

LANDMARK

The official publication of USS Emory S. Land
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ESL is manned by an integrated crew of Sailors and civilian mariners under the administrative control of Commander, Submarine Force, U.S. Pacific Fleet, Pearl Harbor, Hawaii, and operational control of the Commander, Task Force 74. As a forward-deployed naval force, ESL is tasked to provide expeditionary, intermediate-level maintenance and repairs, hotel services, and logistics support to deployed Guided-Missile and Fast-Attack submarines deployed in the 5th, 6th and 7th Fleet areas of operation.

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Capt. Michael Luckett

Commanding Officer, USS Emory S. Land

We're more than two months into deployment. What message would you like to give to the crew about what they've accomplished and what you expect for the remainder of deployment?

Looking backwards, I think that we've accomplished quite a bit here. If you think about our peacetime and wartime missions out here in terms of cooperation with our allies, we've had some good port visits where we've shown the flag, and we've had military to military engagements with our partners and allies. We had the stop in Australia in HMAS Stirling where we did some great work with the Royal Australian Navy and had some good interactions with them. We've had a lot of less formal interactions and community relations events in many of the ports, and the interpersonal interactions that the crew has had out in town in Australia, Singapore, India, Phuket, and now back to Singapore. I think the crew has done a very good job on liberty, for the most part. Ninety-eight percent of the crew is doing the right thing and meeting the expectations and the standards, and I want to thank them for that. Unfortunately, there are a couple people who don't get the message or choose to make poor decisions. I have and will continue to hold those people accountable for their decisions – it's what we have to do. Mostly, it's been positive, and I've gotten some good reports from the American country teams in the countries we've been, that have told me that the Emory S. Land crew has been more well-behaved than most. Overall, I've been really happy with how the crew has been performing. The other thing on the wartime mission, we've had a couple of opportunities and will have a couple more coming up to demonstrate our capability to do wartime logistics. We had that opportunity with the Australians at Stirling, where we brought Sheean alongside and demonstrated our capabilities of supporting an allied submarine. We will have an opportunity in at least one of the upcoming port visits to do that with one of our own submarines. The last thing I'll say looking forward is that it's been a little over two months underway now; we still have some time to go, so please keep a steady strain on. It is a marathon and not a sprint. We've had a lot of liberty, which is good, but we also need to make sure we are balancing the liberty and the mission, and making sure that we're taking the time we need to get our job done on the ship, whether we're in port or at sea, and balancing that.

We've had some great port visits this month. Talk about what we've accomplished during these visits and why it's important to meet with our partners.

We have had a couple of really good port visits. We had a good stop in Singapore, which I think was a good opportunity for the crew to get some well-deserved time on the beach. Singapore is a great city for that. There's a lot to do there. It was also a good opportunity for us to get some logistic support and restock the ship. If I were to ask the senior leadership at CTF-74 what is the most important thing Emory S. Land is going to do in this fall deployment, they would say without a doubt that it was our time in India. Those two days were the most important engagement that we have had in the whole deployment. It was a very challenging event for us to set up. We were only there for about 48 hours, and we had a lot to do there. I very much appreciated how the ship as a whole pulled together to make that happen. It really was a combined crew event to make that successful. We had speakers from a variety of departments from repair, medical, supply, and a variety of other experts on the ship speaking about their areas of expertise. We had the MSC supply team and food service that really put on a fantastic luncheon on the second day that really went above and beyond, pulling out all the stops to make something nice. We had a whole bunch of other supporting functions on the ship to make that happen. From the honors and ceremonies, ringing all of the dignitaries on and off the ship; to the MCs doing all of the photography, writing stories about it; and the repair department making the plaques for presentation; and just everybody else pitching in to make sure that everything went smoothly for that event. I had a talk with Adm. Pitts when we were in port in Phuket, Thailand, and the first question he asked me was, 'how did the India event go?' and what feedback I had for him on that, because he was unable to attend. It's very important. I think it was really successful. I think we had some good discussions with our counterparts in the Indian Navy, and it was a good event to build that understanding between the two nations. We have a lot in common in terms of strategic interest in the Indian Ocean and our interests in maintaining the free flow of trade in the Indian Ocean. So we are finding ourselves operating more and more alongside the Indian Navy, and it's important for us to understand each other and learn to work together as partners in that part of the world and throughout the AOR. We just finished

a port visit in Phuket, which is a fantastic port and a beautiful place. It was a great opportunity to show the flag in a country that matters very much to us from a strategic perspective, and it was a good opportunity for the Sailors to experience another culture and some good liberty.

We'll be getting a new CMC soon. Is there anything you'd like to say about the job Command Senior Chief James did during his term?

First of all, I expect the new CMC to arrive here in one of the upcoming port visits. Master Chief Wallace comes to us with some great recommendations. I don't know him personally, but I know people he's served with, and I look forward to welcoming him as part of the team and having him on the leadership team here. As far as Senior Chief James, he's done some fantastic work here on the ship. He'll have been here a little more than three and a half years by the time he leaves, and he's been a jack of all trades, serving as machinery repair division LCPO and then as the 3M coordinator, and now for the second time as the acting CMC. It's just been amazing to see how he's shifted from one job to another to another and risen to every challenge that's put in front of him with energy, tenacity, and just digging into each job, making it his own and excelling at it. In his time as the 3M coordinator, which was most of my initial experience with him, the ship's 3M program really took off and we had very positive inspection results, some of the highest results seen. Now he's had a chance to step up and do some ship wide leadership as the CMC, and I've really been impressed with the job that he's done. I appreciate his hard work and dedication in keeping the balance between the mission and the Sailors and making sure that both of those lines of effort are being supported. He's really been a good advocate for the crew. Many a junior Sailor, if they're looking for a good role model, Senior Chief James is a pretty good person to look at. If you grow up to be like him, then you're probably doing pretty well. I'm going to miss him. He's got a lot of experience on this ship; three and a half plus years. He's seen a lot here. It's been great to have that wealth of experience to go to and say, 'how did this happen the last time?' or 'how was this done before?' and unfortunately, that's going to walk out the door here soon, but we are sending him off to a very challenging and very rewarding job moving forward in Japan. I'm sure he will continue to excel when he gets there.

This year marks the 75th anniversary of the Battle of Leyte Gulf. Why was that battle so significant, and what stands out as interesting to you about the battle?

Leyte Gulf is another great battle that naval historians have studied from a variety of different angles. It is a very rich battle to go study and look for lessons learned. You can look at things from the grand strategic level all the way down to the individual level, on the individual ships and units. There's something to learn for everyone. Looking at it from the high level, why was it an important battle? It is probably by some measures the largest naval battle that ever occurred anywhere in the history of the world. Just by the sheer magnitude of the hundreds of ships, thousands of aircraft, spread out all over the Philippines and the seas around it, it was a battle of epic scale. It was very strategically important. The invasion of Leyte, and then eventually the campaign into Luzon to seize the Philippines, was to cut off the Imperial Japanese Navy's fuel supplies and the oil from southeast Asia, Indonesia, Borneo, and Malaysia, which was being taken from there to Japan to be refined and to fuel the Japanese Navy and Air Force. So those supply lines were terminated. From a strategic perspective, this had a huge impact on the outcome of the war. It was also the last time that the Imperial Japanese Navy really effectively were able to contest sea control during World War II. There were a couple of other battles after that where you did see Japanese Navy ships responding to some of the invasions, but this is the last time they really had a well-organized plan that had a pretty good chance of success. The Japanese had a very complex plan as they came to this. It was a three-pronged assault on the invasion fleet off the landing beach at Leyte Gulf. So there was a group of surface ships that were supposed to come through the Surigao Strait, another

group coming through the San Bernadino Strait, and then a decoy force of the carriers coming down from Japanese home islands. The carriers at this point didn't have enough effective pilots to be really combat effective. That force was designed as a decoy to lure Adm. Halsey's carrier task groups away from protecting the invasion fleet and allow the surface groups coming through the Philippine islands to have a clear shot at attacking the invasion fleet – and it almost succeeded. The decoy worked. Halsey's carrier task groups moved off to the north away from the invasion fleet and of the two forces, one of them was stopped in the Surigao Strait, but the second force coming from the San Bernadino Strait actually broke through and was able to get amongst some of the invasion force. Three pieces I want to bring up as interesting parts of that. First of all, this was the first widespread use of kamikaze attacks during the war. That was an unexpected turn of events, and we ended up losing several ships, and had a lot of Sailors lose their lives, because we weren't prepared for that weapon the Japanese had employed for the first time in scale. Secondly, from the submariner's perspective, the first blood against the invasion force was drawn by two submarines, Darter and Dace, who spotted one of the forces coming through the Palawan Passage, north of Palawan. They radioed the fleet and provided that early warning that the Japanese were coming. They ended up sinking Adm. Kurita's flagship, as well as another cruiser and forcing a third cruiser to turn back. The last point I'll bring up is the force of Adm. Kurita's that ended up breaking through the San Bernadino Strait got amongst the escort carriers of what was known as Taffy 3, and as that group of heavy cruisers, battleships, and destroyers bore down on that group of light escort carriers, or jeep carriers, the only defense they really had was a handful of destroyers and destroyer escorts. You've got a group of a half dozen destroyers and destroyer escorts steaming into the face of the largest battleship that had ever been put to sea, the Musashi, one of two Yamato-class battleships, and several other battleships and heavy cruisers to try and hold them off and let the light carriers escape. There was a lot of heroism in that battle and that is captured really well in a book that I would recommend called, "Last Stand of the Tin Can Sailors." It's been on the Navy reading list off and on for probably about 10 years now. I would recommend that book to every Sailor, because it provides a glimpse by telling individual stories on those ships of the reality and the horror of war at sea. It's not a very pleasant book to read, and most of the people you are introduced to don't live through the battle, but it provides a very eloquent description and a window into what is expected of individual Sailors on the deck plates in combat and the kind of conditions they had to deal with. That's something I think every Sailor should read and understand, because it's been a long time since the U.S. Navy fought a high-intensity conflict at sea. So, we do not have the institutional knowledge like our brethren in the Army and Marine Corps do of what real combat is actually like. It's important for us to try and remind ourselves so we can be mentally prepared, at least somewhat, for what might be asked of us one day.

Are there any other messages you have for the crew?

I talked about what to expect going forward, we still have quite a ways to go on deployment, so keep pushing and keep the steady strain up. Looking towards the next year, we do have a holiday party planned for the time we are back. So if people haven't reserved that date on their calendar, they should. It's the 2nd of January at the Dusit Thani. I think it's going to be a great event and I look forward to seeing the crew and their spouses, and girlfriends, boyfriends, friends, etc... there to have a good celebration. The leadership is working hard on the manning plan for the next deployment, and we're also trying to hammer out the schedule for the next deployment – more to follow on those here soon as we get those details hammered out. It's starting to come together and I think it promises to be an exciting deployment in the spring time.





Cmdr. Ritchie Taylor

Executive Officer, USS Emory S. Land

How did our visit to India help build the partnership between the U.S. and India?

It helped because it showed we are committed to the partnership and it showed that U.S. naval forces hold up their end of the deal. We had the first conference a year ago and we showed up for this one. When we left after the second day of talks, I could tell both teams felt gratified the encounter was heartfelt and it was a meaningful exchange of ideas and insight.

What can you tell the crew about our ever-changing deployment schedule?

I don't think in my time I've ever seen a schedule not change. You need a schedule to leave, but it always has to change. Think of it like a cross-country trip - if you start in Florida and go to Washington, that's a long way, your car may break down, you may run into an old friend or you may pass through somewhere that's so nice you may stay for a while longer. Our mission is tending subs and we've been chasing subs this whole deployment. Our original plan was to work on HMAS Sheean in Darwin, but due to difficulties on Australia's end we ended up having to meet them in Fremantle. So our crew was able to explore Perth and Fremantle. So sometimes changes are good and sometimes they're not so good. As soon as we know we'll put out any other changes.

How has the crew done on this underway, at sea and in port?

The crew has done well underway; it's not the same as it was back in the day when the Navy owned the whole ship, it's different now, because as submarine tenders, our mission is primarily in port - that's where we replenish and work on submarines. As for building positive relationships with our partners, liberty is also a mission. Although there have been a few hiccups out on liberty, those have been self-contained and stayed within our lines. But overall, I'm proud of the crew and I'm proud of the ones who have done well creating a positive image for our country.

Why is it important to have conferences with partner countries' navies, like the information exchange ESL Sailors recently had with the Indian Navy?

It's important to build relationships with partner countries in our international world dynamic. We represented CTF-74 this time because they were unable to depart Japan due to typhoon preparations. So it was very important for us to go in there and make that connection with the Indian Navy, and I believe ESL represented the U.S. Navy very well.

Are there any other words you have for the crew?

There's still some work to do and we're currently working on a plan to make sure all the required work is completed before we go out. According to the ship's schedule, we're now at about the half-way point of this deployment. To the crew, I would say remain good ambassadors, enjoy the different cultures and keep doing a great job.



*“Do the
right
thing,
because
it’s the
right
thing to
do!”*



CMDCS Paul James

Command Master Chief, USS Emory S. Land

As your time at this command comes to an end, what was your most memorable moment onboard?

There are several memorable moments from my time aboard the “Land of Opportunity.” Originally, billeted to USS Frank Cable, I transferred over to support manning ESL from an expeditionary tender to a fully operational Intermediate Maintenance Activity. In 2015, we deployed for six months across Asia making my first port visit to Diego Garcia and Malaysia. In 2016, I was selected to Senior Chief and to Command Senior Chief in 2018. Our transit to mid-term availability in Vallejo, California, was quite a challenge. We departed Guam without knowing where we were headed and had limited connectivity. However, in the end, our leadership team worked effectively together to make our transit and time in the Vallejo shipyard a success. Lastly, our current deployment has been the perfect closure to my tour. Unexpected circumstances provided me the opportunity to gain real time experience operating in the capacity of the CMC. This experience will make my transition into my next command much smoother and better prepared to take on my next role as CMC.

What does being a CMC mean to you?

Being a CMC to me means taking an active role in the day-to-day operations within the command. Identifying where I need to insert myself to support mission accomplishment, material condition readiness, inspections, training, safety, and/or any evolution to support command readiness. Furthermore, as the CMC, putting Sailors first is a priority. Letting Sailors know you care about them and their families well-being and doing the best you can to resolve issues and provide resources to help them overcome obstacles. It also entails doing my best to ensure Sailors are treated fairly and are comfortable to speak with me about their concerns to give me an opportunity to address them. To close, being the CMC means having a pulse on the morale of the crew. Sailors should want to come to work and perform to the best of their ability every day. Sailors should be proud to serve on the Emory S. Land and be proud to serve under the leadership of the Chiefs and Officers onboard.

Do you have any parting words of advice for the crew?

Each of us joined the Navy for one reason or another. Regardless of the reason, it was not to fail. The Navy provides us with the opportunity to excel and write a roadmap to where we want to go in the future. We talk about having a plan on liberty, having a plan when we go out and consume alcohol, and having a plan to complete maintenance.

It is important that we have a career plan. In the Navy there is a time horizon on some opportunities (officer programs, Naval Academy, special programs, etc...). To achieve the goals we set for ourselves, the first step is a career development board with the chain of command to discuss professional and personnel expectation and goals, and a path forward to achieve them.

To set yourself up for success, write your goals down, prioritize them, and be as specific as possible to how you will achieve them. It is not an easy task, but it will pay big dividends when you take the time to formulate them. You will be able to gauge whether you are on track to meeting milestones in the accomplishment of your goals. They will help you develop structure and personal discipline, making better use of your time and energy to accomplish ESWS, watch qualifications, college degrees, and promotions. Additionally, they can act as a guide to where you may need to go for your next sea or shore duty, or apply for a special program to meet a milestone.

If transitioning, your goals may determine where you may need to call home to pursue a career, get needed training, or find the best job opportunity in your career field. Furthermore, it is also important to have friends, family, supervisors, subject matter experts, etc... to review your plan to give a different perspective on what you are set to accomplish and provide feedback that may allow you to attain your goals faster, bypassing obstacles, or more unrealistic goals that will save you time, money, energy. Lastly,

ensure that you review your career plan routinely and make adjustments as necessary as unexpected career or life changes will require adjustments to be made, but keep you on target to meet career intentions.

Where is your next command, and what will you be doing there?

My next command will be Fleet Readiness Center Western Pacific, Atsugi, Japan. I will be billeted as the Command Senior Chief working with Sailors and civilians providing aviation depot-level overhaul and repair of support equipment in support of forward-deployed Navy and Marine Corps units throughout the Western Pacific.

What has been your favorite port visit with ESL, and why is it your favorite?

My favorite port this deployment has been Singapore. I had the opportunity to fly my wife out and take her around the city. We tried the famous chicken rice, went to the Marina Bay Sands area, rode the cable cars in Sentosa, went sightseeing, took pictures, shopped for souvenirs in China Town and Little India, and just enjoyed our time together.

Is there anything else you would like to add?

It has been a pleasure working with every Sailor and civilian mariner onboard the Emory S. Land. As a ship, we have come a long way from the days as an expeditionary crew of less than 300 Sailors to the Lead Maintenance Activity in Guam. The ESL is a unique ship with a mission shared by only one other ship in the Navy. Continue to grow as Sailors, leaders, and shipmates. Continue to hone your skills and knowledge to be the best you can be. Take advantage of every opportunity bestowed upon you, because several will not resurface your way again. Be proud of your ship and be proud of what you bring to the fight every day. Take care of yourself and your family. The Navy is not as big as many may think, and I will see you around the fleet.

Fair Winds and Following Seas, CMC James!

PAY WHAT YOU OWE

Story by MC2 Destiny Reed

Photos by BMSN Alynna Oard



Shortly after dinner, Chief Torpedoman's Mate Jeremy Mclean and Chief Interior Communications Electrician Reginald Morris slide a set of workout mats onto the non-skid floor of the MK48 shop onboard the submarine tender USS Emory S. Land (AS 39). As the set up continues, a group of Sailors began to fill up the room. Everyone greets each other with a warm smile as Mclean makes his way around shaking everyone's hands. Morris begins going over the night's workout and safety information. The atmosphere is motivating, yet relaxed. Everyone has one goal in mind, to pay what they owe.

Pay What You Owe has quickly become an everyday routine for many Sailors and civilian mariners onboard. Within two months, this workout group has grown from two people to 15-20 people showing up each night at 1900 while the ship is underway. Everyone is invited.

"It started with just HTFN McNeely and I going to the gym every night putting in a good hard workout," said Mclean. "Eventually, other Sailors began asking to join and I would always say yes, but you have to pay what you owe."

Each night as the workout gets tougher, muscles start to burn, and sweat begins to drop. It is then that the pay what you owe mentality comes alive. From both ends of the room, you can hear Sailors encouraging each other by saying "don't quit on me," "give me one more," and "pay what you owe."

Don't tell me what you can't do, show me what you CAN DO.

"A lot of people ask me what pay what you owe means. It's about taking responsibility for your life and your actions and having the integrity to put your best foot forward at all times," said Mclean. "Pay What You Owe is bigger than just working out. We all need to be responsible men and women leading the right way. When you pay what you owe you give others around you the ability and courage to do the same."

In this room, there are no petty officers, chiefs, ma'ams or sirs, there is simply shipmates motivating shipmates to give it their all.

"I want Sailors to see that there's no difference between a chief, a lieutenant or a seaman who comes to the MK48 shop to workout," said Mclean. "I want everyone to feel like they're a part of something. My goal is to establish a sense of ownership, a sense of belonging, and longevity through the Pay What You Owe program."

As the Navy's bi-annual physical readiness test (PRT) quickly approaches, both Mclean and Morris aim to prepare

Sailors to perform better for the current PRT as well as future PRTs. The workouts include a lot of core strengthening exercises and arm workouts. On any given night, the group pushes through a series of planks, sit-ups, push-ups, shakers and throw downs.

"We're seeing the transition and growth from where we started to where we are now; guts and waists are shrinking," said Mclean. "These workouts are to make sure Sailors are healthy and also prepare them for the PRT. This is going to drastically help the Sailors who do

come out and work out with us score better on their PRT because they'll be prepared to perform."

Not only is Pay What You Owe strengthening muscles, but it's also strengthening mentalities. The Pay What You Owe motto is **Blood, Sweat and Tears**. Meaning no matter how hard the workout gets, each Sailor is encouraged to never quit because they're capable of doing a lot more than they think they are.

"These workouts challenge Sailors to do better," said Morris. "They also help them to see that they can do more than they think they can."

"I tell Sailors all the time, don't tell me what you can't do, show me what you can do," said Mclean. "A lot of times Sailors will tell me I can't do it, all while they're doing the work they said they couldn't. It's all mental, that's why we're strengthening everyone's mentality by showing them that we can do whatever we set our minds to do. Sometimes all you have to do is get over the mental block."

In the middle of the ocean far away from home, many Sailors have found a second family onboard with the Pay What You Owe program. It's a place of peace for them to escape from their everyday work routine and relieve stress. Sailors leave the MK48 shop drenched in sweat and with a sense of pride knowing that they have taken a step towards living a long healthy life.

"When you give Sailors something they're proud of, they want to come back," said Mclean. "I motivate Sailors by showing them that I'm right there with them sweating and feeling the pain. If you're up for the challenge, then I encourage everyone to come down and pay what you owe."

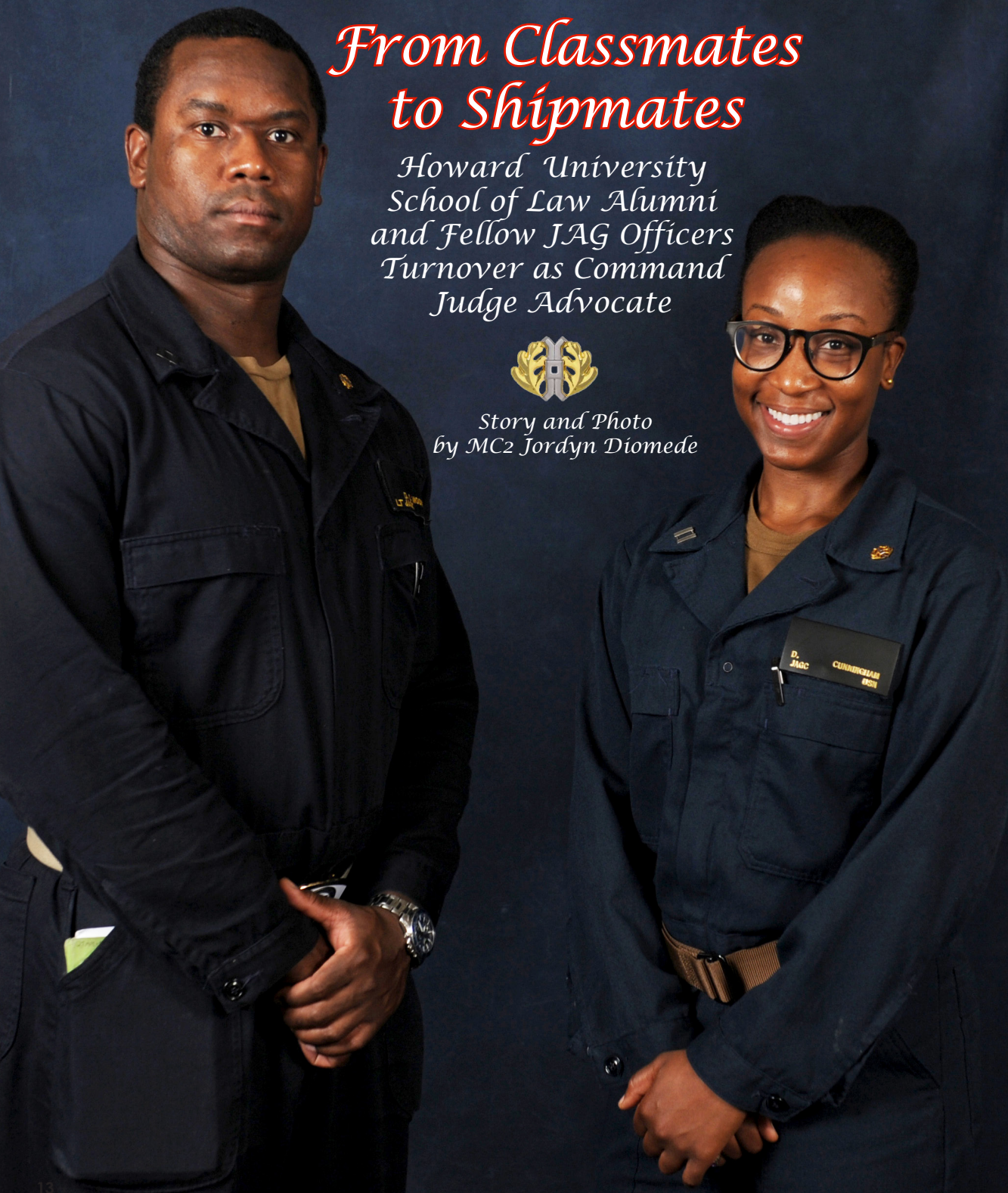


From Classmates to Shipmates

Howard University
School of Law Alumni
and Fellow JAG Officers
Turnover as Command
Judge Advocate



Story and Photo
by MC2 Jordyn Diomedé



Command Judge Advocates are part of the Judge Advocate General's Corps (JAGC) in the United States Navy. They are responsible for handling legal matters and military justice issues, as well as assisting the commanding officer as a legal advisor. Additionally, the schooling required to complete the necessary training to become one is challenging.

For Lt. DeNealia Cunningham Peterson and Lt. Daniel Moore, their law careers started as students at Howard University School of Law (HUSL). Now, Moore will be relieved by Cunningham Peterson as the Command Judge Advocate aboard USS Emory S. Land (AS 39).

The likelihood that two Judge Advocate General (JAG) officers graduating from the same law school would perform a turnover together is rare. Out of 48 sea-going JAG billets in the Navy, approximately 23 are lieutenant billets.

HUSL was established in 1869, and it is one of the oldest law schools in the United States. Notable alumni of the school include Thurgood Marshall, the first African American U.S. Supreme Court Justice, and Letitia James, the first African American woman to hold citywide office in New York City.

The rich history of the school is what inspired Moore to apply.

"The school holds a special place in our nation's history and in the African-American experience," he said. "I wanted to be a part of that legacy."

He said that part of his training at Howard was how they instilled in the students the personal and professional expectation to use their skills to make a societal contribution.

"Even those of us who went into private practice are aware that we have a skillset that allows us to advocate for those who cannot advocate for themselves," said Moore. "We might have to answer that call to do that one day."

Upon graduating from HUSL in 2013,

Moore began clerking at the United States District Court for the Eastern District of Michigan in Detroit. While clerking, he applied for a commission into the Navy JAG Corps and commissioned in September 2014.

He arrived to ESL in 2017 as the Command Judge Advocate for the ship. As his time comes to an end onboard, he said he is going to miss being underway with the crew.

"The crew volunteered with the local community and shared knowledge with our military partners," said Moore. "They have been good ambassadors for the Navy and our nation and I am proud to have been a part of that effort."

As one JAG and HUSL alumni leaves, another arrives to take his place.

Cunningham Peterson has a long line of family members who have graduated HUSL and who are currently attending the university.

"I became desirous to be a lawyer for the sake of generational continuity," she said. "HUSL was my first choice for the same reason. My maternal grandfather graduated from HUSL in 1953, as did his brother and my great-uncle in 1958, my mom's only brother in 1980 and her younger sister in 1985. So HUSL is a long-standing family tradition for the Cunningham attorneys."

She applied to the student program of the Navy JAG Corps as a third year law student and received her commission in October 2015.

"HUSL really prepared me by providing the environment I needed to learn the doctrinal curriculum in jurisprudence and facilitating my professional development via courses, clinics, and extracurricular activities," she said.

During her time at HUSL, she distinctively remembers seeing Moore around campus. He even helped her study during finals.

In 2016, she saw Moore again while

eating lunch onboard Naval Station Norfolk. She said she immediately recognized him from HUSL, but had no idea he was in the JAGC like her.

Two years later, while serving in Bahrain she was looking at future billets when she stumbled across Moore's name listed by a ship.

"As I really wanted to do a sea tour, I reached out almost impulsively," she said. "Lt. Moore did a great job in explaining the battle rhythm and responsibilities of the position from the beginning."

She refers to it as the information gathering stage to determine if she wanted to put ESL on her list to the detailer.

"So by the time I was actually detailed to the job, I was only receiving updates to the comprehensive information already relayed," she said. "Had I not known Lt. Moore before we were both in the Navy JAG Corps, perhaps our turnover wouldn't have been as effortless."

Cunningham Peterson has fully assumed responsibilities as not only the Command Judge Advocate for the ESL, but also the command's public affairs officer.

Throughout her time aboard ESL, she's looking forward to the deployments and getting qualified in her shipboard duties.

"I don't anticipate another sea tour in my naval career, so I certainly want to learn as much as I can about serving at sea," she said. "The staff judge advocate (SJA) portfolio from billet to billet remains the same at the foundation. The environment, mission, and operational tempo can make an SJA portfolio vastly different throughout the fleet."

From classmates at HUSL to shipmates in the United States Navy, two Sailors chose similar paths to ultimately serve aboard USS Emory S. Land.

The old adage rings true, it's a small world and a small Navy.

Adapt and Overcome

ESL Instructors Train Sailors While Deployed

Story by MC1 Jason Behnke

Photo by MC2 Jordyn Diomede

Earlier this year, USS Emory S. Land (AS 39) was on schedule to remain in Guam as the lead maintenance activity. When the schedule suddenly changed, many people had a limited amount of time to get the ship and crew ready. One of the most important things to prepare for was the readiness of the crew to keep the ship safe.

A large amount of that preparation fell on Master-at-Arms 1st Class Stathis Guzman and Gunner's Mate 1st Class Sean Selph, two of Land's anti-terrorism training supervisors. While they were already running a well-oiled Security Reaction Force – Basic (SRF-B) training program, they now had to develop a plan to somehow get all unqualified crewmembers qualified before and during the upcoming deployment.

“There were a bunch of adjustments that had to be made,” said Guzman. “We were able to cut down the three week course to two weeks because we got everyone weapons qualified before we got underway. However, the longest we’ve stayed out to sea is eight days, nine days, and in those eight days you have drills and pulling in and out of port. So we had to adjust our teaching to accommodate that.”

Although it meant spending some long days in port while others were on liberty, the SRF-B trainers were able to complete two courses and qualify the majority of the remaining unqualified crew members within a short period of time, which provided the ship with more qualified watchstanders for the deployment.

“The goal is to provide our junior Sailors,

or Sailors that are new to anti-terrorism, the basic self-defense skills and to teach them how to properly stand a watch,” said Selph. “It also teaches the basics of tactical team movements and teaches proficiency in small arms.”

Selph also said that students who complete the course won't instantly be seasoned anti-terrorism experts, but they will have baseline knowledge.

“It gives a good base, but definitely on-the-job training afterwards is what really establishes those traits,” he said. “It's just like building a house; we help put the foundation there. Experience will help build onto that foundation.”

The usual process for training new crewmembers in SRF-B is some classroom training, which usually takes place aboard the ship, and some more hands-on practice of the skills learned, which often takes place in shore facilities.

One of the facilities that is used by Land Sailors is known as the Kill House. It's a valuable training space because students can practice their tactical movements in an environment that the instructors can alter. However, according to Guzman, there were some advantages to performing the training onboard.

“The Kill House is only set up with wooden doors and big entryways. It's set up like a house or an office,” said Guzman. “On the ship, we have everything that they will actually see. Here they actually learn the spaces that they work every day.”

Guzman also said he knows first-hand the training he and his team provide

actually works. Two weeks after he left a previous command, two watchstanders he trained were forced to use that training.

“Two individuals that I trained had an incident occur where a male stole a car off base and drove it on base at a high speed,” he said. “They ended up stopping him at one of the other ECPs (Entry Control Points). He crashed into a barrier. When he got out of the car, he rushed toward these two individuals, and they put him down with four rounds.”

That's proof that all of the training they received works, he added. The two watchstanders didn't panic and used the appropriate amount of force necessary to stop the threat.

One of the most anticipated events for students comes early in the course. OC spray day is something that terrifies some and motivates others. According to Selph, knowing the effects of the spray could save your life one day.

“I think it's good, especially because of the origin of how that state trooper got OC'd. It ricocheted off of the suspect he OC'd and didn't really affect the suspect, but it affected him a lot,” he said. “The suspect was able to wrestle him, get his gun away, shoot him and another responding state trooper, and killed them both. If you don't know the effects of that non-lethal weapon, it would be more of a shock if you had to use it and it got on you.”

Many of Land's new Sailors are being taught on Guam prior to arriving at the ship. However, if the need arises, Land's team of trainers is ready to make sure the crew is trained so that rest of us can sleep soundly at night.

Master-at-Arms 1st Class Stathis Guzman encourages Electrician's Mate 2nd Class Enrique Miranda during non-lethal weapons training underway, Sept. 28.



What's New with the Crew?

Sponsored by the FCPOA

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Trick-or-Treat Event



An Underway Trick-or-Treat

By MC2 Destinyy Reed

**On one spooky, magic night,
red lights glowing bright,
Sailors with bags of candy seeking more,
roam p-way to p-way and door to door,
all dressed up for an underway trick-or-treat!**

**Wizards with wands, pirates with hooks,
kings and queens with royal looks,
batmans and supermans with capes,
and various creations from unused drapes,
all dressed up for an underway trick-or-treat!**

**Imaginations take flight,
on one spooky, magic night,
enjoy the fun of Halloween,
be young or old or in between,
where the Sulu and Philippine seas meet,
this crew has an underway trick-or-treat!**

SH TO RS



Story and photo by MC2 Richard Miller

◀ Retail Service Specialist Seaman Mark Vickers cuts Torpedoman's Mate 1st Class David Ranger's hair in the ship's barber shop.

TRANSFERRABLE SKILLS

A new Navy policy recently went into effect changing the name of one of the Navy's largest career fields.

Sailors in the SH rate, known as ship's servicemen, are now known as retail service specialists. The Navy made the switch to the RS rate to more accurately match the rate's responsibilities.

"The original rate left a lot of what we do up to interpretation," said Retail Service Specialist 1st Class Serena Simpson, a Sailor assigned to the submarine tender USS Emory S. Land (AS 39). "People would ask 'what does a ship's serviceman do' and envision something a lot different from what we actually do."

Despite the change, retail service specialists will perform the same duties they did under their previous name.

"Our responsibilities as a rate aren't changing, but our title makes more sense now," said Simpson. "Customers can still expect all the same services an SH would have provided."

The name change is not only

intended to accurately portray the rate's capabilities, but also to make that skillset more transferrable to civilian employers.

"The majority of our job is retail and our job title now reflects that," said Retail Service Specialist 2nd Class David Redwanski. "When you turn in a resume, the potential employer will know you have experience in retail and customer service."

Retail service specialists serve on most Navy ships and help perform a wide variety of functions including operating ship stores, barber shops and vending machines.

"We have six different operations we are trying to run on a daily basis, we have to know how to manage our time well and juggle multiple tasks at once," said Redwanski. "Besides the more visible things we do like the barber shop, we also have the back office where we handle financial records and keep accountability of the inventory. There's a lot of behind-the-scenes administrative work people may not see."

Retail Service Specialist Seaman Gabriella Bueno stated that the busy nature of the work, whether retail or administrative, can provide Sailors with a valuable skillset for their careers after the Navy.

"This job teaches you a lot of the ins and outs of how to properly and professionally run a business and what you need to make it work," said Bueno. "Whether you choose to work in a retail setting as a civilian or start a business of your own, being a retail services specialist helps prepare you for it."

Bueno added that the demanding nature of her rate makes executing her daily workload a satisfying experience.

"I like staying busy all the time," said Bueno. "There's not a single day I don't feel satisfied to see what I accomplished by the end of it. When we get our work done as a team it feels great. We work long hours, especially at the end of the month, but I love seeing the process pay off. No matter what we're called, I'm happy to do what I do."

**"THERE'S NOT A SINGLE DAY I DON'T FEEL
SATISFIED TO SEE WHAT I ACCOMPLISHED BY
THE END OF IT."**

TAP-OUT TIME

Story and graphics by MC2 Ed Thompson

The Department of Defense recently revised the military-wide Transition Assistance Program (TAP), taking effect Oct. 1, 2019.

Officials said the purpose of the DoD's TAP hasn't changed, but the new requirements will affect the transition process. These changes are the first significant modifications to DoD's TAP since 2011, and they will be implemented with the new fiscal year.

"It is our hope that these changes will provide ample time for transitioning service members to begin thinking about their transition and begin planning accordingly," said Tamre H. Newton, director of DOD's Transition to Veterans Program Office.

As it relates to all Navy Sailors who have at least 180 continuous days or more on active duty, the newly revised NAVADMIN 223/19 pushes the start date to transition out of the Navy to an earlier date relating to the Sailor's end of active service date.

"The primary change in the program is the change to timelines," said Navy Counselor 1st Class Andrew J. Cyvas, a Sailor assigned to the submarine tender USS Emory S. Land's career counseling division. "First and foremost, the timeline for pre-separation counseling has changed from no later than 90 days prior to separation and now recommends 24 months prior to separation and requires no later than one year prior to separation. This is huge as it mandates Sailors start planning for their separation earlier."

The command career counselor's office onboard is a great resource for transition assistance information and counseling. So if it's time to tap-out, pay the CCC office, located in the messdecks, a visit.

"Start early. Pre-separation counseling is offered monthly aboard, and limited connectivity makes meeting the 360-day window increasingly challenging as per the new timeline," said Cyvas.

Everyone has a plan when they join the Navy and everyone should have a plan for after they separate, so it's never too early to start weighing out your options.

"I will be retiring in November of 2020, and I attended TGPS in September of 2018," said Cyvas. "All Sailors should have an ultimate goal in regards to the end of their service regardless of whether they plan to end their career at four years or 30 years. Every Sailor will eventually separate. Planning for this date in terms of finances, training, education, certifications and such should be a regular part of their career planning."

Everyone who has joined the Navy has to get out one day, and the new TAP program grants Sailors more time to start planning.

For more information on the TAP program and counseling you can visit the command career counselor's office or call their extension 7950.



The Battle of Leyte Gulf

Story by MC1 Jason Behnke

The largest naval battle ever fought in modern history took place Oct. 23-25, 1944. Seventy-five years ago the U.S. and our partners were on the verge of liberating the Philippines from Japan, cutting off their vital fuel supply and winning the war in the Pacific.

By October of 1944, the U.S. Navy had already asserted its dominance in the Pacific. They had all but finished off Japan's aircraft carrier fleet months earlier in the Battle of the Philippine Sea and were closing in on the Japanese homeland. Both sides knew a decisive battle was near, but they couldn't have known that the upcoming battle, the Battle of Leyte Gulf, would go down as what many historians consider the greatest naval battle ever.

The Palawan Passage

Hoping to catch the American fleet by surprise, Vice Adm. Takeo Kurita and his Center Force steamed toward Leyte Gulf through the Palawan Passage on Oct. 23. Kurita wielded a rather substantial fleet of battleships, cruisers and destroyers. However, he failed to deploy his destroyers in an anti-submarine screen, leaving his fleet vulnerable to USS Darter (SS 227) and USS Dace (SS 247), who fired the first shots of this epic battle.

Torpedoes from Dace sank one heavy cruiser and damaged another so bad it was forced to retire from the battle. Kurita's flagship, the heavy cruiser Atago, was sunk by Darter, leaving Kurita treading water until he was rescued by another Japanese ship. Kurita's fleet, damaged, but still formidable, continued into the night toward the Sibuyan Sea.

Battle of the Sibuyan Sea

Upon receiving word of the arrival of

the Japanese fleet into the narrow Sibuyan Sea, Adm. William Halsey, commander, U.S. 3rd Fleet, gave the order, "Strike! Repeat: Strike!"

Shortly after the command was given, a wave of hundreds of planes from 3rd Fleet rained bombs and torpedoes on the Japanese fleet.

Despite the loss of its carriers, Japan still had the ability to launch shore based attacks from the territories they occupied in the Philippines. American pilots valiantly fought off the three waves of 50 to 60 Japanese planes and continued the relentless assault on Kurita's fleet.

Now lacking air support, the ships in the Japanese fleet were sitting ducks. The U.S. fighters sank or severely disabled a number of Japanese ships, including Musashi, one of Japan's two Yamato-class battleships, the largest battleships ever built.

The U.S. fleet didn't get through this battle unscathed. Most notably, USS Princeton (CVL 23) was hit by an armor-piercing bomb, killing 200 Sailors and ultimately sinking it.

His fleet was severely battered, but Kurita still had a sizable force of 22 ships. But the big guns of his battleships and cruisers were no match against the swarms of U.S. planes, and Kurita turned his fleet away from 3rd Fleet, hoping to ultimately engage the amphibious forces of U.S. 7th Fleet.

The Battle of Surigao Strait

While Kurita's forces were still in the Sibuyan Sea, Adm. Shoji Nishimura's Southern Force of seven ships was set to meet Rear Adm. Jesse Oldendorf's 7th Fleet Support Force of 40 ships.

Severely outgunned, Nishimura's

smaller fleet was destined for bloody failure. Further stacking the odds against themselves, the Japanese forces had maintained strict radio silence as to hide their intentions. Unfortunately for them, this worked too well as Nishimura failed to sync up with other Japanese Central Forces, leaving him completely unaware of another plan to bring another Japanese fleet later through the same strait.

With the intelligence that seven or eight Japanese ships were entering the Surigao Strait, Oldendorf set up a plan which ultimately resulted in, what he would refer to as, a scenario straight out of a textbook that naval officers "dreamed of, studied, and plotted in War College maneuvers and never hoped to be obtained."

Oldendorf was referring to the scenario known as "crossing the T," and the Japanese fleet cruised right into it and their destruction. Taking torpedo fire from the sides and meeting a hailstorm of shells from Oldendorf's battleships and cruisers from the front, only one of the seven Japanese ships would survive the battle.

As Nishimura's fleet burned, Vice Adm. Shima arrived with his fleet. Surprisingly, Shima still had no idea of the slaughter that was taking place in the Surigao Strait. Upon seeing the destruction, he quickly turned around and retreated.

Halsey's War

Kurita's Center Force, wounded but still a capable fleet of 22 ships, began moving toward the San Bernadino Strait in hopes of inflicting damage on 7th Fleet's amphibious forces. Meanwhile, Japan's Northern Force, which, along with two converted battleships and some smaller ships, had four carriers in it.

Halsey had to make a decision. He

would either pursue Kurita's fleet in hopes of protecting 7th Fleet forces or go north in order to finish off Japan's carrier fleet for good.

Poor intelligence given to Halsey led him to mistakenly think Center Force was more damaged than it really was. With this info, and the desire for a glorious victory against the carrier fleet, he decided to take his fleet to attack Northern Force, leaving Kurita the ability to attempt passage through the San Bernadino Strait with only Vice Adm. Thomas Kinkaid's 7th Fleet forces left behind in defense.

Another thing Halsey didn't know was that the carriers in the Northern Force had very few aircraft and were positioned where they were to be used mainly as decoys.

While transiting toward the Northern Fleet, planes from USS Independence (CVL 22) spotted navigation lights along the San Bernadino Strait. Halsey should have been warned about this, but despite three attempts from other admirals to send messages to notify Halsey, the messages never reached him.

Early the next morning, search planes caught sight of the Japanese Northern Force. U.S. pilots were confused as they reported the lack of planes on the flight decks of the Japanese carriers. Assuming they must have caught the Japanese by surprise, a wave of U.S. fighters was dispatched and quickly sank the light carrier Chitose.

Before a second wave of fighters were deployed, messages began flooding in to alert Halsey of the urgent need for help. Kurita's Center Force was passing through the San Bernadino Strait and Kinkaid was seeking help from Halsey.

Annoyed, Halsey assumed Kinkaid had more than enough ships to deal with the decimated Center Force. He was still operating on the previous bad intelligence leading him to believe the Center Force was mostly destroyed. He was also unaware that Oldendorf's battleships were running low on ammo.

At 10 a.m., as the second wave of planes was attacking the Northern Force, Adm. Chester Nimitz sent a message asking

about Halsey's fleet. Shortly after, Halsey split his forces, sending aid toward the San Bernadino Strait and leaving some behind to finish off the Japanese Northern Force.

Ultimately, Japan's Northern Force lost all four carriers, two destroyers and one cruiser in battle. By the time Halsey reached 7th Fleet, most of the fighting was through there as well, with Kurita's Center Force retreating with their remaining ships.

The poor intelligence and Halsey's decision to abandon the San Bernadino Strait would place him under intense scrutiny from his peers. Adm. William Leahy said, "We didn't lose the war on account of it, but I don't see why we didn't... I thought we were going to. Halsey started a little war of his own."

Victory in the Pacific

The Battle of Leyte Gulf is still studied today because of the decisive victories of the U.S. Navy, and for the failures in intelligence and communication. It's remembered as the end of the battleship era of naval warfare. It's also the first battle in which Japan resorted to the use of organized kamikaze attacks.

In the end, three days of brutal fighting in October 1944, cost Japan the majority of its remaining warships and ensured the Imperial Japanese Navy could no longer conduct large scale operations during the war. The battle all but ensured a U.S. victory in the Pacific. The victory of the U.S. Navy also ensured Gen. Douglas MacArthur would continue to receive the naval support needed to successfully fulfill his promise to liberate the Philippines.



Rear Adm. Thomas Kinkaid



USS Princeton on fire, east of Luzon, Oct. 24, 1944.

Building on Relationships with Global Partners

Story by MC2 Richard Miller

Photos by USS Emory S. Land Public Affairs

Officers and crewmembers attached to the submarine tender USS Emory S. Land (AS 39) met with a group of 35 Indian Navy submariners, including Commodore Anand Yeshwant Sardesai, Commodore Commanding Submarines (East) of the Indian Navy, for a subject matter expert exchange (SMEE) in Visakhapatnam, India, Oct. 14-15.

The two-day event took place both aboard Land and at Indian Eastern Naval Command in Visakhapatnam.

The SMEE included discussions about submarine safety, maintenance, logistics, undersea medicine and the functions of the U.S. Navy's submarine tenders, which are specifically manned and designed to support forward-deployed submarine operations.

Sailors from Land's health services department shared information regarding the jobs of independent duty corpsmen and undersea medical officers and engaged in valuable discussions with their Indian counterparts.

"India's approach to submarine medicine is very different from the United States. One difference is they actually use doctors aboard submarines versus the U.S. who use independent duty corpsmen that are specifically trained for submarines,"

said Senior Chief Hospital Corpsman Michael Atkinson, Land's health services department leading chief petty officer and presenter at the SMEE.

Atkinson also said both sides offered valuable insight into how both countries address mental health in regards to special duty assignments; specifically assignments in the submarine field.

Land's officers and crewmembers also focused their discussion on the maintenance requirements of a forward-deployed submarine, and the planning and logistics that go into executing this maintenance, emphasizing the need to maintain exacting standards throughout the conduct of complex repairs, without compromising quality or safety.

"It was an excellent opportunity for our officers to conduct verbal exchanges about the improvements both of our countries submarine forces have made," said Lt. Cmdr. Keith Wilber, Land's production management assistant.

"The discussions were mutually beneficial, particularly with regards to logistical support to forward-deployed submarines," said Capt. Michael D. Luckett, Land's commanding officer. "Our crew was able to provide a great introduction to our submarine maintenance principles and safety culture.

This exchange and future similar engagements form the foundation of a strong partnership with the Indian Navy submarine force."

The SMEE coincided with Land's first visit to Visakhapatnam (known locally as Vizag), one of India's oldest port cities, and a growing tourist area. It followed USS Oklahoma City's (SSN 723) participation in Malabar 2019, a trilateral exercise with the Japan Maritime Self-Defense Force and the U.S. and Indian navies conducted in September.

"Land was happy to welcome the Indian delegation onboard today and demonstrate to them the strength of our information sharing and maritime partnership," said Luckett. "Exchanges like this that engender trust and cooperation are the culmination of dozens if not hundreds of crewmember and team interactions."

The ship departed its homeport at Apra Harbor, Guam, Aug. 19. The U.S. routinely demonstrates its commitment to our partners through forward presence and operations. Land's deployment to the U.S. 7th Fleet area of operations reflects the United States' commitment to support theater security cooperation efforts in the Indo-Pacific region.



THROUGH THE LENS

PHOTOS BY USS EMORY S. LAND PUBLIC AFFAIRS





YEARS OF EXCELLENCE

U.S. NAVY BIRTHDAY

OCTOBER 13, 1775

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