

Poor Richard, 2016.

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Almanack



A STORY OF TWO CULINARY ARTISTS



U.S. Navy large deck ships are known for hosting ceremonies and receptions on board for special occasions, such as a change of command or foreign port visit. For these events, it is the ship's food service Sailors who are responsible for delivering first-class catering service to the ship's guests and leadership.

Fortunately, for USS Bonhomme Richard, two Sailors aboard the ship share a past in reception-catering, which has driven them to perfect every reception that lands on their table.

Petty Officer 1st Class Wiellard Guillermo and Petty Officer 1st Class James Peter serve together as cooks aboard Bonhomme Richard in supply department's S-5 division. As leading petty officer, Guillermo takes care of his Sailors in the ward room as they cater to all the nutritional needs of the officers and civilians on board, while Peter oversees productivity as the ward room galley supervisor. However, their working relationship did not begin aboard Bonhomme Richard. The two first met in 2009 when they were assigned to the same division aboard U.S. 7th Fleet flagship USS Blue Ridge (LCC 19).

As cooks aboard Blue Ridge, Guillermo and Peter grew accustomed to hosting frequent ceremonies and special receptions for commanders and distinguished visitors.

"Coming from Blue Ridge with receptions every port, it's our nature to do these set-ups," said Peter.

While the two learned more about their craft aboard Blue Ridge, they also formed a lasting friendship.

"We're like brothers,"
said Guillermo.
"We've

done a lot of receptions together and a lot of special meals. He's been my liberty buddy since 2009."

Now aboard Bonhomme Richard, Guillermo and Peter bring to the table their pride, experience and a unique partnership. While they aid in the planning and preparation for every Bonhomme Richard reception, the two also take on the responsibility of the grand centerpiece cake and decoration.

"On BHR, it's been easier having a big hangar bay for receptions," said Peter. "Here we [Peter and Guillermo] combine our ideas to build a five-star reception service. For the centerpiece, we always like to show the talent and the skills we have on BHR. We brainstorm and we come to an agreement. We visualize how they're going to cut the cake and where they're going to be standing. It all comes into play."

As the one in charge of the ceremonial cakes, Guillermo dedicates much of his time and energy into completing each one.

"I usually spend almost a whole day putting it [the cake] together. From the logos, to building the ship, to baking the cake, to decorating and masking, it takes about 18 hours total to put it all together. Regardless of the difficulty of it, it has to get done."

Peter testified to Guillermo's experience as he has been a witness to his skill since their time on Blue Ridge.

"I tell everyone he's the master," said Peter.

As a junior Sailor on Blue Ridge, Peter started out as a maintenance person for his division and Guillermo was the bakeshop supervisor. At the time, Peter had no interest in learning how to garnish and decorate cakes, but after leaving Blue Ridge, he realized the opportunity he may have missed out on.

"I got to shore duty, and that's when I started learning how to garnish, and it made me realize that I could've learned from the best in my early career," said Peter. "We were on the same ship and he was so experienced. I thought I had missed

Two Sailors

One Centerpiece

that opportunity.”

Peter didn't realize he would get a second chance. During their time on Bonhomme Richard, Guillermo has taught Peter more about cake decorating.

“I'm still learning and he's still teaching me how to improve my garnish,” said Peter.

The duo's professional collaboration and commitment to their crafts have positively reflected through each of their reception centerpieces on board Bonhomme Richard. They also understand the impact that the food service team has on the command and that is what drives them to maintain the highest standards of presentation and performance.

As Peter and Guillermo continue to serve countless

military officials, foreign dignitaries, families and guests, they hope that the quality of their reception centerpiece makes a lasting impression.

“We are never satisfied,” said Peter. “We always make plans for the next reception and how we can make it more interesting. We want to make each one better and different from the last.”



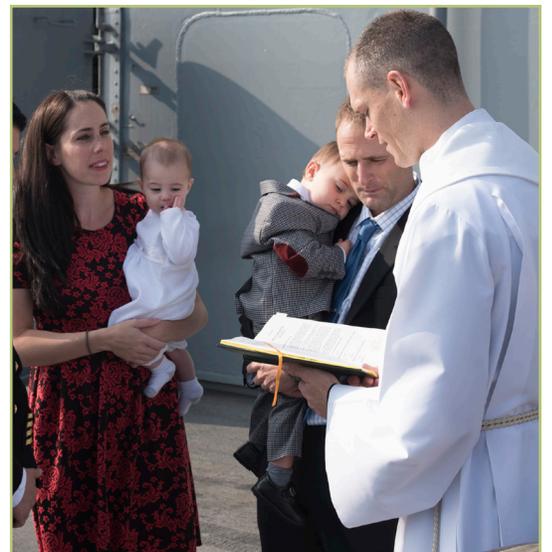


Home,
Sweet Home

Over the Weekend



Baptizing A Future Aviator





C5I had another reason to celebrate homecoming, as one of the division's Sailors was awarded the Sailor of the Week just a day before returning to Sasebo. Accomplishments on the job and his performance as a Sailor earned Seaman Conor Driscoll, from Westfield, Mass., the award and recognition.

"I love the equipment I work on. Just waking up and calling myself Electronics Technician, even if it's [rating] gone away now - I still have pride in it, I've earned it. I love my rate and what I do here, and I love working with great people

around me," said Driscoll. "When I got to the command, I hit the ground running. I want to learn as much about my gear as possible. I want to get my qualifications to take the load off of everyone else in my division, and I think, my supervisors and peers noticed that in me, and they help me push forward."

Driscoll's motivation and desire to learn seemed infectious as he challenged Sailors around him to push forward and strive for the best.

"Do your best, have fun with what you do, have ride in what you do and love what you do. Some days it is hard, but just keep pushing, try to learn as much as you can," he said, as he continues to challenge himself. "Next step for me is aim higher, aim bigger, and work towards making rank."

If you see Seaman Driscoll around the decks, congratulate him on being the Sailor of the Week and learn from him as much as you can.

Sailor of the Week

China's Navy May Soon Be Second to the US Navy in Amphibious Assault

Story by Robert Farley | *The Diplomat*

Navy Recognition has reported that China has begun construction of a 36,000 ton, flat-decked amphibious assault ship, similar in size to the largest American amphibs. Rumors of this development have persisted for some time, but the latest reports indicate that the cutting of steel has begun.

If estimates of the size of the Type 075 ships are correct, these ships will give the PLAN an amphibious assault capability second only to that of the U.S. Navy. Expeditionary warfare vessels extend the reach of an entire military, enabling distant deployments by concentrating helicopters, landing craft, troops, and command and control facilities in a single platform. Globally, the construction of large, flat-decked amphibious ships has ticked up in the 21st century, with states such as Egypt, Australia, and South Korea getting themselves into the game. It's worth noting that the United States regularly uses such vessels as light aircraft carriers, taking advantage of the STOVL capabilities of the AV-8B Harrier and the F-35B Joint Strike Fighter.

Assuming that China does not intend to go to the trouble of building a STOVL aircraft from scratch (or even from specs acquired from Russia or the United States), the Type 075 can fulfill several different roles for the PLAN. Most obviously, these ships can support amphibious assaults with helicopters, landing craft, and hovercraft, presum-

Past, Present & Future

ably while supplying the command and control facilities necessary to manage a complex, multi-medium operation. Much like their American counterparts, they could also provide humanitarian assistance and disaster relief around the East Asian littoral. Finally, the U.S. Navy has used amphibious assault ships in an anti-submarine role, which would enhance the ability of the PLAN to operate expeditionary forces in hostile areas.

The inherent flexibility of the large, flat-decked type explains its appeal to many navies around the world. Even if China stays away from a STOVL fighter (which is probably a good idea), it's not difficult to imagine a Chinese answer to the MV-22, which has given U.S. Navy amphibs a greatly extended reach. We can also imagine the deployment of a variety of unmanned aerial vehicles that would not require catapult launches from larger carriers. All told, the Type 075 can contribute both to expeditionary ops, and to conventional blue-water fleet operations.

Finally, it's worth noting that the Type 075 make very little contribution (or at least little cost-effective contribution) to the A2/AD mission. The construction of these ships is yet another indicator that the PLAN has broad ambitions, both regionally and potentially globally.

This Day in History

1861 - Thaddeus Lowe conducts an aerial observation of Confederate positions from balloon boat G.W. Parke Custis. This observation paves the way for the Navy's present effective use of the air as an element of sea power.

1870 - The Navy expedition to explore the Isthmus of Tehuantepec, Southern Mexico, commanded by Capt. Robert W. Shufeldt, enters the Coatzacoalcos River to begin a survey for a possible inter-oceanic canal. Support is provided by the gunboat Kansas and the screw tug Mayflower.

1918 - Fighting ceases on the eleventh hour of the eleventh day of the eleventh month when an armistice is signed between Germany and the Allied nations, regarding this day as the end of World War I. In Nov. 1919, President Wilson proclaimed Nov. 11 as the first commemoration of Armistice Day.

1920 - Lenah S. Higbee becomes the first woman to be awarded the Navy Cross for her service as a nurse in World War I. Named in her honor, USS Higbee (DD 806) is commissioned in 1945 and is the first U.S. Navy combat ship to bear the name of a female member of U.S. Navy service.

1943 - Task Force 38 and Task Group 50.3 attack Japanese shipping at Rabaul, where the Japanese destroyer Suzunami is sunk and damage is inflicted to enemy destroyers Naganami, Urakaze, and Wakatsuki. This raid is the first use of SB2C Curtiss Helldivers in combat.

1966 - Gemini 12 is launched with former aviator Edwin Buzz Aldrin and Cmdr. James A. Lovell, Jr., the command pilot. The mission lasts three days, 22 hours, and 34 minutes and includes 59 orbits at an altitude of 162.7 nautical miles. Recovery is done by HS-11 helicopter from USS Wasp (CVS 18).

Brain Teasers

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Upcoming Events (Sasebo)

- Nov. 9:** 1800-1900 - Air Hockey Tournament
1800 - Wii-U Tournament
- Nov. 11:** 1800 - Origami & Dinner
- Nov. 12:** 1015-2200 - Hita Tengyou Festival Oita
1800-2000 - Wine Show at Sakata Ballroom, Harbor View Club
- Nov. 13:** 0815-1800 - Waterfalls of Saga
- Nov. 15:** 1800-2000 - Shindig in the Barracks (BLDG. 151)

Movie Schedule

Showboat Theater

- Nov. 11:** 1830 - Arrival
2100 - Kevin Hart: What Now
- Nov. 12:** 1400 - Middle School: The Worst Years of My Life
1830 - Almost Christmas
2100 - The Birth of a Nation
- Nov. 13:** 1400 - Storks
1830 - Doctor Strange (3-D)
- Nov. 14:** 1830 - Arrival
- Nov. 15:** 1830 - Almost Christmas
- Nov. 16:** 1830 - Masterminds
- Nov. 17:** 1830 - Inferno

Hario Village Theater

- Nov. 11:** 1830 - Trolls
2100 - Masterminds
- Nov. 12:** 1400 - Middle School: The Worst Years of My Life
1830 - Arrival
2100 - Kevin Hart: What Now
- Nov. 13:** 1400 - Trolls
1830 - Almost Christmas

To sign up for events and make reservations, check out the **MWR** Sasebo website: www.navymwrsasebo.com.
For more information, please call 252-3756

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