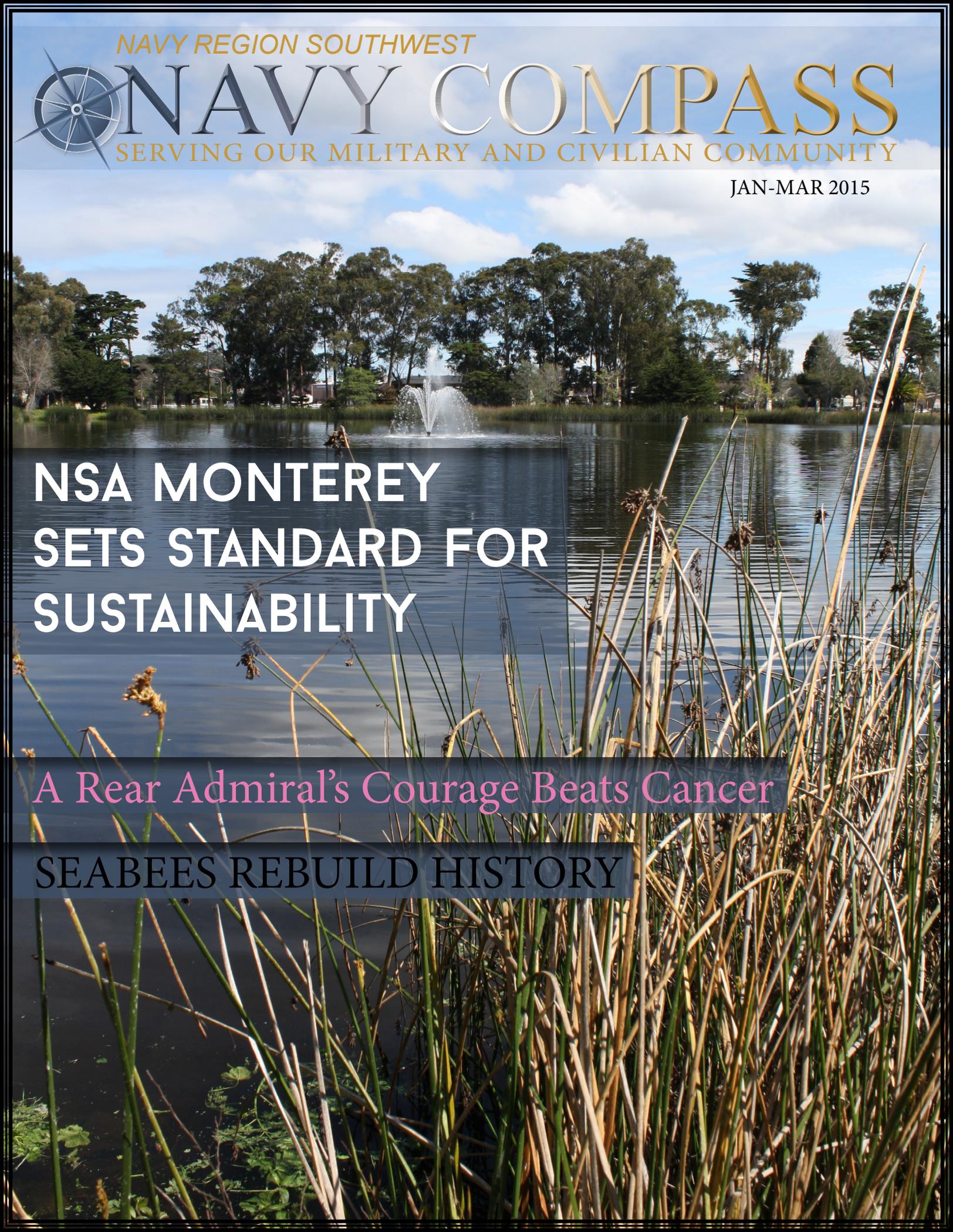


NAVY REGION SOUTHWEST

NAVY COMPASS

SERVING OUR MILITARY AND CIVILIAN COMMUNITY

JAN-MAR 2015



NSA MONTEREY SETS STANDARD FOR SUSTAINABILITY

A Rear Admiral's Courage Beats Cancer

SEABEES REBUILD HISTORY



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San Diego's 2015 Navy Birthday Ball GOLF TOURNAMENT FUNDRAISER

Friday, May 15
Sea 'N Air Golf Course, Naval Air Station North Island

4-person scramble

Shotgun Start . . . 8 am
Check in 6:30 am

Registration Fee

Active Duty \$75
Civilian \$90

Includes

Green Fee, Cart, Range Balls, Catered Lunch, Goody Bag and Prizes

Contests

Hole in One, Longest Drive, Closest to Pin, Longest Putt



Scan QR code or register online at
www.eventbrite.com/e/san-diego-navy-birthday-ball-golf-tournament-tickets-15840529450

A Fresh Start

Learning how to Budget

By Mass Communication Specialist 2nd Class Chelsea Kennedy



According to Ed Olander, a personal financial counselor with Fleet and Family Support Center (FFSC), Naval Base San Diego, Most of the people they see are having money management problems. Many Sailors living in San Diego feel the financial crunch due to the high cost of living in the area.

It's never too late to begin the process of working toward financial fitness.

"No one is born with inherent knowledge of finance," said Olander. "We all need to learn, finance is a life skill not a Navy skill."

Writing everything down is what Olander recommends as a first step to making a budget, track what you're spending then make a plan. Once you know where your money is going, you can look at the way you spend your money and how to make it work for you.

"Track your spending year round," said Olander. "People who track their spending find their leaks, everyone has financial leaks. Find your financial leaks. For example, going out to eat lunch every single day. We don't tell people to not have any fun with their spending, but cut back on stuff."

Almost every command has a Command Financial Specialist (CFS) who can help Sailors make a plan that works for them. Establishing a budget,



understanding available resources and providing regular financial training are all available to you at no cost.

"I recommend Sailors see a financial specialist, whether it's me or the civilians at Fleet and Family Support Center," said Aviation Boatswain's Mate 1st Class Reynaldo Acuna, CFS Navy Region, Southwest.

"I recommend talking to someone and then make a plan. You don't have to have problem to benefit from talking about your finances."

For one Sailor, reaching out to his CFS helped him get all of his finances in order and make his money work for him.

"The opportunity to talk to a CFS was put out during quarters and I decided that I wanted to find out where my money was going, learn how I can save more money and also to learn how to read my LES," said Operations Specialist Seaman Anthony Tran. "The training made a difference because I didn't know where most of my money was going I was spending most of it eating out, and I wanted to

save even more than what I was saving. I realized a lot of my peers don't know where their money is going right after payday. I recommend talking to your CFS."

Not everyone is receptive to the idea of talking to someone about his or her financial situation, but the counselors aren't there to get you in trouble. The counselors are there to help.

"People should not be afraid to come see us," said Olander. "We are confidential so when they come see us we were not going to contact their commands. They can come and spill the problems or questions they have without worrying about getting in trouble."

To schedule one-on-one counseling call FFSC at 1-866-923-6478, or go to <http://navylifesw.com/sandiego/families/ffsc/> for class schedules.

"Not all classes are offered every single month, but the class that is held every single month is the million dollar sailor," said Olander. "It is a two-day financial class that we offer every single month. That class starts with basic budget managing, and by the end of the two-day period it ends up with retirement planning."

According to Olander, the best thing you can do to change your financial outlook is to start with writing things down, monitor expenses to see where your money is really going.

"Whether you do two, or 20 years, that is still a small portion of your life. I did 20 years in the Navy and got no financial counseling during my entire career," said Olander. "I like to say that the only time I got financial counseling is my first payday at 'A' school when my chief told us; don't blow all of our money in one weekend. The Navy is trying to get over that mentality."

Over the years, the Navy has evolved on how it prepares Sailors to handle personal financial matters. Now, the Navy not only educates Sailors through regular training, but fosters personal financial success by offering resources for financial growth.

Your Command Financial Specialist, FFSC and Military One source are all there to help you. All you have to do is ask.

Don't let your financial leaks ruin your New Year start it off on the right foot, make a budget, take a class, take control of your financial future. \$

Tips from a Fleet and Family Support Center (FFSC) Financial Counselor

- Make a budget - you can't find your financial leaks without a budget
- Educate yourself - no one is born with an inherent knowledge of finance
- Check your credit report - 60% of Americans have at least one thing wrong on their credit report
- Know your FICO score - you can get your score for free through FFSC
- Contribute to TSP - Come talk to us and we can explain all the funds for you if you're going to put money in TSP make it work for you.
- Pay more than the minimum on your credit cards - If you're just making the minimum payment on your credit cards, you will never get out of debt

Saver Checklist

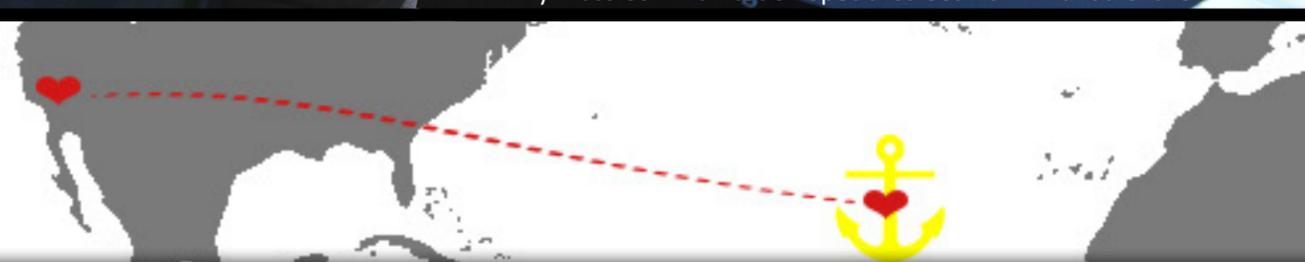
- Check off your savings accomplishments to see how you're doing.
- Have a financial plan with savings and debt management goals.
- Don't rely on financial windfalls from gambling or winning the lottery.
- No payday loan, car title loan, or other high-cost debt.
- No credit card debt that is increasing
- In addition, no credit card debt or unpaid monthly balances.
- Affordable (or no) car and student loan debt payments.
- Save a portion of your income.
- In addition, save at least 5% of your income.
- Have an emergency fund to cover \$500 of unexpected expenses.
- In addition, have enough in an emergency fund to cover three months of regular expenditures.
- At work, contribute regularly to a retirement account.
- Outside work, contribute regularly to an account for retirement.
- Outside work, make these or other savings deposits automatically.
- Own home with affordable (or no) mortgage payments.
- Own home and expect to pay off mortgage before retirement.

See more at <http://americasaves.org/for-savers/savings-tools-and-resources/saver-checklist-tool#sthash.gqvnWXMNdpuF>



A Long Distance Love

By Mass Communication Specialist Seaman Amanda Chavez



For hundreds of years, Sailors have faced and overcome the many struggles that deployments bring. One of the most common, if not the most difficult, is the sudden long-distance relationship they and their partner are forced to cope with.

From newlyweds to veteran lovers, even the strongest of couples can find any deployment to bring tough challenges.

"It is truly the hardest thing I have ever done," said Ashley Camac, a Fleet and Family Support Center (FFCS) Ombudsman Coordinator who has been married to her Sailor for the past 15 years. "I really don't have words to explain it, but being separated like that is really hard. You just want it to be over."

Camac and her husband, Chief Submarine Sonar Technician Michael Camac, have been through eight deployments and are now going through their first 'Geographical

Bachelor' situation which will set them apart from each other for close to two years. With her husband currently stationed across the country, Camac shared how she has adapted to the lifestyle of a Navy spouse.

"There really aren't any steps to take to accept the Navy lifestyle and everything it has to offer," said Camac. "Whether it's deployment or Geo-batching, everything's so unpredictable. You really have to have goals for yourself because that's what gets you through. Whether it's going to the gym, or going back to school, or getting a job, those goals will help you so much. Also, when your Sailor comes home they can see that you're able to function okay without them because they know that their job will eventually take them away again."

Camac has admitted her husband's current assignment to be more challenging than past deployments because of his uncertain return

date, and the fact that they are only separated by land rather than sea. For Camac and many other military families, any type of separation is unfortunately paired with them missing important family milestones such as a baby's first steps, a daughter's first prom, birthdays and holidays.

Through the seemingly never-ending work days aboard the ship and the countless long days waiting to hear from their Sailor, couples have found many ways to help manage the absence of each other. Camac has found that the ability to simply relate with others helps the time go by easier.

"Get out there and meet people and be involved," said Camac. "Get to know your command family because they're going to be the ones that understand what you're going through. You can share with each other, make plans together and meet some of your greatest friends."

As far as advice on how to make deployments or any temporary separation easier, Camac suggested not only flexibility, but also the ability to stay focused on the big picture, each other.

Looking at the opposite aspect, couples can also negatively affect their relationship if not in the right mind set. Putting stress on a relationship can happen in many ways and can make for an even harder time.

"Couples find themselves even more stressed when they don't have realistic plans," said Camac. "They're not looking at the big picture and maybe take things a little too personal. When someone joins the Navy, chances are they're going to sea. When someone sets themselves up to believe they will never go to sea, they're kind of setting themselves up to fail. You have to be really flexible because they aren't always going to come home the day they planned. They're going to be busy, tired, and have a lot of other things going on, so if you're not independent and flexible your relationship might struggle."

Like the Camac's, many couples find their own methods through experience. However, whether it is the couples' very first deployment or eighth time around, plenty of helpful resources are offered on ship and on shore.



"At Fleet and Family, we have tons of life skills classes to help people get through things," said Camac. "From couple enrichment classes, counseling services, and classes that will just help people keep busy, we have everything you need to build the resilient family. Plus, we don't only have resources in this building or on this base, we have tons of other offices throughout San Diego and even civilian resources that can help."

Fleet and Family also provides leadership orientations for Sailors to educate themselves on the many resources available and are able to take the information back to their commands.

Another source provided by the Navy is Chaplain Religious Enrichment Development Operation (CREDO). This gateway provides military couples with programs that are designed to help develop spiritual, personal and relationship growth through free workshops, seminars and retreats.

Any couple or family can benefit from CREDO's program by learning skills to communicate better, reintegrate easier and deal with anything that may happen in their military and/or civilian life.

Other resources provided for Navy families include Morale, Welfare, and Recreation (MWR), Naval Services FamilyLine and Military OneSource. Like FFCS and CREDO, these also provide family support in many different ways.

Deployments, temporary assignment duty and geo-batching are just some of the obligations Sailors will continue to carry out. In addition, the Navy has provided many ways for its Sailors and their partners to get through anything it may throw their way. Using individual methods and/or educated techniques, the Sailor and their partner will continue to accomplish the difficulty of any deployment.

To learn more about the Fleet and Family Support Center, visit http://cnic.navy.mil/ffr/family_readiness/fleet_and_family_support_program.html

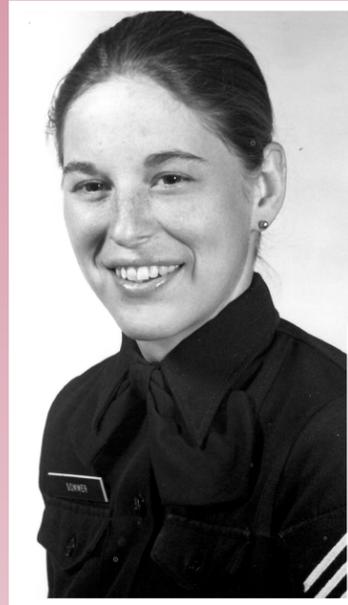
To learn more about the different resources available, visit http://www.cnic.navy.mil/ffr/family_readiness/fleet_and_family_support_program/deployment_readiness/resources.html

Dos & Don'ts for the military couple

- DO** try to be flexible.
- DO** reach out to provided resources and command family.
- DO** find goals for yourself and maintain daily routine.
- DO** practice positive communication skills.
- DO** maintain a positive attitude.
- DO** stay in touch.
- DON'T** rely too much on the return date.
- DON'T** get upset if partner cannot call, or email when expected. The mission at hand sometimes can create barriers for communication.

The Best Is Yet To Come

By Yeoman 2nd Class Carla Ocampo



Breast cancer is the second leading cause of death for women according to the National Breast Cancer Foundation.

Each year it is estimated that more than 232,000 women in the United States will hear the words "You've got cancer," and in that instant their lives will be forever transformed.

This was true for Rear Adm. Linnea Sommer-Weddington, who heard these same dreaded words six years ago.

Sommer-Weddington enlisted in the Navy in 1981 and became a Russian linguist during the Cold War era. She left active duty service in 1986 only to return as a reserve naval officer in 1989.

Sommer-Weddington first detected a lump in her breast in 1998. The cyst was deemed benign, and doctors and Sommer-Weddington thought that was the end of it.

However, 10 years later she discovered a lump in the same location.

"The first thought that I had was that it was nothing," admitted Sommer-Weddington. "It had happened before. I had other benign cysts. So, I assumed that's what it was. I never thought that it was a cancerous tumor that was growing."

Sommer-Weddington immediately visited the doctor. Her doctor gave her a mammogram and the mammogram confirmed a mass. She was later given an ultrasound that indicated that something was not right.

Her doctor advised keeping a close eye on the lump and reporting any change in size. In less than two months, through another self-exam, Sommer-Weddington discovered the lump was growing.

She was then given a biopsy where core tissue samples would determine if anything was really wrong.

That afternoon Sommer-Weddington sat with her husband, Andy Weddington, anxiously awaiting the results of her biopsy. Cancer had never crossed their mind and the doctor had assured them he was

99.9 percent sure there was nothing to be concerned about.

He was 99.9 percent wrong.

"An oncologist walked into the treatment room where my wife and I were seated and, looking as if he'd seen a ghost, told my wife her biopsy results indicated breast cancer," said Weddington. "There was no mistake. We were dumbfounded, then in shock, and then angry, but that passed quickly. All those emotions occurred within a minute or two. The doctor was in the room only a few more minutes and did not offer details. He handed us the report and told us sometimes the news he has to deliver is not so good, but much is known about breast cancer and it's curable. He implied we were lucky. Then he suggested the sooner moving forward with treatment the better and left the room."

Sommer-Weddington and her husband were shocked and there was so much they didn't know about her prognosis. All of it made it hard to know how to feel explained Sommer-Weddington.

She knew that they wouldn't be able to get much done until Monday, so they got into their car and headed home.

The ride back from Palm Springs to Yucca Valley was a long 40 minutes, but the only thing that could be heard was the sound of the engine because not a word was said.

"We didn't know what to say," remembers Sommer-Weddington.

Sommer-Weddington said her husband took control of the situation. That evening her husband's Marine Corps training kicked in and with the biopsy report in hand he sat at the computer and began researching breast cancer.

"Not only was she going to fight breast cancer, we were going to fight it and there was not going to be a single element of the battle I did not completely understand," said Weddington.

Weddington explained that his wife was diagnosed with an aggressive form of breast cancer commonly referred to as "Triple Negative". It was stage one and grade three. In her husband's words, stage one meaning caught early, and grade three meaning fast growing. She immediately began a series of aggressive chemotherapies that were conducted in

two week intervals.

"In my head, the sooner I did it, the sooner I would be able to get through it," said Sommer-Weddington.

Like many women with breast cancer, Sommer-Weddington worried. She worried about her husband and the outcome of her treatment, but she also worried about being able to carry out her military duties.

Sommer-Weddington said her husband was supportive of her decision to continue drilling and that he had the final say on if she was well enough to make the drive to San Diego in order to drill.

"I had total confidence I would survive"

"I think he understood before I did that allowing to me drill was part of the treatment plan," said Sommer-Weddington. "Once you start down this treatment plan all you want is to be normal, and if you take things away like going to drill then you start losing what's normal."

She was determined to get over the breast cancer and continue her military career.

"When I got back to San Diego for my first drill weekend I had to go to medical and saw a corpsman chief," explained Sommer-Weddington. "I asked him to please not mark me down as temporarily not qualified. He looked at me and said, but ma'am you're sick. I said no, I'm not, and he said, you have cancer. I said I know, but I'm going to get over it."

Her spirit was unbreakable. However, her husband said the treatment for the cancer left an aftershock of effects to her body.

"Chemotherapy stripped my wife of nearly every single hair on her body, there were a few hardly survivors, turned her skin a sick pasty white, left her with an equally sick odor that soap and perfume could only momentarily mask, zapped the spark from her eye and her energy, and, at times, despite powerful Aprepitants [anti-nausea medication], caused unimaginable nausea," said Weddington.

Sommer-Weddington attended every drill weekend except for two. With the help of her husband, Sommer-Weddington found the strength to continue to do what she loved. Even after losing all of her hair, she remained positive.

(Continued on pg. 10)

"Hard to describe, but as I lost my hair and knew I was going to have surgery, there were times and days I didn't feel great," expressed Sommer-Weddington. "However, I had total confidence I would survive and the cancer ordeal would be behind me and my husband."

Many people have family supporting them through their cancer journey. They might have parents and siblings holding their hand along the way, but this wasn't true for Sommer-Weddington.

"Unfortunately my mom, dad, and my one brother are deceased," she said. "Although, I look at that as a good thing since they didn't have to see me go through my battle."

Although Sommer-Weddington didn't have the support of her immediate family, she had her husband. Her husband was her biggest supporter. She explained that he took her to every appointment and chemo treatment. He cooked, cleaned, vacuumed and did laundry. Sommer-Weddington said he was the best caregiver and cheerleader.

"He was with me every step of the way, and my whole battle would've been different had he not been there," she said.

Her husband also kept a care page website where everyone near and far was informed of Sommer-Weddington's treatments and recovery. It was through this site that Sommer-Weddington received support from hundreds of friends and family members across the country.

Aside from her husband and friends Sommer-Weddington had a supportive Navy family that helped her through her journey.

"The Navy has been such a large part of life," explained Sommer-Weddington. "I had several friends from my first duty station that got the word out through email and social media. So I heard from other shipmates, to include a former division officer, all wishing me well. The power of virtual support was unbelievable. The care pages also kept me strong."

With the support of her family and friends, on July 8, 2008, Sommer-Weddington successfully completed eight rounds of chemotherapy.

"Thank goodness for family and friends whose notes of encouragement and gifts helped keep our sense of humor," said Weddington. "Defiant T-shirts lightened up the clinic on chemotherapy days 'Cancer Sucks,' 'This is My Cancer Fightin' Shirt,' and everyone's favorite, 'Save 2nd Base!'"

Sommer-Weddington was scheduled for surgery on August 4, 2008. There were no visible signs of cancer in breast tissue or lymph nodes. On September 6, 2008 Sommer-Weddington had an appointment to discuss if radiation would be necessary.

"The doctor walked into the treatment room with the Surgery Pathology Report in one hand and a huge smile on her face" her husband said in an online update. "In short, Linnea will not have to endure radiation treatment."

In September, she was essentially cancer free. She was not waiting for results, and not in remission, Sommer-Weddington was a cancer survivor.

Fast forward six years and Sommer-Weddington is doing better than ever. She was recently promoted to rear admiral, making her the first female information warfare reserve officer to hold one star on her shoulder boards within the information dominance community.

She explains that in a way everything happens for a reason, even her cancer.

Before she was diagnosed with cancer Sommer-Weddington was planning on volunteering to go on an Individual Augmentee (IA) deployment. Due to her illness, she had to put that goal on hold.

Sommer-Weddington was promoted to captain in 2010. In 2012, she was mobilized to go on an IA as the Director of Information Operations in Kabul, Afghanistan.

Sommer-Weddington explained if she not had cancer and deployed earlier she wouldn't have been as competitive for flag.

"It's amazing how timing continues to work in my

life both good and bad," expressed Sommer-Weddington.

"When I got the phone call it was surreal. It wasn't anything I set out to do. I always just do the best that I can in each billet, regardless of rank."

Even though Sommer-Weddington has been able to reach this huge milestone in her career, her husband explained that he would have been proud of her regardless.

"More than 25 years ago I commissioned my wife an ensign," said Weddington. "Our careers have been blue and green team throughout. Of course I was honored to administer the Oath of Office upon promotion to admiral and render first solute, but proud of her I've always been. Admiral or not she's always been a star in my eyes."

"Besides, she's Marine trained," he said. "Served her well in the cancer fight, and all else she's faced and conquered. And we're not done."

Sommer-Weddington explained that her journey has taught her so much about life.

"It may sound cliché, but I've learned to live each day to the fullest," said Sommer-Weddington. "Just after diagnosis priorities shifted, and it really put life's priorities in perspective. What I thought was important maybe wasn't quite so much anymore."

Sommer-Weddington also said she learned to not be afraid to share her experiences. She wants people to know what she has gone through in hopes that her story will make a difference in someone's life.

"I hope by continuing to serve, and being able to deploy, and do the things that I have been able to do, that other women who may have the desire to continue to serve can do so," she said.

Sommer-Weddington said the thought of cancer never crossed her mind. She participated in events during cancer awareness month. She donated money, but breast cancer was something that happened to other people. However, now she knows differently and stresses the importance for everyone to get regular checkups.

"First and foremost to listen to your body," she said. "Sometimes it's not easy or convenient to go to the doctor and get things checked out, or you continually think I don't have time for this, but you need to. Before I got diagnosed I felt fine. There was nothing different in my body. There was no reason for me to feel like I had cancer growing in my body, but I did and I had no clue."

In 2008, Sommer-Weddington became one of the 2.8 million breast cancer survivors in the U.S., and in 2014 she became one of the 35 female flag officers in the Navy. She has endured a long career and

overcome many obstacles, but her journey hasn't ended because when you hear the words "you've got cancer" nothing is the same.

"It's a really good feeling knowing I'm cancer free," described Sommer-Weddington. "But every time I have to get blood work done I still hold my breath, wait for the results and hope that the numbers are all good."

"My wife is cancer free, but awaiting 'routine' blood work results does not get any easier," added Weddington. "Our lives forever changed."





MAKING A COMEBACK

By Yeoman 2nd Class Carla Ocampo

Mario McClellan is 26 years old. He is a caring father to an adorable three-year-old girl. He proudly serves in the United States Navy. He has a good job and plans on making it a career.

He could be just about any young adult in San Diego.

He could be you.

On a warm night in June 2014, McClellan decided to go out and have a few drinks with a friend. Later that night he was pulled over by a San Diego police officer. He was arrested for driving under the influence and spent the night in the city jail. The arrest and its outcome, was humiliating and financially overwhelming for him. His life was altered in so many ways.

While others often hide their experiences, McClellan has allowed his story to be told and has even stepped forward in front of hundreds to share his story during training for all hands.

“DUIs don’t only happen to guys that drink every day or alcoholics,” said McClellan. “It happens to hard working people like me, people who rarely drink out and decide they’re okay to drive.”

McClellan wasn’t a regular drinker nor did he have tendencies to go out and party, but on that Monday evening he and his friend David Floyd decided to do something different after a long day and have some drinks.

“We just wanted to go out and have some fun,” said McClellan. “We had a plan, but when you drink your mind plays tricks on you.”

That night they both made a terrible decision. A decision they knew was wrong.

“In my mind I thought I could make it,” explains McClellan. “I convinced myself that I wasn’t that drunk.”

McClellan got on his bike and headed home and Floyd did the same. It only took a few miles before a siren wailed and bright red and blue lights beamed behind him. He immediately felt his heart stop.

“I thought I was done,” he said. “There was no way I could pass. I knew I had made a huge mistake.”

McClellan said everything flashed before his eyes. He was nervous and scared especially because he understood the Navy’s strong stance against DUIs. He was afraid of losing his job and not being able to provide for the most important people in his life, his family.

McClellan said he thought that the best thing to do would be to pass the sobriety test.

“But I definitely didn’t pass because I was booked,” he said.

McClellan was taken into custody and put in jail. He said it was the longest night of his life.

“They only had two benches, a toilet and phone,” said McClellan. “The cell was freezing. I think they want people to sober up, so they put the A/C on high. They took my shoes, personal items and belt. I sat for 18 hours in the cell, freezing.”

“People were sitting on benches and even on the nasty floor,” he added. “There was puke all over it. I was drunk, so I was throwing up too. There I was sitting in a room with my puke and someone else’s. The reality of the situation starts hitting you and it’s scary. I spent a lot of time thinking and I still hadn’t heard the worst news.”

When McClellan was released from jail the next morning he felt a small sense of relief being able to walk out of the building after enduring a stressful night. However, that feeling didn’t last long.

“Right after being released I found out that Floyd had been in an accident and that he had passed away,” expressed McClellan. “I was shocked. I didn’t even know how to take it. All I knew is that it was my fault.”

At around the same time McClellan was arrested for a DUI, Floyd was in an accident. According to local news reports, he was killed in a collision on northbound Interstate 5 Monday evening. The collision occurred around 10:30 p.m.

“I blamed myself,” said McClellan. “Being the most senior I should have stopped him. I should have stopped us. I should have been more demanding about not driving.”

Floyd was only 23-years-old. He was the father of a son and had a wife. McClellan flashed a smile as he described Floyd.



(Continued on pg. 14)

“I think he would want me to share this story,” said McClellan. “He wouldn’t want someone to go through the same thing. He wouldn’t want another family to get left behind because of alcohol.”

McClellan said he received counseling after the DUI that helped him accept Floyd’s passing, but also helped him forgive himself.

“I never thought I’d experience something like this,” said McClellan. “I always heard the stories from other people, but I never thought it’d be me.”

If losing somebody close to him wasn’t bad enough, McClellan had to endure all of the stress that comes with a DUI. This included court dates, paying and attending numerous classes and seeing the captain for Non-Judicial Punishment.

He lost his driver’s license for 30 days, followed by a four-month suspension. During the suspension, he could ask the DMV for a restricted license which allowed him to drive to and from work. Even then he was still dependent on other people to get to work because he’s not allowed to drive on base.

Another part of McClellan’s sentence included having to attend a Mothers Against Drunk Driving meeting. He spent two-hours listening to people talk about their loved ones who have been hit by drunk drivers.

McClellan said that hearing from family members who have been affected by drunk driving helped him open his eyes the most.

“It was really sad and moving,” said McClellan. “You think that could have been me. I could be dead. I could have really killed somebody,” said McClellan.

Despite his mistake, McClellan is determined to not let it define him. He describes the incident as a wake-up call. His focus now is doing the best he can in his field and proving that he still deserves to serve his country.

“I know I have to work twice as hard as the guy in front of me,” said McClellan. “I have a lot to prove. I am still junior in my career and I will make it past this.”

People who know about his mistake might judge him, but McClellan said he knows he is better than that, and his work ethic proves it.

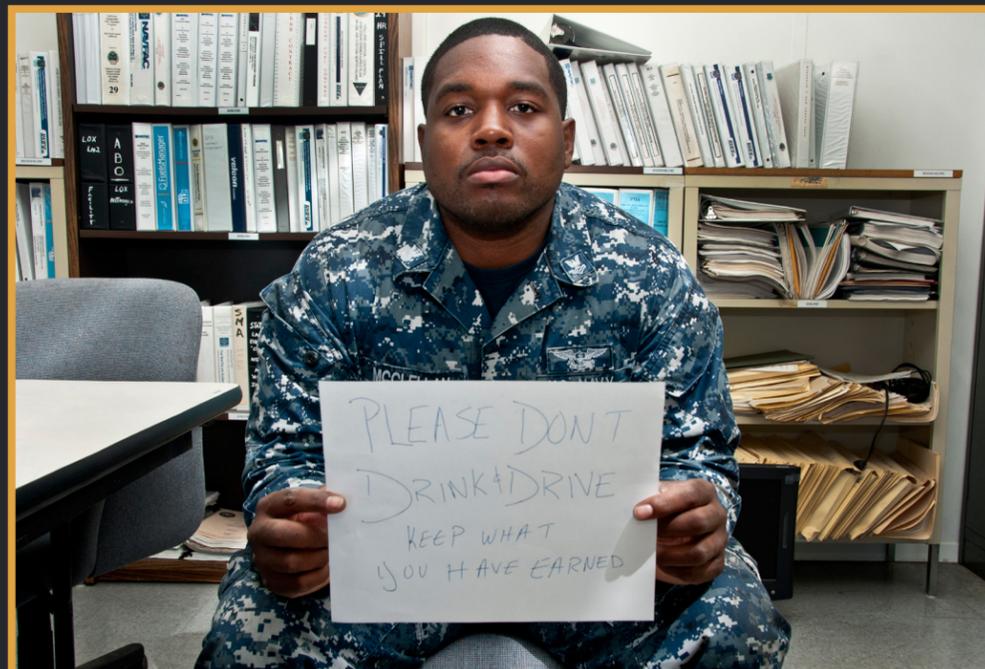
“I didn’t know McClellan before his incident, but

if I didn’t know, I would have never guessed,” said Aviation Boatswain’s Mate 2nd Class Alan Williams, McClellan’s leading petty officer. “He is a dedicated Sailor. As cliché as it may sound, he is very mission oriented and is always professional. I have no doubt that he is going to bounce back from this.”

McClellan said that just because someone has an NJP doesn’t mean it’s the end of their career. Sailors shouldn’t give up, but instead learn from their mistakes and do even better.

He has learned the importance of having a plan, and said he doesn’t put himself in those situations anymore. If he plans on drinking at all, he just doesn’t drive. McClellan also added that he is thankful for his experience because although painful, it has taught him to have a greater appreciation for life and that it is something that shouldn’t be gambled with.

“A lot of people are afraid to say, ‘I got a DUI,’ maybe this will help,” said McClellan. “They need to see a face. They need to see it’s not some alcoholic creep. It’s somebody who’s real and normal. I’m not doing this for my 15 minutes of fame. I’m doing this because I want to help others. I don’t want anyone to go through the stress I’ve endured. It’s not worth it.”



NBVC Takes 3rd Place In CNIC Installation Excellence Award Competition

Story by Andrea Howry and Kimberly Gearhart, NBVC public affairs

In January, Naval Base Ventura County was named third place large installation winner in the Commander, Navy Installations Command (CNIC) 2015 Installation Excellence Award level.

Commander, Navy Region Southwest (NRSW) named NBVC the winner in the large installation category in November, which put the installation in the running at the CNIC level. Naval Air Weapons Station China Lake was named the small installation winner.

Ventura County will each receive \$110,000 in Sustainment, Restoration and Modernization funds for its region selection; the CNIC award comes with \$85,000 more.

Capt. Larry Vasquez, commanding officer of NBVC, called the award a team effort.

“We’ve been the Navy’s best-kept secret for years, and now that secret is getting out,” said Vasquez. “It’s great to be recognized for the hard work the team puts in every day.”

The award took into account shore operations, facilities management, CNIC strategic guidance, mission support, energy usage, quality of life, unit morale, environment, real property asset management, real property stewardship, competitive activities, communications, safety and health, security, public relations and other honors received.

Part of its recognition stems from its multiple accomplishments throughout the year.

It was the only Navy installation to support the Department of Health and Human Services with children who had crossed into the United States unaccompanied. After Ventura County learned of this mission, base personnel opened a facility that could house the children in 10 days. In the following 10 weeks, 1,555 children passed through the facility, as well as 160 VIPs touring, including members of Congress and

the chief of naval operations. There were no legal or runaway incidents during this time.

The base serves as the Navy’s hub for unmanned aircraft operations, testing and maintenance. These platforms include the unmanned helicopter MQ-8C Fire Scout, and soon its older-variant the MQ-8B as well the broad area maritime surveillance unmanned aircraft system MQ-4C Triton maintenance detachments. Every year, the base hosts Black Dart, a joint exercise to test countermeasures to protect against enemy unmanned aircraft systems, during which 1,250 interagency, international and industry partners demonstrate 80 systems. Additionally, it serves as the only Department of Defense installation to allow for more in-depth, real-time testing of unmanned systems operations, due its allowable airspace, Class D.

The base continues its conservation efforts, in conjunction with nearby San Clemente Island, to contribute to removing the Island Night Lizard from the endangered list, despite being the busiest approach control in the Navy, with a recorded 96,450 flight operations, including air traffic control service for Oxnard and Camarillo.

In the past decade, the installation has exceeded energy- and water-conservation goals put forth by the Secretary of the Navy with a reduction by 36.3 percent since 2003 for energy and by 35.7 percent for 2007 in water. Future projects include wind turbines and a reverse osmosis plant on San Nicolas Island.

A refurbished plant nursery on San Nicolas Island has produced more than 5,000 native plants used for erosion control.



Native plants growing at the San Nicolas Island nursery include needle grass, box thorn, and island sage brush.

HERO DIVERS: HOW TWO SWRMC SAILORS PUT THEIR TRAINING TO THE TEST

By Meaghan Biery

HM2 Nathaniel Largent and ND2 Paul Pendleton, two SWRMC Sailors and Navy divers, were traveling back to San Diego after a vacation in Las Vegas on the afternoon of August 10, 2014. Traffic wasn't too heavy, the weather wasn't too hot, and they looked forward to a relaxing drive home—but that was not to be.

As they drove west on Interstate 15, they witnessed a violent single-car accident. As the SUV careened out of control, flipped, and rolled across the freeway, it struck power lines and took out a barbed wire fence. On this barren stretch of the Mojave Desert near the California-Nevada border, there was no medical or law enforcement assistance for miles. HM2 and ND2 immediately asked Pendleton's wife, who was driving, to pull over so they could give assistance to the battered vehicle and what they assumed would be its equally battered occupants. They did not hesitate, or question whether they should stop and help. They just acted.

The two Sailors noticed debris that had been flung from the SUV as it rolled across the freeway lanes – car parts, clothing, smashed personal items, and an assortment of random medical supplies that included an intact bag. HM2 immediately recognized the bag as a military field medical kit; picking up the bag, he continued on towards the crash site where a gathering of passers-by were standing. The sight the two divers were met with was something they were not prepared for: the body of a man wearing an Army uniform.

The soldier had been ejected during the crash, landing about 100 feet from the SUV in a roadside ditch and covered with barbed wire, metal, and sparking live wires from the downed power lines. Ignoring the bystanders that insisted the victim was clearly deceased, the two Sailors acted quickly and managed to get the victim out of the ditch to safer ground, where HM2 performed a triage assessment. Finding no pulse, he began CPR and established an airway using supplies from the found medical kit. Pendleton assisted by scrambling to find all of the necessary medical supplies that had been scattered across the freeway, as Largent shouted out what he needed and it's description. A Highway Patrolman arrived, providing some necessary crowd control as onlookers gawked at the carnage while the two Sailors worked to save the victim. But having no medical training, the officer was unable to assist HM2 and ND2 except to keep people away while they waited for paramedics. Knowing that the victim's life could be in their hands, the Sailors continued to do all they could for him.

Unfortunately, the situation was about to go from bad to worse.

Other bystanders realized there was a second victim still trapped inside the car. Upon hearing the shouts from the crowd, Pendleton headed to the destroyed vehicle, which had begun to smoke. Ignoring the obvious danger, he crawled inside the SUV through a window to assess the unconscious man he found hanging upside down. Meanwhile, Largent found a bystander who was a registered nurse to take over resuscitation efforts on the soldier so that he could assist Pendleton. Once it was established that the second victim was alive but severely injured, the two divers worked quickly to pry open the SUV's door. After they managed to extract the injured man, the two Sailors set up a makeshift triage area to care for both victims as best they could until paramedics could reach them. Considering their remote location, they knew it could be hours before help arrived.

As they waited, the second victim regained consciousness and became extremely agitated. The two divers—neither of which are small men—had to continually balance the medical needs of their patient with firm restraint to protect him from further injuring himself. Largent surmised that the victim was in shock, and likely an extreme amount of pain, despite the IV medications he was able to administer.

Once the paramedics from Nevada made it to the crash site, HM2 and ND2 assisted them in every way they could. The two Sailors helped get the surviving man stabilized for transport, and gave detailed accounts of both the crash and the injuries to both men. The medical team credited Largent and Pendleton with saving the second victim's life, praising their efforts to treat him with the limited supplies available.

Sadly, 33 year old Army Staff Sergeant Mathew Jenkins succumbed to his injuries and was pronounced dead at the scene. The other man, 33 year old Army Sergeant Joshua Jenkins, suffered multiple critical injuries and was airlifted to a trauma center

in Las Vegas where he spent several weeks recovering in the hospital. The two men were identical twin brothers and Army medics from Henderson, Nev.

Largent and Pendleton will be formally recognized for their heroic actions. But in the aftermath of such a tragic event, the divers are dismissive of the "hero" label. "I didn't go over there to help because of my medical [training]," said Largent. "We went because we're human beings, not because we knew what to do. Anyone would have done it." Added Pendleton, "You don't think about recognition when you're faced with that. It just never occurred to me that there was another option besides helping those guys."

Whether or not the two Sailors consider themselves heroes for aiding the crash victims, plenty of their fellow Divers are quick to praise their actions.

"I am very proud of these Divers," said HMCS Clinton Lariscy, a Leading Chief Petty Officer at SWRMC's Dive Locker and one of their supervisors. "They responded without hesitation in a moment of extreme need. Even in a risky profession such as ours, it's not often that we see trauma of that magnitude, and they both were able to immediately take charge and assist in a way that maximized the survival potential for the victims."

Reflecting on what happened on that stretch of highway in the Mojave Desert, Largent and Pendleton talked about how it has changed their attitudes toward their own jobs, which are known to be among the more dangerous professions in the Navy. Nowadays, the divers are extremely vigilant during training. "It's more real now," said Pendleton. "It made me want to learn more medical stuff. As soon as we got back [to San Diego] I told Nate [Largent] that I want him to teach me *everything*. You never know when you'll have to do it."

Naturally, both divers credit the other as the one deserving of praise. Pendleton credits Largent with all the heroics of the day for providing the medical knowledge that saved the life of Joshua Jenkins; while HM2 credits ND2 as the real hero for performing so well in an environment so far from his element and continually putting himself in danger to save the life of strangers. No matter who the "real" hero was that day, both Sailors have definitely earned the praise, and their fellow Divers could not be more proud of them.

When asked if he was surprised by the heroics of his Sailors, Lariscy was quick to point out that everyday acts of courage are undertaken by divers continuously in the performance of their duties. "You ask if I'm surprised that they did what they did. But I'd be very surprised and indeed disappointed if any Navy Diver had not."



ND2 Paul Pendleton (left) and HM2 Nathaniel Largent (right) Sailors stationed at Southwest Regional Maintenance Center. Both are qualified Navy Divers who have been credited for using their training to help save a crash victim's life.

SAN DIEGO

TRAINING COMMANDS

"DO WATTS RIGHT"

By LT Andrew Legayada, Training Support Center Public Affairs

San Diego— Training Support Center San Diego (TSCSD) announced the final results of its six-month "Do Watts Right" energy reduction campaign on Jan 28, a competition between local Naval Education and Training Command (NETC) activities in an effort to identify and optimize the savings achievable through tenant behaviors.

Closely monitoring energy intensity levels from May to Oct 2014, the campaign resulted in an overall savings of \$173,800 for all utilities (electricity, gas, and steam) from 15 buildings among three campuses supported by TSCSD at Naval Base San Diego, Coronado, and Point Loma, in California.

Coordinating the program at NBSD and throughout the San Diego Metro area was Brian Tiu, installation energy manager at Naval Facilities Engineering Command Southwest (NAVFAC).

"The TSC tenants demonstrated that real daily changes were possible and their noticeable routines reduced energy waste such as lights and computers off when not in use," said Brian. "This was made possible both through dedicated building monitors, who worked as energy champions to drive tenant behavior beyond a contest setting and into every day routine."

Ultimately, Naval Base San Diego won the competition with an energy consumption savings of nearly \$90,000. Point

Loma came in 2nd and Coronado in 3rd with an energy usage savings of nearly \$55,200 and \$28,600 respectively. A separate award was given to Point Loma bldg. 52 for having the highest savings in energy consumption for a single building at an 11.74% improvement from FY 13 and the average savings for all buildings was \$11,500. Displaying campaign posters throughout the buildings to maintain tenant awareness on energy usage savings, each winner was awarded with direct tangible MWR "buck\$" prizes.

"Had it not been for the uncommonly hot summer and fall we had this year, I believe that savings would have been much higher," said Julie Lee, TSCSD facilities director.

As a result of the successful "Do Watts Right" pilot program, it was found that the noticeable daily changes demonstrated that behavioral conservation change is achievable and accompanied with utility savings. Winning buildings saved significantly on utilities (4%-10%), however, much of the savings can be attributed to mission requirement changes and facilities improvements.

NAVFAC Southwest is currently working with TSCSD on future "green" initiatives to further building energy consumption efficiency. HVAC Retro-Commissioning (RCx) projects will be implemented in an effort to repair and improve the efficiency of all HVAC controls among TSCSD buildings in 2015. Starting with bldg. 3382, the program will eventually expand to 3281, 3290, and 3292.

"Besides focusing on temperatures such as reducing heating and cooling energy, RCx projects also looks at improving efficiencies for standard equipment, modifying schedules so that HVAC is not on when it is not being used, and even focuses on

connecting lighting and HVAC to occupancy sensors to automatically deactivate when not in use," said Brian. "These types of upgrades are critical since the HVAC system comprises of 40% of the building's energy load."

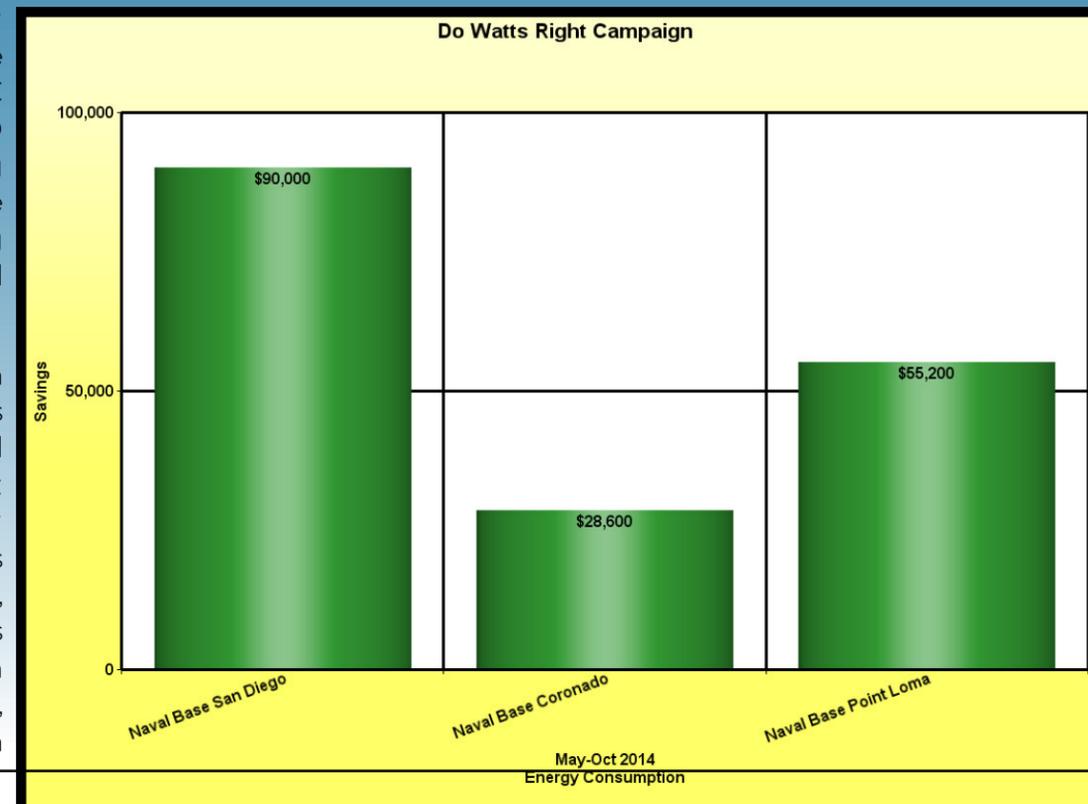
Planning for the long term, NAVFAC Southwest will be implementing a Steam Decentralization project at TSCSD buildings. Expected to be completed by 2018, the project will convert all steam heating utilities to natural gas and promote further energy consumption efficiency.

"This was the sum result of the individual efforts of each member of the TSC/NETC Team. The success of this type of event is based upon "buy in" of the team; by their personal behavior, and personal choices, these resources were saved. These results reflect a level of commitment by our military and civilian staff members, who live by the motto, "Excellence is not an act, but a habit," said CAPT Robert E. Beauchamp, Commanding Officer of TSCSD.

For information about TSC San Diego visit <http://www.netc.navy.mil/centers/tscsd/Default.aspx>.

For more information about NETC, visit <https://www.netc.navy.mil> or on Facebook at <https://www.facebook.com/#!/NavalEducationAndTrainingCommand>.

For more news from NETC visit www.navy.mil/local/cnet/.





SEABEES REBUILD HISTORY ON NASNI

By Mass Communication Specialist 2nd Class Tim D. Godbee, Navy Public Affairs Support Element West

Seabees assigned to Underwater Construction Team (UCT) 2 and Naval Mobile Construction Battalion (NMCB) 3 began rebuilding a World War II-era seaplane ramp at Naval Air Station North Island (NASNI), Feb. 6.

After surveying how much of the ramp needed complete replacement, the team of Seabees, based out of Naval Base Ventura County, Calif., are in the process of dismantling the 70-year-old ramp.

Despite the ramp's age and corrosion, the Seabees are impressed with the quality of the original structure.

"Whoever built this thing certainly knew what they were doing," said Chief Builder Jason Cortez, the project's officer-in-charge. "A lot of us are in awe of how long it's lasted and how great it's designed. The ramp itself is over 300 feet long and we only have to replace 80 of it. That says a lot for a structure this old."

The project consists largely of replacing decades old concrete and steel reinforcement bars, but the construction crew is running into one major problem – corrosion.

"The original plan was to remove damaged and deteriorated concrete and rebar, and then we would replace that with new rebar and concrete," said Cortez. "The issue we ran into is that there is more deterioration than we anticipated. We had to completely remove nearly everything and rethink our entire plan to give the Navy the best product possible."

The project is giving many of the Seabees an opportunity to get their hands dirty in a way they don't often get to.

"As a UCT, we typically don't get a chance to do large-scale construction projects like this," said Builder 2nd Class Chris Farmer, the project supervisor. "We're Seabees, but we're Seabee divers so we don't get to do a lot of traditional Seabee work. This job is very construction heavy, which gives us a chance to showcase what we can do as divers and Seabees."

Farmer added that Seabee divers are expected to be able to perform battle damage repair projects on piers and harbors. He said that this project provides real-life training that they couldn't get anywhere else.

"More often than not, we're doing mooring and waterfront structure inspections, so it's nice to be able to do something closer to the roots of our rate," Said Farmer.

According to Bruce Linder of the Coronado Historical Association, seaplanes were invented on NASNI in Jan. 1911.

“On any given day, between the 1920s and the 1940s, hundreds of these craft dotted the skies and waters around Coronado,” Linder wrote in his passage ‘Coronado’s Seaplane Legacy.’

“All four of the Navy’s first hangars on North Island were built with ramps where planes could easily move to and from the bay,” Linder wrote.

Seaplanes could be seen flying over the skies of NASNI until the mid-1960s when the last were decommissioned. Though seaplanes may not be a part of NASNI’s current air fleet, the rebuilding of one of those seaplane ramps brings part of that history back to operational status.

“Right now this base doesn’t have a boat ramp,” said Cortez. “Once we’re finished, this ramp will serve as that. This ramp has to be able to support the big Mark V boats. With the truck, trailer and boat, the entire set up can weigh as much as 110,000 pounds.”

Although the ramps final function may be different from the original intent, the Seabees working to rebuild the seaplane ramp on NASNI are aware that they’re rebuilding history.

“This is a great project for us to work on,” added Cortez. “I couldn’t be more proud of how our guys are adapting to all the challenges of project. Everyone here is working their hardest to give the Navy the best product possible at the end of this project.”



SAN DIEGO (Feb. 2, 2015) A PBY Catalina Seaplane flies through the air in a digital illustration. (U.S. Navy digital illustration by Mass Communication Specialist 2nd Class Mark El-Rayes/Released)



Steelworker 1st Class Honer Villanueva, assigned to Naval Mobile Construction Battalion 3, cuts rebar beams with an oxygen acetylene torch next to a caterpillar 390b during a seaplane ramp construction project. Seaplanes had heavy use around Coronado, Calif., during World War II. Underwater Construction Team 2 is rebuilding the ramp for future operations. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mark El-Rayes/Released)

Steelworker 1st Class Honer Villanueva, assigned to Naval Mobile Construction Battalion 3, cuts rebar beams with an oxygen acetylene torch during a seaplane ramp construction project. Seaplanes had heavy use around Coronado, Calif., during World War II. Underwater Construction Team 2 is rebuilding the ramp for future operations. (U.S. Navy photo by Mass Communication Specialist 2nd Class Mark El-Rayes/Released)





NSA Monterey's Environmental Division Earns Award

By Melinda Larson, NSA Monterey Public Affairs

Naval Support Activity (NSA) Monterey earned the fiscal year 2014 Chief of Naval Operations (CNO) Environmental Award for Sustainability.

Vice Adm. Phil Cullom, deputy chief of naval operations for fleet readiness and logistics (N4), announced the 27 winners of the fiscal year 2014 CNO Environmental Awards competition in a naval message.

"I applaud all of the nominees for your exceptional dedication to protecting the environment and preserving resources in support of our Navy mission," Vice Adm. Cullom wrote in the March 3 message.

Robust energy and water conservation programs, unprecedented solid waste diversion rates, and community partnerships led to the award for outstanding achievements. Leading the way in environmental protection is good news for the installation and its neighbors.

"Earning this award represents the installation's commitment to environmental stewardship," said Capt. Tim Faller, Commanding Officer NSA Monterey. "It's our responsibility to be a good neighbor in our community."

As a good neighbor, NSA Monterey surpassed Department of Defense potable water conservation goals by 51%. Part of the conservation goal was nearly an effortless achievement because the installation lies at the lowest end of an 1,100-acre watershed.

"Storm water moves from city culverts onto the installation where it is collected in Lake Del Monte on the main grounds," explained Johanna Turner, Installation Environmental Program Director. "The installation realizes significant potable water savings by capturing storm water to be used for irrigation."

This arrangement provides for more than 8 million gallons of water for irrigation on the main base and Navy's Monterey Pines Golf course, providing nearly 100 percent of the installation's irrigation needs. An additional 2 million gallons of water was saved by installing aerators and dual flush handles in sinks, toilets, and showers.

Saving water is only part of the Environmental Division's focus. An Energy Working Group comprised of Public Works energy managers and subject matter experts created a plan of action to improve energy efficiency on the installation.

"For example, a design concept was developed in-house to replace the need for traditional air conditioning by introducing cool outside air into a building's ventilation system," noted Turner.

The modification, now installed and operational, allowed for a 95% reduction in chiller use for a major data center formerly recognized as the second largest consumer of energy in Navy Region Southwest, Turner added. The modification may be implemented throughout the installation.

"This scalable and reproducible concept is being considered for all air-conditioned buildings throughout the installation," Turner said.



Doug Taber, Naval Support Activity Monterey's Installation Energy Manager, inspects a high-efficiency boiler monitoring system. Replacing an old boiler with two smaller boilers reduced the installation's energy consumption by \$117,583.

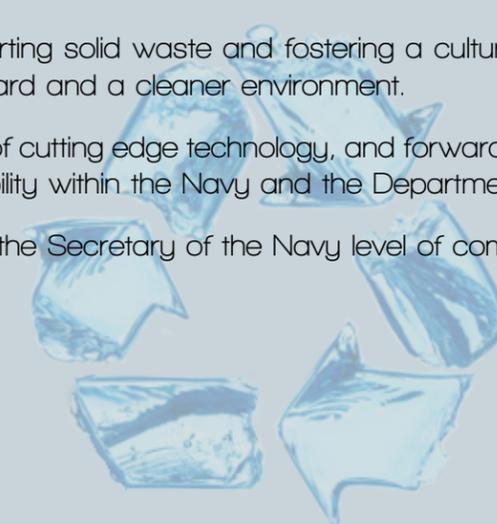
The NSA Monterey footprint is geographically diverse and consists of nine separate areas. Combined, the installation manages over 160 buildings enclosing nearly 19 million square feet on almost 1,000 acres.

"Existing landscapes are managed for ecosystem health and human use, including walking trails, interpretive signage, and sitting areas. All green waste is sent to a centralized composting facility and pesticide use is kept to the absolute minimum," Turner added.

Minimizing greenhouse gasses, diverting solid waste and fostering a culture of sustainability are all part of the winning equation that led to the award and a cleaner environment.

"Through staff interaction, adoption of cutting edge technology, and forward-looking engineering, NSA Monterey is setting the standard for sustainability within the Navy and the Department of Defense," Faller said.

The winning award will advance to the Secretary of the Navy level of competition.



AN ALL NAVY JEWEL AT THE PEARL OF THE DESERT

By Kristopher Haugh

Shore stations and facilities are usually large and diverse communities with multiple commands working together to achieve a goal. Little places like Naval Air Facility El Centro, California may not have the numbers of the big metro bases, but the diversity and team synergy are the same.

The All-Navy Women's basketball team is the same, a diverse group working together for a single goal. **AZ2(AW) Sierra Goldwire**, a system administrator for VFA-122 Detachment El Centro, onboard NAF El Centro, was one of 12 women selected to be a part of this unique opportunity.

In November of 2014, this six foot, one inch, 25-year-old power house from Clio, Georgia competed for and won a spot on the team. We interviewed her to find out more about the program and her experiences.

How long have you been associated with this program and how did you get into it?

This was my second year playing with the Women's All-Navy Basketball Team. I first heard about it from my CMC from my previous command. Her name was CMC Spaddy (Ret.) and she ran track back in the day when the Navy had a team and saw that I played basketball in high school and college and asked if it was something I was interested in still pursuing.

So you have some basketball experience. Tell us about that.

Yes, I have been playing ball since the 7th grade. Believe it or not but I had no basketball skills when I started, but my coach said I had the height, so she worked with me every minute of every day. I had a basketball wherever I went. Then I played Varsity all 4

years in high school and received a basketball scholarship to several schools, but picked a junior college in Louisiana called Louisiana State University in Eunice.

How does a Sailor get into this program?

You just have to go on the navyfitness.org website and check the navy sports calendar. It will give you a deadline of when your application is due for the sport you would like to try-out for. You can also find the application and who to send it to on the website as well. Once the deadline has past, if you are selected to try-out, you will receive an email with your official invitation to come to camp and it will have the dates and everything on it.

Tell us a little about the team please.

We had roughly 20 women that were invited to the camp to try-out for the basketball team, but only had room for 12 women to call themselves the All-Navy Women's Basketball Team. So every day you had to play like it was your last day on the court. We had women on the team from all over the world: California, Virginia, Washington, Maryland, Bahrain, and Diego Garcia. We team had 3 officers and 9 enlisted people from the Navy.

Where did you go to train and compete?

Training was taking place at NAS North Island for 3 and a half long weeks. The actual Armed Forced Tournament was from Nov. 6 to Nov. 14, 2014 at Camp Pendleton.

What was training like?

My daily life consisted of practice in the morning go to my room and eat lunch and relax for a couple of hours then back to the gym for another practice. Not every day we had practice, on those days we had bonding trips; for example: go the mall, movies, bowling, dinner, Sea World, or church. We were just trying to build our family bond and make it stronger and come together as one.

Did you get new uniforms or did you wear the Navy's PT gear?

Until we have the team established, we practice in our regular shorts and shirts we brought with us. Once we had our 12, each player was issued a practice uniform, home and away jersey, shoot around shirt, t-shirt, and warm-up jacket and pants. At the end of everything, we were able to keep it all.

What were some of the perks to being part of this program?

The best perk about being part of this program would be the family bond you get to experience. The Navy as a whole is a family, but playing a sport is a family in itself. You get to meet people from all over the world, and create a bond that you will forever have. In reality not many people can say they play All-Navy basketball while they were in the service. Other perks are getting to travel, getting to do something you love, and making a name for yourself. Personally basketball is what I do when I want to get away from the world and not think about anything. Say I have a bad day at work or got into it with a coworker, I can leave all my emotions on the court and just play ball.

How did Team Navy do?

Being that we were trying to hold on to the Gold medal, won back in 2012 and the 2013 season got cancelled, and take 1st place again this year and be returning Champs; we were the team to beat. The other teams knew we were the team to beat if they wanted that gold medal. Overall, the Navy team placed 3rd this year. All the teams were had great players and was great competition, but someone had to win.

How much court time did you get?

I got enough playing time. It was 12 great players on the team and coach made the best combinations to fit different situations. Sometimes there were 5 guards on the court; it made no sense to have a post player out there. Other games, we needed post players more than guards. Everyone just brought something different to the team. So I can't really say how much court time I got, but I do know when I got on the court I gave it my all. At the end of the day, I got to do what I love, to play basketball.

What did your Chain of Command think about it?

The chain of command was very supportive of me going to play basketball. I received a lot of questions because the higher ups never had someone in their command go play an all-navy sport. So they weren't familiar with how the process went. When I started routing my chit, it didn't take long for me to get it back saying it got approved. They were pretty amazed that I had played before and represented my last command.

What advice do you have for other Sailors who might be interested in doing this?

The main advice I have for anyone wanting to play all-navy basketball or any sport, is to go for it. You have to remember is a privilege to receive an invitation to go try-out. So when

you go, try your hardest and give 100%. You might not make it the first time, but that doesn't mean to give up. If it's something you really want, you will put in the time all year round. Always once you make the team, don't let up. You can still get cut, I have seen that happen. No one wants to go through the whole try-out, make the team and then do something crazy and get sent home early. At the end of the day, you are representing your command, but most importantly the NAVY.

Do you play here in El Centro and can we challenge you to a game?

I am up for a challenge any day of the week. Just note, if I beat you don't be upset. Yes, I do play here in El Centro. I play sometimes on Monday and Wednesday at 1800 with some of the others that play ball on base. I also play on strike Captain's Cup team. Just ask around about my game, it's pretty nice. No need to brag and just leave it all on the court.

It is pretty obvious that you love this sport. Are you going to follow in the footsteps of David "The Admiral" Robinson and go pro?

If the opportunity was given to me to go play professional basketball, I would accept. That time hasn't come, so I just play ball for fun. As a child, my dream was to go play in the WNBA, but then reality came and saw that wasn't going to happen. As for now in the Navy, my goal is to become a medical officer.

Any last words?

If you have a dream or want to accomplish something in life, it's never too late. I had people try-out and make the team and they were in their mid-30s. They had heart and dedication, and also were determined to not give up. So all the excuses, you can flush them down the toilet and go for what you want. At the end of the day, no one is going to hand you anything. No matter whom you are or what you do, hard work is what's going to make you go far in life. Don't let others tear you down or judge you; you make your own name for yourself. Have a goal and stick with it, no matter how long or hard it will take to get there.



2014 NAVY-MARINE CORPS RELIEF SOCIETY

NMCRS TEAM



4,000

VOLUNTEERS



29

TRADITIONAL VISITING NURSES



23

COMBAT CASUALTY ASSISTANCE VISITING NURSES



168

ADMINISTRATIVE STAFF

PROGRAMS

23,384

Home visits and other contacts with mothers and newborns, elderly retirees, widows and widowers



39,430

Home visits and other contacts to provide Combat Casualty Assistance (CCA)



8,153

Moms and dads attended a Budget-for-Baby workshop



6,157

Gift bags with hand-made blankets and other items provided to expectant parents



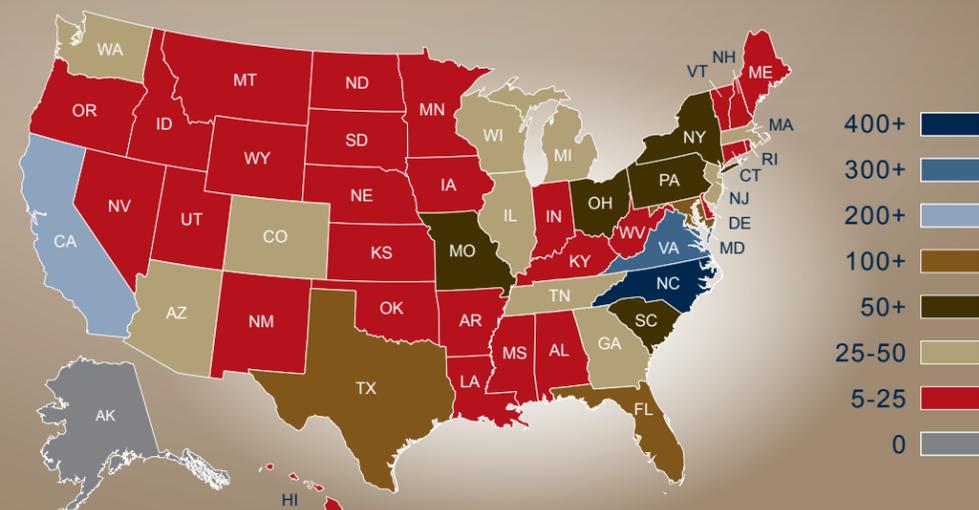
FINANCIAL ASSISTANCE Interest-free Loans and Grants



BASIC LIVING EXPENSES (FOOD, LODGING)	\$20,717,562
TRANSPORTATION (INSURANCE, CAR PAYMENT, RENTAL)	\$10,606,393
CAR REPAIRS	\$3,728,704
TRANSPORTATION DUE TO FAMILY MEMBER ILLNESS	\$3,367,639
FAMILY EMERGENCY	\$4,136,200
OTHER (PAY ENTITLEMENT SHORTFALLS, PREDATORY LOAN AVOIDANCE)	\$1,112,584
FUNERAL EXPENSES	\$1,235,464
HOUSEHOLD SET UP	\$1,820,844
MEDICAL/DENTAL (NON-MILITARY MEDICAL FACILITIES)	\$915,341
EDUCATION	\$351,771

63,800 Clients received financial assistance **48.5** MILLION

COMBAT CASUALTY ASSISTANCE CLIENTS BY STATE



NAVY COMPASS



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In our next issue...

-We'll feature Vietnam Veterans

-Learn how to improve your health

-and much more from our region!

