "Overall I thought the creativity, excitement and willingness to participate was a great thing to see."

As Davey Jones returned the next morning the trusty shellbacks woke the Pollywogs up, ensured they were in the pollywog uniform of the day which consisted of Navy PT shorts, a blue or brown t-shirt, Navy coveralls inside out and backwards, and a hand designed white t-shirt which was worn inside out and backwards and properly labeled them as 'WOG', then treated them to a wholesome breakfast to prepare them for the day to come.

At 0530 on Jan. 25, over the ships announcing system the 1 main circuit (1MC), Davey Jones instructed the officer of the deck to inform the captain that His Majesty, Neptunus Rex and the Royal Court had been spotted ahead.

# Line Tradition

## Crossing the

Story & photos by MC2 Ryan D. McLearnon

Eight bells rang out over the 1MC "Raging Main Arriving, Quartermaster break the Jolly Roger" said the BMOW.

The trusty shellbacks put together a fun, rigorous and physically demanding day of events with stations that were designed to test the fitness, seamanship, coordination and teamwork of the Pollywogs before they appeared before His Royal Majesty, Neptunus Rex and the Royal Court.

Ens. Diana Vaught, from Shoshone, Idaho, 1st lieutenant aboard the Spruance, described having to go through some of the stations "multiple times" during the ceremony as a pollywog. Vaught wore a "WOG button" that made her say bad things about the university the CO attended.

"It was a very fun experience overall, and I got to do most of the stations multiple times because of a few comments I made due to a WOG button that I had that the captain didn't like," said Vaught. "I was kind of sad it was over in the end because it was so fun, but it's nice not to be a 'slimy wog' as they called me before, so it's great to be a trusty shellback."

Stations during the ceremony included a physical fitness station where Sailors performed pushups and sit-ups, two cleaning stations where Sailors removed Pollywog slime from a Shellback's boat and cleaned pad eyes, a damage control station that included a fire hose carry and pipe patching, a 'shellback says' station where Sailors performed military drill commands. There was also an obstacle course, a brig and several others.

Chief Warrant Officer 3 Byron Gibbs, from Kayenta, Arizona, who became a shellback in 1999, explained some of the things that determined whether Sailors had proved themselves worthy, or if they had to go back to stations as he played the role of His Royal Majesty, Neptunus Rex.

"I allowed Sailors to enter the cleansing pool when they started to do things they normally wouldn't do, a little out of character, but at the same time within the

realm of reason," said Gibbs. "Towards the end you saw Sailors break character, Sailors that were normally quiet were doing things they wouldn't normally do and the loud Sailors were quiet, it was kind of neat."

Once deemed worthy by His Majesty and the Royal Court, Sailors were fully submerged in the cleansing pool as pollywogs and emerged as trusty shellbacks.

After a pretty serious infestation had built up, more than 160 pollywogs were cleansed of their slimy filth during the pollywog to shellback transition and deemed worthy of being

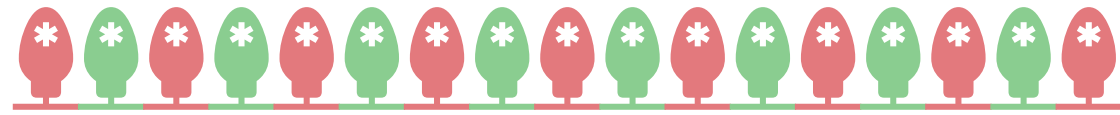
inducted into the "Solemn Mysteries of the Ancient Order of the Deep", meaning that ing Neptune had accepted them as one of his trusty shellbacks.

His Majesty Neptunus Rex and the Royal Court, having cleansed the crew, departed the Spruance, and the crew celebrated with a steel beach picnic on the flight deck.

The Spruance is deployed to the U.S. 7th Fleet area of operations in support of security and stability in the Indo-Pacific region.

# Stockdale Celebrates the Holidays at Sea

U.S. Navy Story by Mass Communication Specialist 2nd Class Abigayle Lutz



1) U.S. Navy Cryptologic Technician (Technical) 2nd Class Scott Johnson, from Sacramento, California, reads a letter from a child on the mess decks aboard the guided-missile destroyer USS Stockdale (DDG 106) in the Gulf of Oman, Dec. 25.

2) U.S. Navy Cryptologic Technician (Technical) 3rd Class Kimberly Carter, from Tulsa, Oklahoma, decorates a door for a holiday door decorating contest aboard the guided-missile destroyer USS Stockdale (DDG 106) in the Indian Ocean, Dec. 9.



3) Chief Fire Controlman Marcus Ames, from Jacksonville, Florida, receives a stocking from Gas Turbine Systems Technician (Mechanical) 2nd Class Shaquille Crumpton, from Blair, South Carolina, on the mess decks aboard the guided-missile destroyer USS Stockdale (DDG 106) in the Gulf of Oman, Dec. 25. The Stockdale Ombudsman coordinated and donated over 300 stockings to give to Stockdale Sailors on Christmas day.

Sailors aboard Stockdale celebrated the holidays, during the month of December, while deployed to the U.S. 5th Fleet area of responsibility.

Being away from home during the holidays is a new experience for some Stockdale Sailors.

"Usually it has always worked out where I was able to take leave to go home during the holidays," said Fire Controlman 2nd Class Ashton Cato, from Bainebridge, Georgia. "Being away for the holidays is just part of the mission. At the end of the day the sacrifice is for my family."

Even Sailors who have been in the Navy for a while are experiencing their first deployment away from home during the holidays.

"I've served for 21 years," said Chief Information Systems Technician DavidJoe Meno, from Inarajan, Guam. "In all of my tours, I have never served away from the family during the holidays. I have been fortunate to return from my deployments on or about Thanksgiving."

Although Sailors are away from home this holiday season, they are finding ways to celebrate on the ship.

"My division is doing a secret Santa-type of thing," said Gunners Mate 2nd Class Ashley

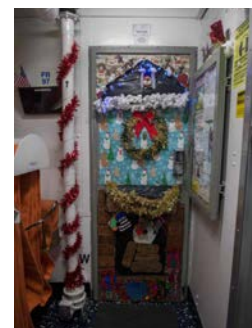
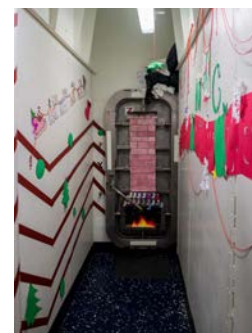
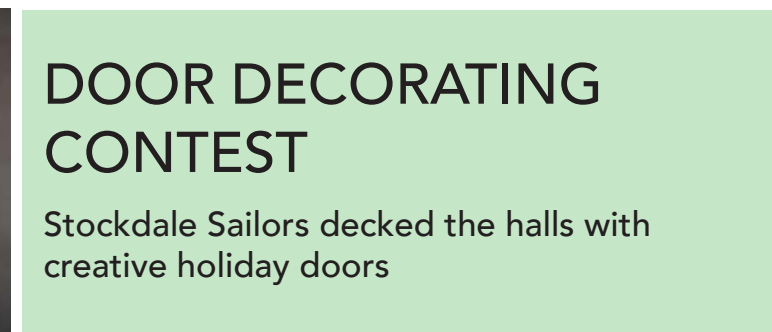
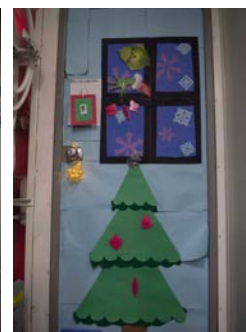
Koblitz, from Memphis, Texas. "Even though we don't get to be home for the holidays, it makes the ship feel a little bit more like home."

The Stockdale Morale, Welfare and Recreation (MWR) committee hosted a few events during the month of December for Sailors to get into the holiday spirit.

"We hosted a door decorating contest, a Christmas apparel event and have a casino night planned for New Year's Eve," said Intelligence Specialist 1st Class Melissa Bell, MWR president and native of Oxford, Britain. "These events help improve morale because we are social beings and also everyone loves prizes. The community has supported us so well that each Sailor onboard will have a care package and stuffed stocking for Christmas."

Despite being away for the holiday season, Stockdale Sailors did their part to make the holiday season a little easier to handle while away from their loved ones.

"This time around having to be away during the holidays I have to admit is truly a challenge not just for myself, but I'm sure for the crew," said Meno. "I guess having been in this long, I can easily chalk it up to another day on the job."



# BOATSWAIN'S MATE REENLISTS ABOARD STOCKDALE

Story, photos & layout  
by MC2 Abigayle Lutz



U.S. Navy Ensign Joseph Barrett administers the oath of enlistment to Boatswain's Mate 2nd Class Caleb Armstrong, from Shreveport, Louisiana, during Armstrong's reenlistment ceremony on the fo'c'sle of Stockdale in the Arabian Gulf, Feb. 27.

Boatswain's Mate 2nd Class Caleb Armstrong, a graduate of Captain Shreve High School and a native of Shreveport, Louisiana, reenlisted aboard the Stockdale, Feb. 27.

After serving in the Navy for six years, Armstrong reenlisted for another six years.

"I reenlisted to further my career and to support my family," said Armstrong.

As a Boatswain's Mate, Armstrong maintains the exterior surfaces of the ship and deck handling machinery and equipment, as well as handles cargo and operates small boats during numerous evolutions.

"Some of my daily responsibilities include

managing and supervising a division of personnel in preservation and upkeep of the ship," said Armstrong. "My favorite part of my job is doing all of the high-risk evolutions like underway replenishments, boat operations and anchoring evolutions. Doing evolutions is my favorite part of my job because of all the responsibilities and the fact that the ship relies on my job to execute the evolution and support the ship's mission."

Boatswain's Mate is the oldest rate in the Navy, encompassing a rich history of honored traditions.

"I can describe my rate as 'the best rate in the Navy'," said Armstrong. "I say that because my rate is not just a job to me, but a way of life. You

don't stop being a Boatswain's Mate just because you think the work is done; the work is never done. There are days that I feel all the pressure from my rate weigh heavily on me, but being a Boatswain's Mate, and taking pride in it, taught me how to manage and deal with the pressure and help me excel. So I describe my rate as 'the best rate in the Navy' not because of what I do, but because of how being a Boatswain's Mate teaches me how to be better in everyday life."

In addition to his daily responsibilities, Armstrong is a part of the Flying Squad.

"The Flying Squad is an elite team of personnel that are highly qualified and trained in damage control responsibilities," said Armstrong. "We are the first personnel that respond to a casualty such as a fire, flooding or toxic gas leak."

Armstrong has been serving aboard Stockdale for about three years.

"What I think is unique about serving on Stockdale is the fact that the namesake, Vice Adm. Stockdale, was a Prisoner of War and returned with honor," said Armstrong. "I feel that everything this ship symbolizes: namesake, motto and crest, has a very deep and powerful meaning. It encourages you to serve in a way that honors the way that Stockdale served our country."

Armstrong said he joined the Navy to better himself and to make a career.

"What I have enjoyed most about the Navy is having the ability to make memories of the places I've been to and having stories about the things I've done," said Armstrong.

## WHAT IS THE OATH OF ENLISTMENT?

During a reenlistment ceremony, the reenlisting Sailor makes a personal commitment in a public forum to wear the cloth of the nation with honor, courage and commitment by saying the oath of enlistment.

### THE OATH

*"I, (State your name), do solemnly swear (or affirm) that I will support and defend the Constitution of the United States against all enemies, foreign and domestic; that I will bear true faith and allegiance to the same; and that I will obey the orders of the President of the United States and the orders of the officers appointed over me, according to the regulations and the Uniform Code of Military justice. (So help me God)"*

## 'TIS THE SEASON TO REENLIST

In the month of February, over 10 Stockdale Sailors reenlisted.



- 1) Senior Chief Operations Specialist Dennis Denk reenlists on the fo'c'sle, Feb. 14.
- 2) Machinist's Mate 3rd Class Shyeim Paramore reenlists in aft steering, Feb. 16.
- 3) Fire Controlman 1st Class Anthony Atkinson reenlists on the fo'c'sle, Feb. 26.
- 4) Engineman 2nd Class Anthony Blonigen reenlists on a rigid-hull inflatable boat, Feb. 20.

# LOOKING OUT FOR SHIPMATES: STOCKDALE CREATES SUICIDE PREVENTION TEAM

U.S. Navy Story by Mass Communication Specialist 2nd Class Abigayle Lutz

Any life lost to suicide is one too many. According to OPNAVINST 1720.4A, the Navy's instruction on its Suicide Prevention Program, suicide is a preventable personnel loss that impacts unit readiness, morale and mission effectiveness.

The Navy's Suicide Prevention Program is in place to promote positive command climate and Sailor resilience as well as reduce the risk of suicide related behavior.

Aboard the guided-missile destroyer USS Stockdale (DDG 106), Chief Hospital Corpsman Matthew Garcia, the ship's suicide prevention coordinator, and Information Systems Technician 1st Class Deveion Acker, assistant suicide prevention coordinator, took the program one step further by creating a Suicide Prevention Team.

"There has always been a Suicide Prevention Program aboard the ship," said Garcia. "The Suicide Prevention Team is now an extension of that, and [the team] provides a way to have more people in the command involved, not just myself or medical, so that there are eyes and ears everywhere."

Acker played a major role in creating the Suicide Prevention Team because of his experience and involvement with the Suicide Prevention Program on his previous ships.

"When I first got to the ship I asked if we had an active Suicide Prevention Team and we did not," said Acker. "Every ship I have been on, I have taken on the role because I have dealt with suicide a couple of times, and it has affected me a lot. I have also seen how it has affected other people, so I just take those experiences and build off of it to pass on to everyone else."

The Suicide Prevention Team started in October 2018, when Stockdale began deployment.

"We started the team to get more eyes and ears on the deck plates," said Garcia. "I can't be everywhere, so having other people in other rates that live and work in different locations on the ship helps me do my job as the Suicide Prevention Coordinator. Then they can report back to me, and I can intervene if I need to."

Having a team of experienced and knowledgeable Sailors can help other Sailors through the emotions of a deployment.

"It is important to have a team because of the state of the world right now and the state of our jobs is ever changing," said Acker. "We have a lot of first-term Sailors, so there is going to be a lot of stress and emotions that some Sailors have never dealt with. Some might not know how to handle these emotions and will think irrationally. By providing a team, they have a person that won't judge them that they can talk to and kind

of ease their stress."

The opportunity to join the Suicide Prevention Team is open to any Sailor who shows interest.

"Being a Suicide Prevention Team member, you have to care about people and what they are going through," said Garcia. "I feel like having a team of people who have this empathy for others can only be a benefit to the command."

The team consists of 10 Sailors from all over the ship. One of the members, Gunner's Mate 3rd Class Kent Barfield, from Florence, South Carolina, joined the team because he genuinely wants to help his shipmates.

"When I found out about the Suicide Prevention Team, I thought, 'I know what it's like to feel alone, and like no one knows what you're going through,'" said Barfield. "I know that people need somebody else to help them through whatever it is that they are going through and I want to be that person to help them through their situation."

Every other week the team meets to discuss topics related to suicide prevention as well as resources and methods to utilize when helping others.

"I feel like everyone who is at the meetings has already expressed that they want to help and be there for the Sailors," said Acker. "So, during the meetings I bring in new information about the subject, check in with them and see how they are doing and try to create a cohesion as a team. The closer we are as a team, the better we will work as a team around the ship."

The team can be an extra facet of the Suicide Prevention Program by providing more people who can help with suicide prevention education as well as connecting Sailors to resources.

"My goal really is to make our presence known and just be there now during deployment and after," said Garcia. "Maybe not everyone will need us, but if they do, we are here. Even if it's not about suicide or depression, they will know that there is a team of people that they can talk to."

Preventing suicide in the Navy is an all-hands responsibility. Garcia said Sailors can look out for each other by utilizing the ask, care, treat (ACT) method.

The Stockdale Suicide Prevention Team is an extension to the Navy's Suicide Prevention Program by bringing awareness to suicide and providing another resource to Sailors.

## MEET THE TEAM



Chief Hospital Corpsman Matthew Garcia



Information Systems Technician 1st Class Deveion Acker



Gunner's Mate 3rd Class Kent Barfield



Lt. j.g Siwan Livingston



Hospital Corpsman 3rd Class Caleb Masten



Cryptologic Technician (Technical) 3rd Class Kimberly Carter



Electrician's Mate 2nd Class Sam Hill



Naval Air Crewman (Helicopter) 1st Class Joe Martin



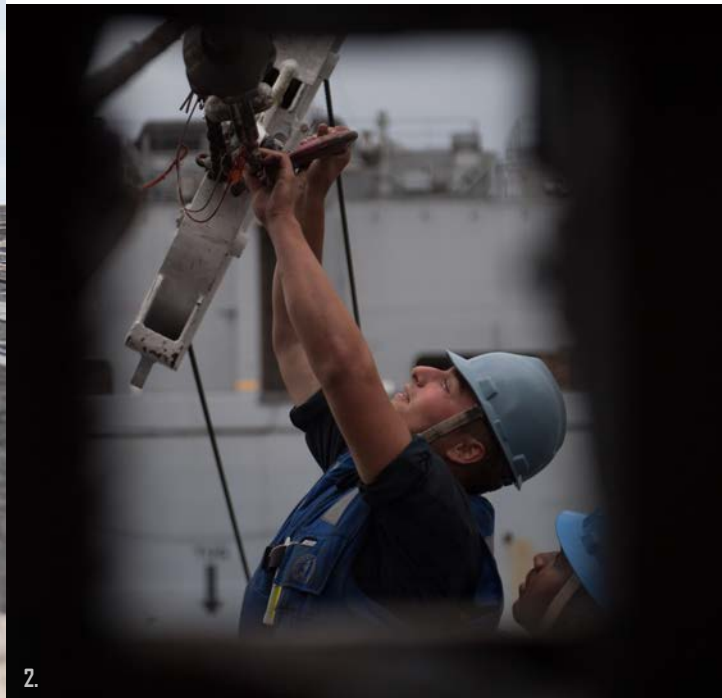
Hospital Corpsman 2nd Class Krysha Mills



Cryptologic Technician (Technical) 2nd Class Scott Johnson

Photos & layout by MC2 Abigayle Lutz

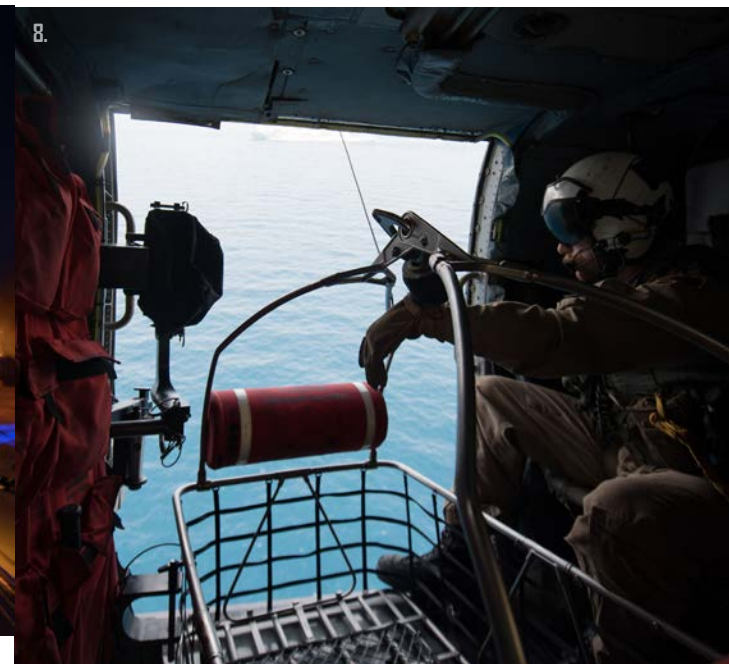




## USS CHUNG-HOON (DDG 93)

Photos by MC2(SW/AW) Logan Kellums

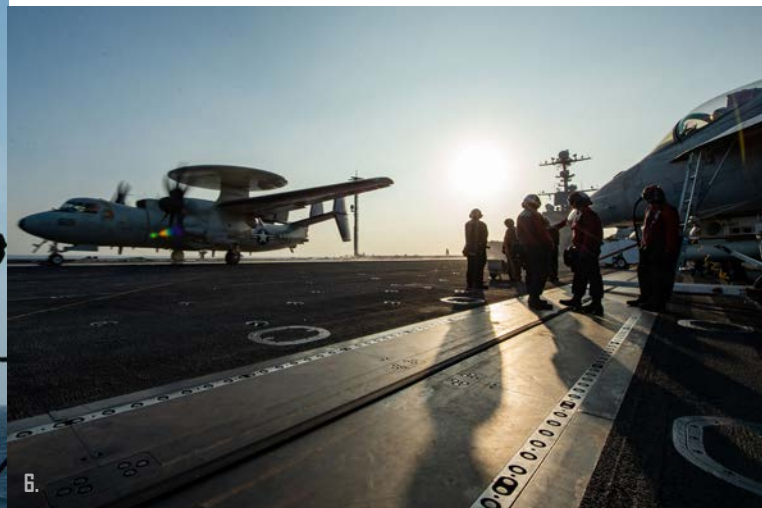
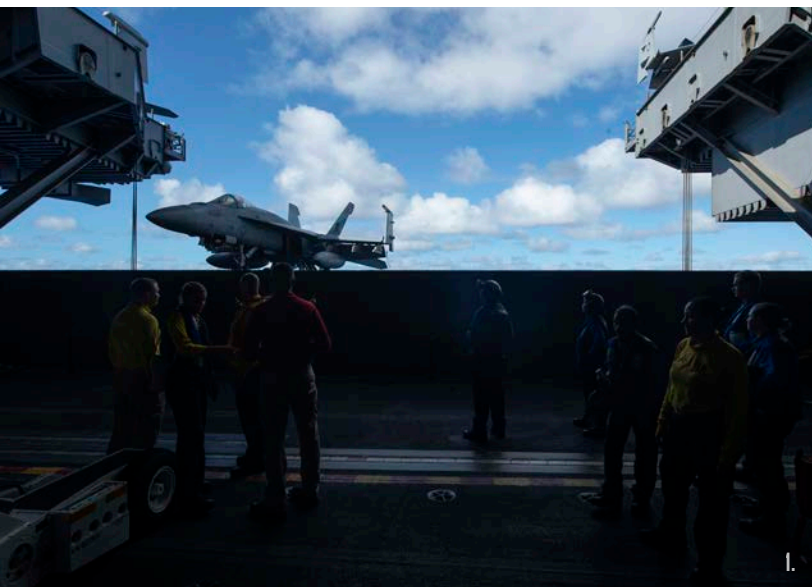
1. Sailors monitor a fuel line while refueling an MH-60R Sea Hawk. 2. U.S. Navy Seaman Matthew Plucinski attaches a pelican hook to a sliding padeye. 3. U.S. Navy Ship's Serviceman 3rd Class Ruby McCullough, left, and U.S. Navy Boatswain's Mate 3rd Class David Hill-Destefano, direct an MH-60S Sea Hawk. 4. Sailors handle a line during an evening replenishment-at-sea. 5. U.S. Navy Aviation Electronics Technician 3rd Class Will Verdun stands by to direct an MH-60R Sea Hawk. 6. U.S. Navy Gunner's Mate 2nd Class Jessica Smith, fires a shot line to a fleet replenishment oiler. 7. U.S. Sailors handle a phone and distance line during a replenishment-at-sea. 8. Naval Air Crewman (Helicopter) 2nd Class Benjamin Whitney, prepares to conduct rescue training.



# BanChalong Elementary School

LT. BILL GRITTON, THE CHAPLAIN ABOARD THE GUIDED-MISSILE DESTROYER USS CHUNG-HOON, PARTICIPATES IN A COMMUNITY RELATIONS PROJECT WITH SCHOOL KIDS IN PHUKET, THAILAND.





1. U.S. Sailors standby in the hangar bay as an F/A-18E Super Hornet, assigned to Strike Fighter Squadron (VFA) 14, ascends to the flight deck. 2. U.S. Sailors conduct a vertical replenishment-at-sea. 3. A U.S. Sailor observes flight operations. 4. The dry cargo and ammunition ship USNS Charles Drew (T-AKE 10) pulls alongside.

## USS JOHN C. STENNIS (CVN 74)

Photos by MCSN(SW) Jeffery Southerland

5. U.S. Sailors prepare to conduct a replenishment-at-sea in the hangar bay. 6. U.S. Sailors observe an E-2C Hawkeye, assigned to Carrier Airborne Early Warning Squadron (VAW) 112, launch from the flight deck. 7. An F/A-18E Super Hornet, assigned to Strike Fighter Squadron (VFA) 97, launches from the flight deck. 8. Sailors prepare for flight quarters on the flight deck.



# Bright Work

Machinery Repairman Fireman Luke Bright, from Biloxi, Mississippi, cuts, shaves, and trims metal into a bolt and screw aboard the aircraft carrier USS John C. Stennis (CVN 74) in the Pacific Ocean, Nov. 2, 2018. Bright joined the Navy last year and regularly changes raw materials into useful tools and parts aboard John C. Stennis.



Photo story by MCSN(SW) Jeffery Southerland



1.



2.



5.



6.

1. U.S. Navy Boatswain's Mate 3rd Class Ryan Chaulkin signals to an MH-60S Seahawk. 2. U.S. Navy Electrician's Mate 2nd Class Alex Sanabria stands fast during a simulated general quarters drill. 3. U.S. Navy Sonar Technician (Surface) 2nd Class Michael Noble performs a 21-gun salute during a burial-at-sea. 4. U.S. Sailors man M2 machine guns during a transit through the Strait of Hormuz.

## USS MOBILE BAY (CG 53)

Photos by MC2(SW) Nicholas Bauer

5. USS John C. Stennis (CVN 74) conducts a replenishment-at-sea. 6. Two U.S. Navy F/A-18 Super Hornets perform a fly-by. 7. The Ticonderoga-class guided-missile cruiser USS Mobile Bay (CG 53) conducts a replenishment-at-sea. 8. U.S. Navy Fire Controlman 2nd Class Deniz Sanchez inspects the ammunition system of a Mark-15 Phalanx close-in weapon system.



3.



4.



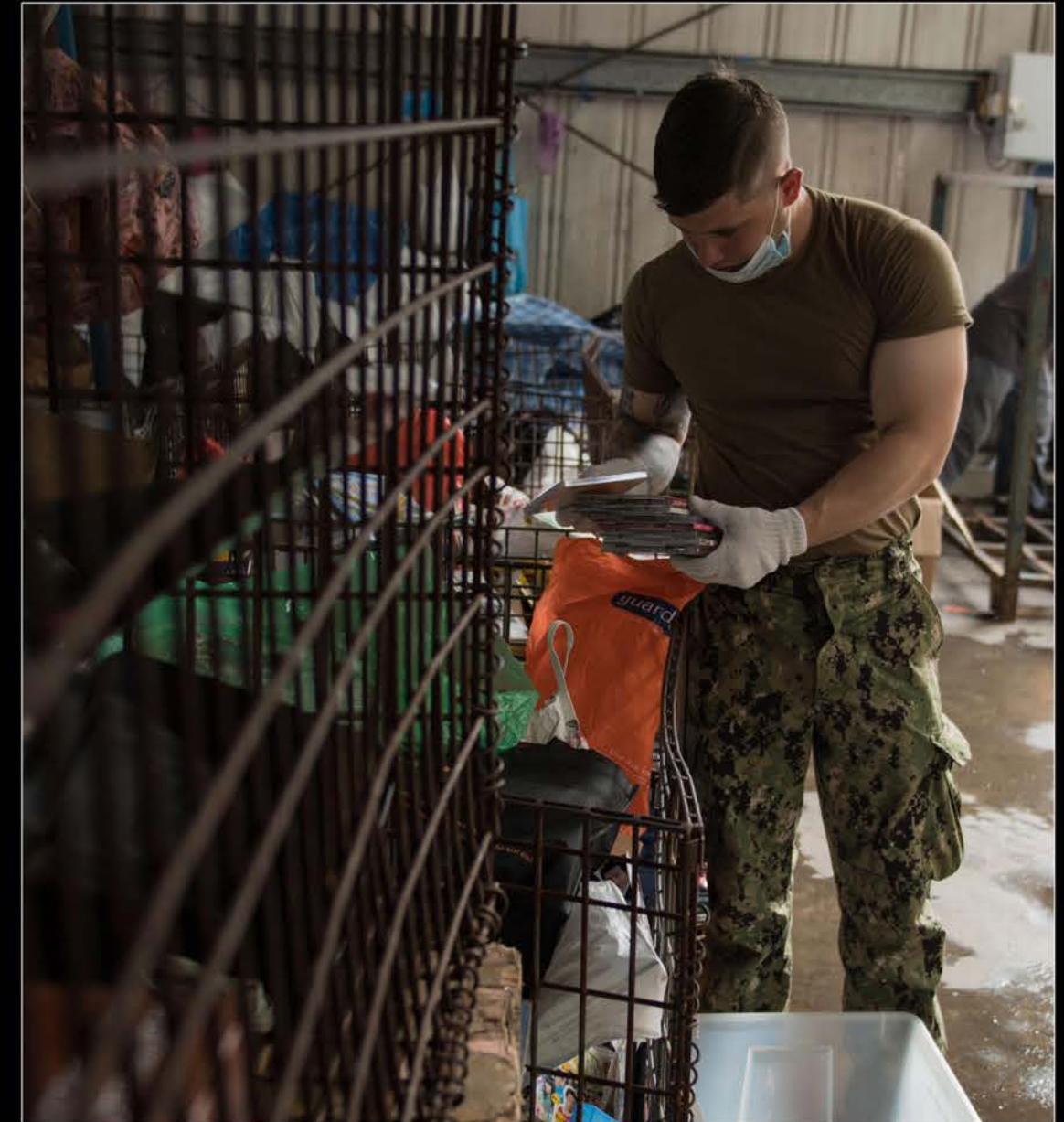
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# Singapore COMREL

Sailors from the guided-missile cruiser USS Mobile Bay (CG 53) volunteered for a community relations event by spending their time on November 27, 2018 at a local Salvation Army chapter in Singapore sorting donations given from local citizens. Items sorted varied from kitchen appliances to books. During the time spent working, Sailors built rapport with local volunteers, exchanging upbringings and favorite hobbies. (U.S. Navy Photos by Mass Communication Specialist 3rd Class Nick Bauer)





1. U.S. Navy Seaman Laury Champagne strikes a mooring line below deck. 2. U.S. Navy Damage Controlman 2nd Class Marrion Roque stands fire watch. 3. U.S. Navy Quartermaster 3rd Class Vhlake Abangan tracks a bearing. 4. The guided-missile cruiser USS Mobile Bay (CG 53) transits the Pacific Ocean.

## USS SPRUANCE (DDG 111)

Photos by MCI(SW/AW/IW) Ryan McLearnon

5. U.S. Navy Gas Turbine Systems Technician 2nd Class Kevin Owenswalker checks a fuel sample for contaminants. 6. U.S. Navy Logistics Specialist Seaman Isaiah Anthony stands watch as a forward lookout. 7. U.S. Sailors aboard the guided-missile destroyer USS Spruance (DDG 111) heave in line during a replenishment-at-sea. 8. USS Spruance (DDG 111) transits the Philippine Sea.





# THE CLEANSING

The guided-missile destroyer USS Spruance (DDG111) cleansed itself of Pollywog slime during a Crossing the Line Ceremony on Jan. 25, 2019 and inducted over 160 Sailors into the Solemn Mysteries of the Ancient Order of the Deep as the ship crossed the dividing line between the Northern and Southern Hemispheres. The time honored tradition of crossing the Equator has been celebrated for centuries, predating the U.S. Navy itself. In the days of wooden ships, crossing the line ceremonies were designed to test young Sailors during their first cruise on the open sea.



Photos by MCI(SW/AW/IW) Ryan McLearnon



1. U.S. Navy Quartermaster 2nd Class Larissa Begay holds the remains of a service member before a burial at sea. 2. U.S. Navy Sonar Technician (Surface) 3rd Class Donovan Williams draws a center line on a torpedo. 3. U.S. Navy Naval Air Crewman (Helicopter) 2nd Class Brennan Mellortaylor checks the tail of an MH-60R Sea Hawk helicopter. 4. U.S. Navy Boatswain's Mate 3rd Class Andrew Fledickerman signals to an MH-60R Sea Hawk.

## USS STOCKDALE (DDG 101)

Photos by MC2(SW/AW) Abigayle Lutz

5. U.S. Navy Quartermaster Seaman Nicholas Brown looks at a contact through binoculars during a transit of the Strait of Hormuz. 6. U.S. Sailors practice helicopter in-flight refueling with an MH-60R Sea Hawk helicopter. 7. U.S. Navy Cryptologic Technician (Collection) 2nd Class Daniel Portillo handles a line. 8. The guided-missile destroyer USS Stockdale (DDG 106) transits the Gulf of Oman.



# HONORING THOSE WHO HAVE SERVED

Sailors aboard the Arleigh Burke-class guided-missile destroyer USS Stockdale (DDG 106) laid to rest 25 military veterans and five military family members during a burial at sea on the ship's flight deck, Nov. 10. Sailors from each department played a role in the ceremony, volunteering to carry the remains of each fallen service member and military family member.

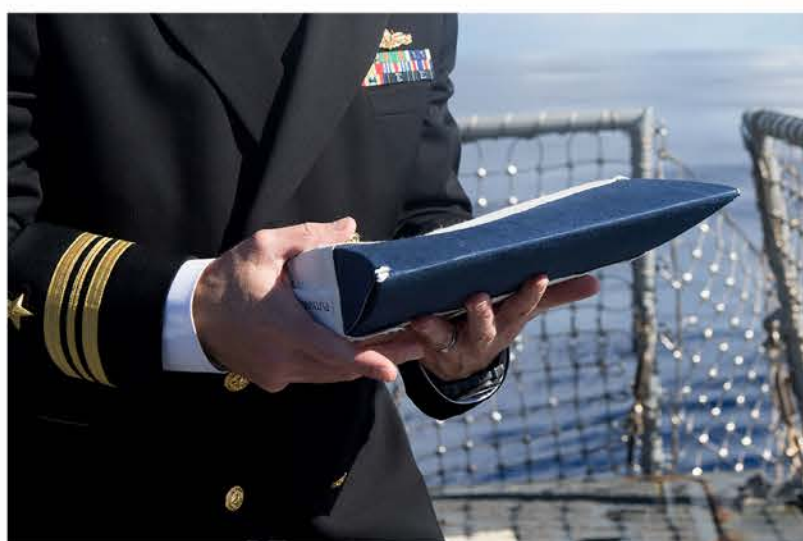
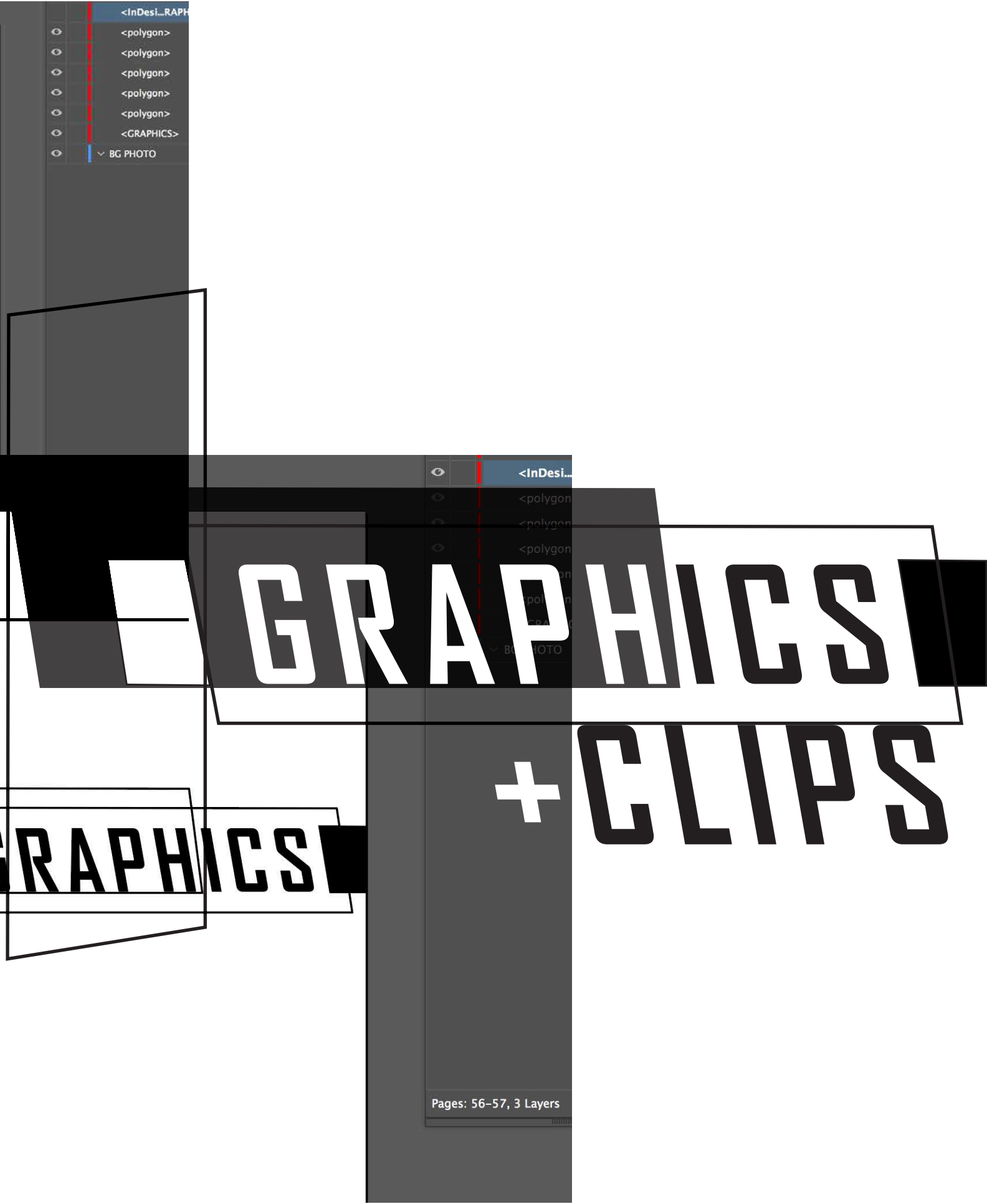
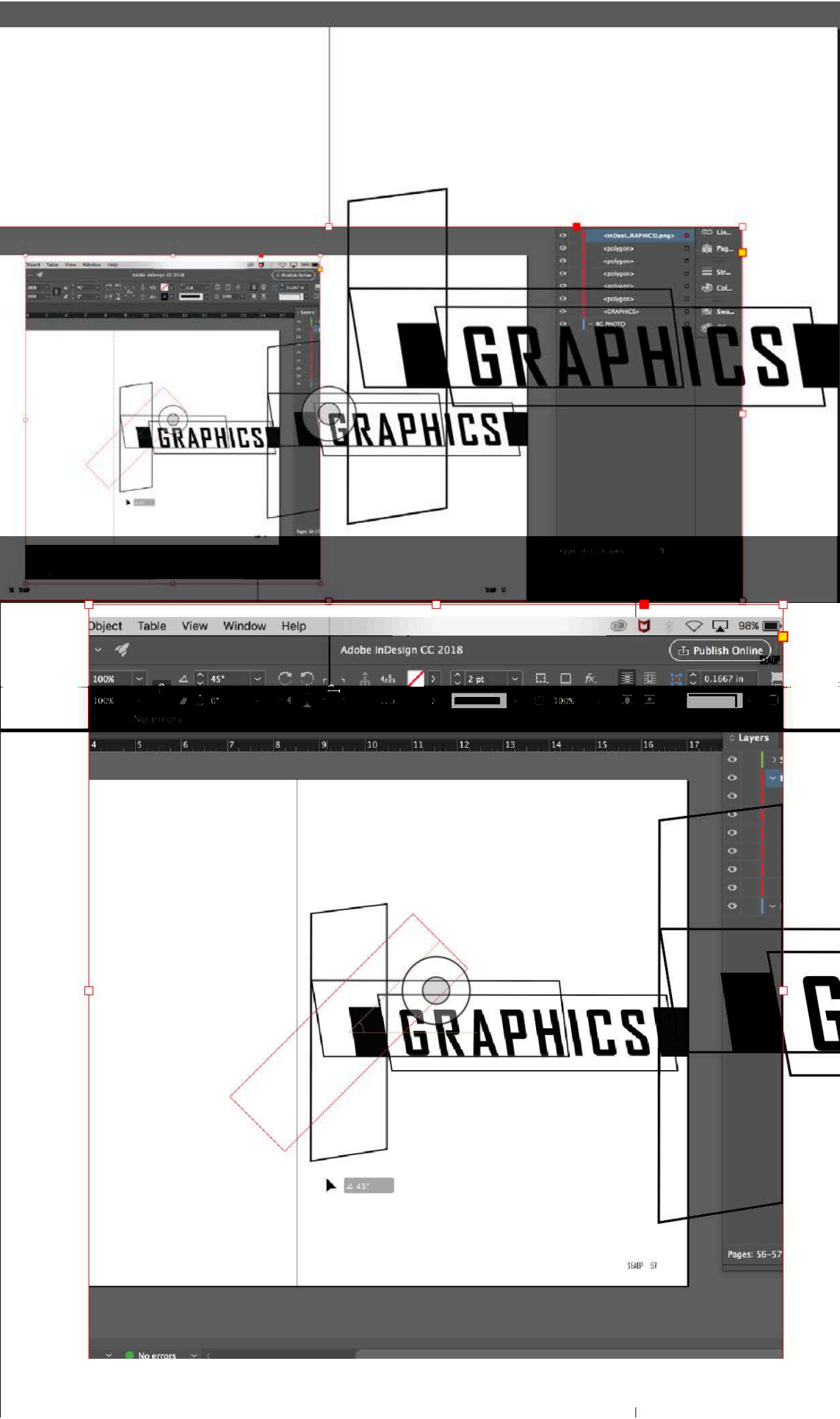
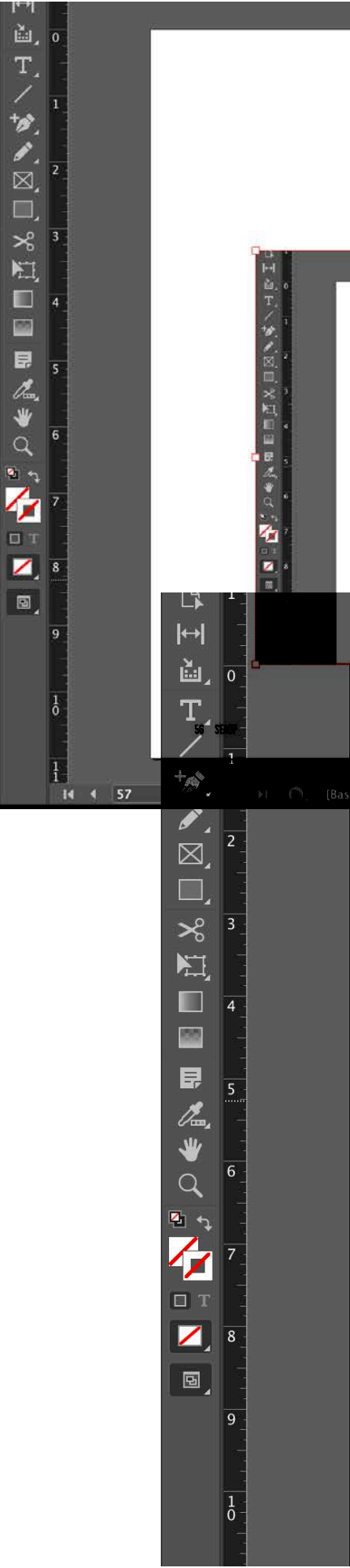


Photo story by MC2(SW/AW) Abigayle Lutz



## USS Chung-Hoon (DDG 93) Remembers USS Sigsbee (DD 502)



- Commissioned Jan. 23, 1943
- Left Pearl Harbor Jan. 22, 1944 with Task Force 52
- Hit on April 14, 1945 while off island of Okinawa by kamikaze plane
- Port engine knocked out of commission, starboard engine max of five knots, steering lost, ship began to take on water
- Cmdr. Chung-Hoon directed efforts in damage control and anti-aircraft fire
- 23 Sailors killed in the attack
- Towed to Guam, and eventually Pearl Harbor for repairs
- Decommissioned on March 31, 1947
- Awarded 11 Battle Stars for service in World War II

Graphics by MC2(SW/AW) Logan Kellums



## MATERIAL CONDITION HOUR

Clean overheads, angle irons and high hard to reach places.

Ensure material condition and proper operation of doorknobs, watertight doors and hatch fittings.

Small valve maintenance. Knee knocker half moons cleaned and shined. Cableways brushed out. All lights checked for proper operation.

Clean equipment surfaces. Remove paint over spray. Vent screens and filters. Polish all brass.

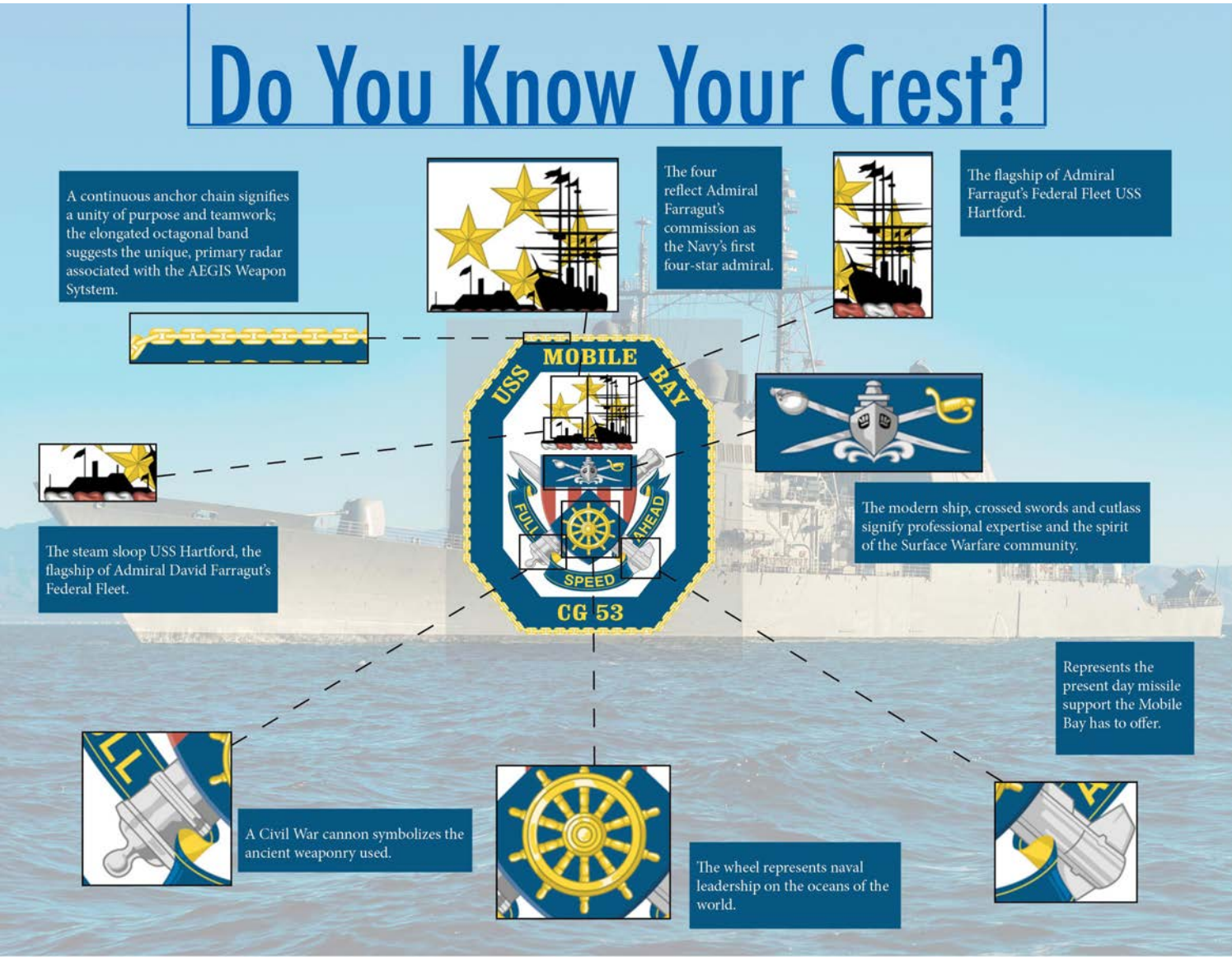
**Material Conditioning Hour (MCH) Monday-Saturday 0730-0830. For more news on John C. Stennis visit [www.stennis.navy.mil](http://www.stennis.navy.mil) or follow along on Facebook**



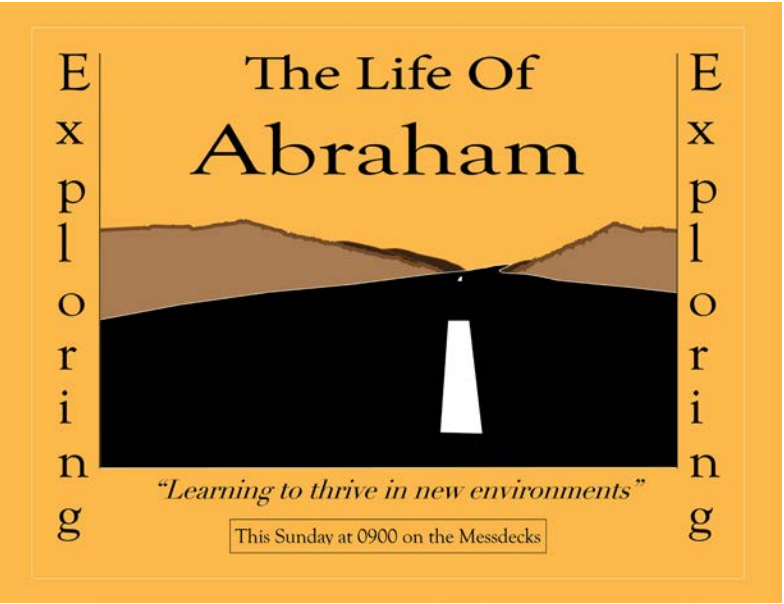
Graphic by MCSN(SW) Jeffery Southerland



Graphics by MCSN(SW) Jeffery Southerland



Graphics by MC3(SW/AW) Nicholas Bauer



Graphic by MC1(SW/AW/IW) Ryan McLearnon



## Honea Path native rings honors at Burial at Sea

Nov 15, 2018



Boatswain's Mate 3rd Class Brandon Ross, from Honea Path, South Carolina, rings honors during a burial at sea ceremony aboard the Arleigh Burke-class guided-missile destroyer USS Spruance (DDG 111). Spruance is underway conducting routine operations as part of Carrier Strike Group (CSG) 3 in the U.S. Pacific Fleet area of operations. (U.S. Navy photo by Mass Communication Specialist 2nd Class Ryan D. McLearnon. Submitted by Dawn Scott)

## THE RECORD

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## Snapshot: Cohoes Navy Captain salutes USNS Charles Drew after vertical replenishments

Jan 10, 2019 Comments



U.S. Navy photo by Mass Communication Specialist 3rd Class Nick Bauer.  
U.S. Navy photo by Mass Communication Specialist 3rd Class Nick Bauer



U.S. Navy Capt. Robert Bryans Jr., from Cohoes, New York, salutes to the dry cargo and ammunition ship USNS Charles Drew (T-AKE 10) as the guided-missile cruiser USS Mobile Bay (CG 53) prepares to break away during a vertical replenishment in the Arabian Gulf, Jan. 4, 2019. The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and these strategic choke points.

## The Landmark

RHS Volleyball ups record to 500  
rk with 3-1 victory over Burncoat

Department of Public Works hosts Open House

Weather delays season for VWRHS  
Girls Golf

### Rutland man serves USS Chung-Hoon



Printed Jan 1, 2019 at 10:08 AM

U.S. Navy Aviation Electronics Technician and Class Collin Martinez (right) from Rutland, U.S. Navy Aviation Electronics Technician and Class Alton Lassade (left) from Louisiana conduct preload checks on an AGM-114 Hellfire missile before loading it onto an MH-60R Sea Hawk, with Helicopter Maritime Strike Squadron (HSM) 27, aboard the guided missile destroyer USS Chung-Hoon (DDG 93) in the Arabian Sea, Dec. 11, 2018. The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. (U.S. Navy photo)

## Chron

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Photo: Mass Communication Specialist 2nd Class Ryan D. McLearnon, NPADE 1966, U.S. Navy Photo

PACIFIC OCEAN — Fire Controlman 2nd Class Jacob Hathcote, from Houston, removes the gun assembly from the Phalanx close-in weapons system (CIWS) aboard the Arleigh Burke-class guided-missile destroyer USS Spruance (DDG 111). Spruance is currently conducting routine operations as part of Carrier Strike Group (CSG) 3 in the U.S. Pacific Fleet area of operations.

PACIFIC OCEAN - Fire Controlman 2nd Class Jacob Hathcote, from Houston, removes the gun assembly from the Phalanx close-in weapons system (CIWS) aboard the Arleigh Burke-class guided-missile destroyer USS Spruance (DDG 111). Spruance is currently conducting routine operations as part of Carrier Strike Group (CSG) 3 in the U.S. Pacific Fleet area of operations.

U.S. NAVAL FORCES CENTRAL COMMAND

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### USS Chung-Hoon Conducts Second Drug Bust in a Month

By U.S. 5th Fleet Public Affairs | January 29, 2019

**GULF OF ADEN** — While conducting maritime security operations in the international waters of the Gulf of Aden, the guided-missile destroyer USS Chung-Hoon (DDG 93) interdicted a shipment of illicit narcotics aboard a stateless vessel. Jan. 24.

Chung-Hoon's visit, board, search and secure (VBSS) team seized 4,700 kilograms of hashish while conducting a flag verification boarding.

This is the second such interdiction within a month. The Chung-Hoon seized over 5,000 kilograms of hashish while patrolling the Gulf of Aden on Dec. 27, 2018.

"What I'm most proud of is the synergy between our information, operations and boarding teams that allowed us to complete the mission," said Cmdr. Brent Jackson, commanding officer of Chung-Hoon. "Teamwork is the key enabler, and this crew was on station, ready to roll at sunrise to complete the task of interdicting contraband."



Photos 1 of 2

## TIMES OBSERVER

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### Naval Sonar Tech and Warren Native on USS Chung-Hoon



Sonar Technician (Surface) Seaman Apprentice Troy Johnson, from Warren, handles a line aboard the Arleigh Burke-class guided-missile destroyer USS Chung-Hoon (DDG 93) during a replenishment-at-sea with the fleet replenishment oiler USNS Tippecanoe (T-AO 199). Chung-Hoon is underway conducting routine operations as part of Carrier Strike Group (CSG) 3 in the U.S. Pacific Fleet area of operations. (U.S. Navy photo by Mass Communication Specialist 3rd Class Logan C. Kellums)



THE SENTINEL News Obituaries Sports E-Edition Classifieds

74°

## Supply Department of USS Spruance: 'The Blood that Keeps the Heart Pumping'

From Story by Mass Communication Specialist 1st Class Ryan D. McLearnon, Carrier Strike Group 3 Public Affairs Jan 4, 2019



ARABIAN SEA (Dec. 9, 2018) Sailors remove a cargo net from supplies on the flight deck of the guided-missile destroyer USS Spruance (DDG 111) during a vertical replenishment with the dry cargo and ammunition ship USNS Richard E. Byrd (T-AKE 4) in the northern Arabian Sea, Dec. 9, 2018. Spruance is part of the John C. Stennis Carrier Strike Group and is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

U.S. Navy photo by Mass Communication Specialist 1st Class Ryan D. McLearnon/Released

**ARABIAN GULF (NNS)** — Supplying food, parts, equipment, and managing logistics for a ship out to sea is a full time job. The guided-missile destroyer USS Spruance's (DDG 111) supply department works ceaselessly to ensure the ship has the items it needs to complete the mission while operating in the Arabian Gulf.

The Supply department consists of three divisions: S1, S2, and S3. Each division is vital to sustaining mission readiness and maintaining the lethality of the ship and its crew.

S1, the supply support division, consists of logistics specialists who control programs such as supply support, hazardous materials (HAZMAT), and mail. Each role of the S1 division contributes to ship function.

"S1 is vital to the mission," said Logistics Specialist 2nd Class Nakosha Embry, from San Diego, the division leading petty officer (LPO). "First of all, for maintenance we provide all HAZMAT and we make sure HAZMAT is always stocked to ensure the upkeep of the ship. Furthermore, when parts break on certain

## magnolia reporter

73°  
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### Prescott sailor part of Arabian Gulf exercise

Jan 20, 2019



U.S. Navy Gunner's Mate 1st Class Dustin Smithe of Prescott, left, explains the functions of a vertical launch system to French Marine Nationale Second-mate Martin, aboard the guided-missile cruiser USS Mobile Bay.  
Mass Communication Specialist 1st Class Nick Bauer, U.S. Navy

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### Houston native serves aboard the USS Stockdale

Published 2:19 pm CST, Monday, December 17, 2018

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Photo: Mass Communication Specialist 2nd Class Abigail Lutz, NPADE 1966, U.S. Navy Photo

U.S. Navy Gunner's Mate 2nd Class Kimani Williams, from Houston, reloads an M240 machine gun during a live-fire exercise aboard the guided-missile destroyer USS Stockdale (DDG 106) in the Indian Ocean on Dec. 6, 2018. The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points.

U.S. Navy Gunner's Mate 2nd Class Kimani Williams, from Houston, reloads an M240 machine gun during a live-fire exercise aboard the guided-missile destroyer USS Stockdale (DDG 106) in the Indian Ocean on Dec. 6, 2018. The John C. Stennis Carrier Strike Group is deployed to the U.S. 5th Fleet area of operations in support of naval operations to ensure maritime stability and security in the Central Region, connecting the Mediterranean and the Pacific through the western Indian Ocean and three strategic choke points. (U.S. Navy photo by Mass Communication Specialist 2nd Class Abigail Lutz)



## The Sailor's Creed

I am a United States Sailor.

I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me.

I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world.

I proudly serve my country's Navy's combat team with honor, courage and commitment.

I am committed to excellence and the fair treatment of all.



Graphic by MCI(SW/AW/IW) Ryan McLearnon

# Navy Public Affairs Support Element [ NPASE ]

## MISSION

To provide expeditionary Public Affairs forces supporting the Fleet and Component Commanders with scalable and immediately deployable force packages trained and equipped to support current and emerging Public Affairs and Visual Information requirements.



## NPASE HISTORY

Navy Public Affairs Support Element (NPASE) was established in November 2008. Originally conceived by then Chief of Information Rear Adm. Terry McCreary in 2004 as Fleet Public Affairs Center, the command has grown and evolved substantially in its short history. The Navy public affairs and visual information communities began plans for an overhaul in 2003. With the closure of Fleet Imaging Commands Atlantic and Pacific; a drawdown in enlisted manning; the rating merger between Navy Journalists, Photographer's Mates, Lithographers and Illustrator Draftsmen into the Mass Communication Specialist; and the eventual end of the Photography Limited Duty Officer program, all public affairs and visual information assets were to be aligned with a single mission focus supporting the Fleet.

NPASE is unique as it is the largest concentration of Navy Public Affairs Officers and enlisted Mass Communication Specialists. Since its inception, NPASE's mission has continued to evolve and mature. The command was established to support Carrier Strike Groups and Amphibious Ready Groups via Sea Operational Detachments, to provide support to regional public affairs offices, and to provide contingency support for emergent operations. While successfully meeting those needs, NPASE also now provides expeditionary public affairs and visual information support to Component and Unified Commanders for a variety of operations and missions at sea and ashore in the maritime domain. Now a world-wide organization, NPASE Headquarters (both active and reserve) is located aboard Naval Station Norfolk, Va. Headquarters is responsible for organizing, training and equipping NPASE Officers and Sailors as well as current and future operations management and readiness. There are three sea-duty centers: Norfolk, San Diego, and Yokosuka, Japan. Additionally, there are eight active duty detachments in the United States, Europe and Japan, as well as four NPASE reserve centers.



SEAOP

NPASE DEPLOYMENT: CSG-3  
FALL 2018 - SUMMER 2019