



## Modern Media Covers Modern Ship

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As the U.S. Navy's latest class of ship, it is not hard to find Littoral Combat Ship headlines in publications throughout the nation. Like most news subjects, there are articles that focus on the positive as well as the negative, but there is one thing that almost every LCS news article seems to agree with; when it comes to the future of our Navy and the technology that will carry us forward, LCS is hands-down at "the tip of the spear". Keeping in theme, one news corporation utilized the latest media platforms and advances in technology while covering an extensive story on the most modern ship to hit the fleet. Newscorp's publication The Daily recently published an in-depth and unbiased interactive cover page story that highlights and illustrates USS INDEPENDENCE (LCS 2) in a manner unique to any other LCS article previously published.

Elizabeth Saab, a journalist for The Daily, created the story utilizing video, interactive photos, and a written article. The finished product is specifically tailored for the iPad but can be viewed through any source that connects to the internet. To complement the article, The Daily incorporated a five minute video which includes an onboard tour of INDEPENDENCE, an interview with the Commanding Officer of Crew 201, Commander Jerbi, and an interview with the Secretary of the Navy, The Honorable Ray Mabus. The Daily's video tour onboard INDEPENDENCE is the first opportunity for the outside world to view a tour of the ship through a commercial news source. If accessed through The Daily's application for the iPad, all of the article's pages become interactive. Users can view a 3-D graphic of the ship which can be shifted and moved around for alternate views with the stroke of a hand. Additionally, there is a hotspot photo of the mission bay which users can touch for detailed descriptions of different components inside of the bay. While there have been a variety of many LCS articles in the past, Elizabeth Saab for the first time has created an interactive media format which gives the world an in-depth and transparent look at a Littoral Combat Ship. While the user interface is best displayed through The Daily's iPad application, the article, video, and mission bay photo can all be accessed through the below websites. In addition, the video itself has been uploaded to YouTube and to date has over 62,000 hits! As our Navy and the world around us continue to move forward in technological progress, there is no doubt that the public's interest in our ships and systems will advance just as the media that displays us.

The Daily's coverage of USS INDEPENDENCE (LCS 2) can be viewed at the below websites.

<http://www.thedaily.com/page/2011/11/07/110711-news-navy-ship-1-4/>

<http://www.thedaily.com/page/2011/11/07/110711-news-navy-ship-2-4/>

*Good ideas are not adopted automatically. They must be driven into practice with courageous patience. – Admiral Hyman G. Rickover*

### Individual Highlights:

|                |   |
|----------------|---|
| Aviation       | 2 |
| Damage Control | 3 |
| Engineering    | 4 |
| N43            | 5 |
| Navigation     | 6 |
| Medical        | 7 |
| DAPA           | 8 |
| Photos         | 9 |



## Aviation

### LCS AVIATION TEAM:

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Hello from the Air Department! We would like to start off by saying goodbye to Chief Melton. Thank you for everything that you have passed on and best of luck to you as you embark on your next journey with the USS Bonhomme Richard!

Over the last few months we have noticed that the definition of an AVCERT is a common source of confusion. When we say AVCERT, we are talking about the material inspection performed by NAVAIR that results in a message that gives the hull, not the crew, permission to execute aviation operations. However, the ship is not fully certified for aviation until ATG inspects and certifies the crew. This is still commonly called the ARQ process, but the components are a little different than what you may have known in the past.

- AV 1.0 (1 day)
  - Meet and greet
  - Admin review
  - Gear checks
  - Fuel facilities check
- AV 1.1 (1 day)
  - Admin review
  - Gear checks
  - Fuel facilities check
  - Review 1.0 discrepancies
- AV 1.2 (1 day)
  - Classroom
  - Practical Training
  - LOK exams reviewed complete
  - Helo familiarization with local squadron
  - Review 1.1 discrepancies
- AV 1.3 (1 day)
  - Admin review
  - Practical Training
  - Flight deck drills
  - Review 1.2 discrepancies
- AV 1.4a (1 day)
  - Assessment (ARQ)
  - Flight deck drills
  - Deadline for all outstanding discrepancies
- AV 1.4b (1 day)
  - Assessment (HELO DAY)
  - Flight deck operations



The past two AVCERTs that we have assisted with occurred simultaneously with CMAV. Scheduling these two events during the same time was not intentional, but it has worked out well since there are often quick fixes that are easily remedied during an availability.

One key component to aing an AVCERT is conducting a thorough self-assessment. Make sure that you have the latest copy of the NAVAIR Certification Requirements Document (CRD), Air Capable Ship Aviation Facilities Bulletin (AFB), and the COMNAVSURFORINST 3700.1B. Enclosure 15 of the CNSF 3700.1B is a great tool to use during your self-assessment. Ensure that you have a clear method of execution so that everyone onboard is familiar with the sequence of events and personnel are on-hand when it's time to show their equipment. Don't be afraid to "drive" the inspection!

### A few specific items worth noting:

1. Have crash gear laid out and prepared.
2. Op-check and verify calibration for each item.
3. Inspect all tie-down fittings. Chipped paint is FOD!
4. Ensure nets are down.
5. Check SGSI for leaks.
6. Ensure wipers are functional.
7. Verify operation of aft field-of-view cameras.
8. Have all certification paperwork on-hand (weight test, nets, etc).
9. Ensure you have extra lineup light parts on-hand.

Continued on next page

## Aviation cont.

Of course, NAVAIR is not the only party with a vested interest in our facilities. There are several material items that ATG will check, especially in relation to fuel system requirements. Below is a list of some expectations during ATG events (Per COMNAVSURFORINST 3700.1B).

- ✓ Verify compliance with AEL.
  - 2 Combined Contaminated Fuel Detectors (CCFD).
    - Must be stenciled JP-5 only.
    - Must be calibrated.
  - 2 Free Water Detector must be up to standards.
- ✓ AFOSS verified and message sent by LCSRON 30 days prior to crew certification with ATG.
  - Recommend crews request assistance from ABFC Ravens.
- ✓ PMS check for JP-5 test equipment required for CCFD, Free Water Detector standard cards, and NAVIFLASH Flash Point Tester.
  - MIP 6653 for LCS 1 will be added to LCS 2's LOEP with next Force Revision.

That's all for now! If you feel like there is something that you would like to hear more about in the next newsletter or if you have any questions about the aviation side of things, please call us at 619-556-8352.

*"If you want to grow old as a pilot, you've got to know when to push it, and when to back off."*

— Chuck Yeager.

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## Damage Control: An All-Hands Responsibility

By: DCC(SW) Doyle  
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Are you ready to respond to a casualty? Are you ready to save your ship, your shipmate, or your own life? Damage Control is an all-hands responsibility. Onboard the LCS platform that mantra rings more true than ever before. During damage control casualties, all crew members are required to step up to the plate to handle any situation at hand. LCS sailors are not your traditional legacy ship sailors; LCS culinary specialists are not only the greatest cooks in the Navy, but are also vital members of the fire party. We have IT, ET, and FC rating sailors helping secure engineering electrical systems and containing casualties while the rest of the crew dresses out in required personnel protective equipment. Talk about leading from the front, we even have had the CMC/SEA dress out in full Fire fighting gear to help supplement personnel on the fire party. As the LCS expands we will begin to include Mission Package personnel who arrive fully qualified to assist in combating damage control casualties. The limited number of personnel on an LCS ship inherently demands a higher expectation of damage control knowledge and performance from our sailors. While damage control is an all-hands responsibility throughout the Navy, LCS sets the example of what "all-hands" really means!



**When a man becomes a fireman his greatest act of bravery has been accomplished. What he does after that is all in the line of work.**

~Edward F. Croker

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## Engineering- LOA Explained

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Just what is LOA all about? LOA stands for Light-Off Assessment. It is normally conducted when it has been 120 or more days since a ship has lit off her engines. LOA includes the following: extensive engineering space safety walkthroughs, material condition inspections of the propulsion and auxiliary plants, engineering evolutions, firefighting capabilities, program review for deck plate compliance, and NAVOSH compliance. LOA assessors are from Afloat Training Group (ATG). The assessors within ATG are called Engineering Assessment Pacific (EAP) for the West Coast. The LOA team typically consists of a captain, prior engineering officers, and engineering chiefs.

### LOA Grading Criteria

A space safety walkthrough is the first step of the LOA and the most important. There are specific guidelines to follow and look for. Each member of the EAP team will have a designated space to walk through while inspecting proper stowage for sea, the condition of damage control equipment, electrical safety violations, danger tags, HAZMAT, equipment leaking fuel oil or lube oil, and water in the bilges. Discrepancies are brought to the CHENG for correction. Once all major discrepancies are reported and repaired the team will begin assessing the NAVOSH and engineering programs.

The team uses Afloat Self Assessment (ASA) check sheets. These check sheets have specific guidelines for the area to be assessed. Programs are graded as effective, partially effective, or not effective. Programs graded as effective or partially effective are considered to be passing. Not effective programs are considered to be failed.

Engineering evolutions allow the crews a chance to show their expertise in skills such as taking lube oil samples, starting and stopping major equipment, evaluating fuel oil, or taking a heat stress survey. Each evolution requires sailors to follow a written procedure such as a PMS card, engineering operating procedure (EOP), or a local operating procedure (LOP). Procedures must be followed to the letter or an unsatisfactory grade will result on the specific evolution. LCS ships will do 12 evolutions with a breakdown of 80% routine evolutions and 20% infrequent evolutions in accordance with LCS training manual guidelines.

Last but not least, the crew will demonstrate damage control firefighting capabilities. LCSRON will serve as the crew's damage control training team (DCTT). The assessment is performed while observing a main space fire drill. Crews will demonstrate the proper sequence of events in accordance with NSTM 555 and engineering operating casualty control guidelines. The DCTT members are not assessed, but should practice with the crew to ensure compliance and coordination prior to the assessment.

In conclusion, Light-Off Assessments have long been an essential inspection in the engineering world. There are many documents and instructions that crews must follow in order to achieve a satisfactory assessment. If crews prepare thoroughly through proper maintenance, procedural compliance, and communication, success will always be the end result.

### DC Questions:

(Answers are on page 7)

1. True or False: The gas free engineer does not need 40 hours of OJT if he/she has a waiver letter signed by the CO?
2. What 4 alarms are integrated into the 1MC system on most U.S. Navy ships?
3. The P-100 pump can be used to fight fires or to \_\_\_\_\_.
4. AFFF was developed to combat what class of fire?
5. CO2 is the primary agent to disrupt the fire triangle of what class of fire?



## Final Contract Trials is Around the Corner

By: LT Sayoc  
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USS FREEDOM (LCS 1) Final Contract Trials (FCT) continues to be a main priority for LCSRON ONE. This FCT is the first of its kind for the Command and the LCS community. Naturally, this poses a lot of challenges as everything is new, from the ship and its systems to the operations and processes that personnel must follow. There are no prior LCS FCT experiences or direct lessons learned which we can use as reference points. Almost everything is being developed and designed from the ground up specifically for LCS. As the LCS fleet continues to grow this FCT will be the first of dozens over the next few decades. It is imperative that the Command gets it right this first time as it will act as a corner stone for future assessments. Accordingly, LCSRON's FCT preparations have been ongoing since the fall of 2010. While the push is lead by the Squadron's Material Readiness Group (MRG), support comes from across the board including staff from other departments such as Mission Support Group (MSG) for operations, Personnel Readiness Group (PRG) for crew readiness and training, and of course the crews themselves and all of their hard work at the deck-plate level. The staff's main role has been to set up the ship and the crew for success by developing and gaining approval for a schedule of events (SOE), developing equipment demonstration procedures, coordinating with maintenance and repair activities, tracking milestones and required documentation, and coordinating FCT rehearsals and other preparatory activities. These tasks have been accomplished by assigning teams and area leads to manage and work issues in various sub-areas such as Engineering, Combat Systems, Medical, Operations, and Supply. In addition, both Blue and Gold crews have been heavily involved by executing three FCT rehearsals, providing access to ship systems, operating ship equipment, tracking material discrepancies, and demonstrating the required proficiency and knowledge that is required to pass FCT. Finally, FCT preparation also involves the entire Program Executive Office of LCS (PEO LCS) and its subsidiary program offices such as PMS 501 for fleet integration, PMS 505 for logistics and sustainment, and PMS 420 for mission package support.

With FREEDOM having completed her Post Shakedown Availability (PSA), the FCT teams have completed the administrative portion of FCT demonstrations by developing schedules, check sheets, demonstration procedures, and by documenting current discrepancies. The crews and teams have now returned to the deck-plates with a correction and repair focus.

MRG has spearheaded various initiatives to enhance preparation for FCT. Accordingly, the LCSRON FCT team will focus on four main points as we drive forward towards success.

- 1) Maintain clear and accurate FCT supporting documentation such as the schedule of events, required check-sheets, and demonstration procedures.
- 2) Have a well coordinated and efficient execution of the inspection from start to finish, having contingency plans for the unexpected while paying attention to the details.
- 3) Support a well trained, engaged, and proactive crew that owns the ship and drives the FCT evolution.
- 4) Ensure that staff FCT area leaders and teams are intimately familiar with their respective areas while documenting, tracking, and correcting/mitigating any material discrepancies that may be FCT issues.

On the other coast, USS INDEPENDENCE (LCS 2) recently completed a lengthy Corrective Maintenance Availability (CMAV) that ran from October 28<sup>th</sup> through November 22<sup>nd</sup>. 85 corrective maintenance jobs were completed, while preventive maintenance conducted by contractors totaled 1,516 work items. The Crew integrated with the contractors very well throughout the entire project while South West Regional Maintenance Center (SWRMC) and General Dynamics Bath Iron Works both improved their reporting procedures, thereby allowing for 20 pull-in jobs and a completion rate of 91 percent. MRG is working hard to complete more maintenance during the December Preventive Maintenance Availability (PMAV). The focus has been centered on the Mine Counter Measures Mission Package development testing schedule and the upcoming transit to San Diego in 2012.

The above organizations and efforts represent a world of LCS support that on a daily basis ensures an optimal level of mission readiness for LCS. The command recognizes that as we prepare for FCT, development testing, or transits evolutions, we are developing a culture with a focus on readiness.

## Navigation Lessons Learned

By: QMC(SW) Ortiz  
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The Littoral Training Facility (LTF) has implemented the Train-Train-Certify process with great success. The process requires that thorough training occur prior to the certification run. Each scenario is specifically designed to put the ship in different and unique navigation and combat system situations while flexing watch teams and completing certification requirements. These new scenarios have gone away from the old Pre-Delivery Tests and Trials (PDT&T) scenarios. Crews will receive specific tasking and will encounter different threats while conducting the tasks. This has been designed to flex the crews' watchstanding capabilities while implementing potential real-life situations.



LCS 1 and LCS 2 Gold Crews have certified in Navigation and Combat systems. Training was beneficial for both the crews and the LTF staff. Some of the lessons learned include:

- Rules of the Road knowledge is strong but there is room for more fundamental Rules of the Road training.
- Conducting morning OPS/Intel briefs are imperative to the success of each training mission. Involving all watchstanders and ensuring that they are fully engaged in the training packages that are supplied to the crew will also ensure a smooth run. All material and information that is needed to complete the missions are included in these training packages.
- Effective use of pre-planned responses still seems to be an afterthought during scenarios. Instructors are looking for the proper utilization of PPR's during all scenarios.
- Standing Orders and Battle Orders should be utilized during all scenarios. LTF staff will assess the crew on their utilization of both. We have noticed that following the Battle Orders, especially in the setting of weapons postures, is imperative.

LCS-2 Blue recently completed their Navigation Check Ride in Newport, Rhode Island. Lessons learned include:

- Familiarity and knowledge with the ASA check sheets and ISIC Navigation Assessment check sheets in the Nav Dorm 3530.4C, appendix A-4, as well as the VMS appendix A-12, is essential to day to day navigation and all inspections. These check sheets are used to assess the administrative portion of the ISIC Navigation Check Ride. No drills were run during the inspection as the drills are run at the Littoral Training Facility during each off-hull period.

### LTF Upgrades:

The LCS Training Facility is continuing to evolve. Starting in February, the LTF will begin initial upgrades to include information assurance updates and the connection of new computer servers and integrated watchstander communications between all simulators. This will increase the efficiency and value of all evolutions by integrating both classes of ships along with mission packages to ultimately create a more robust scenario. Once completed, SBT training will increase by two weeks in order to implement mission packages. Due to these upgrades, stick time may be limited during the months of February and March. As always, the equipment and staff at the Littoral Training Facility are continuously improving and evolving in order to better support LCS crews.

# A Message From Medical

By: HMC Durgin  
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As a reminder, please go to your profile on BUPERS On Line and schedule appointments as necessary. Maintaining our health and medical readiness is an essential element to our mission readiness for LCS and the U.S. Navy. The Navy has charged each sailor with keeping track of their own medical requirements and has given us BUPERS On Line as a scheduling and tracking tool to assist us. By doing so, you will maintain your deployment readiness and cut down on the time needed to address medical issues prior to your transfer to ship or shore commands. If you are transferring overseas, you not only need your basic medical requirements, but also that country's specific requirements. If you are going overseas with family members, this process becomes much longer and more difficult while coordinating pack-out dates, shipping dates, flight schedules, and passports. In order to ensure that you have a smooth transition it is vital that you stay on top of your and your family's medical readiness early and often. Also, if you are going TAD or to a class that requires a medical screening, please bring your orders and any applicable medical screening forms with you to Medical. This will help to expedite your requests. Our fleet readiness lies with you, the individual sailor. Our greatest ships are only that way because they are manned by the greatest sailors, the United States Sailor!



## Medical Points of Contact:

Should you find that your crew, personnel, or mission group would like additional medical training, basic or advanced, or if you would like to schedule the use of our training classroom, please contact HMC Durgin at 556-3344 or HM1 De La Ossa at 556-7314.

To schedule appointments for medical readiness, PHA's, PARFQ's, and Fire Fighting questionnaires, please contact HM1 Hurley or HM3 Nadeau at 556-3294.

If you have questions regarding medical supplies for LCS ships, please contact HMC Eusebio at 556-7311.

HMC Alonso is working with HMCS Schaffer to ensure that our waterfront Independent Duty Corpsman and their Medical Departments are mission ready. If you need their assistance please contact them at 556-3345.

### DC Answers:

1. True or False: The gas free engineer does not need 40 hours of OJT if he/she has a waiver letter signed by the CO? **True**
2. What 4 alarms are integrated into the 1MC system on most U.S. Navy ships?  
**Collision, Chemical Attack, General, Flight Crash**
3. The P-100 pump can be used to fight fires or **dewater spaces**.
4. AFFF was developed to combat what class of fires? **Bravo**
5. CO2 is the primary agent to disrupt the fire triangle of what class of fire? **Charlie**

## A Note From Your DAPA

Command DAPA: MNC Elizondo  
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Alcohol and drug abuse are often associated with distress and are often linked to a wide array of other problems that degrade mission effectiveness and personal quality of life. People that may have undergone stressful life events during the holiday season may turn to alcohol to help alleviate their distress and cope with problems. While the Navy maintains a "zero tolerance" policy for drug use, we should make every reasonable effort to retain Sailors when problems with alcohol surface so that we can help them return to full productivity, and a healthy lifestyle.

### Substance Abuse and Rehabilitation Program (SARP)

The primary objectives of the SARP are:

1. To promote readiness, health, and wellness through the prevention and treatment of substance abuse.
2. To prevent the negative consequences of substance abuse to the individual, family, and organization.
3. To provide comprehensive education and treatment to individuals who experience problems attributed to substance abuse.
4. To return identified substance abusers to unrestricted duty status or to assist them in their transition to civilian life, as appropriate.

Every opportunity should be taken to ensure that we understand the negative impact of substance abuse to the mission, to identify the warning signs of abuse, and how to refer Sailors for assessment and/or treatment. If you suspect that there is an alcohol problem, you must refer the Sailor to your Drug and Alcohol Program Advisor DAPA and/or SARP for an evaluation. Additionally, Sailors with alcohol problems who have not yet gotten into trouble should consider voluntarily seeking help without fear of negative consequences.

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### *Where Did That Navy Word Come From?*

**Brass Monkey-** During the civil war, cannonballs were stacked up in pyramids called brass monkeys. When it got extremely cold, they would explode or break, hence the term "cold enough to freeze the balls off a brass monkey".

**Carry On-** In the days of sail, the Officer of the Deck kept a weather eye constantly on the slightest change in wind so sails could be reefed or added as necessary to ensure the fastest headway. Whenever a good breeze came along, the order to "carry on" would be given. It meant to hoist every bit of canvas the yards could carry. Pity the poor sailor whose weather eye failed him and the ship was caught partially reefed when a good breeze arrived. Through the centuries the term's connotation has changed somewhat. Today, the Bluejackets Manual defines carry on as an order to resume work; work not so grueling as two centuries ago.

**Drinking a Toast-** This term for drinking to one's health, or in one's honor was coined in early days along the waterfronts, when it was customary to place a small piece of toast in the hot toddy and the mulled wine which was popular with seaman of the day.

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### ***Military Trivia:***

(answers on next page)

**Q: Who was the President when the United States entered World War II?**

**Q: What southeastern state was the last to return to the Union after the Civil War?**

**Q: Which two nations, constitutionally barred from military actions, sent money to support the Allied coalition against Iraq in 1991?**



Photo # 501 0412-63 "The Ironclad" by Raymond Bayless

# LCSRON CHRISTMAS PARTY!



Answers to military trivia on page 8. 1. Franklin D. Roosevelt 2. Georgia 3. Germany and Japan

