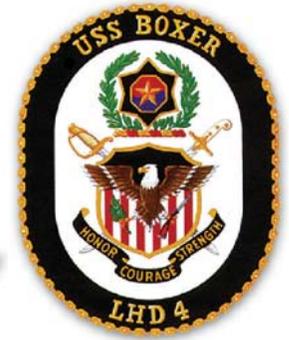




BARK OF THE BOXER

AMERICA'S GOLDEN GATOR



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EARLY MARCH 2011

Experts Brief Crew on Middle-East Affairs

By MC3(SW) Trevor Welsh

Members of the Naval Post-Graduate School's (NPS) Regional Security Education Program (RSEP) ventured out to sea with the amphibious assault ship USS Boxer (LHD 4) as it started its Western Pacific deployment last month.

RSEP members came on board to provide cultural and diplomatic education on current affairs such as diplomacy, coalition building and U.S. national security objectives in South Asia.

A team of three subject matter experts instructed the Naval and Marine officers onboard the Boxer through 20 hours of lectures over six days. The lectures ranged from the American Grand Strategy in the Middle East to the Religious Politics of Pakistan.

The leader of this RSEP team, Troy Johnson, holder of a Master's Degree on National Security Affairs from NPS, says this program provides focused intelligence to carrier strike groups and amphibious ready groups deploying throughout the world.

"We bring subject matter experts gathered from (NPS) and other universities throughout the U.S. as well as independent experts such as Dr. Adam Garfinkle together and develop a program that meets the commanding staff's needs."

Garfinkle, with a Ph.D. on International Politics from the University of Pennsylvania, is the editor of the magazine *American Interest*, the former principal speechwriter to the Secretary of State and a former member of the National Security Study Group. He gave several lectures associated with his area of expertise.

"Through my contacts at (NPS) I was told about this pro-



Dr. Anshu Chatterjee, of the Naval Post-Graduate School, shares her insights on security concerns in Pakistan with the ship's crew and members of the Boxer Amphibious Ready Group. Photo by MC3(SW) Trevor Welsh.

gram," said Garfinkle. "It seemed to be a perfect fit between what the Navy and Marine Corps might need and what I could offer. I specialize in U.S. foreign policy in regards to the Middle East as well as functional subjects like terrorism."

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How a fireteam responds to a fire on the flightdeck...

Training Like We Fight

New approach to damage control training puts crew members in the thick of the action

By MC3 Anna Kiner

When USS Boxer departed San Diego for its Western Pacific deployment, it left behind the training cycle and entered into battle mode.

Training used to focus on individual events such as flooding, fire, medical mass casualties or enemy attacks. With the application of Integrated Training Team environments, though, a drill can consist of several or all of those at the same time.

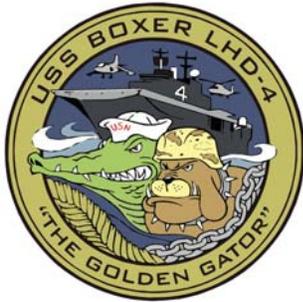
"It's really just a new slant on what

we've been doing before," said Lt. Cmdr. Christopher Gavino, the damage control assistant aboard Boxer. "As we deploy, we're going into parts unknown and we need to be prepared for all contingencies. This new version of training is just basically preparing us for things that have happened on other ships and conceivable issues we run into."

"The best part about the training is, with all the different ITT drills running

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USS Boxer carries nearly 1000 Sailors and more than 2200 Marines, each with their own job and role on the ship. With everyone's contributions affecting Boxer's mission, ask yourself...

**What if the ship left without me?
-ship's cooks-**

By MCSN Brian Jeffries

One group which should never go unappreciated is the culinary specialists aboard USS Boxer. The dedication to their craft is endless and the extent of their abilities is tried with each meal they serve. Working every day up to fifteen hours does not leave a lot of down time and, while out at sea, it is an around the clock job. Breakfast, lunch, dinner and midrats for the crewmembers standing every night watches. A lot of us take these meals for granted, but the work that goes into feeding a crew of our size that many times should never be underrated.

"If not for the culinary specialist, ship's company would probably be forced to eat MREs (meals ready to eat) because nobody would have the time to prepare their own food," said Culinary Specialist Seaman Marco Gomez.

Based on a menu plan provided by Big Navy's Food Service Management system, the CSs are able to plan out 21 days worth of meals, covering all the

basics of nutrition, variety, and cultural needs.

All work and no play would force anyone into bad spirits, so there has to be a payoff for all the long hours of feeding a 3000-man crew.

"I enjoy being around the different cultures," Gomez said. "Also getting a chance to talk to

everybody, I don't feel like any other rate in the Navy gets so many people coming through their spaces aboard a ship."

The fact that ship's cooks such as Gomez come into contact with so many members of the ship's crew illustrates how many people they impact with their work. That's 3000 people who would definitely notice if the ship left without them.



It's not easy cooking for 3000 hungry crewmembers, with food prep for the next meal beginning almost as soon as the previous meal ends. Photo by MCSN Brian Jeffries.

FIND GATOR!



We've hidden GATOR somewhere in this issue. The first three readers who find him and send an e-mail to the editor with the page number and location win a prize from MWR.



OPSEC STARTS WITH YOU

Remember, ship's operations are not for discussion over email.

Make sure your loved ones have the number to the ship's careline and are on the ombudsmen's call list to ensure they get the latest updates from the captain himself.



Sailors do the darnedest things

By MC2(AW) Oscar Espinoza

When we hear “all hands are reminded to maintain AC Boundaries” passed over the 1MC, most of us take for granted what that really means. To some it means close the hatch behind you, to others it is just another mundane message passed over the loud speaker, but to the engineers assigned to the AC&R shop, it’s a sign of things to come.

According to MM1 Conrad of the AC&R shop, it only takes 2-5 minutes once a hatch is left open to for the air conditioning to bleed out to the surrounding spaces. Compare that to the 20-30 minutes it takes to cool it back down. In addition, the generators that create all this cool air have to work overtime, creating even more heat and sucking up precious fuel and electricity that we can’t spare. That’s not even mentioning how uncomfortable it is to work and sleep in a hot and humid space.

Trust me, it’s going to be a long time before Boxer starts

operating off the coast of Canada or Northern England. Until then, our area of operations is going to be in some of the warmest waters on Earth. A crew summering in the Middle East can’t afford to play fast and loose with the air conditioning.

It’s no different from when you father would chastise you for leaving the door open and cooling the entire neighborhood, only this time the neighborhood is the Indian Ocean and instead of melting your sister’s Hershey bar, you’re causing the failure of a Gadzillion dollar radio.

So next time you see an open hatch or, better yet, actually see someone leaving it open, remind them that its everybody’s duty to maintain AC boundaries throughout the ship. If you’re the last man in a group through the hatch, close it. If you think you’re leaving it open for someone behind you, make sure that person is even going through the opening before you just wander away from it.

‘COLLEGE’ cont. from pg 1

Another member, with a Doctorate from University of California, Berkeley, Dr. Anshu Chatterjee, is an NPS faculty member and a former journalist for New Delhi.

“I teach South Asian politics,” Chatterjee said. “I am here to lecture on the current government formation in Afghanistan, the current security concerns between India and Pakistan and the 25-year-old Sri-Lankan civil war.”

According to the team, this was a great opportunity to be of service and instruct as well as learn from the Sailors and Marines on board Boxer.

“Dr. Chatterjee’s teaching is aided by her now-better knowledge of the constituency that she is trying to serve,” Said Garfinkle. “Even, I, who only teaches at (NPS) once or twice a year, will be able to do a better job with my next instruction because of my experience on the Boxer.”

RSEP was developed as a result of the investigation of the USS Cole incident. According to the Judge Advocate General’s Manual, Jan. 2001, the commanding officer of the Cole did not have the specific intelligence and focused training to effectively deter such a determined and pre-planned assault.

This program is designed to properly prepare commands for the regional security issues they may face at foreign ports.

‘TRAINING’ cont. from pg 1

together, people can see how things are linked,” added Ens. Nicholas Hart, one of the ship’s repair locker officers when Boxer goes to battle stations.

Previous drill scenarios would have isolated events occur along pre-scripted timelines. Allowing the casualty to expand or change depending on the responder’s actions gives the crew the experience to handle a real emergency which doesn’t follow the script.

“It’s all nice and dandy when training teams are waving flags in front of the hose teams,” Gavino said, “but it’s another thing when the ship actually takes on the boat off the bow or the actual fuel leak. We have to help the crew get ready to properly respond.”

Since leaving San Diego, integrated training has been held at least once a week for both the crew members and the training team members themselves. This is in addition to the training held by each individual training team alone. Because the integrated training is now in effect more regularly, ITT coordinators get more opportunities to see where things can be tweaked to allow for more cooperative efforts.



...could affect how crews respond to a fire in the hangar bay. Photos by MC3(SW) Trevor Welsh.

“Each training team has their own way of doing things,” said Gavino, “but it’s through these drills that we find the wrinkles we hope to resolve.”

The integrated training is expected to last throughout the deployment and, while challenging to the crew, it will make all hands more prepared for the challenges ahead.



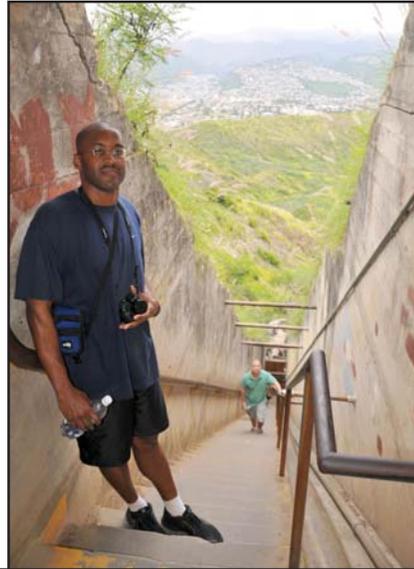
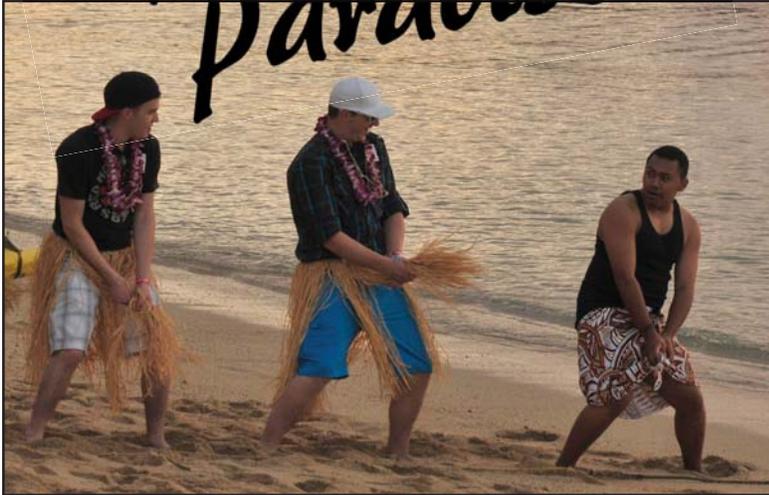
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Check out our page for the latest photos and comments from crewmembers and family members

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Strangers in Paradise

MC1(SW) Donald Waldron



MC3(SW) Trevor Walsh



Cpl. Nicholas Kennedy

MC3 Anna Kiner



MC3 Anna Kiner



MC3 Anna Kiner



The Bark is looking for a few good photos. Have any you'd like to see printed? Bring them down to the ship's Photolab.



