



# US Navy Civil Engineer Corps Collegiate Corner



December 2021

Season's Greetings!

Winter break is here! We hope that your studies for finals went well and you will be able to spend time with loved ones during your time off. After grinding all semester, make sure you are taking time to recharge your batteries, spending as much time with friends and family as is safe and practical, and getting yourself physically, mentally, and spiritually ready for the next evolution. If you have just graduated, CONGRATULATIONS! Don't become complacent, OCS is around the corner make sure you are ready. The Accessions Team hopes that your holidays will be peaceful, joyful, and relaxing. The New Year is a good time to reflect on the experiences of the past year and set new goals to grow both personally and professionally over the next year. Make sure to review the winter safety tips and start the New Year jolly without folly.

As always, all of us on the CEC Accessions Team stand by to address any questions or comments you may have along the way. We look forward to seeing all of you in the fleet!

- CEC Accessions Team

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## LEADERSHIP TRAITS – Empathetic Leadership

**This article is written from the prospective of an Army officer but we can take many lessons from the information. For the full article:**

**[Empathetic Leadership - Understanding the Human Domain](#)**

Empathy is the least understood trait of the Army Leadership Requirements Model, but is arguably among the most important. Since war is “a fundamentally human endeavor,” it is critical that commanders understand the human domain in order to build cohesive teams based on trust and to influence foreign populations. The Army needs empathetic leaders who can apply this skill to difficult leadership and operational situations.

We need, therefore, to improve and elevate the role of empathy in U.S. Army doctrine. Within leadership doctrine, we must clarify its definition as an emotionally neutral skill used to better understand people. Empathy should also have a prominent place in doctrine related to building trust, especially when the cultural differences are great as in JIIM organizations or when operating with local nationals. Furthermore, we need to expand this concept into other aspects of Army operations that could significantly benefit from empathetic insight. These include, but are not limited to, information operations, civil affairs, public affairs, regionally aligned forces, security forces assistance brigades, and intelligence preparation of the battlefield. These operations require empathetic understanding; cultural awareness alone is insufficient.

Secondly, we need to emphasize the development and evaluation of empathetic skill in leaders. In the institutional domain, we ought to take full advantage of pre-commissioning and



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Noncommissioned Officer Education System opportunities to teach young leaders what empathy is and how it enables better understanding and decisions in the human terrain. In the operational domain, we need to coach and evaluate leaders to employ empathy as part of their leadership in both garrison and the operational environment. Lastly, we must encourage the self-development of empathy by using it as an important selection criterion for command and other key leadership billets. If people are central to both leadership and warfare, we need leaders who can decipher human terrain just as well as they can interpret a map.

The human domain is complex. Army leaders need empathy to better understand the experiences, perspectives, and feelings of people and thus make better decisions. Our soldiers deserve it, and our future success depends on it.

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## MILITARY HISTORY

### PEARL HARBOR

December 7th, 2021 marks the 80th anniversary of the attack on Pearl Harbor, which thrust America into the Second World War. Take a look at 10 interesting details you may not know about the morning of December 7th, 1941.

#### 1. Americans fired the first shot.



At 6:37 a.m. on the morning of December 7th, 1941, the Wickes-class destroyer USS Ward attacked and sank a Ko-hyoteki-class midget submarine near the entrance to the harbor, officially making it not only the first shot fired on that day, but the first American



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shots in the War in the Pacific. The sub's periscope was spotted above the water by the minesweeper Condor, which alerted the crew of the Ward, who opened fire on the intruder.

## 2. The whole attack took only two hours.



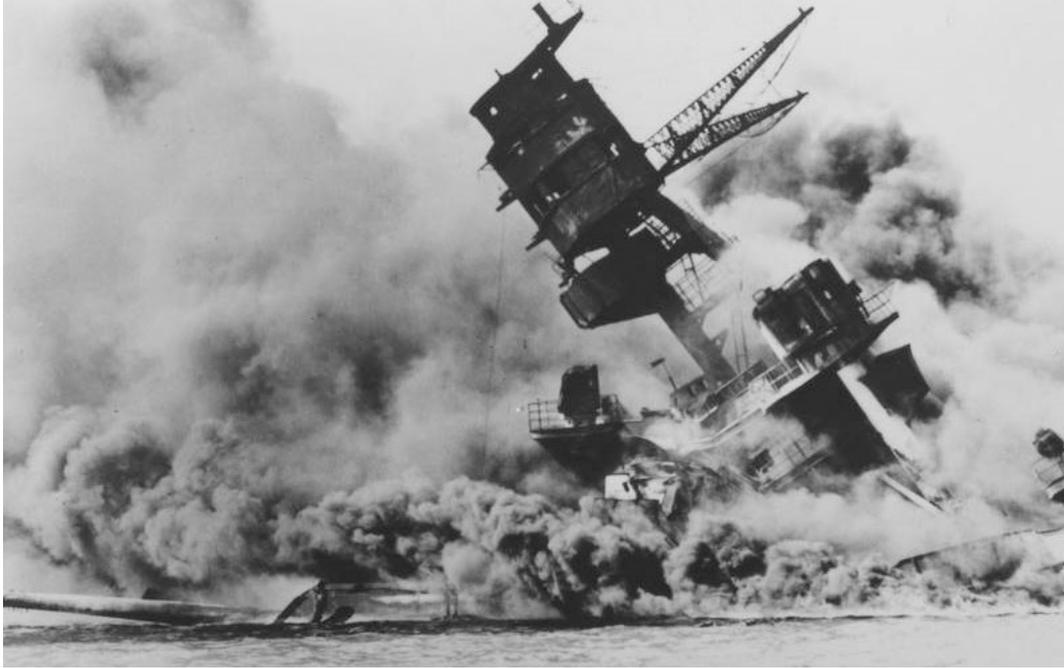
Ultimately, 2,403 Americans died in the attack and 1,178 were wounded. A total of 18 ships were lost or damaged, including the USS Arizona, which still leaks oil from beneath the war memorial in the harbor. All this damage was inflicted in just two short hours.



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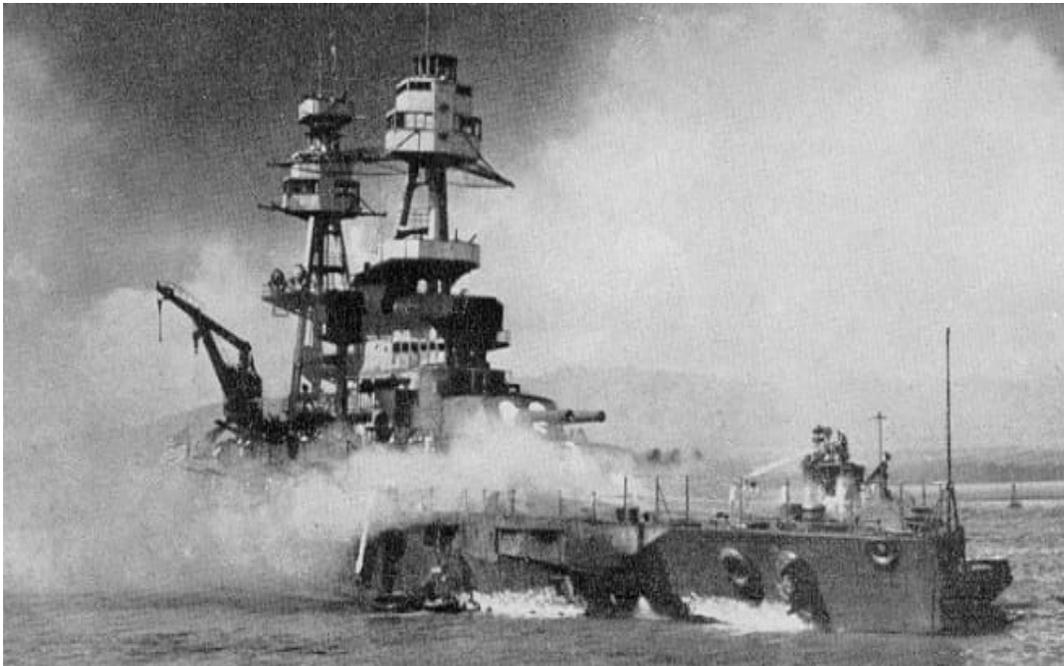


### 3. Aboard the USS Arizona alone, 23 sets of brothers perished.



37 pairs or trios of brothers were assigned to the USS Arizona. Of those, 23 sets were killed, constituting 62 men. As a result, the US Navy actually attempted to discourage the practice of family members serving aboard the same vessels, but no official regulations were ever put in place.

### 4. The USS Nevada tried to make a run for it.





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Already unmoored before the attack began, the Nevada left its berth in Battleship Row and tried to make it to the harbor entrance, fighting the entire time. After being repeatedly attacked on its way—she was hit by multiple bombs and torpedoes—the Nevada beached itself on Hospital Point (see above). Before striking the shore, gunners aboard the Nevada managed to shoot down three planes, including the Nakajima B5N that damaged her with the first torpedo.

### 5. Five Americans managed to get airborne.



A total of five Army Air Corps pilots managed to take flight and go after Japanese planes. No one knows for certain how many planes those pilots shot down, but pilots Ken Taylor and George Welch were credited with at least seven of the 29 Japanese aircraft brought down by American guns. Taylor and Welch heard gunfire early in the morning and phoned and told the base to arm and fuel their P-40s. Welch was recommended for the Medal of Honor for his heroism, but it was denied him because his commanding officer said he had taken off without orders.



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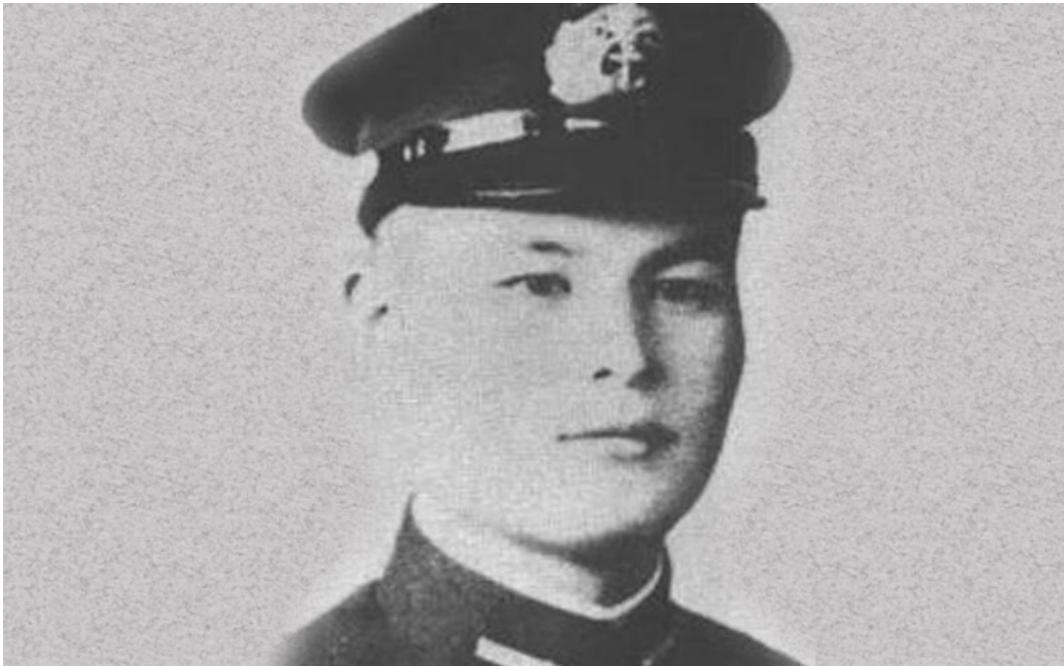


### 6. The Japanese really wanted to take out our aircraft carriers.



But they weren't in port at the time. The Lexington, Enterprise and Saratoga were all out to sea on December 7th. The Imperial Japanese Navy actually knew this at the time, but reasoned their plan to destroy the maximum number of battleships would constitute a decisive enough victory.

### 7. Americans captured a POW.





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After the second wave's guns had gone dry and the attack was finally over, 64 Japanese attackers were dead. But did you know that the Americans captured the very first Japanese POW of World War II on that day? Kazuo Sakamaki, a submariner, was chosen to attack ships in a midget-class sub. During the mission, his sub was disabled and he tried to blow it up with an explosive charge, which failed to go off. When he dove down to investigate why it didn't detonate, he passed out. Unconscious, Sakamaki floated to the surface and washed up on shore where he was discovered and captured. He spent the whole war in a POW camp. After the war, he worked for Toyota and died in 1999.

### 8. The Day of Infamy speech was only seven minutes long.



President Franklin D. Roosevelt's wording was carefully chosen to emphasize the atrocity of the attack and the victimhood of the United States, placing the country as the subject of the opening sentence—"the United States was ... attacked" as opposed to the more active, "Japan attacked the United States." Roosevelt's speech was designed as a more specific declaration of war, and a departure from the more abstract appeal that President Woodrow Wilson used in his speech to Congress in 1917 when the US entered World War I.



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9. Canada technically declared war on Japan before the United States did.



Japan's invasion of Hong Kong began the morning of December 8th, 1941. Hawaii's timezone is 18 hours behind, meaning that while British, Indian, and Canadian forces defended against the Japanese forces, war between Canada and Japan was already underway before the first bombs fell on Pearl Harbor. As a result of the Hong Kong invasion as well as the surprise assault on Canada's North American ally, Prime Minister Mackenzie King (above) declared that a state of war existed with Japan, which preceded President Roosevelt's address by mere hours.



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10. Many Japanese tourists pay their respects at the Pearl Harbor memorial.



Now one of America's strongest allies, Japan is the largest source of international tourists to the state of Hawaii. Japanese citizens of all ages—including veterans of the war—go on guided tours to the memorial like the one shown above to learn about the event which launched the bloody conflict between Japan and the United States and to pay respects to the fallen.

(Credit: Monday, December 7, 2020 | By Brent Hannify)

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## HOLIDAY SAFETY BRIEF

### Be Prepared for Winter Driving

Driving in the winter can be harrowing, especially where blizzard and icy conditions crop up seemingly out of nowhere. But new safety technologies are being added to cars at a record rate. Some can even take control of the vehicle to help us avoid crashes.

One such technology that's particularly useful in winter is [traction control](#). This function helps your vehicle gain traction on snowy, icy, or wet surfaces, particularly when accelerating from a stopped or slowed position, or when trying to make it up a slippery hill. Traction control is now standard on most new vehicles.





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My Car Does What? is a campaign of the National Safety Council and the University of Iowa to help educate drivers on dozens of [new vehicle safety technologies](#). But remember, you are your car's best safety feature. Take precautions to ensure you arrive safely at your destination.

## Check the Weather Before You Go

If the weather is frigid, you're going to want to warm up the car before you drive it. To prevent [carbon monoxide poisoning](#), never leave a vehicle running in an enclosed area, such as a garage. In fact, the Consumer Product Safety Commission warns that a car running in an attached garage is never safe, even with the garage door open.

If the forecast looks iffy, wait out the storm if possible. But if you must travel make sure you share your travel plans and route with someone before you leave.

If you become stranded in an unfamiliar area, do not leave your car. Light flares in front and behind the car and make sure the exhaust pipe is not blocked by snow, mud, or any object.

## Prepare Your Car for Winter

Besides checking the weather, it's important to have a mechanic check the condition of the following vehicle systems before heading out on the road:

- Ignition
- Brakes
- Wiring
- Hoses and fan belts
- Spark plugs
- Air, fuel and emissions filters, and PCV valve
- Distributor
- Battery
- Tire wear and air pressure
- Antifreeze level and freeze line

## Know What to Do to Avoid a Crash

You've done all you can to prepare your car, you've checked the weather, but suddenly you find yourself driving in a slippery mess. If visibility is severely limited due to a whiteout, pull off the road and don't even attempt to drive farther until conditions improve.

But sometimes water or ice on the road can surprise drivers, even with little to no precipitation. Do you know how to prevent a skid? Would you know what to do if you ended up sliding toward another vehicle or fixed object? [AAA offers some winter driving tips](#):

- Never mix radial tires with other types of tires



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- If possible, avoid using your parking brake in cold, rainy and snowy weather
- Do not use cruise control in wintry conditions
- Look and steer in the direction you want to go
- Accelerate and decelerate slowly
- Increase following distance to 8 to 10 seconds
- Know whether you have antilock brakes, which will "pump" the brakes for you in a skid
- If possible, don't stop when going uphill
- Keep your gas tank at least half-full
- If you do get stranded, don't try to push your vehicle out of snow
- Signal distress with a brightly colored cloth tied to the antenna or in a rolled up window

## **Don't Leave Home Without These**

In an emergency situation, in addition to a full tank of gas and fresh antifreeze, National Safety Council recommends having these with you at all times:

- Properly inflated spare tire, wheel wrench, and tripod jack
- Shovel
- Jumper cables
- Tow and tire chains
- Bag of salt or cat litter for better tire traction or to melt snow
- Tool kit
- Flashlight and extra batteries
- Reflective triangles or flares
- Compass
- First aid kit
- Windshield cleaner
- Ice scraper and snow brush
- Matches in a waterproof container
- Scissors and string or cord
- Nonperishable, high-energy foods like unsalted, canned nuts, dried fruits, and hard candy
- Blankets, mittens, socks, and hats

Winter road trips – even short ones – are a great way to celebrate with family and friends. Being prepared can ensure a safe and happy time is had by all.



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## CEC COLLEGIATE/OCS NEW MEMBERS



Justin Conte	Joseph Davis	Khoa Duong	Melina Duong
Connor Fegard	David Hunt	Alice Morgan	Rey Mu
Jacob Young	Jack Gonzalez	Logan Arrasmith	Joshiah Goode
James Lardner	Christopher Muniz	Seth St. Onge	

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## NAVY CAREER TOOLS TO USE

For quick access to your Navy Career Tools:

- Go to MyNavy Portal Quick Links at: <https://my.navy.mil/quick-links.html>

### Validate Personnel Information

These tools will help you verify your Navy career and personnel data:

- Electronic Service Record (ESR), ESR Afloat
- Electronic Training Jacket (ETJ), ETJ Afloat
- Joint Services Transcript (JST)
- Navy Awards
- Official Military Personnel File (OMPF)
- Performance Summary Record (PSR)
- Physical Readiness Information Management System (PRIMS)

### Enhance Professional and Personal Growth

These tools will enhance your knowledge, skills, education and career opportunities:

- Navy Credentialing Opportunities OnLine (COOL)
- Navy College Program (NCP) / Voluntary Education (VOLED)
- Navy eLearning (NeL), NeL Afloat
- Post 9/11 GI Bill
- United Services Military Apprenticeship Program (USMAP)

### Explore Career Opportunities

These tools will help you explore your different career options:

- Career Waypoints (C-WAY) Sailor Self-Service



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➤ MyNavy Assignment (MNA)

For more in-depth info: [Sailor Career Toolbox](#)

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## HEALTH CHALLENGE

# DO 2,021 PUSHUPS (Its only 65 a day!)

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