



The Beachhead

Sailor of the Year
OSC(SW) Melvin Ruffin
Sailor of the Quarter
CTT1(SW) Ramon Morin

Junior Sailor of the Year
BM2(SW) Dany Jones
Junior Sailor of the Quarter
FC2(SW) William Slover

Petty Officer of the Year
EN3 Gabriel Parra
Petty Officer of the Quarter
IC3(SW) Dean Pearson

Blue Jacket of the Year
ENFN Michael Zufelt
Blue Jacket of the Quarter
GSMFN Joseph Frey

NOVEMBER 2008

Inside This Issue

- 1 ANZIO Update
- 2 Message from the Captain
- 2 Awards
- 3 Welcome Aboards / Farewells
Promotions / Re-enlistments
Enlisted Surface Warfare Qualification
- 4 ANZIO Flag Football Team
- 5 Newport, RI
- 6 Boston, MA
- 7 Group Sail MIO Training
- 8-9 OMBUDSMAN Note
- 10-11 All About LAMPS!
- 12-15 Memo from the Air Boss
- 15 GSE2 (SW) Eric Strickland
- 16 Annual Command Holiday Party
- 17 Life on ANZIO
- 18 Upcoming Events
- 18 Contact Information

ANZIO Update!

Greetings, ANZIO Family and Friends!

Happy Fall! We missed you on Halloween, but we hope you're as excited as we are to celebrate the upcoming holidays. ANZIO has been keeping busy since our last newsletter: we've made trips to Newport, RI and Boston, MA; completed serious renovations; and welcomed a new Air Detachment onboard. Everybody has been working hard to keep us on track for next year's deployment and work-ups with the Bataan Expeditionary Strike Group have already begun.

Last week, the ESG—consisting of COMPHIBRON 2, USS BATAAN (LHD 5), USS JAMES E WILLIAMS (DDG 95), USS PONCE (LPD 15), USS WHIDBEY ISLAND (LSD 41) and USS PORTER (DDG 78)—had its first opportunity to work together as a team. Our schedule of events included everything from communications drills to Air Defense exercises and we certainly appreciated the practice time.

As the Air Defense Commander for the Strike Group, ANZIO will have its hands full manning extra watchstations in combat order to protect the High Value Unit (the BATAAN) from any inbound air threat. In order to train watchstanders, we start small by getting in the habit of using our resources to identify all inbound aircraft and then we graduate to utilizing our weapons systems in order to combat aircraft identified as enemy aircraft. It is a lengthy process, but one that results in sailors who are trained and ready to fight the ship on deployment.

Getting to this point has taken a lot of hard work and effort, and we're still only halfway there. With all that our crew has accomplished so far, getting to where we need to be by deployment should be no problem—if we keep the press on. November's underway time will provide some valuable, concentrated time towards training and preparing for deployment and, come February's COMPTUEX, ANZIO and the ESG will be running like a well-oiled machine. Our schedule has been well thought out and your ANZIO Sailors will be home for the upcoming Thanksgiving, Christmas, and New Years holidays.

ANZIO is sincerely looking forward spending some quality time at home with our families and thinking of the holidays, we hope you will join us at the Holiday Christmas Party (see page 16 for details!)—can't wait to see you there!



From the Captain Dear ANZIO Family,



These past few months have been quite busy for ANZIO. Your sailor has been hard at work making ANZIO look great for the literal hundreds of visitors and guests we have hosted between our stops in Newport and Boston. I continue to be extremely proud of each and every Sailor for their work; ANZIO has never looked better. We had many retired Navy visitors to ANZIO during our Newport, RI trip and we received many accolades for the crew spirit and outstanding appearance of the ship. Coming from retirees who know what a squared-away ship looks like, that is high praise. I would especially like to give my gratitude to the Engineering Department who worked countless hours getting ANZIO ready for sea, especially following our inport time in October. Due to some shipyard repair work that wasn't completed on time, the sailors within the Engineering Department had to work almost around the clock to get ANZIO ready for her trip to Boston. I would like express my appreciation to both them and to you as their loved ones who had to handle the long hours. In addition, the Weapons and Ops Department pulled together for a superb Cruise Missile Certification in September. Weapons Department also worked very hard to complete an almost spotless Conventional Ordnance Safety Review – a comprehensive look at the maintenance and operation of our weapons handling and stowage programs. BZ to all for these standout efforts.

With the commencement of our Groupsail, ANZIO has moved into a new phase of her preparations for deployment. We will no longer be steaming independently but rather as a group with the other ships that we will be making the deployment with in a few short months. The training and experience that we garner now will prepare us to have a safe and successful deployment.

Awards

The following personnel have recently received recognition for their outstanding performance on ANZIO:

Navy and Marine Corps Leadership Award

ISCS Daniel Tocco ET1 Burch

Navy and Marine Corps Commendation Medal

LCDR Jason Stepp	LCDR Martin Barlow	LTJG Lisa Blachford	ETCS James Badger
IC1 Anthony Beard	IT1 Michael Harris		

Navy and Marine Corps Achievement Medal

LT Charlotte Bigg	NCC Kendrick Cook	STGC Robert Claggett	FCC Christopher McClintic
OS1 Octavius Clark	GSM1 Michael Yagle	CTT1 Eddie Phillips	MA1 Dalton Trouth
ET2 Erik Peterson	IT2 Nicholas Lonis	GM2 Alfonso Ford	BM2 Dany Jones
CS3 James Bray	BM3 Lee Klemme	BM3 Ezell Roberts	YN3 Jared White
QMSN Jason Riddle			

Flag Letter of Commendation

NC1 Randall Thomas EN2 Gabriel Parra

Good Conduct Award

GSM1 Charles General	STG1 Daniel Sweeney	EN2 Brando Spandonis	GM3 Al Spivey
EM3 Mathew Coston	GSM3 Marwan Khalafalla		

Food Service Attendant of the Month

July - GMSN Charles Talbert	August - SN Jaron Bradley	September - GSEFA Brandon Clair
July - GMSN Brian Wright	August - OSSN Samuel Acevedo	September - GMSN TadJames Fellows

Welcome Aboard

To the following newly reported personnel:

OS2 Kenyatta Howard	GSM1 Charles General	BMSN Joseph Decker	GSCM Vernon Perez
LTJG Lisa Blachford	OS2 Jose Mendez	SKSN Jake Sachs	CTT3 Darrius Allison
FC3 Jerron Wyatt	EN3 Kristopher Ruck	CSSR Joshua Tusler	GSMFN Timothy Thomas
GSMFN Brandon Olson	ITC James Simon	BMSR Nichloas Connelly	FC1 James Reynolds
IS1 Bryan Heiss	DCFR Jonathan Jesen	GSEFR Tyler Morrownsen	QMSR Jamarcus Hardy
GSM3 Justin Blanchard	YNSN Craig Metz	HT3 Justus Johnson	LT Allen Siegrist
SHSR Dustin Bell	BMSR Lavelus Moore	STG3 Roland Swain	LTJG Jennifer Hill

Farewells

Fair Winds and Following Seas to the following personnel who recently transferred from ANZIO:

ITC Paul Markey	IT1 Michael Harris	SN Kevin Linney	SK1 Claude Tolbert
LTJG Ryan Mccabe	EM2 Adrian Candelario	LT Sara Dial	EN2 Seth Heiserman
BM3 Lee Klemme	GM2 Alfonzo Ford	IC1 Anthony Beard	GSE1 Michael Brewer
OS1 Octavius Clark	ET2 Erenst Wolfgang	ISCS Daniel Tocco	MA1 Dalton Trouth
STGC Robert Claggett	QMSN James Johnson	BM2 Dany Jones	IT2 Nicholas Lonis
CTT1 Eddie Phillips	FCC Michael Forrest	ET2 Erik Peterson	CS2 James Bray
NCC Kendrick Cook	LT Charlotte Bigg	ETCS James Badger	QMSN Jason Riddle
LCDR Jason Stepp	BM3 Ezell Roberts		

Promotions

LT Ronald Freeman

Re-enlistments

HT2 James Graham	MA1 Dalton Trouth	OS1 Octavius Clark	FC2 William Slover
CTT1 Eddie Phillips	CS1 Dino D'ambra	FC3 Zachary Whiting	FC2 Joseph Falls
YN2 Eric Wood	YN2 Earl McFarland	YN2 Christopher Horton	CTTC Christopher Downing
FCC Kevin Cranmer	BMC Chad Finogle	SH1 Cory Teach	FC2 Bradley Welch
CTT2 Eric Speight	HMCS Kenneth Chapman	OSCS Joseph Gallagher	

Enlisted Surface Warfare Qualification

GSM2 Ray Morris
 IT1 Thonard Naylor
 FC2 Jonathan Katora

ANZIO Flag Football



These past few months a select group of ANZIO sailors have met on the gridiron to face off against teams from various ships along the waterfront and commands on base. Headed by coach SH1 Teach and Assistant Coach GM1 Adams the team ended with a record of 13-5. At one point the team went on a 10 game winning streak, the longest winning streak for any team in the conference. In the playoffs ANZIO lost in the second round to the #1 ranked team 30 to 39, in a tough game that could have gone either way. The standout players, as chosen by the coach, were GM2 Barbosa (QB), STG2 Cain (WR/SAFETY), OS3 Johnson (WR), FC1 Williams (WR), and BM3 Brown (LB). The rest of the team included CTT3 Allison, CTR1 Reine, SN Ward, SN Brown, GM3 Spivey, FN Raymond, IT3 Daniels, OS2 Green, EM3 Jensen, SN Little, GSM3 Banks, SH3 Browder, IC3 Pearson, and CTR1 Jackson. ANZIO should be proud of the great that the team did this year – they represented us with true grit and team spirit!



Pictures provided by Chief Hall.

Newport, RI



During the week of 11 August, ANZIO had the privilege of being the Surface Warfare Officer School ship in Newport, Rhode Island. The ship set sail from Norfolk, VA on Friday, August 8 and arrived on Monday. While underway, the crew kept themselves busy preparing for the visit by cleaning and painting the entire ship. Every single space was inspection ready by the time the ship

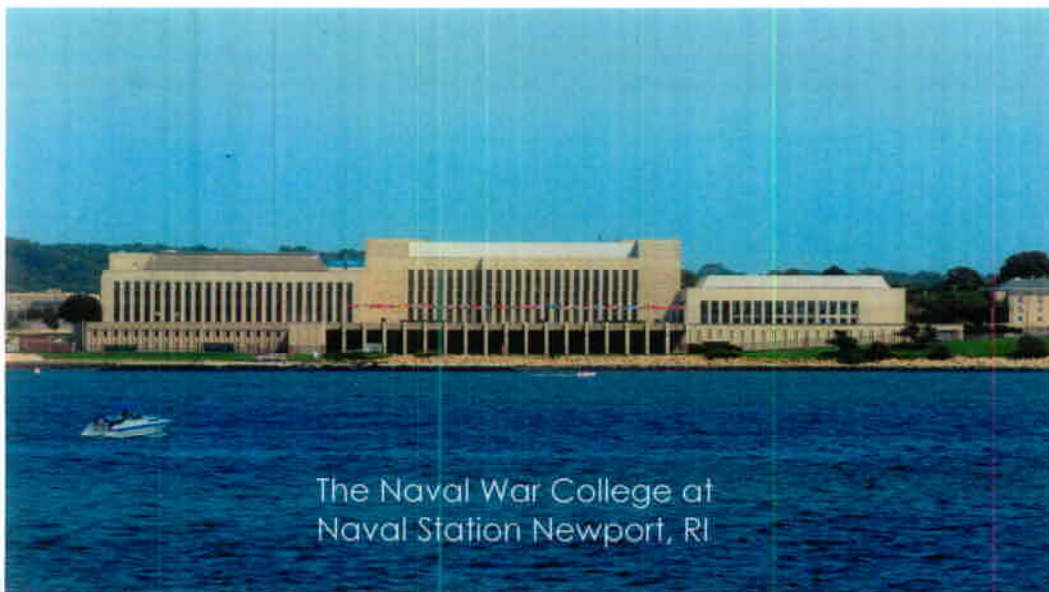
pulled into Newport and the crew's efforts were visible, even to undiscerning eye. The ship hosted multiple tours daily and groups ranged from Officer Candidates from the Officer Candidate School to civilian members of the Navy Foundation.

Even for some retired Captains, ANZIO stood out as an example for other ships to follow.



ANZIO was invited by the Surface Warfare Officer School to Newport in order to provide the school's students—a number of whom are new to the Navy—with their first look at a Navy warship. The students stationed at Newport Naval Station range anywhere from Chief Petty Officers about to be commissioned as Limited Duty Officers to Midshipman-candidates, just out of high school, attending the Naval Academy Preparatory School. The Navy could not have chosen a better ship to be the showcase of the week because ANZIO is truly the best cruiser on the waterfront and we put our best foot forward during our time in Newport. Like

always, you should be proud of your sailor for their dedication and professionalism.



The Naval War College at
Naval Station Newport, RI

Boston, MA

ANZIO was met with open arms and a water show put on by the Boston Fire Department when she pulled into Boston Harbor this past October. The people of Boston were quite generous to ANZIO and treated us as an honored guest. Though our arrival was delayed by one day, your ANZIO Sailors still had plenty of time to participate in many fun and exciting events. Highlights included re-enlistments onboard the USS Constitution conducted by the Commanding Officer of the Constitution (wearing full formal dress, circa 1797), as well as by our own CO,



Captain Robinson. Another highlight was participating in the famous Boston Columbus Day parade.

While in Boston, ANZIO gave back to the public that supports us so well by opening her decks for public tours. For two days visitors were able to walk the decks of ANZIO and get a glimpse of what we do everyday. Visitors got a special treat with the inclusion of our recently arrived helicopter detachment and one of their helicopters

put on display for all of our guests. Included in the hundreds of visitors was an Anzio Beachhead veteran.

Boston was a successful and entertaining port visit that helped build relations with the public. Your sailor served ANZIO well as a spokesmen for the command and the Navy as a whole, both onboard and out in town.



Anzio Beachhead veteran with former Operations Officer LCDR Stepp



Group Sail MIO Training

As you all know by now, ANZIO commenced its Group Sail with the Bataan Expeditionary Strike Group this past underway. These exercises are meant to get ANZIO and her fellow group members up to speed and working together prior to deployment. Included in these exercises are Maritime Interdiction Operations, or MIOs. ANZIO participated in two such operations while underway. ANZIO's VBSS (Visit, Board, Search, & Seizure) team was at the heart of each exercise, led by Boarding Officer, ENS Jeremy Phillips. Working with TSV Prevail, a U.S. Naval vessel used



exclusively for MIO training, ANZIO's VBSS team did two mock boardings. Once onboard the "target" vessel, the team searched the Prevail to check for "contraband". MIOs are an important aspect of today's NAVY, ensuring that vessels being boarded are adhering to maritime law and not involved with terrorist activities. The training that was garnered this underway will be especially important once ANZIO is deployed and the VBSS team must board foreign ships, many of which are from nations who

are not friends of the United States.

Both exercises were overall successes, giving the team members valuable training. Included in the team were SRF-A (Sentry Reaction Force – Advanced) school prospects who will be joining the VBSS team prior to deployment. For the students, these boardings were their first look at what to expect during deployment.

On the return trip from the first exercise team members were greeted by a school of dolphins playing around the team's rhIB boat.



OMBUDSMAN Note- Contributed by ANZIO OMBUDSMAN, Tina Skinner

The holidays are going to be here within the next two months, which means that it's an expensive time for most families. From buying gifts, stocking stuffers, decorations, and food most families budgets are stretched very tight during the holidays. How do you ensure that your family has a memorable holiday season without paying for it for the entire next year? If you wish to stay on a budget during the next two months then this article will help you out by giving you tips on how to survive the holiday season without overdoing the spending.

1. Plan ahead

The best thing to do to save money during the holidays is to plan ahead. Make a list of everything you'll need for Thanksgiving, Christmas, and New Years and then set a budget for each holiday. Once you've done that, follow those lists accordingly.

2. Make a budget for Christmas gifts

Make a list of everyone that you need gifts for and then put a budgeted amount that you would like to spend by each name. This will give you an idea of how much that you need to save or come up with to buy all of the gifts that you need for the holidays. If this amount is more than you can afford, then you may want to consider reevaluating your budgeted amounts for each person or consider giving them something that you make yourself or something that you do for them. Keep in mind when buying your children's gifts that they do not need everything on their list. Buy the important things and then have them save their money for some of the other items they are wishing for. This will make them appreciate their toys much more. **Give a gift that comes from you, whether a handmade craft or a service, this is a great way to save money on holiday gifts.** If you are crafty, you can find any number of crafts that will thrill the person that you gift it to. Crafts mean a lot to others as they are handmade, and come from your efforts, rather than your purse or wallet. Services are another great gift idea. If your sister has kids and needs a babysitter, why not give her a coupon for a night of babysitting? Other service ideas are lawn mowing, fixing dinner, cleaning their house, washing their car, or anything else that you can think of. This idea can mean a lot to an older person who is not as able to do things for themselves and would be greatly appreciated. Plus, they will get to spend time with you, which is what they want the most!

3. Shop early

Buying your turkey early is not a bad thing; it's actually a really good idea. Turkeys are usually very cheap when bought early and you also get a better selection. You should also purchase foods early that won't spoil. You can even buy in increments; buy little by little each time you get paid.

4. Use coupons

Coupons can be found in newspapers, at stores, and even online. Look for some that you may use and then use them. You may be able to save a lot per item that way. There are usually specials and coupons on turkeys at major stores, so make sure to keep an eye out for them.

OMBUDSMAN Note- Contributed by ANZIO OMBUDSMAN, Tina Skinner**5. Share costs**

If you're going to be doing all the hosting this Christmas or Thanksgiving perhaps the way to save money is to ask others who are coming to bring a dish. This is a good way to share the costs of the festivity.

6. Don't buy brands

Again, if it's your turn to host the dinner or party during these holidays; don't buy brands when it comes to foods or things of that nature. If you can buy cheap sodas, chips, and that sort of stuff.

7. Find sales and specials

Before going out and buying the most expensive things you find, check out the Sunday newspaper ads or the online ads for the stores you're going to be visiting. Try to buy things on sale or on special at all times.

8. Get and give gift cards

Giving gift cards might not seem like a good idea at the beginning, because it might make people feel as if you didn't put too much effort in the gift getting process, but in the end it makes everyone happy. Consider getting 10 or 15 dollar gift cards if you can't find something suitable for someone. These are really good and they will help you to stay on a budget for sure.

Holiday spending does not have to cause you to completely empty your purse or wallet. If you go closely by your budget, leave the credit cards at home, and use your creativity and imagination, you are sure to have a holiday that everyone will love and remember!



All About LAMPS! - Everything You Need to Know About Our New Aircraft

The SH-60B Seahawk is the current Light Airborne Multipurpose System platform utilized by the US Navy. Commonly referred to as LAMPS, the program was developed in 1970 to fill the deficiency in the surface fleet's antisubmarine warfare (ASW or USW). As called for by the CNO, the program developed a manned helicopter to act as a ship's tactical ASW air asset. By using the advanced sensors, processors, and display capabilities of the helicopter, the ship is able to extend its detection and attack capabilities for both sub-surface and surface threats.

The initial LAMPS role was taken on by the Kaman SH-2 Seasprite. Already in the Navy's inventory, sensors were added to the helicopter to provide ASW capabilities. Shipboard equipment was added to allow the integration of the Seasprite's data into the shipboard environment. This proved to be very successful, and the Navy started planning a Mk II version, which would employ the same ideas on a different helicopter platform. The Mk II however was cancelled in 1972 to begin work on the Mk III system.

LAMPS Mk III was finally fleet ready in 1984, using the Sikorsky SH-60B Seahawk. The Mk III system improved the initial capabilities of the Mk I, providing both ASW and SUW (Surface Warfare) capabilities to cruisers, destroyers and frigates.

The primary missions of the SH-60B are Surface Warfare (SUW) and Undersea Warfare (USW). It is also capable of vertical replenishment (VERTREP), search and rescue (SAR), medical evacuation (MEDEVAC), communications relay (COMREL), and Naval surface fire support (NSFS) as secondary missions.

In the USW role, the SH-60B is launched as a reactionary platform to classify, localize, and possibly attach a suspected threat that has been detected by shipboard sonar or other external sources such as another ship or aircraft. The helicopter proceeds to the estimated target position and deploys a sonobuoy pattern designed to redetect and localize the target. The SH-60B is capable of carrying up to 25 sonobuoys, both active and passive, and can also listen to and analyze sonobuoys dropped by other aircraft. The acoustical data received by the sonobuoys is analyzed onboard the aircraft for tracking, as well as being encrypted and retransmitted to the own ship for further interpretation and analysis. For USW attack, the SH-60B can carry up to two Mk-46, Mk-50, or Mk-54 lightweight torpedoes.

Another detection and confirmation device available to the crew is the Magnetic Anomaly Detector (MAD). It is deployed while airborne by trailing out on a cable behind the aircraft. The MAD senses, and displays, any changes in the earth's magnetic field which may be indicative of a submarine.

In the SUW mission, the SH-60B provides a mobile, elevated platform to provide detection, classification, targeting information, and damage assessment beyond the own ship's radar and visual horizon. It is also able to act as an attack platform using the AGM-114 Hellfire missile. Sensors used during SUW are the radar, FLIR (forward looking infrared), and ESM (electronic support measures).

The radar provides the capability to detect and track surface contacts. The tracks can be transmitted to the own ship to extend their surface picture. The FLIR is used to extend the visual identification (VID) range for identifying surface contacts, and can be used both day and night. FLIR video is also sent back to own ship for further analysis and classification. The ESM system detects radar signatures to aide in classification of surface tracks before VID takes place. ESM data is sent to the ship for further analysis of the types of radars being used in the area. ESM is also used for aircraft self-defense by alerting the aircrew to hostile fire-control radar.

While not assigned to other duties, the SH-60B is able to assist the own ship or other ships with the secondary missions. In the VERTREP mission, the helicopter is able to transfer both external (up to 6,000 lbs) and internal loads between ships or between ship and shore. In the MEDEVAC mission, the aircraft provides the medical evacuation of both ambulatory and litter bound patients. As a COMREL, the aircraft serves as an airborne receiver and transmitter relay station. This provides over-the-horizon (OTH) communication between units. In the NSFS mission, the helicopter provides a platform for spotting and controlling naval gunfire from either the parent ship or other units. In the SAR mission, the aircraft is designed to search for and locate distressed boats, downed aircraft, or persons over board, and rescue personnel using a rescue swimmer and the rescue hoist.

As earlier discussed, the SH-60B Seahawk is a multi-mission helicopter which supports the needs of the U.S. Navy aboard frigates, destroyers, and cruisers. The SH-60B has many sensors onboard which include: radar, sonobuoys to track submarines, electronic support measures to passively fix the position of both friendly and hostile ships, forward looking infrared, which allows us to search and locate hostile ships in order to engage them with Hellfire missiles, and a magnetic anomaly detector, which detects ferrous objects in the water (such as submarines). These sensors onboard allow the helicopter to fully integrate with the ship and the battle group while on deployment. The use of these sensors is important, but they do not mean much unless the information that is received from these sensors is relayed to the ship. In order to relay information, we use Datalink (or Hawklink) which is a secure line of communication from the helicopter to the ship.

There are a multitude of missions that today's Navy is faced with because of the ever changing dynamics of our enemies. That is why U.S. Navy ships have a helicopter detachment in order to deal with these challenges. The helicopter detachment is one link in the chain of the ship. In order to face today's challenges, the SH-60B is only as good as its operators. On every mission we fly, there are two pilots and one sensor operator. The right seat pilot is designated as the pilot for the mission, while the left seat pilot is designated as the Airborne Tactical Officer (ATO). The ATO ensures that the pilot has better situational awareness of the tactical situation at hand. This is done by using the onboard sensors of the helicopter and communicating with the ship. From these sensors, the ATO has the ability to shoot Hellfire missiles against hostile ships and drop torpedoes against hostile submarines. But, in order to effectively complete our mission, a key component is our Sensor Operator (SO). The SO has a broad spectrum of qualifications in order to do his/her job. The SO runs our radar, tunes and processes our sonobuoys in order to localize and attack submarines, is a trained door gunner shooting the M60D and the GAU-16/A, and is a trained Navy Search and Rescue swimmer. The aircrew must work together as a team in order to effectively complete the mission at hand. Along with the aircrew, another link in the chain is the maintenance department. The helicopter obviously can't do its mission if it is not able to fly.

The helicopter detachment has highly trained Aviation Machinist Mates (AD), Aviation Electronics Mates (AE), Aviation Structural Mechanics (AM), Aviation Ordnanceman (AO), Aviation Electronics Technicians (AT), and an Aviation Maintenance Administration (AZ). AD's maintain, service, adjust, and replace aircraft engines and accessories. AE's maintain, adjust and repair aircraft electrical power generating and converting systems; lighting, control and indicating systems; and can install and maintain wiring and flight and engine instrument systems. AM's maintain and repair aircraft parts (rotor blades, the skin of the helicopter, tail, control surfaces, and landing gear) working with metals, alloys and plastics. They also maintain and repair safety equipment and hydraulic systems. AO's maintain, repair, install, operate and handle aviation ordnance equipment such as Hellfire and torpedoes. Their duties also include the handling, stowing, issuing and loading of munitions and small arms. AT's are responsible for the testing, maintenance, and repair of radios, radar, and other electronic devices which allow the SH-60B to effectively complete its mission. AZ's plan, schedule, and coordinate the maintenance workload, which include inspections and modifications to the helicopter. These rates make up the heart of the helicopter detachment. Without this link in the chain, the helicopter detachment would be ineffective.



MEMORANDUM FROM THE AIR BOSS

To: Families and Friends of the USS Anzio
 From: LCDR Zach McNeill (Detachment Seven OIC)
 RE: Guard Dog Patch

Ladies and Gentlemen, historically every LAMPS detachment since the advent of custom patches has tried to create a unique identification for their detachment through their patch. I have found that the patches that do well are the ones that actually represent something. It is easy to create a tag line like Skulls, Destroyers, Hellion, Rebels etc. However, it is difficult to summarize who you are and what your mission is all about.

While brainstorming for this patch we asked ourselves two questions. Who are we? Why are we willing to sacrifice so much? The answer appeared easy; we are a LAMPS detachment embarked on a ship attached to a battle group that will do our best to protect it. That summary, though accurate, ignores the obvious idealisms that each of us must have in order to leave our families and loved ones to *voluntarily place ourselves inside the weapon engagement zones of countries with overzealous leaders.*

The following paragraphs are excerpted and edited from On Combat, authored by Lt. Colonel (US Army Ret.) Dave Grossman.

One Vietnam veteran, an old retired colonel, once said this to me: "Most of the people in our society are sheep. They are kind, gentle, productive creatures who can only hurt one another by accident." This is true. Remember, the murder rate is six per 100,000 per year, and the aggravated assault rate is four per 1,000 per year. What this means is that the vast majority of Americans are not inclined to hurt one another.

Some estimates say that two million Americans are victims of violent crimes every year, a tragic, staggering number, perhaps an all-time record rate of violent crime. But there are almost 300 million Americans, which means that the odds of being a victim of violent crime is considerably less than one in a hundred on any given year. Furthermore, since many violent crimes are committed by repeat offenders, the actual number of violent citizens is considerably less than two million.

Thus there is a paradox, and we must grasp both ends of the situation: We may well be in the most violent times in history, but violence is still remarkably rare. This is because most citizens are kind, decent people who are not capable of hurting each other, except by accident or under extreme provocation. They are sheep.

I mean nothing negative by calling them sheep. To me it is like the pretty, blue robin's egg. Inside it is soft and gooey but someday it will grow into something wonderful. But the egg cannot survive without its hard blue shell. Police officers, soldiers and other warriors are like that shell, and someday the civilization they protect will grow into something wonderful. For now, though, they need warriors to protect them from the predators.

*"Then there are the wolves," the old war veteran said, "and the wolves feed on the sheep without mercy." **Do you believe there are wolves out there who will feed on the flock without mercy?** You better believe it. There are evil men in this world and they are capable of evil deeds. The moment you forget that or pretend it is not so, you become a sheep. There is no safety in denial.*

"Then there are guard dogs," he went on, "and I'm a guard dog. I live to protect the flock and confront the wolf." Or, as a sign in one California law enforcement agency put it, "We intimidate those who intimidate others."

*If you have no capacity for violence then you are a healthy productive citizen: a sheep. If you have a capacity for violence and no empathy for your fellow citizens, then you have defined an aggressive sociopath--a wolf. But what if you have a capacity for violence, and a deep love for your fellow citizens? **Then you are a guard dog, a warrior, someone who is walking the hero's path.** Someone who can walk into the heart of darkness, into the universal human phobia, and walk out unscathed.*

Modified from On Sheep, Wolves and Sheepdogs
 (From the book, On Combat, by Lt. Col. Dave Grossman)

We believe that the wolf is real and he is waiting for any opportunity to strike. The previous paragraphs discuss the reality of the wolf in our own country. It does not take a lot of imagination to apply this concept internationally.

The wolf at home is well known. The wolf on a global scale is much more difficult to define but this is what I think he is:

- He is the pirate in the Horn of Africa.
- He is the child murderer in Sudan.
- He is the instigator of genocide in Rwanda/Israel/Bosnia.
- He is the terrorist in the mountains of Pakistan.
- He is the illegal drug producer.
- He is the enslaver.
- He is the killer of the innocent on our very own soil.
- He is the person that *truly believes* they have the right to control and determine the fate of populations.

The wolf is a cunning creature of opportunity that preys on the defenseless. There are not many wolves in the world but their ruthlessness and lack of compassion allows them to influence un-proportionately large groups. *The wolf lacks fear but he will leverage it to his advantage.*

A very good friend of mine, a member of the Army's most elite fighting team, told me that there is only one way to stop an individual who is willing to die to accomplish his mission. I asked him, "How do you do it?". He calmly stated, "You kill him before he accomplishes the mission." This quote, though extreme, summarizes the role of the Guard Dog. **He identifies the enemy, sounds the alarm and attempts to destroy the threat before it can hurt our flock.**

The wolf lies in wait. What is he waiting for? He, through patience and determination, waits for the Guard Dog to decrease his vigilance. The wolf counts on the fact that over time the Guard Dog will become complacent. He bets that his lack of action will create a lethargic state in the protectors and once that appears to occur he will attack. The attack can only be avoided by the Guard Dog's vigilance and preparation. While the flock is resting, he stands the watch. The Guard Dog is always ready! **We too, must always be ready!** The Guard Dog is both a brilliant example of what our military does for the world and what we do for the units we are attached to. The Navy, Marines, Army and Air Force stand in opposition to the international wolves. **Today, we literally stand watch over the world.** HSL 48.7 while attached to the USS Anzio is a small but critical piece of this global watch.

This integrated ship aviation team watches over the fleet and sounds the alarm if and when the wolf appears. It requires our willingness to hazard our own lives to defend/alert our fellow warriors. Our mission is not sexy and at times it seems arduous and down right boring, but *imagine the flock without the eyes, ears and teeth of her Guard Dogs.*

This excerpt summarizes what we believe as Guard Dogs:

*Here is how the sheep and the guard dog think differently. The sheep pretend the wolf will never come, but the guard dog lives for that day. After the attacks on September 11, 2001, most of the sheep, that is, most citizens in America said, "Thank God I wasn't on one of those planes." The guard dogs, the warriors, said, "Dear God, I wish I could have been on one of those planes. **Maybe I could have made a difference.**" When you are truly transformed into a warrior and have truly invested yourself into warrior hood, you want to be there. You want to be able to make a difference.*

Edited from *On Sheep, Wolves and Sheepdogs*
(From the book, On Combat, by Lt. Col. Dave Grossman)

Families and friends of the warriors aboard the USS Anzio we recognize the sacrifice each of you make to ensure that the sailors and airman aboard the Anzio can complete their mission. The air detachment is glad to be onboard and a part of this honorable mission. If you are ever onboard take the time to come up and meet us. We love to give tours of our helicopters!

If provoked we will Stand and Fight!

Zach McNeill
LCDR USN





GSE2 (SW) Eric Strickland - Our Newest EOOW!

Congratulations to GSE2 Eric Strickland for attaining his Engineering Officer of the Watch (EOOW) letter on 2 November. GSE2 Strickland started his career at Naval Recruiting Station Great Lakes in June 2004. After graduating from Boot Camp GSE2 went on to GSE A-School which was also held at Great Lakes. ANZIO is GSE2 Strickland's first sea command and he reported to in January of 2005. For the past several years Petty Officer Strickland has been an integral part of the Engineering Department. With his qualification Petty Officer Strickland is ANZIO's most junior EOOW onboard, yet he has the awesome responsibility of operating 80,000 horsepower of engines and three electrical generators powerful enough to light up a small town! Obtaining an EOOW letter is testament to the hard work and dedication that Petty Officer Strickland brings to ANZIO everyday. Congratulations, GSE2 Strickland!



ANNUAL COMMAND HOLIDAY PARTY!!!

ANZIO Holiday Party!

WHO: ALL ANZIO SAILORS AND THEIR **HOT** DATES!

WHAT: ANNUAL COMMAND PARTY!

WHEN: 4 December 2008, 1800-0000

WHERE: RADISSON HOTEL

700 Monticello Avenue
Norfolk, VA 23510
757-627-5555



WHY: TO CELEBRATE ANOTHER SUCCESSFUL YEAR!



- This year ANZIO returns to the Radisson Hotel in Norfolk for another fun-filled Holiday party!
- Everything's free but the drinks, so come and join us for appetizers and a two entrée buffet. MWR will be raffling off even bigger and better prizes than last year, to include FOUR complimentary rooms at the Radisson. All in all, \$10,000 in prizes will be given away!
- Parking is free and the hotel is offering a discounted rate of \$69/night for all ANZIO sailors. All sailors in attendance will have the following Friday off!

Life on ANZIO



Upcoming Events

- 04 - 07 November: Inport Yorktown WEPSTA
- 12 -24 November: Underway
- 16 - 29 December: Holiday Stand Down 1
- 31 Dec – 13 January: Holiday Stand Down 2

NOVEMBER 2008						
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Important Telephone Numbers

- ANZIO Quarterdeck 757 - 444 - 4392
- Family Services 757 - 444 - 2102
- ANZIO Careline 757 - 444 - 6831 / 888 - 435 - 1992
- OMBUDSMAN Tina Skinner 757 - 692 - 7714
anzioombudsman@aol.com
- ANZIO Family Readiness Group:
- President Angela Depto anziofrg_pres@yahoo.com
- ANZIO Website www.anzio.navy.mil

DECEMBER 2008						
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JANUARY 2008						
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