Taking Individual Augmentee assignment: The process

Story and photo by Joe Schmitt, CFAY Public Affairs

Editors note: This is part one of a three part series.

Master at Arms 3rd Class Michael Bordner volunteered for an Individual Augmentee assignment and arrived in Afghanistan July 15. Bordner, like other Sailors from Commander Fleet Activities Yokosuka made the decision to volunteer for the assignment and has trained for many weeks to prepare for the new duties that come with it.

Bordner worked at the Military Working Dog (MWD) kennel on board CFAY. When he was in Recruit Training Camp, he said he was interested in the MWD field and understood that going IA was almost a guaranteed part of that work.

"I knew that becoming a Military Working Dog handler would mean at some point in my career I would deploy to a active war zone, I really wanted to work in the K9 field so it had little to do with my decision," said Bordner in an email. "In an interview board, the chief in charge of the MA detailing for made that very clear before they selected me to go to handler's course in San Antonio, Texas at Lackland Air Force Base."

Bordner worked at the CFAY MWD kennel for about a year before him and his command felt that he was ready to go IA. He will spend most of the next year away from his family, friends and coworkers.

"My Kennel Master MA1 Anthony L. Gonzales and I felt that at the time I was the best choice to deploy and defend our country," said Bordner. "I also wanted to experience and see first hand what our MWD's are capable of in a totally different environment such as the dessert. I also took this IA to learn from other trainers and handlers in the same conditions."

Before leaving, Bordner went through several weeks of training and admin work. On May 25, he left CFAY and traveled to Arizona to get hands on training that closely matched the climate, conditions and work he could expect at his duty station. Ssandor, the MWD Bordner was assigned to, has gone through the training with him.

"My training up till now was pretty difficult, from day to day in Yokosuka to my 3 week course at the proving grounds in Arizona. Ssandor and I were introduced to a whole new meaning to extreme heat and environmental stress. From working in 115 degree heat and ground temps. around 135 - 140 degree's to simulated rapid gunfire and IED explosions. We also learned other things such as tactical movements and how they apply down range," said Bordner. "The most rewarding part by far has been the bond the my MWD and I share. We were close before we left but now it seems like we just understand and trust each other far more than in past months before we left on deployment."

After training, Bordner immediately deployed, arrived first in Kuwait before he headed to his assignment in Afghanistan. He explained that once they landed, the area was different but still similar enough to the training that he felt prepared for the road ahead.

"Everyone at CFAY from the Officer side to enlisted side was very supportive. CFAY Commanding Captain Dave Owen, Security Officer LT Thornton, Assistant Security Officer LT Roberts, Senior Enlisted Advisor Chief Tullos, Kennel Master Chief Gonzales, Kennel Supervisor MA1 Martinez, command sponsor MA1 Garcia, and all my K9 family really helped prepare for success. The rest is really up to myself and my Ssandor to do are job and find explosives and save life's."

MA3 Michael Bordner and Military Working Dog Ssandor post for a photo at the training ground in Arizona. Bordner, like many Sailors from CFAY, is now serving as an Individual Augmentee.

Photo by MA1 Jennifer Trambulo

We will check in with MA3 Bordner in a few months. Please look for the next story in the base newspaper and continue to support Bordner and all the other Sailors serving IA assignments around the world.

Rules of the road for parking, stopping in Japan

From CFAY Safety Office

Definition of "Parking" is the vehicle is left unattended; the driver is away from the vehicle, not able to operate right away. Loading or unloading passengers and, or cargo not to exceed five minutes.

Definition of "Stopping" is stopped, other than parking.

Prohibit of Stopping and Parking.

There are many drivers from other countries who violate the parking regulations in Japan. According to a survey by rental car companies, the citation issue rate for illegal parking by drivers from abroad is eight times the rate of Japanese drivers. Check the areas where legal parking is available by checking traffic signs and lane markings.

It is prohibited to park and stop in areas with the traffic signs and pavement marking listed above.

Other prohibited areas:

- Intersections, pedestrian crossings or bicycle crossing zones, railroad tracks, at or near the top of a hill, on very steep slopes, and in tunnels.
- Within 5 meters from the edge of intersections or from the corner of roads.
- Within 5 meters from edges of pedestrian crossings or bicycle crossing zones.
- Within 10 meters of either edge of railroad crossings.
- On the left side of a safety zone and within 10 meters of the front and rear end of the zone.
- Within 10 meters from the sign-pole for a bus stop.
- 3 meters from either side of a parking lot or garage, exit, and entrance used exclusively for automobiles.
- 5 meters from the edge of a road construction area
- 5 meters from an area where a fire hydrant or cistern is located
- Within 1 meter from a fire alarm.