



THE COASTAL COURIER



Education Partnership Awards

INSIDE THIS ISSUE:

- ☼ Education Partnership Awards 3
- ☼ High-Efficiency Chill 4
- ☼ 3D Models and Lasers 5
- ☼ New Boundary Signs 6
- ☼ This Month in Photos 7
- ☼ Sailors of the Year 8
- ☼ Energy Saving Advice 9
- ☼ Bees in the Seas 10
- ☼ NSWC PCD Scientist Earns Distinction 11
- ☼ Feds Feed Families Program Reinstated 12
- ☼ Construction Contract Awarded For New LCS Facility 12

NSA Panama City Chain of Command



Commanding Officer
Cmdr. Christopher Serow



Executive Officer
Lt. Bobby Kenning



Command Master Chief
Petty Officer Hector Sandoval



NSA PANAMA CITY CARES ABOUT:

- ➔ **Our Mission**
- ➔ **The Environment**

We C.A.R.E. about our Environmental Policy

- C – Comply with Rules**
- A – Always Improve**
- R – Reduce Waste**
- E – Eliminate Pollution**

The CO Relies on YOU for Compliance

For Information on Environmental Management Systems (EMS): Our ISO 14001 Approach

Contact your Command EMS Action Team Member:
NSWC: Carmen Ferrer, 234-4146, NDSTC: Paul Gurisko, 235-5258, NEDU: MR1 Franco Nora, NSA and all other tenants: Sylvia Parzentny, 234-4743



Public Affairs Office
101 Vernon Drive
Panama City, Fla.
32407-7018

Steven Applegate
NSA PC Public Affairs
Officer
(850) 230-7717

Mass Communication
Specialist 2nd Class (SW/
AW) Kevin Gray
Contributing Editor/
Layout & Design
(850) 234-4803

Education Partnership Awards

Photo by Mass Communication Specialist 2nd Class Kevin Gray

On June 10, 2014, Naval Support Activity Panama City hosted the Education Partnership Awards.

Educators and administrators from Bay County as well as volunteers from NSA PC and its tenant commands were recognized for their selfless dedication to bettering the lives of children, both military and civilian.

The categories for awards included:

Volunteering - such as accompanying students on field trips, one-on-one tutoring, to helping create interest in the Science Technology Engineering Math (STEM) classes by performing entertaining and educational shows.

Mentoring - volunteers met with students at least twice a month to give a listening ear and help motivate and encouraging and inspiring students to graduate from high school and go on to the next level of education.

The Children's Christmas Party - an event that has been held now for 64 years, helps underprivileged Bay County students experience the holiday season where they may not have had one.

Educator awards - educators were nominated by parents of military-dependant children because of their demonstration of true concern for the welfare and positive impact they had on those children in their lives.



Pictured above are award recipients from the Education Partnership Awards of Bay County Schools.

From Naval Surface Warfare Center Panama City Division: CDR William Gibson, AD2 Garrett Fiedler, SGT Shawn Billiot (USMC RET), Patty Mausert, Amanda Bobe, Mike Conn, James Fath, Jeff Feldstein, Dan Flisek, Dennis Gallagher, Paige George, David Hawes, Jody Kalata-Olson, Edmund Kloess, Kenneth Lane, Stephen Locke, Steve Mahan, Julio Ocampo, Bill Porter, James Sovel, Sarah Woods. (Not pictured: Jonathan Armstrong, Joshua Edwards, Audrey Gillian, Jodi Hendrix, Ed Linsenmeyer, Jeff Prater, Joy St. Amant, Brenna Williams.)

From Naval Diving and Salvage Training Center: ND1 James Reeves.

From US Coast Guard Panama City: BM3 Rex Baker, SN Kristen Varga, SN Brigitte Baskin.

From NAVFAC Southeast Public Works Panama City: Donald Rauscher.

From Naval Support Activity Panama City: MA1 Brian Holley, LS1 Tiffany Montgomery, BM2 Joel Segarra.

Educator Award Recipients:

Christina Bray, first grade teacher at Patronis Elementary School, nominated by Melissa Stockwell.

Jessica McMillan, first grade teacher at Patronis Elementary, nominated by Alexis Repollet and Rubiana Nieves.

Diane Fields, fourth grade at Bay Haven Charter Academy, nominated by Kari Cassidy and Beck Cassidy.

Joyce Wilson, served as a room mom with Diane Fields, also nominated by Kari Cassidy and Beck Cassidy.

Alma Fox, Sue Clements, Mary Cole, Dennis Mitchell, Bay County bus drivers, nominated by Michael Young.

School Administrators Recognized:

Jerry Lassiter, Administrative Assistant - Patronis Elementary

Bob Downin, Supervisor of Transportation

Larry Bollinger, Principal - Bay Haven Charter Academy

High-Efficiency Systems Put Energy Costs On 'Chill'

By NSA PC Public Affairs and NAVFAC Public Works

The Navy Energy program has approved Naval Support Activity Panama City project to replace aging standard design HVAC chillers in five buildings, which will significantly reduce electric energy.

The buildings scheduled to have new ultra-high efficiency chillers installed this year include Bldg. 89 the Naval Special Warfare Group 3 (NSWG-3) building; Bldg. 126 MWR/Public Works; Bldg. 300A Navy Experimental Diving Unit, Ocean Simulation Facility Offices; Bldg. 437, Naval Diving and Salvage Training Center South; and Bldg. 485, the Seashore General Mess Dining Hall.

Standard chillers have roller bearings that support the compressor shaft. The bearings require lubrication oil, which is mixed with the refrigerant fluid and reduces the cooling effectiveness to require more electric power to be used by the chillers. The new chillers have low-friction compressors which have no roller bearings or lubrication oil, using the least amount of electric power possible. The chillers have electric powered magnets which act as support bearings.

The Public Works Department, working with building managers and Installation leadership, developed and requested approval for the project, RM11-0745, through the Navy energy program. The project will cost \$1 million and save 1,230,000 KWH/year, or three percent of the total annual energy consumption for NSA PC.

Public Works leadership expects to increase energy savings from the new chillers by replacing HVAC controls and upgrading air-handling systems in the facilities listed, as well



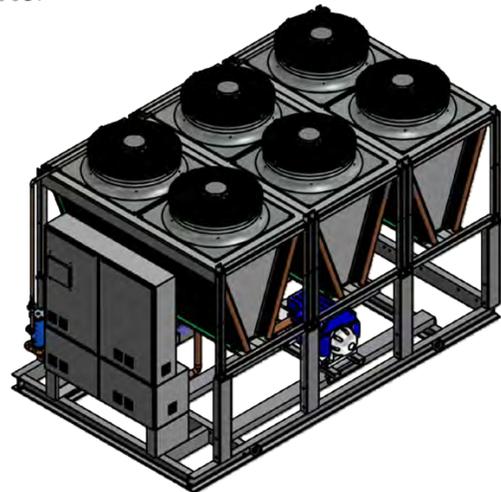
Gary Stacey, Public Works Installation Energy Engineer, inspects a chiller unit at building 89. Photo by: Ens. J. Søren Viuf.

as in other buildings. These upgrades are also recommended by the DOE and are to be confirmed by design firms.

Implementation of these measures will be a large step towards NSA PC meeting energy conservation and renewable energy use goals set forth in the Energy Independence and Security Act of 2007, the National Defense Authorization Act of 2007 and the Energy Policy Act of 2005.



One of the new chilling units installed at building 89. The chiller is rated at 415 tons of cooling. Photo by: Ens. J. Søren Viuf.



A technical drawing of a larger version of the chillers being installed on base reveals an oilless system by electric powered magnets which act as support bearings. Illustration provided by Smartd Chiller Group.

Navy Uses 3D Modeling and Laser Scanning to Develop Cougar Family of Vehicles for Marines

By Dan Broadstreet, NSWC PCD Office of Corporate Communications



Naval Surface Warfare Center Panama City Division (NSWC PCD) Cougar 3D Project Engineer Randy Whitehead (right) meets with Program Executive Office—Land Systems (PEO-LS) Mine Resistant Ambush Protected (MRAP) Engineers Brent Ingraham (center) and Cynthia Landgren. Ingraham and Landgren visited to witness a demonstration of the Cougar CAT II A2 3D model configuration baseline. The model is composed of over 3,500 unique parts and assembly files each with embedded logistics and engineering information. Photo by Anthony Powers, NSWC PCD

Naval Surface Warfare Center Panama City (NSWC PCD) Cougar 3D Project Engineer Randy Whitehead showcased the ability to employ mobile 3D modeling and laser scanning when he revealed a high-fidelity 3D parametric model of the Mine Resistant Ambush-Protected (MRAP) Cougar vehicle May 15th to U.S. Marine Corps' Program Executive Office—Land Systems MRAP Family of Vehicle (FoV) Lead Systems Engineer Brent Ingraham.

NSWC PCD stood up an Expeditionary 3D Modeling and Laser Scanning Center in early 2014 to support warfare systems required by joint forces and the Department of the Navy for expeditionary maneuver warfare.

“The Cougar 3D Modeling Project uses the latest in metrology technology to develop baseline 3D parametric models. In this case, we used it to develop government-owned and controlled models of the USMC MRAP Cougar FoVs,” said Whitehead.

According to Whitehead, the controlled 3D model baseline configuration of each Cougar variant reduces the time required to incorporate engineering changes and aids to verify interfaces with Integrated Logistics Support (ILS) replacement

parts. These added capabilities will result in a reduction in total ownership cost for the Cougar's lifecycle.

“The 3D modeling and laser scanning capability allows us to produce a high precision technical data package (TDP),” said Whitehead.

According to Ingraham, the modeled variants include the MRAP Cougar CAT II A2, CAT II A1, CAT 1 A1 vehicles and an Ambulance Kit.

“This technology will empower the Navy and Marine Corps to maintain an optimized configuration of the entire

MRAP Cougar FoV,” said Ingraham.

Ingraham said the American warfighters' initial need for the armored platform was so critical, its development and delivery to the American warfighter was justified as an urgent need and expedited by the Department of Defense (DoD).

“That is why we're now refining its technical data package (TDP) with the 3D modeling and laser scanning technology. This technology enables us to identify any discrepancies that existed in the earlier variants of the MRAP Cougars, correct them for the whole family of vehicles and deliver an optimized baseline configuration to warfighters,” said Whitehead.

According to Whitehead and Ingraham the level of precision gained in using the Expeditionary 3D Modeling and Laser Scanning Center will dramatically impact reliability, maintainability and sustainability for the Marine Corps' MRAP Cougar FoV and do so consistently regardless of what engineering changes or modernizations are made.

“It will optimize mission capability and save lives by facilitating upgrades and engineering changes,” said Ingraham.



Pictured is a 3D parametric model of the Mine Resistant Ambush Protected (MRAP) Cougar CAT II A2 variant. The 3D model was produced by the Expeditionary 3D Modeling and Laser Scanning Center in 2014 to support warfare systems required by joint forces and the Department of the Navy for expeditionary maneuver warfare. Photo by Ron Newsome, NSWC PCD

Naval Support Activity Panama City Posts New Signs Marking Shoreline Boundaries

By Naval Support Activity Panama City Public Affairs

If you can read this, you're too darn close!

That's the point officials at Naval Support Activity Panama City (NSA PC) would like to make about the new signs going up along the St. Andrew Bay perimeter and at the mouth of Alligator Bayou, the main thoroughfare for waterborne traffic at the base.

"We've had a number of incidents lately where individuals have inadvertently entered restricted areas around the base, either by boat or on foot along the shoreline," said Cmdr. Christopher Serow, Commanding Officer at NSA PC. "These areas have been marked with signs for years, but recent events have demonstrated we need to raise the level of public awareness."

The restricted waters around the base are clearly described in Title 33 of the Code of Federal Regulations (CFR), section 334.760, which lists the coordinates marking the base's restricted perimeter. Essentially, the restricted area runs along the shoreline of the installation and extends from the mean high water line waterward to a minimum distance of approximately 100 feet, and includes the entirety of Alligator Bayou.

"No vessel, person or other craft shall enter, transit, anchor, drift or otherwise navigate within the area..."



Top: The MWR Marina entrance is off-limits to unauthorized patrons.
Bottom: The Alligator Bayou is off-limits to unauthorized boaters.

WARNING
U.S. GOVERNMENT WATERWAY
NO TRESPASSING
KEEP OUT

WARNING
U.S. GOVERNMENT PROPERTY
NO TRESPASSING
STAY BACK 100 FEET

Pictured above are examples of the new signage created. Illustration by Mass Communication Specialist 2nd Class Kevin Gray

without written permission from the officer in charge of the installation, according to the regulation.

The restrictions noted in this section of the CFR are in effect 24 hours a day, seven days a week, and regulations are enforced by NSA PC Security and other agencies that may be designated. Those found in violation can be charged with trespassing on U.S. Government property, and multiple offenses could result in fines and other penalties commensurate to the nature of the violation.

Within the next several weeks, the Navy will replace the existing signs with 22 four-ft. by eight-ft. signs along the shoreline that read "Warning—US Government Property—No Trespassing—Stay Back 100 Feet." Two five-by-ten ft. signs near the mouth of Alligator Bayou will warn boaters to keep out of the U.S. Government waterway. Additionally, the Navy will install buoys to mark the restricted waters along the installation shoreline.

Title 33 CFR 334.760, which gives the specifics on restricted areas around NSA PC, can be found online at: <http://www.gpo.gov/fdsys/pkg/CFR-2012-title33-vol3/pdf/CFR-2012-title33-vol3-sec334-760.pdf>

This Month in Photos

Photos by Mass Communication Specialist 2nd Class Kevin Gray



Top Left: Mr. James Giles (senior master sergeant, U.S. Air Force, retired) speaks on his experiences at the Battle of Midway during a commemoration event held at the Naval Diving and Salvage Training Center (NDSTC) on June 4, 2014. Giles served on board the New Orleans-class heavy cruiser USS Vincennes (CA-44) during the Battle of Midway.

Top Right: (Center) Chief Navy Diver Jason Cook is frocked to senior chief petty officer by (left) Mr. James Giles (senior master sergeant U.S. Air Force, retired) and (right) the Rev. Gene Hodges, after a Battle of Midway Commemoration held at the Naval Diving and Salvage Training Center (NDSTC).

Left: Mr. James Giles and the Rev. Gene Hodges speak on their experiences during the Battle of Midway while serving in the US Navy to servicemembers at the Naval Diving and Salvage Training Center (NDSTC).



MA1 Ipolito Torres was frocked to Petty Officer First Class by Cmdr. Christopher Serow on May 29, 2014.



MA1 Gary D. Hall was frocked to Petty Officer First Class by Cmdr. Christopher Serow on May 29, 2014.



MA1 Kevin Smith was frocked to Petty Officer First Class by Lt. Robert Kenning on June 19, 2014.

Sailors Honored For Their Achievements

By Mass Communication Specialist 2nd Class Kevin Gray, NSA PC Public Affairs

Sailors from several commands on board Naval Support Activity Panama City (NSA PC) were recently recognized at a Navy League Dinner for their accomplishments in being named Sailor of the Year for each of their respective commands.

Sailors of the Year:

Master-at-Arms First Class Brian Holley, assigned to NSA PC's Security Department, was selected for his professional achievement while serving as Harbor Patrol Unit, Leading Petty Officer, for Naval Support Activity Panama City, Fla. from October 2012 to September 2013. He supervised and trained 109 naval, auxiliary, reserve and DOD security force personnel. Holley facilitated 2,238 hours of training, improving the overall readiness of NSA Panama City's Security Department enhancing the installation's anti-terrorism/force protection (AT/FP) posture.

Naval Aircrewman (Helicopter) Second Class Eric Rockwell, assigned to Naval Surface Warfare Panama City Division (NSWC PCD), was selected for his performance while serving as MH-60S Crew Chief and Quality Assurance Representative (QAR). He trained 52 Naval Air Station Pensacola search and rescue school students and was a contributor to 15 Air Force parajumpers in maintaining their annual requirements. As QAR he oversaw 3,288 maintenance evolutions for two MH-60S aircraft, resulting in a 100 percent aircraft availability rate and the execution of 355.8 flight hours.

Construction Mechanic First Class Chauncey Hofacker, assigned to the Naval Dive and Salvage Training Center (NDSTC), was selected for his performance as a high-risk instructor and a Team Leader for the Seabee Diving Division. He is responsible for the daily supervision of up to 40 students across six courses of instruction of diving, underwater construction, and demolition training operations. As the Underwater Construction Team (UCT) Basic, Army 2C, Navy Marine Engineering Dive Officer (MEDO), Army MEDO, and Coast Guard MEDO lead instructor & lead proctor, he coordinates and executes the longest and most dynamic courses of instruction at the command.

Navy Diver First Class Caleb Huff, assigned to Navy Experimental Diving Unit (NEDU), was selected for his superior leadership and commitment to excellence. He planned, developed and implemented training for 120 military and civilians including all general military training and 31 command specific qualifications which resulted in 75 personnel qualifications to safely operate the ocean simulation facility. Additionally, as CMEQ, he successfully supervised five command training team members while conducting two command climate assessments to include surveying 102 personnel and interviewing 14 focus groups.

Junior Sailors of the Year:

Master-at-Arms Second Class Gary Hall, assigned to NSA PC's Security Department, was selected for his professional achievement while serving as Security Department Bravo days, Assistant Watch Commander. He supervised a section of six DOD civilian and military security personnel in the completion of more than 7000 man hours of AT/FP watches. Additionally, Hall was the first second class petty officer to qualify as a watch commander.

Hospital Corpsman Second Class Walter Weincek, assigned to Naval Branch Health Clinic Panama City, was selected for his performance as Clinic Assistant Leading Petty Officer (CALPO). While serving as CALPO, he consistently assumed roles traditionally assigned to a first class petty officer. He efficiently managed 10 Sailors and supported four civilians in providing health care to 1,400 enrolled patients, and dental care to over 3,500 VA and DOD beneficiaries. As the Medical Home Port LPO, Weincek led four HM's that provided care during 3,300 patient



Navy Experimental Diving Unit 2013 Sailor of the Year Navy Diver First Class Caleb Huff, USN, shakes hands with Panama City, Florida Navy League President Capt. Rick Weston, USN retired, June 10, 2014. (Photo by Jacqui Barker, NSWC PCD).

encounters, submitted 1,900 referrals and 400 telephone consults; resulting in 98% patient satisfaction, 99% access to care, recognition by the National Committee for Quality Assurance as a Level III Medical Home, and an overall medical readiness of 94% for 18 tenant commands. As Supply Petty Officer, he submitted and tracked over 300 orders on the Defense Medical Logistic Standard Support System and managed a budget of \$175,000, which ensured availability of supplies for six departments within the clinic.

Hospital Corpsman Second Class Toran Jacobson, assigned to NDSTC, was selected for his professional achievement while serving as high risk instructor in Naval Diving And Salvage Training Center (NDSTC). Jacobson qualified in all required instructor topics, watch-standing, and supervisory roles in less than six months and achieved this while establishing independent health care provider credentials and supervising sick call once a week. He authored two new job sheets and re-wrote two others to improve their training value and clarity. Jacobson mastered two courses of instruction, proctored three diving medicine classes, mentored six new instructors, and conducted or supervised 177 sick call visits. Jacobson organized the Children's Christmas Party, and lead a pizza fundraiser twice each month which raised over \$800.00 for the Morale, Welfare And Recreation fund. He devoted nearly 100 hours to fundraiser, plan and, set up the NDSTC Children's Christmas Party and decompression stop.

Navy Diver Second Class James Duffey, assigned to NSWC PCD, was selected for his professional achievement in the performance of his duties while serving as a dive team member at NSWC PCD. As Lead Diver for five dive locker RDT&E projects, he completed 64 dives totaling 1476 minutes of bottom time. He managed and maintained all dive locker and SEAL Delivery Vehicle (SDV) Division diving equipment valued at over \$500,000 resulting in a grade of "Outstanding" during the 2013 Diving Operational Safety Survey.

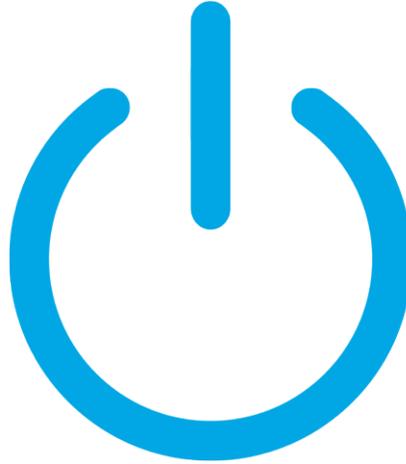
Hospital Corpsman Second Class Joshua Watkins, assigned to NEDU, was selected for his performance as medical deck supervisor. Watkins was directly responsible for the fabrication of 50 biomedical instruments and potting other test apparatus to maintain water-tight integrity during the resistive heated garment testing. As a voluntary member of NSA Panama City auxiliary security force, he stood 84 hours of base security watches in support of antiterrorism force protection. Additionally, he provided over 20 hours of support to base medical, troubleshooting and repairing five pieces of mission essential medical equipment.

Computer System Energy Efficiency

At work, computer system energy efficiency means shutting things off when we don't need them. Somebody else chooses our equipment and makes sure energy-saving "sleep mode" settings are enabled.

Follow these simple steps to make sure your computer system gets all the latest updates, but also saves the most energy by getting some of the same time off work that you do.

- 1) At the end of the day, shut down your computer by going to the "Start/Shut Down" selection in the lower left hand corner of your monitor.
- 2) Make sure your computer's central processing unit is plugged into surge-protected power that won't be switched off when you leave.
- 3) Make sure peripheral units are plugged into a surge protected plug strip with a switch that is easy for you to



reach, and switch it off when you shut down your computer. Peripheral units may include your monitor, speakers, a personal printer and scanner.

As long as you follow steps 1 and 2 above, your computer can be energized remotely during the night to receive software updates.

At home, in addition to shutting equipment off when you don't need it, you can save energy by buying ENERGY STAR equipment and ensuring that power management "sleep mode" settings are enabled. You might also consider using a laptop instead of desktop unit for an energy savings of 50 to 80 percent.

Maintain Correct Tire Pressure for Safety and Fuel Savings

More than a quarter of automobiles and about a third of light trucks (including sport utility vehicles, vans, and pickup trucks) on the roadways of the United States have one or more tires under inflated 8 pounds per square inch (psi) or more below the level recommended by the vehicle manufacturer, according to a report by the Department of Transportation's National Highway Traffic Safety Administration (NHTSA).

A decrease in tire pressure can be caused by poor maintenance, driving habits, punctures, road conditions, and the quality of material used in tire construction. According to tire experts, under normal driving conditions, air-filled tires can lose from one to two pounds per square inch per month as air permeates through the tires. Vehicles with under inflated tires have had handling problems that caused crashes resulting in fatalities and injuries.

Under inflated tires impact a driver's ability to control a vehicle against skidding, blowouts and other tire failures. An NHTSA study found that, in 1999, under inflated tires contributed to 0.8 percent of traffic fatalities and injuries, and estimates that 41 vehicular-related deaths occur annually because of blowouts alone from under inflated tires.

Under-inflation also shortens the life of a tire and decreases gas mileage. For every pound per square inch below the proper level, there is an average increase in fuel consumption of 0.4 percent.

Be aware that tire pressure will vary dramatically with the seasons due to air temperatures, being higher in the summer and lower in the winter. This means you need to check tire pressures regularly to maintain the manufacturer's recommended pressure.

You can usually find the tire pressure recommended for your vehicle on a sticker located inside the driver's side door jamb, the glove box or owner's manual. Do not use the maximum pressure printed on the tire's sidewall.

Sources: <http://www.gao.gov/products/GAO-07-246R>
<http://www.fueleconomy.gov/feg/maintain.shtml>



Bees in the Seas

Seabee Divers Complete Deep Water Mooring Inspections

By Chief Construction Electrician Terence Juergens

Daily rainsqualls, howling winds, intense heat and crystal clear water. These were some of the conditions encountered by Underwater Construction Team TWO's, Construction Diving Detachment CHARLIE (CDD/C) during the second stop of a six-month deployment in the PACOM Area of Responsibility.

Arriving via C-130 cargo transport 10 members of CDD/C hit the ground running. With no time to spare and half of their required gear still awaiting transport in Diego Garcia they made the long journey from Andersen Air Force Base to Apra Harbor, Guam. Their task: complete inspections and routine maintenance of 20 fleet mooring buoys, conduct Rapid Penetration Tests at four new mooring sites and perform four bathymetric surveys.

For the first two weeks UCT TWO Seabee divers utilized Self Contained Underwater Breathing Apparatus (SCUBA) gear to conduct Level I inspections of twelve fleet mooring buoys and two Med-Moor buoys inside the inner harbor. A typical Level I inspection consists of routine "swim by" to identify any obvious damage or defects. This is followed by collecting detailed measurements of all components and attaching hardware. Using calipers and specialized measuring devices called Go-no-Go gauges divers were able to collect vital data to ensure all moorings are within standards to support fleet operations for the region. Once all inspections were complete, divers started the arduous task of replacing more than 800 sacrificial zinc anodes. Zinc anodes protect the steel components of the mooring chain and attaching hardware by providing a sacrificial zinc that corrodes at a faster rate than the underlying steel components.

After two-weeks of diving and working with less than half of the equipment they deployed with, the second plane from Diego Garcia finally arrived. With all diving assets and personnel in Guam UCT divers transitioned from using SCUBA to their Surface Supplied Diving System (SSDS). Using a vessel of opportunity large enough to support SSDS divers outfitted the craft to support diving at depths up to 170 feet of sea water (fsw). This was no easy task. This required coordination between multiple tenant commands to load more than 15,000 pounds of diving and support equipment in order to conduct deep dives that required extensive decompression. In order to limit the amount of in-water decompression divers utilized a Transportable Recompression Chamber System (TRCS) to conduct Surface-Decompression dives (SUR-D). Instead of decompressing in the water on 100 percent oxygen, divers surfaced after completing all in-water stops at 40 fsw and deeper to spend time at 50 and 40 fsw in the recompression chamber. This mode of decompression gives the diving supervisor greater control in the event a diver develops symptoms of decompression sickness (DCS) or oxygen toxicity.

Although the water in Guam is warm and for the most part crystal clear, when working underwater hydraulics all expectations go out the door. Shifting to the inner harbor following mooring inspections, divers re-configured the diving platform to support the mission of collecting Geo-Technical survey data using Rapid Penetration Tests. This entailed the use of an underwater hydraulic breaker weighing in at more than 60 pounds, and all support



equipment to make it work.

Getting the diving craft in two-point moor was the first time-consuming task. In order to get accurate information divers had to be within 50 feet of a pre-determined location, with heavy winds and a large boat this was not easy. Constant communication and hundreds of feet of mooring line later divers were able to "go to work."

What seemed like an easy task turned in to more than four hours of bottom time at 40 fsw. Once divers hit the bottom they immediately sank in mud/silt sometimes extending up their chest.

"It's like working in quick sand, with a blind-fold on," said Utilitiesman 2nd Class Erick Martin.

Working completely by touch divers had to use the BR-67 (Hydraulic Breaker) to drive two-foot steel rods. Topside personnel annotated how long it would take to drive each rod. After each rod divers used a foot/pound torque wrench to record readings. At all four locations divers drove 40 feet of steel rod in to the ocean floor.

The last task the Seabee divers had to complete was the inspection of mooring chains on the floating mooring dubbed "Big Blue." With only one day to complete the task the project supervisor Builder 2nd Class Joshua Knolla had to formulate a plan to simultaneously unload the SSDS dive boat and complete the inspection of more than 25 mooring chains on "Big Blue." With rotating crews diving SCUBA up to 70 fsw divers were able to get all necessary inspection data.

"This was no easy task," said Knolla. "We had guys unloading the SSDS boat and packing gear for our next flight, and a full crew of guys diving."

At the end of the day divers from CDD/C completed all required tasking including the last minute inspection of "Big Blue." They overcame adverse weather conditions to safely finish the project early and under budget.

"These guys are true professionals," said Lt. Nick Brown, the engineer in charge from Naval Facilities Expeditionary Warfare Center (NAVFAC EXWC). "The amount of diving accomplished in the short time allotted was impressive; these guys truly embody the 'Can Do' spirit of the Seabees, with the added motivation of being Deep-sea Divers."

NSWC PCD Scientist Becomes 3rd to Earn ASN & Etter Distinction

By Jacqui Barker, NSWC PCD Office of Corporate Communications

Dr. James Prater, a scientist at the Naval Surface Warfare Center Panama City Division (NSWC PCD), was named a 2013 Top Scientist of the Year in a memo signed by the Assistant Secretary of the Navy for Research, Development and Acquisition (ASN (RDA)) May 20, 2014.

Prater, whose hometown is Panama City, Florida, is a scientist in the Littoral Acoustics and Target Physics Branch and has worked at NSWC PCD as a federal civil servant for six years. Prior to joining the federal civil service ranks, Prater worked as a contractor.

"This year's recipients are most deserving of recognition – it is critical to keep this talent. Join me in offering them congratulations," wrote Sean Stackley, ASN (RDA) in the May 20, 2014 memo announcing the award recipients.

Prater, an internationally recognized subject matter expert in the area of Synthetic Aperture Sonar (SAS) signal processing, is one of four Naval Sea Systems Command (NAVSEA) employees to earn this high-level distinction. He received his award June 6, 2014 during a ceremony at the Pentagon.

As Project Manager of the Advanced Acoustic Sensors Program at NSWC PCD, Prater has led and coordinated research efforts combining both modeling and experiments to develop signal processing algorithms used in the Small Synthetic Aperture Minehunter family of systems.

"Dr. Prater has made significant technological breakthroughs in the area of SAS signal processing by providing innovative solutions that resolve numerous technical challenges, some of which have plagued sonar developers for decades," said NSWC PCD Commanding Officer Captain Phillip Dawson III, USN. "Dr. Prater's techniques will result in substantially expanding the operational envelop and increasing the classification/identification capability of SAS systems by providing consistent near-ID photographic quality underwater imagery." Prater's techniques, when transitioned, will improve the performance of the Mk 18 Mod 2 Kingfish SAS Unmanned Underwater Vehicle



Naval Surface Warfare Center Panama City Division (NSWC PCD) Scientist Dr. James Prater was named a 2013 Top Scientist of the Year May 20, 2014 by the Assistant Secretary of the Navy for Research, Development and Acquisition (ASN (RDA)) ASN (RDA), Mr. Sean J. Stackley. Prater was recognized for his research efforts combining both modeling and experiments to develop signal processing algorithms used in the Small Synthetic Aperture Minehunter family of systems. Photo by Susan Trahan, NSWC PCD

(UUV). Kingfish is an autonomous UUV used by the U.S. Navy for mine detection missions and it is designed to scan waters for targets or threats. Prater's techniques are also applicable to other SAS systems.

NSWC PCD Technical Director Ed Stewart (SES) said Prater's most notable breakthroughs involve enhanced motion estimation and motion compensation techniques. "These advanced signal processing techniques enable long range, very high resolution image formation. Together, with the increased capability in bathymetry, or seafloor terrain, and the development of 3D imaging techniques we can generate high resolution maps and estimate the heights of objects above the seafloor. The result is the generation of consistent, near-identification photographic quality underwater imagery," said Stewart. "Dr. Prater's work offers a detailed picture of the underwater environment and the potential to completely eliminate the need for a separate ID mission, thereby reducing costs and overall operational mission time. He is a shining example of the technical expertise that resides within the NAVSEA Warfare Centers."

"The goal of my work is to ensure the Sailors have the most reliable, highest fidelity equipment possible. It's exciting to see my work transition from the lab to the intended environment, and to know that it works as designed," said Prater.

Learn more about Dr. James Prater (Code X11) at NSWC PCD in this video profile: (<http://www.youtube.com/channel/UC4oLL-lb0IR7Eoogx4j7Z-A>) or on our Facebook page at: (<https://www.facebook.com/NSWCPCD>)



A researcher recovers a Mk 18 Mod 2 Kingfish SAS Unmanned Underwater Vehicle.

Feds Feeds Families 2014

June 1- August 30 2014

Story by Lt. Jennifer Howe, NSA PC Chaplain

The annual Feds Feeds Families (FFF) Campaign is currently underway now through August 30, 2014. The Department of the Navy (DON) joined the government-wide "Feds Feed Families" campaign to donate food and help combat hunger in local communities across the country.

Many children across Bay County depend on discounted or free lunch programs to provide a hot meal during the school year. For some, this is the only meal they receive all day. As summer is upon us, many of these children will go hungry without lunch assistance. Therefore, we need your help! FFF not only helps families with

children, but also the elderly and those enduring hardship.

Naval Support Activity Panama City is participating in the collection of nonperishables that will be distributed to food banks around the county



such as St. Andrews Food Bank, Catholic Charities, Panama City Rescue Mission, first Baptist Food Bank and The Salvation Army. Families or

individuals will then receive food boxes filled with many stable items.

In 2013, FFF collected 1.8 million lbs. of food, with NSA PC contributing 2,200 lbs. This year our goal is 3,200 lbs.! There are donation containers placed in many of the buildings through out base. Please consider donating nonperishable items such as breakfast cereal, canned veggies and fruit, boxed meal kits, canned beans and meat, ramen noodles, pastas and sauce or soups to name a few.

For more information on drop off locations or if you have further questions, please contact the Chaplain's Office at 234-4487 or Zachary.a.rogers1@navy.mil.

Construction Contract Awarded for LCS Support Facility

Story from NAVFAC Southeast



The littoral combat ships USS Independence (LCS 2), left, and USS Coronado (LCS 4) are underway in the Pacific Ocean. U.S. Navy photo by Chief Mass Communication Specialist Keith DeVinney

Naval Facilities Engineering Command (NAVFAC) Southeast awarded a \$13.8 million contract to Leebcor Services, LLC, a small business based in Williamsburg, Va., May 30, 2014 for the construction of the Littoral Combat Ship (LCS) Logistics Support Facility (LSF) at Naval Station Mayport, Fla.

The award provides for the construction of a two-story building with a reinforced concrete foundation, masonry walls and a pitched standing seam metal roof. The building will serve as a LSF for the LCS Squadron and other organizations which support the LCS.

The project also includes construction of classrooms, an operations watch work space, a reference library room, storage, administrative office space, video teleconference rooms and a crew lounge.

LCS ships are scheduled to arrive at Naval Station Mayport in 2016. The LCS Squadron (LCSRON) and all Distant Support (DS) must be in place to provide support to these ships when they arrive.

"The LCS lean manning concept requires that the majority of administrative, maintenance and training activities are accomplished ashore," said Cmdr. Pete Ehlers, Chief Staff Officer of LCSRON TWO.

The LCSRON and other organizations serve as extensions of the crew for routine administrative functions, operational support, scheduling, logistics, maintenance management and anti-terrorism protection support.

"The LCSRON provides more off-ship support than traditional surface squadrons," explained Ehlers. "The LSF will provide headquarters for the LCSRON TWO staff in order to support for off-hull core crew and mission module detachments.

Work for this project is expected to be completed by November 2015.