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Volume 2, Issue 2

# COMLCSRON ONE Newsletter



## CORONADO is CHRISTENED!

By: LTJG McFarland  
MPA  
CORONADO BLUE Crew

### Individual Highlights:

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On January 14<sup>th</sup>, 2012, the second *Independence* class Littoral Combat Ship CORONADO (LCS 4) was christened at the Austal shipyard in Mobile, Alabama, by sponsor Susan Keith.

The *Independence* class LCS has a unique trimaran hull, high speed-capabilities, and one of the largest flight decks of all U.S. Navy surface combatants. LCS 4 will be the third ship in the United States Navy's history to bear the name CORONADO. Her predecessors were (PF-38), a highly decorated World War II patrol frigate, and (AFG-11), an amphibious landing ship that was later converted into a command and control and testing platform.



Ms. Susan Ring Keith, the ship's sponsor, is a Coronado native and resident and comes from a family rich in Navy history. Her grandfathers, father, and uncles all served in the Navy, as did her husband and children. In 1966, Ms. Keith was the Maid of Honor for the (AFG-11) christening of USS CORONADO, with her mother serving as the ship's sponsor. Isabella Keith Drouin, Ms. Keith's daughter, carried on this tradition by serving as the Maid of Honor for LCS 4. During her remarks, Ms. Keith stated that she "bleeds white and green for the City of Coronado and blue and gold for the United States Navy."

Austal USA, located in Mobile, Alabama, is home to the *Independence* class LCS shipbuilding program as well as the Joint High Speed Vessel (JHSV) shipbuilding program. Joe Rella, Austal USA President and Chief Operating Officer, says of the christening, "today's ceremony is a testament to the hard work and dedication of Austal's talented shipbuilders...We are proud of our accomplishments and honored to be building these magnificent warships that are already shaping the future of the modern day Navy."



The ceremony was attended by Sailors of both CORONADO's Blue and Gold crews, including the Commanding Officers (CDR John Kochendorfer (Blue) and CDR Shawn Johnston (Gold)), Executive Officers (CDR Allen Adkins (Blue) and CDR Pete Kim (Gold)), and Command Senior Enlisted Leaders (CMDCM Jeffery Tidwell (Blue) and CMDCS Lateef Compton (Gold)). The youngest CORONADO Sailor, BM3 Ricky Tovar, attended as well, keeping with the time honored Navy tradition of having the youngest and oldest sailors in attendance. Also present were the families of some of the crewmembers, many of whom have served in the United States Navy. The crew presence at this significant event in the life of the ship only added to the excitement and anticipation for the ship's delivery and bringing to life the Crown of the Fleet!

## Aviation

### LCS AVIATION TEAM:

LT Stockwell- Aviation Training Officer (rebecca.stockwell@navy.mil)

ABFC Ravens-Aviation Training Team Coordinator (gary.ravens@navy.mil)

Hello from the Air Department! Over the last few months we have had numerous opportunities to learn more about the certification process. We have completed the Air Certification up to HELO DAY (AV 1.4b) for both INDEPENDENCE GOLD and FREEDOM GOLD. We also completed the Air Certification up to ARQ (AV 1.4a) for FREEDOM BLUE and just recently started the process for INDEPENDENCE BLUE.

One thing that we are finding is that it is very challenging to keep up your qualifications and be ready for certification when you spend 50% of your time off of the ship and may not even see flight operations during your on hull time. This can be mitigated to some extent by meeting the training requirements.



The training required for a flight crew is never ending. When there are holes in this process, it gets caught during a certification. However, we should all be working to abide by the requirements and make it worthwhile so we can all avoid mishaps. There is extra pressure on LCS 1 and LCS 2 at this time because they have to complete the process for AVCERT (facilities) and Air Certification (crew) TWICE in one year.

The first training requirement is the Aviation Firefighting Drill that is required twice each month. Please email us if you would like a drill package sample. This is only required when on-hull and absolutely MUST be documented. This documentation needs to include a muster list with training topics covered and needs to be forwarded to the LCCSSRON ONE Air Department. These drills are not easy to accomplish without an entire training team, but make the most of what you have and ask for a visit from the Aviation Training Team whenever you can!

Another training requirement which will complement the drills is the on-the-job training as outlined in the NAVAIR 00-80R-14. You will be setting yourself up for success if you make a short term schedule that covers the four month on-hull period with a goal of one to two topics per drill. This will meet an additional requirement for the Air Certification and ensure that you are covering the required training topics.

Below are the training topics from Chapter 9 of the 00-80R-14:

1. Organization and leadership of Crash, Fire, and Rescue Team.  
Review your WQSB and ensure everyone is qualified.
2. Fire reporting procedures.  
Review Section 9.4.6 of 00-80R-14 for sequence of events.
3. Communications.  
Review your drill grading cards (Email us if you would like the cards that we use).
4. First-aid and self-aid.
5. General firefighting.
6. Hazardous ordnance/weapon cooling.  
See 00-80R-14 for cook-off times, as well as NAVAIR 00-80T-122 and HELO BILL for Warning and Cautions associated with commonly used ordnance.
7. AFFF and saltwater station operation on flight deck and hangar.
8. Portable CO<sub>2</sub>, PKP, and Halon 1211 extinguishers (operation and location).
9. Appropriate firefighting actions to perform until assistance arrives.
10. Basic handling of composite materials and hazardous materials produced after a crash or fire.

Continued on next page

## Aviation cont.

A third training requirement is flight deck crew training. This should refresh everyone involved in flight quarters operations, to include HCOs, LSEs, Operations Officer, DCA, chock and chainers, fire party, and of course, ASTACs. This is especially important for LCS, because we are not operating with helicopters quarterly like many other ships in the Navy. Reviewing Safety procedures is critical, but make sure you are reviewing AVCERT requirements (extra manning with a hangar door seal failure), tie-down procedures, VERTREP and the HELO BILL, just to name a few. There is not a mandated periodicity, but we highly recommend that this be conducted prior to any helo operations and certainly once per on-hull period.

The last training required is fuel crew training. There is a very short chapter covering this requirement in the NAVAIR 00-80T-109, and a long list of topics in Appendix C. A few examples are: JP-5 characteristics and precautions, settling and stripping procedures, transfer system, and FSII testing.

Remember, this training is required for certification and it is essential for such a high risk environment where there is no room for complacency. Finally, if it's not documented, it didn't happen! If you have questions, call us at 619-556-8352.



*"Helicopters don't fly -- they beat the air into submission. An airplane by its nature wants to fly, and if not interfered with too strongly by unusual events or by a deliberately incompetent pilot, it will fly. A helicopter does not want to fly."*

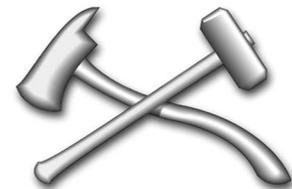
## Damage Control: LCS Training

By: DCC(SW) Doyle  
Damage Control Training Team  
james.p.doyle@navy.mil

LCS has a very unique method when it comes to training crews and Mission Package Detachments. When a crew goes into the off-hull period, they are exposed to and expected to train and certify in various warfare areas to ensure their proficiency remains high. Traditional ships on the other hand are required to complete and assess numerous drills of different varieties on a monthly basis. We at LCS do this every 4 months. Crew and Mission Package personnel attend a fire fighting and wet trainer. The fire fighting trainer is a high-risk Naval course where students go over basic fire fighting fundamentals and proper hose handling procedures to extinguish actual fires; "A" (paper/clothes), "B" (Fuels/Oils) and "C"(Electrical) fires.

The wet trainer is a course that teaches students pipe patching, plugging, shoring, and dewatering. This is the "fun" course that students enjoy due to being placed in a ship simulator that actually begins to flood with water while students are required to patch the holes, cracks, and ruptures throughout the simulator. Courses like the fire fighting and wet trainer build stronger bonds within crews as it reveals to one another their strengths and weaknesses while working as a team, ultimately preparing everyone in the event of an actual casualty.

### DC Questions:

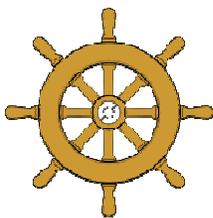


1. What is the maximum temperature allowed for an EWARP patch?
2. What are the 4 major parts to a soft patch?
3. What is the minimum required personnel on a 1 ½ hose?
4. What ship DC system powers a Peri-Jet educator when dewatering?
5. Who is the NFTI operator?

Answers on next page

## Rapid Refresh

By: QMC(SW) Ortiz  
Seamanship Training Team  
james.ortiz@navy.mil



The close relationship between LCSTRON ONE, crews, and the SBT staff continues with great success. Each Rapid Refresh scenario is designed to put the ship in different navigation and tactical situations while completing CRs and flexing the watch team's capabilities. Crews will receive specific tasking but may encounter different threats while conducting those tasks. No scenario will be like the last. Scenarios are evolving to utilize real world AORs. Any guidance not provided in the training packages will be from real Area Commander directives.

Crew 201 has successfully completed and certified at the Shore Based Training Facility in both Navigation and Combat Systems during Rapid Refresh. The training was beneficial for both the crew and the SBT staff as the training continually evolves.

Things are moving along very well for crew 103 which has successfully completed Capstone, Bridge Resource Management, and Navigation Availability at the Shore Based Training Facility, certifying the crew in the MOB-N warfare area. Crew 103 will take USS FORT WORTH (LCS 3) out to sea and conduct a final ISIC Navigation check ride later this year to complete the crew certification.

### Some of our recent lessons learned are:

- Rules of the Road knowledge was stronger this time around but more training is always needed for that highly perishable skill.
- VMS familiarization is essential for OOD/JOOD's to perform optimally.
- Conducting Morning OPS/Intel Briefs for the day's scenarios is imperative and is required in accordance with the LCSTRAMAN. This is crucial for the success of each training mission. Engaging all watch standers in the development and execution of the watch team binders and training packages will also ensure a smooth run. Everything that is needed to complete the missions will be included in these packages but the crew should do their homework (i.e. identifying the Order of Battle with the various platforms provided).
- Use of PPRs still seemed to be an afterthought during scenarios. Instructors are looking for the utilization of PPRs with all scenarios.
- Standing Orders and Battle Orders are needed during all scenarios. SBT Staff will assess the crew with their utilization of both. We have noticed that following Battle Orders (especially in the setting of Weapons Postures) between all sections has been hit and miss.

### DC Answers

1. 300 deg
2. Wedge, Oakum, Rubber, Marlin
3. Three
4. Firemain
5. Team Leader



*"It follows then as certain as that night succeeds the day, that without a decisive naval force we can do nothing definitive, and with it, everything honorable and glorious."*  
- President George Washington

## Combat Systems

By: CTTC Childers  
 Combat Systems Training Team  
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Combat Systems is continuing to evolve. Currently, there are two dedicated CSTT members. FCC Bush and CTTC Childers are currently working on Drill Guides, TORIS/TFOM Data Points, ASA Check Sheets, and Level of Knowledge Exams. You can expect to see CSTT go on-hull to conduct technical drills for final certifications in the near future. On another important side note, the Navy Wide OPTASK SUW was recently updated and released. It can be found on the Fleet Forces website:  
[www.fleetforces.navy.smil.mil/HQ/Pages/default.aspx](http://www.fleetforces.navy.smil.mil/HQ/Pages/default.aspx).  
 DTG for pt 1 is 091745ZFEB12, pt 2 is 091746ZFEB12.



### -SBT Upgrades:

During February and March the SBT began initial upgrades to include information assurance, computer servers, and integrated watchstander communications between all simulators. This will allow better evolutions that will integrate both classes of ships and Mission Packages for a more robust and integrated training environment. Once completed, SBT training will expand by two weeks to implement Mission Packages.

### Stick time:

As a reminder, all requests must be in by 1200 the Wednesday prior to the week being requested. All personnel on the watch bill are **required** to attend and be on time. Crews currently going through Rapid Refresh have priority for stick time.

Although stick time typically includes simple scenarios, there are plenty of Bridge and MCC/ICC events available for training. For example, watch teams can conduct pier work with varying environmental conditions, anchorages, high speed transits with minimal contacts, harbor transit, UNREP and MOB, as well as communications between watch standers, check lists, and IMC usage. Please remember, crews are responsible in ensuring that security clearances and visit requests are sent to the SBT via JPAS (N3). If the visit request is not sent, the crew member will not be allowed to enter the trainer.

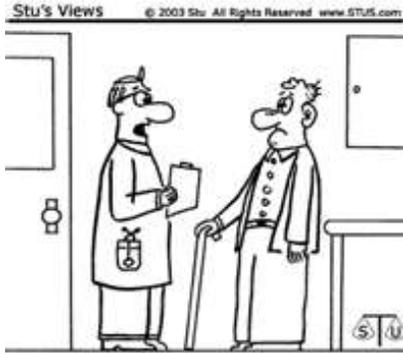
MCC/ICC stick time is limited in capability. The watchstanders can get console time but minimal interaction from the trainers will be available (i.e. the crew will be able to work with LINK-16 but will not be able to get contact management due to the trainers inability to input contacts). If you have specific questions regarding MCC/ICC stick time abilities, please contact FCC Bush in N7 at james.bush3@navy.mil.

## LCS Zone Inspections

# N43

By: LT Sayoc  
 Material Assessments Officer

LCSRON ONE Material Readiness Group will begin staff zone inspections onboard LCS ships, starting with USS FREEDOM. In accordance with COMLCSRONONEINST 3120.1, the ship is divided up into four zones, and a zone inspection is to be performed for the entire ship (all four zones) during each on-hull rotation by the crew, and every year by the squadron staff. Gold crews from USS FREEDOM and USS INDEPENDENCE have both commenced their inspections. The purpose of the inspections is to improve material readiness and overall safety of the ship by conducting two parallel and independent assessments, one crew lead and another staff lead. With current processes in place, the crew and staff work closely together thereby obtaining a mutual awareness of material issues and a coordinated effort to resolve material discrepancies. The initial inspection onboard FREEDOM is also serving as a pilot program for data collection and processing equipment condition models of the LCS Reliability Engineering Program. LCSRON is looking at ways to execute crew, staff, and contractor ship inspections and assessments under one streamlined, automated, and electronic system.



"I'm stumped.  
We'll have to wait for  
the autopsy."

## A Message From Medical

By: HMC Durgin  
LCS Medical Department  
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The Spring PFA is just around the corner! Please address all medical requirements as soon as possible. If you wait until the week before to get your PHA done, we may not be able to accommodate the short time frame. Ensure that you log into BUPERS On-Line to complete your PARFQ and to check your PHA status now before it is too late. And remember- You can never start training too early for the PFA!

As a reminder, you need to go to your profile on BUPERS online 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 to assist us. By doing so, you will maintain your deployment readiness and cut down on the time that is needed to address medical issues prior to transfer to ship or shore commands. If you are transferring overseas, you not only need your basic medical requirements, but also that country's requirements as well. 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. If you are going TAD or to a class please bring your orders with you to medical along with any screening forms required such as a high risk medical screening form.

### Medical Points of Contact:

Should you find that your crew, personnel, or Mission Group needs 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 HMC Alonso at 556-3344.

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

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



## A Note From Your DAPA

Command DAPA: MNC Elizondo  
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### Alcohol Self Referral

A self-referral is a one-time event that is personally initiated by the member. Members who desire counseling or treatment resulting from drug and/or alcohol abuse may initiate the process by disclosing the nature and extent of their problem to one of the following personnel who is actively employed in their capacity as a qualified self-referral agent:

- (1) DAPA
- (2) Commanding Officer, XO, OIC, or CMC/Chief of the Boat
- (3) Navy drug and alcohol counselor
- (4) DoD medical personnel
- (5) Chaplain
- (6) Fleet and Family Support Center counselor



To qualify as a valid self-referral, disclosure of alcohol abuse must be made to a qualified referral agent with the intent of acquiring treatment, and there cannot be credible evidence of a member's recent involvement in an alcohol-related incident. Disclosure made to any other person who is not a qualified self-referral agent may or may not shield the member from disciplinary action.

### *Naval Tradition and Jargon*

**Gun Salutes-** Gun salutes were first fired as an act of good faith. In the days when it took so long to reload a gun, it was a proof of friendly intention when the ship's cannon were discharged upon entering port.

**Pea Coat-** Sailors who have to endure pea-soup weather often don their pea coats, but the coat's name isn't derived from the weather. The heavy topcoat worn in cold, miserable weather by seafaring men was once tailored from pilot cloth — a heavy, course, stout kind of twilled blue cloth with the nap on one side. The cloth was sometimes called P-cloth for the initial letter of "pilot" and the garment made from it was called a p-jacket — later, a pea coat. The term has been used since 1723 to denote coats made from that cloth.

**Three Sheets to the Wind-** We use the term "three sheets to the wind" to describe someone who has too much to drink. As such, they are often bedraggled with perhaps shirttails out, clothes a mess. The reference is to a sailing ship in disarray, that is with sheets (lines — not "ropes" — that adjust the angle at which a sail is set in relation to the wind) flapping loosely in the breeze.

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

(answers on page 10)

Q: **What paygrade is an Army "Private First Class"?**

Q: **What does ASVAB stand for?**

Q: **What does the Acronym "M.A.S.H." Stand For?**



# KNOW SAFETY - NO PAIN

LT Stockwell- Safety Officer  
 LT Belanger- Assistant Safety Officer  
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 mark.belanger1@navy.mil



Hello from the Safety Department! To start off, I would like to introduce everyone to our Safety Representatives:



| LCS SQUADRON ONE SAFETY REPRESENTATIVES |                        |
|---|------------------------|
| COMMAND SAFETY                          | LT Stockwell           |
| COMMAND ASST SAFETY                     | LT Belanger            |
| N1                                      | YN3 Dawson             |
| N3                                      | OS2 Sturkey            |
| N4                                      | LT Sayoc / EM2 Jackson |
| N7                                      | LT Belanger            |
| Medical                                 | HM1 De La Ossa         |
| ASW DET 1                               | STG1 Bizjak            |
| MCM DET 1                               | MN1 Hassler            |
| MCM DET 2                               | EN1 Butts              |
| SUW DET 1                               | GM2 Welles             |
| SUW DET 2                               | FC1 Caudill            |
| Crew 101                                | LCDR Rose              |
| Crew 102                                | LCDR Martello          |
| Crew 103                                | LCDR Gehman            |
| Crew 104                                | LCDR Sealy             |
| Crew 201                                | LT Stailey             |
| Crew 202                                | LCDR Kane              |
| Crew 203                                | LCDR Galka             |

Over the last few months, the Safety Department has come a long way, but we still have a lot of improvements to make. The focus with LCSRON Safety is to support the crews. We assume that hazards are the most prevalent during operations and while onboard ship; however, we are currently seeing that most of our mishaps are not happening at work, but when Sailors are off-duty. We cannot take away from the importance of Afloat Safety, but I would like to start off by making sure that we are all accountable for our actions when our feet are “dry” as well.

One thing that we all need to improve on is Mishap reporting. What kind of incident requires a Mishap report? The instruction that covers this is the OPNAVINST 5102.1D. I would like to share some very simple guidelines that can be found within the instruction:

1. If your injury has caused greater than 24 hours of work loss, you need a mishap report.
2. If your injury has resulted in any form of light duty or limdu, you need a mishap report.
3. If you require ANYTHING more than first aid, to include stitches, you need a mishap report.
4. If you find yourself hobbling around on crutches, you need a mishap report.

So what does all this mean? It means that if you meet any of the above criteria, you should see your Departmental or crew Safety Officer. (After you have sought and received the appropriate medical attention!). Eventually, you will be asked a set of questions so that a report can be generated and sent out. This information will not have your name attached to it in any way, and is very important for determining trends and discovering what the biggest hazards are. Yes, you do run the risk of seeing a similar scenario read out loud as part of the Friday Funnies at Quarters, but it is a requirement.

We, the Safety Reps, are especially concerned that with the improving weather and higher gas prices, we are going to have a lot of new riders buying a motorcycle. Before you make this decision, do your homework. Talk to other owners, talk to people who have been in bike accidents, see how much insurance will be required, read up on required PPE, registration requirements, licensing costs, ect...it is going to cost more than you think! Think about that last fender bender that you had, and what would have happened if you were on a motorcycle. You MUST take the BRC, and you MUST maintain a current ERC/MSRC. To ensure that we are complying with these requirements, delinquent riders will have their chain of command notified. For everyone else, look twice, motorcycles are everywhere!

Cont. next page

Safety continued:

I want to remind everyone to be smart about your actions. It is a bit of a cliché, but no one who has been in a horrible car accident, experienced an electrical shock, or received third degree burns went in with that intention. We have a lot of intelligent people within the LCS program, so there is no reason to be taking a risk, especially a new one, without seriously considering the consequences, and how those consequences will affect those around you.

## Electrical Safety

On a daily basis we are all constantly using electrical equipment at home and at our jobs. Therefore, it is important that all hands be familiar with identifying and correcting electrical hazardous conditions. Annual training is required to remind us of the many dangers and the proper use of electrical equipment. Onboard ships, Sailors use warning signs, danger tags, and caution tags while conducting maintenance and routine procedures.

The two main purposes of electrical safety are to protect personnel and ensure that unwanted equipment damage does not occur. Electrocuting and fires are a major concern for crew members. Electrical ratings (EM, ET, FC, GSE, IC, and IT) use guidelines in NSTM chapter 300 when working on energized equipment. Remember the phrase “dead equipment keeps Sailors alive”. Here are some recent electrical incidents that have occurred in the fleet in the past few years:

In 2009, an E-4 onboard USS RENTZ (FFG 46) was reconnecting piping interference in AUX 2 when the Sailor touched a 440 volt panel and died. After the fatality, a message was sent out to the fleet describing what happen. Each command was tasked with checking the associated equipment for any discrepancies and reporting the status within 30 days via message traffic.

In 2009, an E-6 onboard USS SHILOH (CG 67) fell overboard and drowned while removing a stanchion pipe for electrical shore power cables at sea. This evolution is usually performed pier side. Communication up and down the chain of command and following basic safety precautions could have prevented this accident.

In 2010, an E-7 onboard USS RONALD REGAN (CVN 76) was electrocuted while working on a load center. All ships held a safety stand down. Additional training also was given on procedures for rigging load center circuit breakers. A standard procedure was drafted and new changes were installed into NSTM chapter 300 to prevent fatalities like this from happening again.

The main causes of electrical accidents are: not paying attention, ignoring procedures, complacency, and inadequate tag-out. Each Sailor should follow through and correct any safety discrepancy immediately when discovered. Safety awareness will save the Navy money, time spent on equipment repairs, and most importantly- a Sailor's life. Safety must be a top priority in any evolution. Remember- “no one can replace the life of a Sailor”. The reference for electrical safety precautions can be found in Naval Ship's Technical Manual (NSTM) Chapter 300 and OPNAVIST 5100.19 Forces Afloat.

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### Arrive Alive News update.

Since the inception of the 511 Arrive Alive program the DUI Arrests have decreased significantly.

FY09 to FY10 DUI arrests decreased 15.6%

FY10 to FY11 DUI arrests decreased 22.3%

On 12FEB12 we received a new message with some very important updates.

1. Reserve unit personnel can receive a card when they are under extended orders. (90+ days)
2. In the past, Sailors have given their card to other Sailors in need of a last minute fix (senior looking out for junior).

We are not allowed to trade, sell, or give the card to any other Sailor.

3. You are now required to bring the taxi receipt to the command 511 coordinator in order to get a new card.

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### Answers to Military Trivia:

1. E-3
2. Armed Services Vocational Aptitude Battery
3. Mobile Army Surgical Hospital

