

ALL HANDS

Celebrating One Hundred Years

MAGAZINE OF THE U.S. NAVY

OCTOBER 2022



A NOTE FROM THE EDITOR AND STAFF

Every month, we focus on the Navy's mission-focused people and technologies. As we survey how our naval forces continue to train, fight and equip the world's toughest Sailors, we look at our advantage at sea and the capabilities of Sailors deployed around the world.

It is our mission to reach Sailors, so please share this issue, scan the QR codes, and follow our social media channels for the latest information for Sailors by Sailors.



ALL HANDS MAGAZINE

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CONUS PRODUCTION SENIOR ENLISTED LEADER
MCCM David Crawford

LCPO / MANAGING EDITOR
MCC Sandra Lenyard

CREATIVE DIRECTOR
MC1 Lyle Wilkie

EDITOR
MC1 Brent Pyfom
MC1 Tyler Gardner

LAYOUT AND DESIGN
MC2 Janine F. Jones

GRAPHICS
MC2 Neadria Hazel

WRITERS
MC2 Chris Roys

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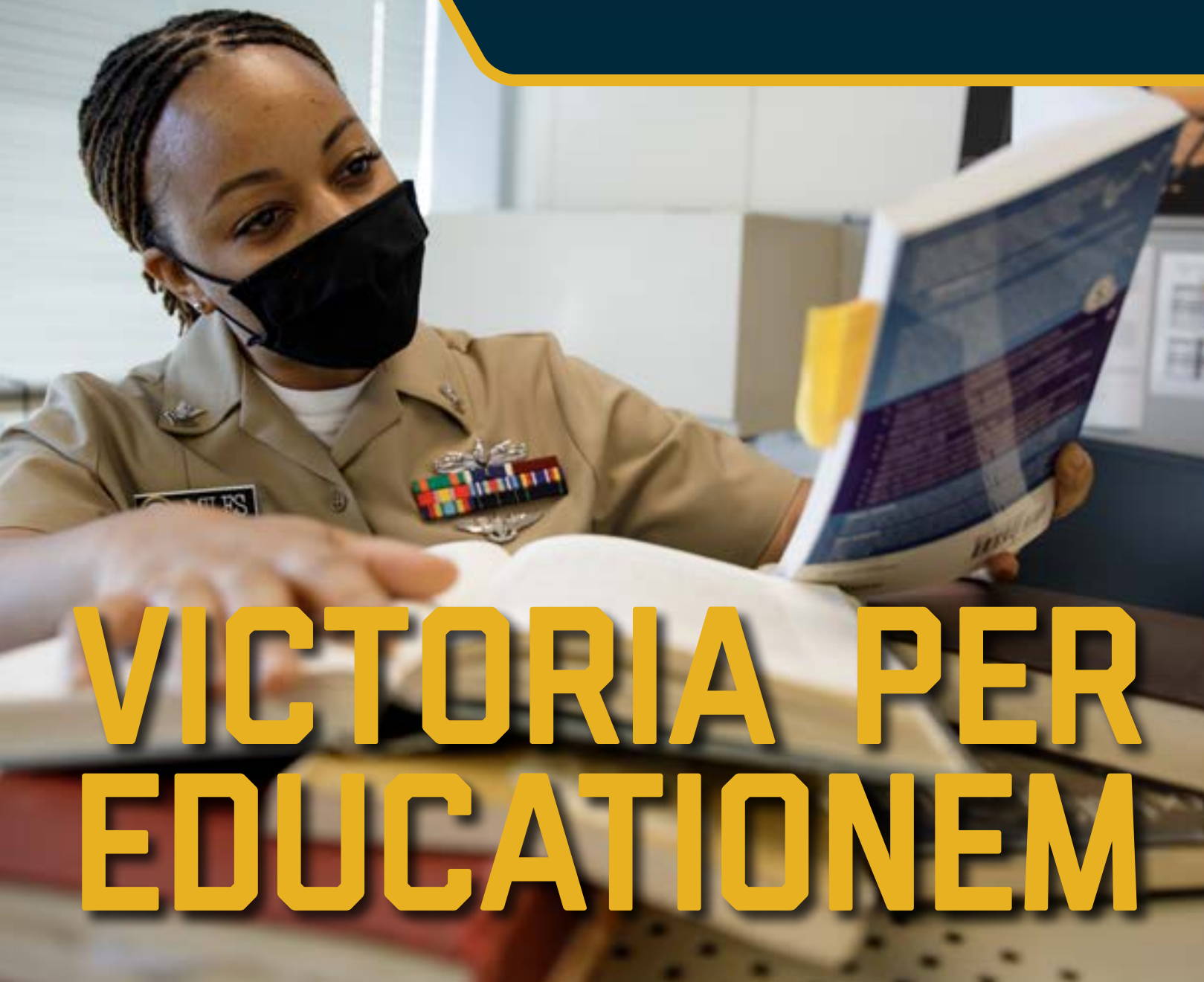
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VICTORIA PER EDUCATIONEM

JAMES HONEA TAKES THE HELM AS THE NEXT MCPON

From Office of the Master Chief Petty Officer of the Navy



Master Chief Petty Officer of the Navy Russell Smith passed the ceremonial cutlass, via the Chief of Naval Operations Adm. Michael Gilday, to Master Chief Petty Officer of the Navy James Honea during a change of office and retirement ceremony September 8.

The ceremony held at the U.S. Naval Academy's Mahan Hall marked the end of more than three decades of Naval service for MCPON Smith.

Smith has served as the 15th MCPON since August 29, 2018. During his term, he instituted Laying the Keel, an updated leadership development career path, revised the command master chief instruction, and the Sailor of the Year program. More importantly, he tirelessly advocated policy and program improvements for the Navy's Sexual Assault Prevention and Response program as well as increased Sailor access for mental health care to congressional members during his annual testimonies before the House Armed Services Committee.

Gilday presided over the ceremony and highlighted Smith's accomplishments during his naval career while thanking him for his leadership.

"Your tireless efforts to provide Sailors with mental, morale, and spiritual support has helped make our fleet more resilient and much more effective," said Gilday. "Your leadership ensured that our most important resource, our people, are ready to serve and defend the Nation we love. Having conducted more than 200 fleet visits all over the world, your outreach and willingness

to be there for Sailors and their families is what truly made your service so remarkable. Thank you for everything you have done over these past four years. Our Navy and our Navy family are much stronger than it was four years ago."

After the ceremonial passing of the MCPON cutlass, MCPON Honea took the helm of the enlisted force as the Navy's 16th MCPON. During the ceremony, he spoke about his top priorities; warfighting competency, professional and character development, and quality of life.

"When I was selected for MCPON, I thought heavily on what my tenure means and what I could bring to you all," said Honea. "I'm glad I chose to be challenged by this adventure and I'm proud of what it has brought me. I thank you all for accepting the same challenge and being on this journey with me. I have always been proud to be your Shipmate, and I'm privileged to be your MCPON."

The MCPON serves as an advisor to the CNO and to the Chief of Naval Personnel in matters dealing with enlisted personnel and their families. The MCPON is also an advisor to boards dealing with enlisted personnel issues; is the enlisted representative of the Department of the Navy at special events; may be called upon to testify on enlisted personnel issues before Congress, and maintains a liaison with enlisted spouse organizations.

FIRST CONSTELLATION CLASS FRIGATE CONSTRUCTION BEGINS

From Program Executive Office, Unmanned and Small Combatants Public Affairs



The first Constellation Class Guided Missile Frigate, a highly capable and survivable multi-mission warship, will begin construction Aug. 31 at Fincantieri Marinette Marine shipyard in Marinette, Wisconsin. The start of construction follows a detailed Navy assessment of the maturity of the design and readiness of the shipyard to begin construction through a successful production readiness review (PRR) milestone on July 20.

The future USS Constellation (FFG 62) is the lead ship of the Navy's newest class of warships.

Constellation Class Frigates are a key component of the recently released Chief of Naval Operations Navigation Plan (NAVPLAN) 2022, which envisions a future hybrid fleet composed of 350 manned ships and approximately 150 unmanned ships.

The Constellation Class Frigate will "be capable of defending the fleet, striking adversary forces in all domains, and expanding interoperability with allies and partners," according to the NAVPLAN.

"Our team has worked tirelessly with industry partners to develop an innovative acquisition approach to efficiently procure and produce a 21st century frigate. The start of Constellation's construction marks a key milestone on our path to build and deliver this new capability to the fleet," said Rear Adm. Casey Moton, Program Executive Officer, Unmanned and Small Combatants (PEO USC).

PEO USC oversees the Constellation Class Frigate program office (PMS 515) charged with the design, development and construction of the Navy's newest warship class.

The new frigates are designed to operate in both open ocean and littoral environments, as part of a Carrier or Expeditionary Strike Group or a Surface Action Group. The ships will be equipped with proven technologies and systems already in use today, which will accelerate the timeline to get this new capability to the fleet.

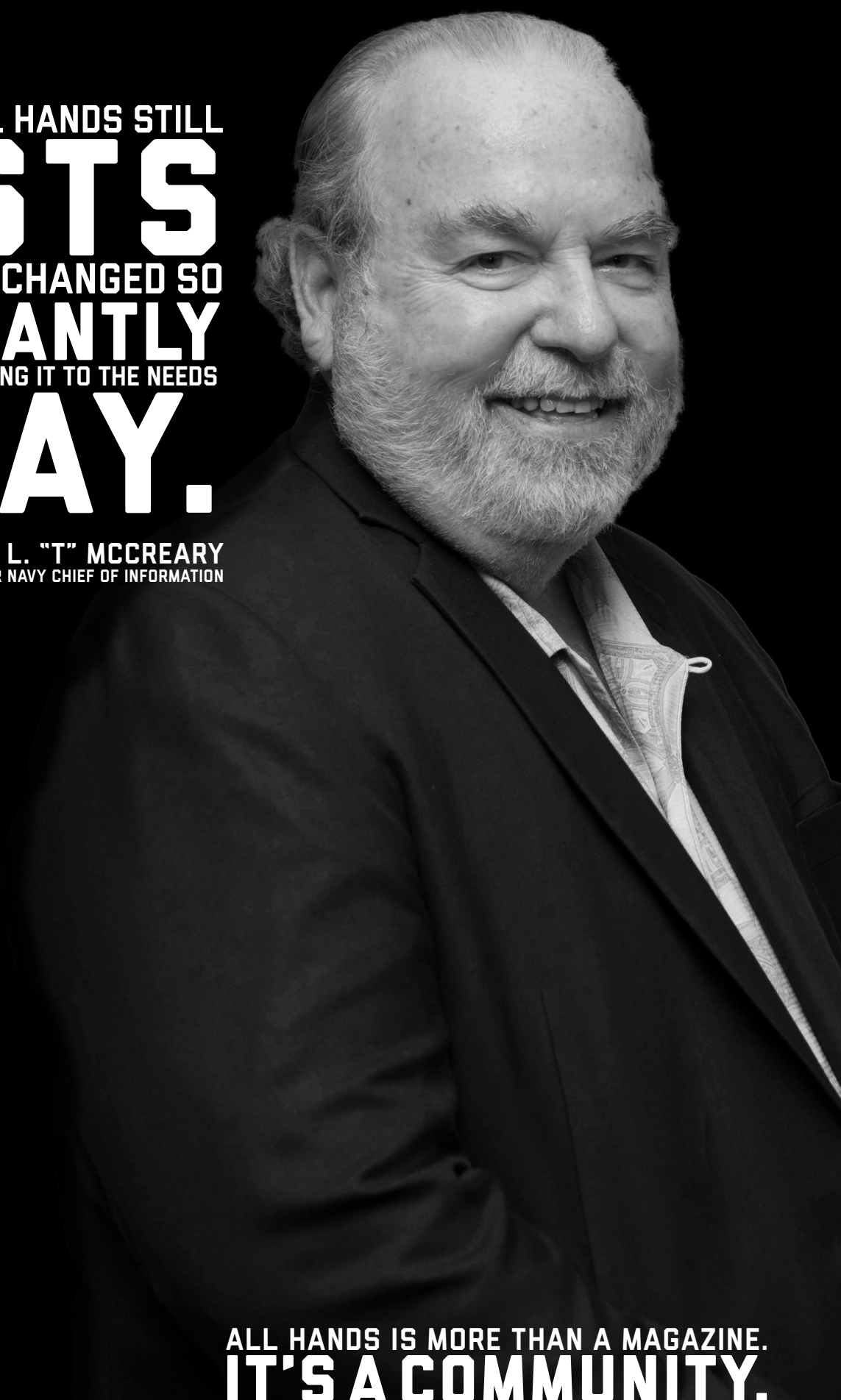
"The Frigate program has worked diligently to minimize risks by selecting non-developmental systems and proven program of record equipment to meet our requirements, and by conducting this rigorous PRR," said Capt. Kevin Smith, PMS 515 Program Manager.

The ships will aid the fleet by executing an array of missions, including Anti-Submarine Warfare (ASW), Surface Warfare, Electromagnetic Warfare/Information Operations (EW/IO) and Air Warfare.

"I am proud of the Government acquisition professionals and industry teammates for all their hard work to get the Constellation program to this milestone as we transition from design development to building the ship," said Smith. "Building a first of a class warship is an exciting moment."

THE FACT THAT ALL HANDS STILL
EXISTS
WHEN MEDIA HAS CHANGED SO
SIGNIFICANTLY
IS A TESTAMENT TO ADAPTING IT TO THE NEEDS
TODAY.

-TERRY L. "T" MCCREARY
FORMER NAVY CHIEF OF INFORMATION



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

INAUGURAL EXERCISE ON DECOMMISSIONED DESTROYER

From Teri Carnicelli and Thomas McMahon, Naval Surface Warfare Center, Port Hueneme Division, Public Affairs



A variety of robots crawling in, on and below a decommissioned U.S. Navy destroyer, as well as replacement parts being additively manufactured on site, comprised just a small part of the activity that took place during the first-ever U.S. Navy Repair Technology Exercise, or REPTX, held Aug. 22-Sept. 1 at Naval Base Ventura County (NBVC) in Ventura County, California.

Teams from various companies as well as academic and government laboratories arrived from around the world with their technology applications to conduct demonstrations and field experiments aboard the decommissioned Spruance-class destroyer, known as the Self Defense Test Ship (SDTS). The ship is operated by personnel from Naval Surface Warfare Center, Port Hueneme Division (NSWC PHD) in Port Hueneme, California, a field activity of Naval Sea Systems Command (NAVSEA) and located at NBVC.

NAVSEA's Naval Systems Engineering and Logistics Directorate Technology Office (NAVSEA 05T) sponsored REPTX 2022, which was hosted by NSWC PHD and held both pierside and aboard the SDTS, which took to the sea for the second week of the event.

The purpose of the inaugural exercise was to see if the technology can tackle real-world fleet maintenance and battle-damage related repairs of ships while operating in a true maritime environment — boosting the Navy's ability to keep ships at sea by aiding sailors in carrying out needed repairs.

"The format provides a realistic fielding environment, both pierside and underway, allowing teams the chance to field, adjust, learn and retest their solutions," said Janice Bryant, sustainment technology program manager at NAVSEA 05T.

"REPTX didn't just showcase technology but applied it to solve Navy challenges," Bryant added. "It was a problem-centric event that promoted collaboration rather than competition. Many problems require a complex solution, and multiple participants have independent pieces of that solution."

The more than 60 REPTX participants demonstrated technologies designed to address four focus areas: visualization, command and control aids, forward manufacturing and expeditionary maintenance.

The technology also needed to be capable of taking on a "day job" — in other words, serving a purpose that adds value to Navy ships and crew on a routine basis. And, it has to be user-friendly enough for a ship's crew to learn quickly.

"Our priorities as a warfare center are to deliver and sustain readiness, modernize and maintain the current fleet, and field the surface fleet of the future," said Capt. Andrew Hoffman, NSWC PHD commanding officer. "REPTX demonstrates these priorities by allowing both industry, government and academia to work side-by-side while exploring innovative maintenance concepts that we can rapidly deliver to our forward-deployed warfighters."

Approximately 20 reservists from the Navy's Surge Maintenance (SurgeMain) program provided that ship's crew perspective as they got hands-on with much of the technology, learning how to operate the remote-controlled robotics, wearing augmented reality (AR) headsets to view repair instructions and videos, measuring corrosion on the deckplate of the SDTS, and more.

"The SurgeMain sailors typically don't get chances like this to provide input on new technologies, so it was hugely important for them to have that opportunity," said REPTX

Project Manager Suzie Simms. "At the end of the event, all of the SurgeMain sailors who participated said they want to be involved again next year."

Scenarios where reservists were able to remotely control robots included identifying unknown objects on the side of the ship's hull, detangling a fouled propeller, measuring the depth of metal wastage due to corrosion using ultrasonic waves, and inspecting tight spaces that would be difficult or dangerous for a human to go into.

Several companies brought AR technology to the SDTS, providing both communication and real-time visuals during simulated battle damage assessment scenarios as well as repair work instructions and videos that can be viewed through the headset while simultaneously looking at the damaged area.

Additive manufacturing technology installed in compact shipping containers both pierside and aboard the SDTS provided the capability to 3D print replacement parts as needed in a variety of materials.

Other scenarios involved ship-to-shore communication systems, inspection and repair tools, and above- and below-water visualization devices.

Technology suppliers assisted SurgeMain reservists in using and demonstrating the technology aboard the SDTS during week two — this time in a true maritime environment as the vessel went underway off the coast of Port Hueneme. Unmanned aerial vehicle (UAV) operators got a chance to fly their camera-equipped drones around the ship to inspect it.

The main goals of the UAV demonstrations during REPTX were to identify issues like corrosion and misplaced items and to test the UAVs' capabilities to aid in battle damage assessment and repair — a key focus area for the Navy — by rapidly creating digital models, among other things.

In one scenario, a flange with a leaky gasket was the focus of a collaborative effort on the last underway day of REPTX. The SDTS crew had identified the issue in the ship's state room, and several technology suppliers worked on a fix with SurgeMain sailors.

A reservist used an AR headset during the scenario to connect remotely with a subject matter expert elsewhere to help inspect and measure the faulty flange.

Armed with measurements of the flange assembly, two additive manufacturing companies participating in REPTX later 3D-printed parts that could be used to replace the flange and gasket in the state room.

Other underway demonstrations tested, repaired and monitored vital equipment on the ship.

Participants and organizers agreed that some of the best things to come out of REPTX were the spontaneous collaborations between attending organizations that revealed more efficient uses of their individual technologies when used together.

Along with the focus on collaboration, organizers designed the event to be educational for everyone involved.

"REPTX facilitated learning on both the government and participant sides," said Jason Bickford, research manager at NSWC PHD. "We've heard unanimous positive feedback from participants that it was a valuable experience for them."

The learning experience was impactful in that it was hands on, operationally based and held aboard an active ship.

Bryant said that next steps include determining how to invest \$2 million in follow-on funding to further develop technologies for fielding in the fleet. The REPTX team will also release to the public a comprehensive after action report on the event.

Meanwhile, discussions are underway for a sequel.

"Events like REPTX enable NAVSEA to be more agile and competitive in the future fight," Bryant said. "Providing access to Navy assets, crew and problems allows traditional and non-traditional players to engage together, quickly and effectively. Continuing efforts like REPTX are essential as the Navy looks to build a more resilient and sustainable fleet and innovative and responsive industrial base."



NOVAVAX COVID-19 VACCINE AVAILABLE

From MyNavyHR

The Defense Department is now offering Novavax as an option for COVID-19 vaccinations.

On August 19, the Food and Drug Administration updated their July 13 Emergency Use Authorization for the Novavax COVID-19 vaccine to include individuals 12 years of age and older.

“We now have a range of COVID-19 vaccines available at our military medical treatment facilities, and they all provide strong protection against hospitalization, severe illness and death,” Dr. Michael Malanoski, deputy director of the Defense Health Agency, said.

Other vaccines that DOD offers or has offered are those from Moderna, Pfizer and Johnson & Johnson.

Unvaccinated service members can indicate their preference of which vaccine they'd like, Malanoski said. “If they'd like to be vaccinated with Novavax, and it's not immediately available, we'll make sure the service member can be vaccinated with the Novavax vaccine within a few days.”

The Novavax vaccine uses technology that has been used in other vaccines required by the military.

Novavax is not authorized for use as a booster dose at this time, according to the Centers for Disease Control and Prevention.

“Although all [COVID-19] vaccines teach our immune system to recognize the spike protein on the surface of the SARS-CoV-2 virus, Novavax is unique compared to other available COVID-19 vaccines in that it is a protein subunit vaccine,” Air Force Col. Tonya Rans, chief of the Immunization Healthcare Division at the Defense Health Agency, said.

“Protein subunit vaccines are a traditional platform of vaccines and have been used for decades to prevent disease,” she added. “Examples of vaccines which use this platform include the current shingles [Zoster] vaccine, Hepatitis B, and [HPV] vaccine. The platform used by Novavax does not use mRNA or DNA technology and does not enter the nucleus of cells,” she added.

Novavax was well tolerated in clinical studies, with the most common side effects being injection-site tenderness, headache, muscle pain, and fatigue of short duration.

Click [here](#) to find available vaccine appointments in your area.



FREE UNIFORMS FOR PREGNANT SAILORS

From MyNavyHR

Pregnancy can be both an exciting and stressful time – especially for service members. In the past, acquiring maternity uniform pieces has been a challenge for many pregnant Sailors. However, thanks to the Navy's new Maternity Pilot Program (MPP), the difficult task of obtaining all of the correct maternity uniforms has been alleviated.

Originally announced in December 2021 with the release of NAVADMIN 284/21, the MPP is a team effort, administratively managed by the Chief of Naval Personnel's Uniform Matters Office with the support of the Navy Exchange Service Command (NEXCOM) for fulfillment.

“The goal of the program is to evaluate if providing returnable maternity uniforms is more feasible and efficient than providing a uniform allowance,” said Rob Carroll, the head of uniform matters.

Carroll noted that the program is open to all pregnant officers and enlisted, active and reserve Sailors. Sailors are also allowed to participate in the MPP more than once in regards to future pregnancies.

Once approved and selected for the program, participants receive one set of maternity working, service and dress uniforms, and the maternity cardigan sweater at no charge as a loan, which participants will return once they have transitioned back to regular Navy uniforms. Maternity working uniforms come complete with sewn-on embroidered name tape, service tape and qualification insignia. Enlisted E-1 to E-6 maternity dress uniforms will come with sewn-on rank insignia. Hemming and shipment of uniforms is performed free of charge.

Hospital Corpsman 3rd Class Savana Romey, who is expecting her first child and currently assigned to the dental clinic at Walter Reed National Medical Center, learned about the program through a family planning class held at her command.

“I was drawn to the program because it seemed like the best way to ensure I was getting all of the maternity uniforms I needed,” said Romey. “The most appealing part to me was that I would have all the correct sizes of uniforms shipped to me for free, and I would not have run around to find all of the required uniform pieces.”

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



MYNAVY COACHING TEAM ENGAGES RTC TRAINING COMMANDS

From MyNavyHR

Members of the MyNavy Coaching team visited Naval Service Training Command, Naval Reserve Officers Training Corps (NROTC), and Recruit Training Command (RTC) at Naval Station Great Lakes, Illinois, Aug. 22-23 to talk about the program and observe its implementation.

Meeting with NROTC leadership, the MyNavy Coaching team spoke about the value and benefits of adding coaching to the future NROTC curriculum during the midshipmen's sophomore year, specifically during their Leadership and Management classes. Inserting this coaching initiative into NROTC and conducting a future pilot will ensure all officer accession pipelines have MyNavy Coaching in addition to the insertion in Officer Training Command and the U.S. Naval Academy.

“It was encouraging speaking with the leadership of NROTC,” said Master Chief Aviation Maintenance Administrationman Courtney Barber, MyNavy Coaching senior enlisted leader. “The NROTC cadets will be receiving leadership skills that will be beneficial to them not only as leaders, but also as young adults trying to navigate their lives, learning how to solve their own problems currently where they are. This is beneficial to them in college and setting goals for their path after school.”

The team met with RTC staff including Capt. Kertreck V. Brooks, commanding officer of Recruit Training Command, and the MyNavy Coaching representatives on station.

MyNavy Coaching is currently being implemented across every RTC division in training, and the MyNavy Coaching team was able to observe a training for 150 recruits.

“The MyNavy Coaching team's visit to RTC is helping our team empower recruits to ‘Get Real, Get Better’ and prepare them for the challenges they'll face when they join the fleet,” said Brooks.

“The recruits were engaged and hungry for knowledge,” said Barber. “They want to know how they can be better individuals and Sailors - asking questions about MyNavy Coaching to help them better communicate. They understand what MyNavy Coaching is, how to have a coaching conversation, and they're hungry for more of it.”

Also while in Great Lakes, the MyNavy Coaching team visited the Recruit Division Commander “C” school to speak to the training team there. By training each RDC in essential coaching skills, they can spread coaching throughout the fleet.

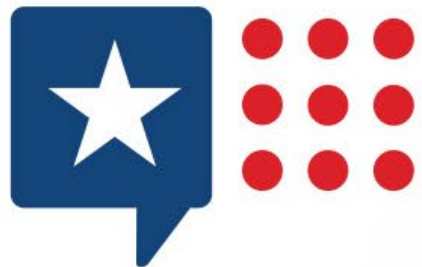
“Once they leave as an RDC, they are detailed and billeted across the world, taking these skills to Guam, Japan, Hawaii, and spreading it across the world,” said Barber. “They know it works because they saw how it worked in RTC. They'll have their hands in every point of the globe.”

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

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You never know when you or
someone you care about may need it.

Veterans
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DIAL 988 then
PRESS 1



UNIQUE STYLE OF FOOTBALL ADDS TO NAVAL ACADEMY HISTORY

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



If someone mentions Navy football, it's safe to say most people would assume they were referencing the Midshipmen, who currently play at the NCAA Division I Football Bowl Subdivision (FBS). However, there's a different Navy football team that has won 38 championships since 1934.

Sprint football, formerly known as lightweight football, is a lesser-known brand of football, and the Naval Academy has one of the premier programs in the league.

There have been 72 seasons since the inaugural season in 1934. Military Academy and the Naval Academy combined have won the majority of the league title a total of 64 times.

There are currently nine universities that play in the Collegiate Sprint Football League. The season is played during the fall. Navy annually plays Army in a rivalry game just as storied and tense as their FBS counterparts.

This style of football is played exactly the same way as traditional football, with a very important distinction. The weight limit to play in this league currently sits at 178 pounds. The original weight of the league was set at 150

pounds and has increased over the years to align more with the average American college student.

The players are weighed both four and two days prior to a game. This presents another challenge in an already demanding sport, and at an equally demanding university.

Traditional football places an emphasis on body weight, size and power. Sprint football emphasizes speed, technique and agility. The student-athletes perform a variety of physical training routines, so the crossover is natural for many who participate and has fostered the tremendous success the Academy has achieved.

Jimmy Carter, the 39th President of the United States and a 1946 graduate of the Academy, played sprint football during his time on campus. Retired Adm. Richard W. Mies, a 1967 graduate of the Academy, also played for the storied program.

Other notable sprint football players who are not associated with the Academy include New England Patriots owner Robert Kraft and former Secretary of Defense Donald Rumsfeld.

NAVY 24/7

From All Hands Magazine



“For twenty years, this Sailor has stood the watch” are the first lines in a poem that’s spoken during a Sailor’s retirement. Retirement comes after many years, birthdays and watches. Reaching 20 years or more of service is admirable and turning over the watch is a time honored tradition.

Now imagine serving 247 years and standing thousands of watches. This year the Navy celebrates 247 years of service on Oct. 13, 2022. For every single day of those 247 years Sailors have stood the watch, every day, all day long, throughout the world.

This year we celebrate that task with the theme “On Watch - 24/7 for 247 Years,” Sailors stand many types of watches. All are important, and this is the perfect time to recognize them. Watches whether they are quarterdeck watches, bridge watches, security watches or lookouts are all core and important watches for the safety of the ship and its crew but there are other types of watches. The watches in engineering (especially nuclear!), damage control, and combat systems are vital in every meaning of the word.

“Each of us are watch standers no matter where we serve,” said CAPT Richard Jones, Commander, Pearl Harbor Naval Shipyard & Intermediate Maintenance Facility. “As the Chief Engineering Officer on the USS Reagan (CVN 76) my team ensured our equipment ran smoothly,” “We stand

the watch ensuring submarines and ships are maintained and ready to return the fleet on time, every time to meet the mission.”

But there is another type of watch, a bigger picture type of watch...the global one.

“People sleep peacefully in their beds at night only because rough men stand ready to do violence on their behalf,” said film critic and essayist Richard Grenier in the Washington Times newspaper, 1993.

This famous quote is reinforced throughout the entire fleet.

“As part of Integrated Undersea Surveillance System (IUSS), I constantly remind my watch standers that thousands of Sailors are relying on them to provide maritime surveillance and dominate the undersea domain so they can make it home to their families,” said Chief Warrant Officer 3 Joe Meadors, Naval Ocean Processing Facility, Whidbey Island. “Reinforcing the ‘big picture’ creates buy-in and a sense of pride in the watches they are standing. As Sailors we stand the watch so others can sleep soundly at night.”

At any time around the globe, Navy ships sail on watch ready to respond to the nation’s call. The mission of a deployment is to deter aggression and preserve freedom of the seas. One of the most commonly overlooked aspects of being deployed, on watch, is a humanitarian effort.

Throughout the years the Navy has been ready to respond to needs around the world. Around the clock, the Navy remains vigilant. Humanitarian efforts such as in the following excerpt from the Naval History and Heritage [website](#):

Western Pacific, January-February 1960

USS John S. McCain (DL) rescued the 41-man crew of the Japanese freighter Shinwa Maru near Okinawa on 24 January 1960. On 1 February, USS Taussig (DD) took the disabled Chinese ship, Yunghsin, under tow near Taiwan. On 2 February, USS Haverford (DDR) returned three Indonesians to Ternate, Indonesia. They had been rescued in December 1960 after spending 74 days adrift at sea and were hospitalized for seven weeks at the U.S. Naval Hospital, Guam. Also on 2 February, USS Tioga County (LST) rescued nine Chinese fishermen from a sinking boat near Luzon, Philippine Islands.

Around the clock, the Navy remains vigilant. The humanitarian efforts span multiple ways the Navy answers the call for help. Humanitarian efforts such as disaster relief, when USS Carl Vinson (CVN 70) sailed to Haiti in 2010 after a major earthquake killed 230,000 people and devastated the country, are staples of being in the region on deployment, on watch.

It doesn’t stop there. Many humanitarian efforts include refugee assistance, emergency medical assistance, and rebuilding activities are part of the overall mission.

Strategically, the Navy is on watch to support whatever is needed. Even in America, there are many watches to keep the citizens safe and to help in emergencies. The fleet

keeps up the vigilant standard that makes it a key part of the Department of Defense.

The Navy isn’t retiring but “The Watch” poem recited at retirements can be spoken every time one ship relieves another in an area of responsibility. Navy ships have always been deployed, constantly on watch, sailing through whatever Mother Nature stirs up in the oceans and seas. The Sailors on those ships, all stood watch around the clock, adding additional eyes to the ship until properly relieved by the next ships entering those waters.

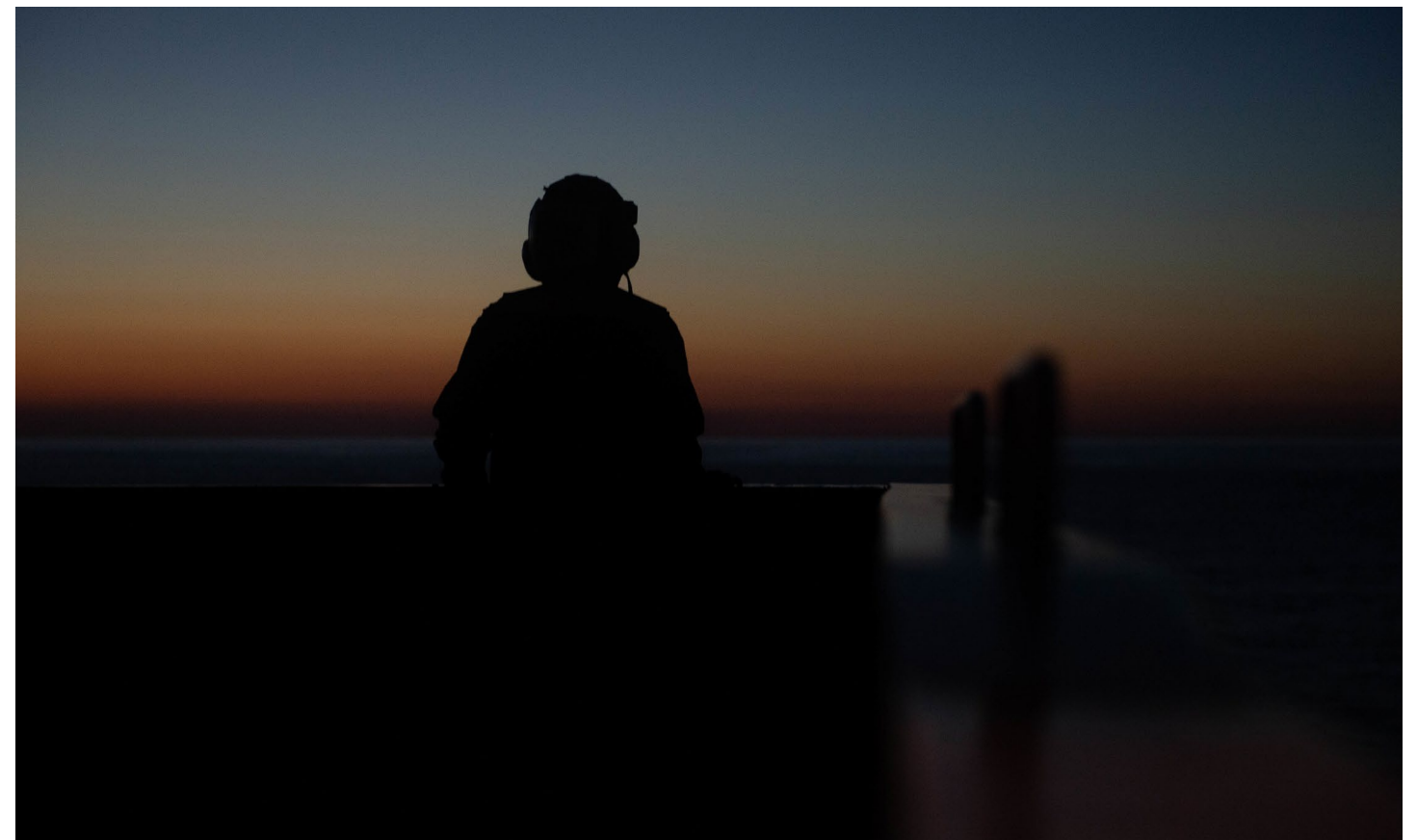
When that time comes, the joy and importance of the last line of the poem ring loud; “Shipmate you stand relieved – we have the watch.”

“It is one of the final ceremonies when a Sailors retires. They are relieved of their watch and reminded that the next generation is ready and prepared to maintain the watch going forward,” said Jones. “Standing the watch is what we do every day, ensuring we are ready whenever our nation needs us.”

For 247 years Navy Sailors have stood watch, be it on the quarterdeck of a ship in port, the pilot house of a ship at sea, or the gates of any one of the Navy bases around the world.

“American maritime superiority was not achieved overnight,” said Lt. Earl Pascua, division officer of Reactor Electrical 01 aboard USS Nimitz (CVN 68). “247 years of American Sailors standing a vigilant watch 24/7 did that.”

24 hours in a day, 7 days in a week, the Navy has been on watch 24/7 for 247. Happy Birthday, Navy. Hooooooyah.





THIS MONTH IN NAVAL HISTORY

TO READ MORE ABOUT WHAT HAPPENED DURING THE MONTH OF OCTOBER IN NAVAL HISTORY, CLICK [HERE](#).



October 3rd 1799

The Washington Navy Yard is established under the direction of Secretary of the Navy Benjamin Stoddert and supervision of Commodore Thomas Tingey.



October 6th 1997

NASA astronaut Cmdr. Wendy B. Lawrence returns from mission STS-86 Atlantis, the seventh mission to rendezvous and dock with the Russian Space Station Mir. The mission began Sept. 25, 1997.

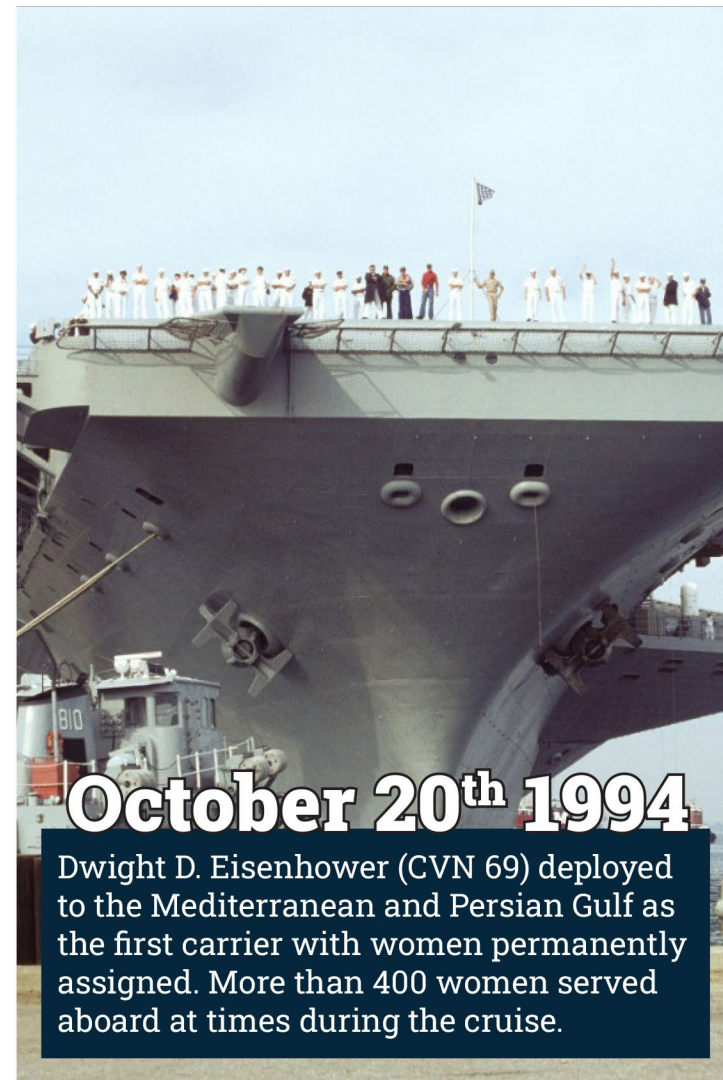


October 8th 1960

The third USS Constellation (CVA 64) is launched. In 1975, she is reclassified as a multi-purpose aircraft carrier and receives the designation (CV 64). In 2003, Constellation is decommissioned.

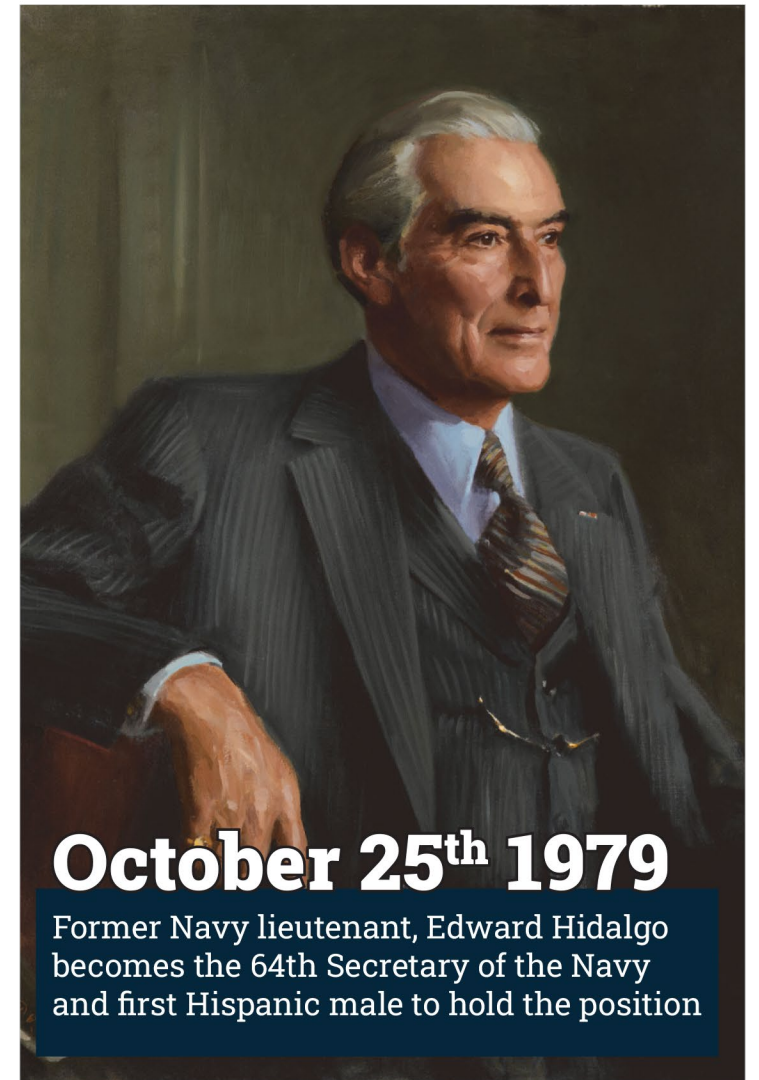
October 13th 1775

The Continental Congress votes for two vessels to be fitted out and armed with 10 carriage guns, a proportional number of swivel guns, and crews of 80 then sent out on a cruise of three months to intercept transports carrying munitions and stores to the British army in America. This legislation, out of which the Continental Navy grew, constitutes the birth of the U.S. Navy.



October 20th 1994

Dwight D. Eisenhower (CVN 69) deployed to the Mediterranean and Persian Gulf as the first carrier with women permanently assigned. More than 400 women served aboard at times during the cruise.



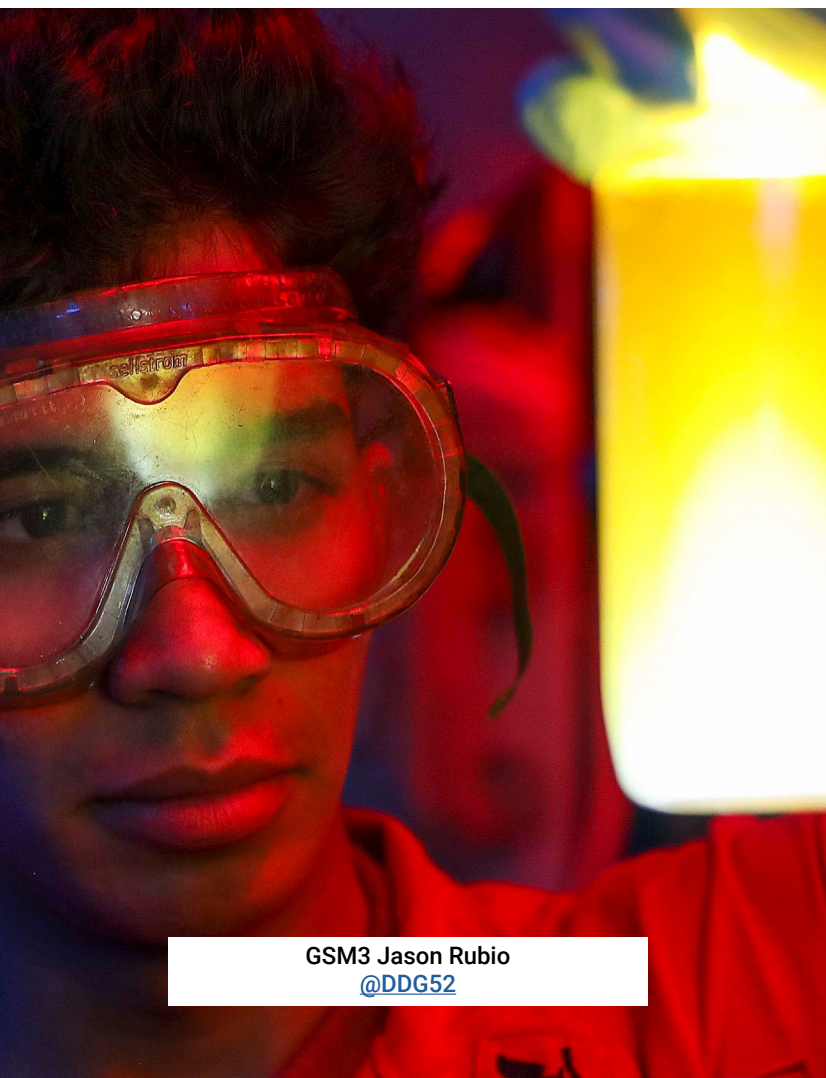
October 25th 1979

Former Navy lieutenant, Edward Hidalgo becomes the 64th Secretary of the Navy and first Hispanic male to hold the position.



PHOTOS FROM THE FLEET

The Naval Service—forward deployed and capable of both rapid response and sustained operations globally—remains America’s most persistent and versatile instrument of military influence.



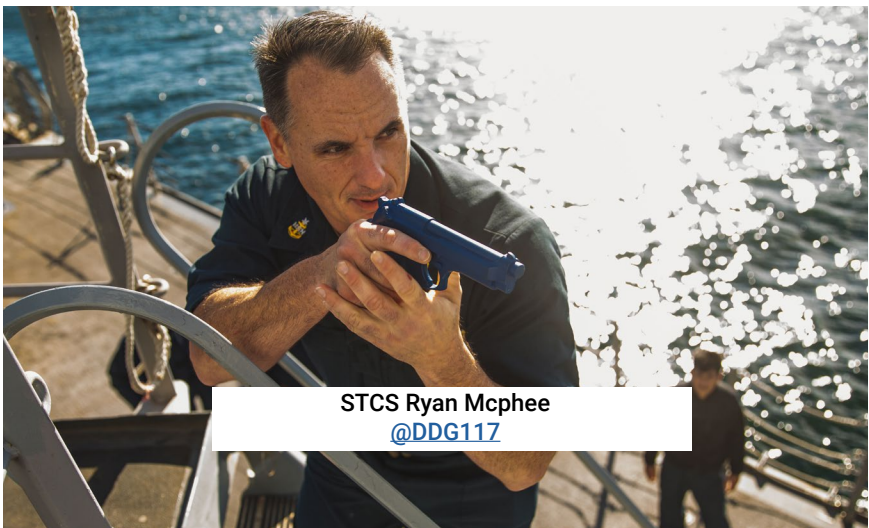
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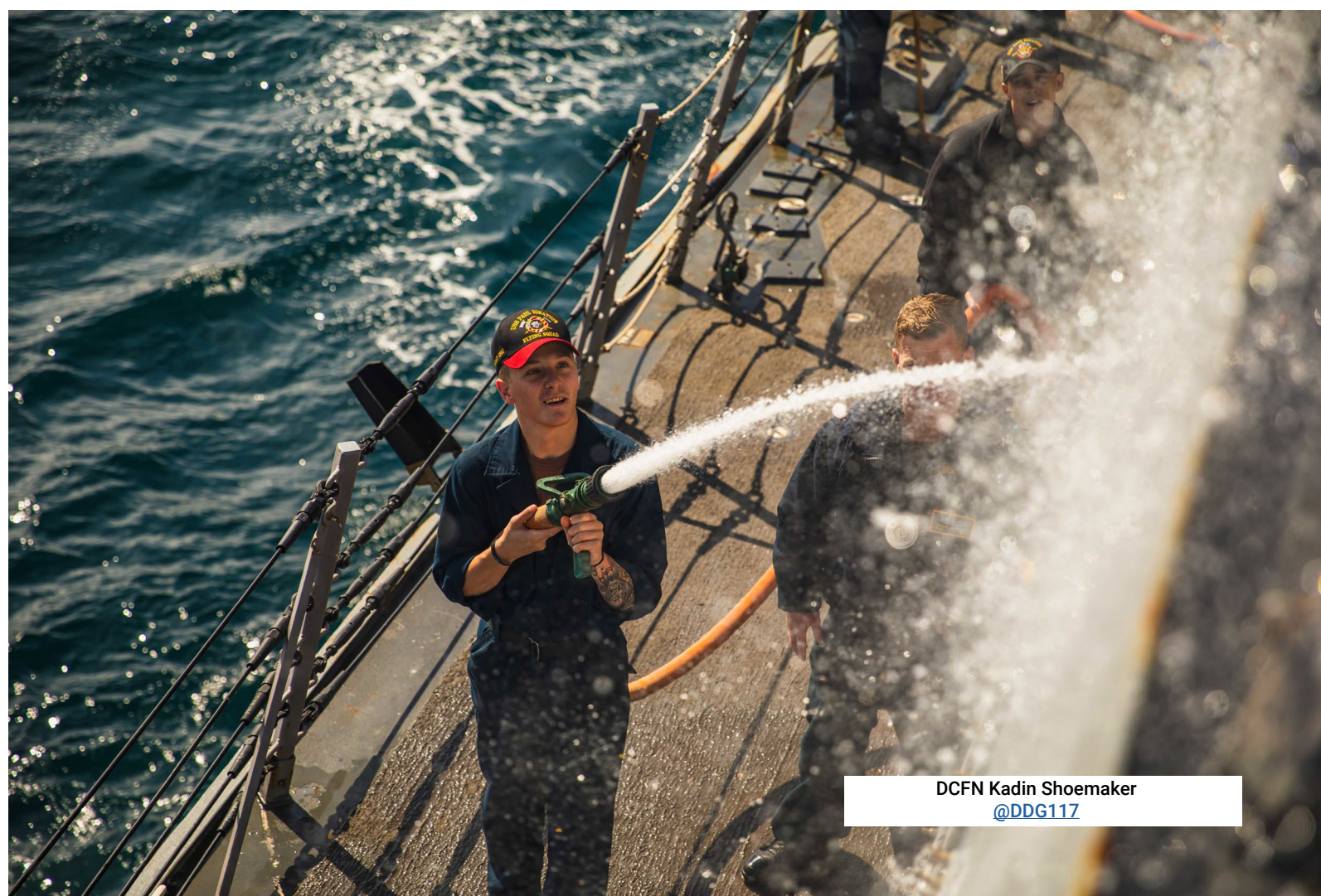
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FIRST WOMAN 'CHIEF OF THE BOAT' REPORTS TO LOUISIANA (GOLD)

From Mass Communication Specialist 1st Class Heather C. Wamsley, Navy Public Affairs Support Element West Detachment Northwest



Growing up, many people are told that hard work and dedication will take a person far. Mentors, teachers, and parents will say that if you are motivated enough, you can achieve your wildest dreams. But what if a person's dream has never been accomplished by anyone else?

"There have been challenges," said Master Chief Information Systems Technician (Submarine) Angela Koogler, "But you just have to keep going. There are going to be walls you have to knock down, but you can't let them stop you."

This is the mindset Koogler has had throughout her 20-year Navy career. This is the drive that has led to many successes and accomplishments in her life. Her most recent achievement, however, may be her biggest yet.

Koogler, who hails from Kettering, Ohio, found out last year she was the first woman in U.S. Navy history selected to serve aboard a submarine as the chief of the boat. She joined the crew of USS Louisiana (Gold) (SSBN 743) on Aug. 22, 2022.

The chief of the boat, or COB, is an enlisted Sailor who serves as the senior enlisted advisor to the commanding officer and executive officer of a U.S. Navy submarine.

Koogler credits her motivation and drive for success to her mother, who dedicated 33 years of her life to civil service. She says watching her mother work hard and help other people inspired her to do the same.

"I've always kind of been a go-getter and hard charger," said Koogler. "My mom was like that. She was a hard worker and it was just instilled in me as a child. She worked as a civil servant for Wright-Patterson Air Force Base my whole life, and being around the military with her all the time kind of put me in that direction."

Koogler's plan was always to join the military after high school, until an injury sidelined her for a few years. Instead of letting that derail her plans, Koogler created a new path for her future Navy career.

"I was going to join right out of high school, but I tore everything in my ankle my senior year playing soccer," said Koogler. "So, I went off to college, was working and went back in when I was 23 to see what I could do."

Koogler was able to join the Navy in July 2002. She has been devoted to her military career ever since.

"Once I joined, I knew I found my career, and my Navy family and friends that I would have forever," said Koogler, "I have continued to serve over the years because it is a good fit for me and I love it."

Koogler knows that stepping into her new role as COB will come with many challenges and much greater responsibility, something she has prepared for throughout her time in service.

"Every time I was up for orders, I was always looking for something different and challenging," said Koogler. "Then

when it was announced that enlisted women could apply for submarines, with some encouragement from my Sailors, I went ahead and applied."

Women haven't always been allowed to serve alongside their male counterparts in the submarine force. It wasn't until 2011 that female officers began serving aboard U.S. Navy submarines. This opened the door for the follow-on integration of enlisted women, which began in 2016.

Then-Chief Koogler reported to her first submarine, the guided-missile submarine USS Michigan (SSGN 727), in May 2016, followed by a tour at Submarine Squadron 19.

"Koogler only has 36 months on board a submarine, but I knew she was the perfect candidate to be the first woman COB," said Submarine Squadron 19's Command Master Chief Travis Brown. "In 36 months, she walked off a submarine as a qualified diving officer of the watch, and everything in between, while also learning how to lead submarine Sailors."

Attempting to reach goals that no one before you has accomplished can be intimidating, but Brown believes Koogler's achievement is breaking barriers.

"We kind of pushed her a little bit because it's always spooky if you're going to be the first person to do anything," explained Brown. "But this is a huge glass ceiling busted in the submarine force. Now there's a path to the top of the submarine force."

Koogler feels that gender should play no factor in Sailor roles.

"We need to keep breaking down the barriers so that it just becomes all Sailors," said Koogler. "A Sailor is a Sailor to me and we shouldn't have to define their gender. It's important to integrate everybody and it shouldn't matter as long as they get the job done."

This new position is a great milestone in Koogler's career, but it's not the final triumph she has her sights set on. Her ultimate dream is to one day serve as a command master chief (CMC).

"Since my first command I've always wanted to be a command master chief," said Koogler. "Now that I've converted to the submarine force I have to serve as chief of the boat before I can go into the CMC world, so this is just another stepping stone."

Koogler credits retired Command Master Chief Floyd O'Neill, her first CMC at Navy Reserve Center Port Hueneme, California, as her inspiration for wanting to become a CMC herself.

"I really looked up to him, almost like a father figure," said Koogler. "I knew that was what I wanted to do. I want to be able to take care of Sailors. I want them to develop and accelerate themselves. It's kind of always been my goal."

This type of Sailor-centered leadership mentality is what Koogler hopes to embody when she takes on this assignment.

"I want the crew to be successful in doing our mission," said Koogler. "I also want them to be personally successful in their own worlds. I have always thought it's important to be a well-rounded Sailor."

Koogler attributes her 'go-getter' attitude as what led her to this point in her career. Even when faced with adversity, she continues to persist and chase her dreams.

As it turns out, those mentors, teachers and parents preaching drive and motivation as secrets to success may be right.

"If you have something in your mind that is your goal, you can't let one person or one obstacle stop you," explained Koogler. "You have to keep driving for it. And sometimes instead of running those obstacles over, you might have to go around them. You might have to find a different path that works for you."



A LOT OF MILES ON THOSE SHOES

From Petty Officer 3rd Class Richard Rodgers, Carrier Strike Group 10



More than 1,000 feet in the air above the water of the Adriatic Sea in an MH-60S Nighthawk helicopter, Lt. Cmdr. Miles Alvarez reflected on more than 25 years of service in the U.S. Navy alongside Rear Adm. Dennis Velez, commander, Carrier Strike Group (CSG) 10, George H.W. Bush CSG (GHWBCSG). It was the culmination of 26 years of dedicated service to the country for Alvarez and his family, and one that featured a pair of shoes whose soles are long worn with service.

As a young man and native Los Angelino, Alvarez worked tirelessly at dead-end jobs to pay his way through community college. He struggled to make ends meet and save for the future simultaneously, and eventually the demanding pace took a hit on school work. Staring down college costs and a stagnate income that barely left him afloat, the search began for something that would get him out of Los Angeles and onto more stable ground. He looked to examples in his life for guidance, and he didn't have to look far.

As a child, Alvarez lived with his grandfather, a Korean War-veteran and U.S. Army paratrooper who was a life-long example of focus and discipline for the fledgling student.

"He was in his sixties when I lived with him, and he was still doing a regular workout routine before bed of push-ups, sit ups, squats, and dumbbells," said Alvarez. "He walked to and from breakfast almost every morning. He shined his shoes, always ironed his clothes, shaved and made his bed daily, and always kept his room very orderly. He attributed his discipline to the Army and I liked that, even as a kid."

From that early, lived experience with his grandfather, Alvarez saw that military service offered a secure income, abundant opportunities for personal and professional growth, and a purpose that came from serving something greater than self. His mind was made up. He enlisted in the Navy – a similar but slightly different path than his grandfather.

Alvarez joined the Navy in November 1996 as an E-1, and became a Cryptologic Technician (Collection). It wasn't long until he learned about the opportunities presented through earning a commission, and so he set his sights on achieving that goal.

"Earning a commission had always been a goal of mine ever since I first learned that it was an option," said Alvarez. "The opportunities for positions, the responsibility

inherent with those positions, and where I saw myself being able to have the most influence was through a commission, which is why I continued to apply. I was confident I could do the job that the junior officers on the watch floor, in SSES [Ship's Signal Exploitation Space], or around the command were doing."

Alvarez' path to a commission was not an overnight success story. While some take a single shot at a promotion or a commission before moving on, Alvarez was unwilling to let setbacks deter him from his pursuit of a commission.

He first applied to the Enlisted Commissioning Program (now the Seaman-to-Admiral Program) as a second class petty officer and was unsuccessful. As a first class petty officer he applied for Officer Candidate School (OCS) after completing a bachelor's degree. He was rejected again. After multiple applications for a commission, then-Chief Alvarez applied for a commission through the Limited Duty Officer (LDO) program. It was only then - after more than a decade of sustained superior performance while facing setbacks head on - that his steadfastness paid off. On Nov. 1, 2008, Alvarez earned his commission as an LDO.

Since then, Alvarez served in myriad roles. He was a SSES division officer aboard the Wasp-class amphibious assault ship USS Essex (LHD 2), the operations officer at Navy Information Operations Command (NIOC) Whidbey Island, Wash., the Cryptologic Warfare LDO/Chief Warrant Officer Detailer at Navy Personnel Command, and the executive officer of the Fleet Survey Team, Stennis Space Center. Today, he serves as the Integrated Fires Officer for CSG-10, GHWBCSG aboard the Nimitz-class aircraft carrier USS George H.W. Bush (CVN 77).

The journey from being a student struggling to balance academic expectations and financial needs, to a U.S.

Navy seaman recruit, to Chief Petty Officer, to U.S. Navy commander is a testament to Alvarez's commitment to service. Of course, it was not lost on anyone at the command that more than 1,000 feet above the Adriatic when Alvarez repeated his oath of office on his promotion to commander that he was wearing the same, black polished shoes issued to him at Recruit Training Command Great Lakes 26 years earlier.

Alvarez' grandfather would most certainly be proud.

The George H.W. Bush Carrier Strike Group is on a scheduled deployment in the U.S. Naval Forces Europe-Africa area of operations, employed by U.S. Sixth Fleet to defend U.S., allied and partner interests.

The Nimitz-class aircraft carrier USS George H.W. Bush (CVN 77) is the flagship of CSG-10 and the George H.W. Bush CSG. CSG-10 is comprised of George H.W. Bush, Carrier Air Wing (CVW) 7, Destroyer Squadron (DESRON) 26, the Information Warfare Commander, and the Ticonderoga-class guided-missile cruiser USS Leyte Gulf (CG 55). The ships of DESRON 26 within CSG-10 are USS Nitze (DDG 94), USS Farragut (DDG 99), USS Truxtun (DDG 103), and USS Delbert D. Black (DDG 119).

The squadrons of Carrier Air Wing (CVW) 7 embarked aboard George H.W. Bush are the "Sidewinders" of Strike Fighter Squadron (VFA) 86, the "Jolly Rogers" (VFA) 103, "Nighthawks" of VFA-136, the "Pukin Dogs" of VFA-143, the "Bluetails" of Carrier Airborne Early Warning Squadron (VAW) 121, the "Patriots" of Electronic Attack Squadron (VAQ) 140, the "Nightdippers" of Helicopter Sea Combat Squadron (HSC) 5, and the "Grandmasters" of Helicopter Maritime Strike Squadron (HSM) 46.





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