

ALL HANDS

MAGAZINE OF THE U.S. NAVY

DECEMBER 1988



- Boot camp blues
- Duty in Panama



Chief Petty Officer John Stajic waves goodbye before diving beneath ice six inches thick. Sixteen divers of Naval Reserve Mobile Diving and Salvage Unit 813 work to develop the unit's cold weather diving capabilities. Photo by JO1(AW) Paul Engstrom.

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ALL HANDS

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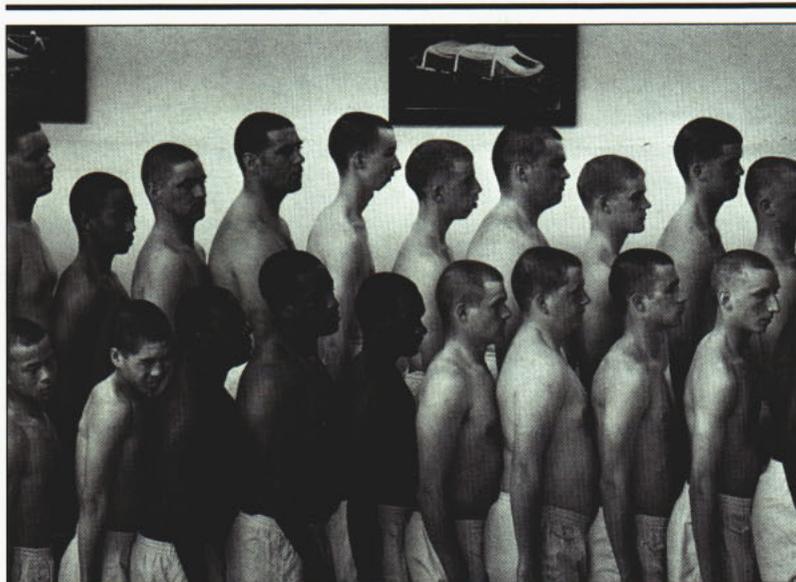


Photo by PH1 Robert Shanks

Relive boot camp days — Page 4

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Front Cover: USS *W.S. Sims* (FF 1059) passes through the Miraflores Lock of the Panama Canal with USS *Sumter* (LST 1181) close behind. Both ships took part in *Unitas XXIX*. See story, Page 28. Photo by PH2 (AC) Scott M. Allen.

Back Cover: As USS *Alabama* (SSBN 731) returns to Bangor, Wash., from the 100th *Trident* patrol, CAPT Garnet C. Beard Jr., the sub's commanding officer, stands atop the sail. See story, Page 18. Photo by PH1 Chuck Mussi.

Navy Currents

Household goods claims

Moving can be a traumatic experience, especially when personal items are lost or damaged. When this situation occurs, service members and civilian employees must file their claims within 70 days of moving or risk losing reimbursement.

In the past, members filing after the 70-day period lost 50 percent of the amount collected from the mover. As of July 1, 1988, claimants may lose *all* of their claim if they file after the 70-day period.

Members should automatically receive a notice of loss or damage (Form DD 1840-R) from the mover when the household goods are delivered, so there is no excuse for not filing any required claims promptly. Refer to AINav 106/88 for more information. □

HIV info available

A Navywide education program has been established to provide information about the human immunodeficiency virus and acquired immune deficiency syndrome.

The goal of the HIV/AIDS information and education program is simple: to tell sailors about the risks involved and how to prevent HIV infection. The Navy hopes to reduce fears about the risk of HIV infection and also eliminate the occurrence of new cases.

Both printed and video materials are available to commands in support of the education program.

Printed materials include:

- "What You Should Know About HTLV-III and AIDS," produced by DoD and distributed in 1986. Copies of this pamphlet can be ordered, free of charge, from Naval Publications & Forms Center, Philadelphia. The maximum order per request is 200. Use FSN 0510-LP-300-4000.

- "The U.S. Surgeon General's Report on AIDS," published by the U.S. Public Health Service and distributed in 1987. Order from Naval Publications & Forms Center using stock number 0570-LP-300-4010.

- "About Protecting Yourself From HIV and AIDS," is currently being distributed Navywide. Other information, such as the U.S. Public Health

Service and American Red Cross series of pamphlets, "Latest Facts About AIDS," are available at family service centers.

Video materials include:

- "Facts and Prevention of AIDS," produced by the Department of the Navy and distributed to major sea and shore commands in 1987. This video will be used in accession training as part of indoctrination and should also be used in unit indoc training. Copies of the video have been distributed throughout the Navy, including medical commands, family service centers, reserve centers, Naval bases, air stations and other formal training points.

Units that haven't received a copy of this 15-minute production should contact their base audio-visual library or the audio-visual centers serving their area. To order, refer to standard audio-visual production identification number 803404DN.

For Atlantic-based units, order from Commanding Officer, Naval Education & Training Support Center, Atlantic (Code N5), Building W-313, c/o Fleet Branch, Norfolk, Va. 23511-6197, or call Autovon 564-4011/1468, or commercial, (804) 444-4011/1468.

Pacific-based units can order from Commanding Officer, Naval Education and Training Support Center, Pacific (Code N52), San Diego, Calif. 92132-5105, or call Autovon 958-5444, or commercial (619) 896-5444.

- Two other video productions are available for loan from the audio-visual centers. "AIDS: Facts Over Fear," is an ABC News-Barbara Walters production and is 11 minutes long. Refer to SAVPIN 504357DN. "Beyond Fear," produced by the American Red Cross, and other films are also available.

The DoD HIV/AIDS information and education working group was established by the Assistant Secretary of Defense (Health Affairs) in November 1985. The group meets regularly to review education materials and is the approving authority for HIV/AIDS information materials for servicewide and DoD dependents school use. Films commercially acquired can be used if approved in advance by the DoD working group.

For more information about the Navy's policy on HIV/AIDS, see SecNavInst 5300.30A and AINav 115/87. □

Shorter Panama tours

Tour lengths for personnel reporting to commands in Panama after Feb. 29, 1989, have been shortened. Unaccompanied tours will be shortened to 15 months, from the current 24, and accompanied tours will be 30 months rather than 36. Projected rotation dates for service members will be modified to reflect tour length changes. This change does not affect individuals assigned to Galeta Island.

The change in tour length will switch enlisted personnel from preferred overseas shore duty (sea/shore code 6) to overseas shore duty (sea/shore code 3). Sea/shore code 3 is counted as sea duty for rotation purposes. All service members currently on board will be "grandfathered" on code 3 duty from the day they reported until PRD.

An upcoming NavOp will further explain the changes in Panama tour lengths. □

Women's crackerjacks

In response to an "overwhelmingly positive reaction" from women sailors during testing periods, the Chief of Naval Operations has approved the jumper-style service dress white uniform ("crackerjacks") for women E-1 through E-6.

Tests of alternative women's uniform styles performed in 1980 and 1985 showed 73 percent of the participants preferred the crackerjacks because they were washable, cool, comfortable and easily stored aboard ship. The "traditional Navy look" was apparently also a factor. One woman stated, "It made me feel like I belong in the Navy."

The Navy clothing and textile research facility will design the final version of the uniform. The uniform is scheduled to be issued to recruits in late 1992, but the Navy is trying to find a way to provide the new jumpers sooner.

The jumper uniform has been part of the Navy sea bag in one version or another since 1825. The term "Crackerjack" was borrowed from the name of a popcorn candy, whose box logo featured a man in the jumper uniform. The first version of the uniform was a white jumper with a blue collar. Because sailors in those days put grease in their

hair to keep it out of their eyes when working aloft, a flap was added to keep the grease from getting on the shirt.

The jumper remained part of the sailor's sea bag until 1972, when enlisted men, E-6 and below, shifted to the double-breasted coat worn by chief petty officers and officers. The jumper returned in 1977 after 86 percent of sailors surveyed preferred a return to the traditional uniform. □

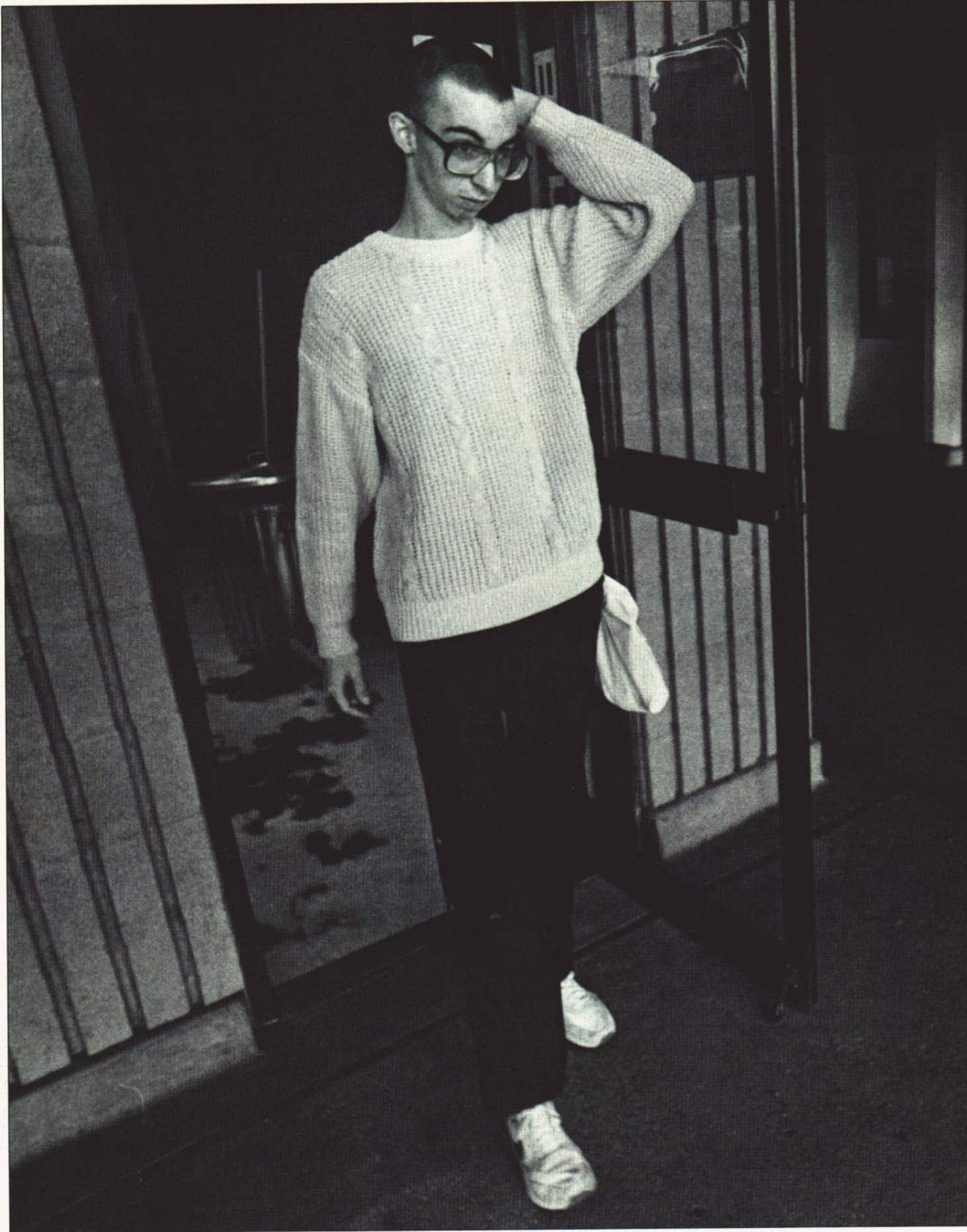
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Boot camp blues

For some, it is the transition period from civilian to military life. For others, it's eight long weeks of hell.

Story and photos by PH1 Robert Shanks

"Move your butts off the bus! What are you waiting for, a written invitation?"

What memories, those first moments at boot camp. Your bus rolled to a stop late at night. You were tired and cramped after long hours jammed in with a crowd of strangers. Your stomach knotted up a little as you looked out the window at shadowy figures standing under a street light.

"Come on, recruit — move it! You're in the Navy now!"

That first introduction to your new life was a shock. The shocks still regularly happen to new recruits at Recruit Training Center San Diego.

"I didn't think they could treat an American that way," said Seaman Recruit Rellon D. Gibby. "I was about ready to go through the roof."

But you learn very soon that it's very American to be treated "that

way" — in Navy boot camp.

You finally got to a bunk that night, for a few hours, anyway. But you didn't sleep; you lay in the semi-dark, listening to the unfamiliar sounds of sleepless people all around you, waiting.

Suddenly — "Outta the rack, recruit!" Your nerves jangled, even though you were half expecting the shout.

And now you learned the real basic of basic training — you stood in line for everything, meals, paper work, physical exams, shots, more paper work, uniform issue, and just about everything else, including the barber shop.

You got your first boot camp hair cut that day. Your shaved head felt odd, and looked even odder on the young men around you. It was culture shock by design.

"We need to see how adaptable a recruit can be," said LCDR Christine C. Smith, a military training officer at San Diego. "We put the recruits in a stressful environment to see if they have the needed tools in

A new recruit with the first physical sign of the civilian-to-military transition: a new haircut.

Below: Recruits hold morning colors aboard USS *Recruit* (TFFG 1). Bottom: In the classroom, two companies at a time attend the long and frequent recruit training classes.



their personalities to take the pressure if put into battle."

Those first couple of days at boot camp in R and O — Receiving and Outfitting — really put on the pressure. You dealt with unfamiliar routines and rules, reacted to barked commands, marched double-time everywhere and then, of course, waited in line.



While waiting in line, you often asked yourself, "Have I made the right decision? What am I *doing* here, anyway?"

Scuttlebutt spread rapidly through your loose-knit group.

"When I arrived at R and O, I was real surprised," said SR Robert Brown. "I heard a lot of stories, but they didn't pan out."

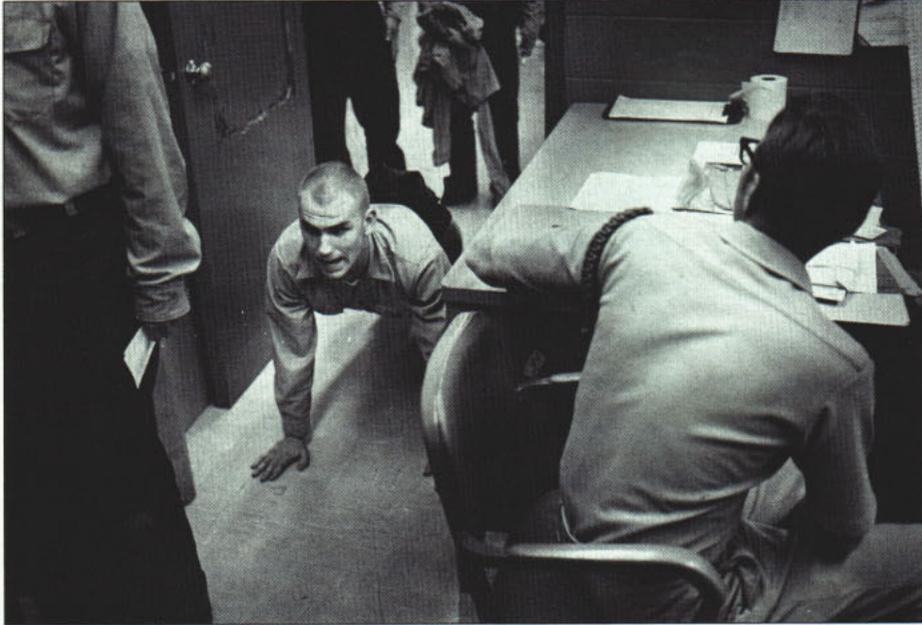
The rumors were crazy those first few days. "They put saltpeter in the food at the chow hall," someone whispers. Someone else says, "I hear the company commanders we're getting are the toughest and meanest here!"

Just when you thought you were adapting to the situation, the miscellaneous group of confused recruits in

Recruits are given two weeks to pass the class-four swim test — or be processed out.

R and O was magically formed into a company. You met those "toughest and meanest" company commanders and it looked like the grapevine may have been right, for once. They both snarled a lot.

Below: A recruit enters his company commander's office with a shirt pocket unbuttoned and must pay for his untidiness.



"CCs are probably the most important people in a recruit's life," said LT M.D. Harper, RTC San Diego's public affairs officer. "They work long hours teaching boots the necessary ropes and leading the way. Without CCs, we can't have a boot camp — they are the mentors."

Your CCs taught you, all right, but you never thought your whole life would revolve around how to fold your clothes. Oh sure, you studied damage control, firefighting, Navy customs and traditions and basic seamanship. But folding clothes seemed to get the most emphasis.

The underlying philosophy was contained in the phrase "attention to detail," which you heard from your CCs until it made you sick. All the crazy rumors and stories you heard about basic training paled by comparison to reality — the paramount importance placed on the proper way to fold your clothes.

"We teach them to treat their lockers like bomb-assembly areas," said one CC, Chief Boatswain's

Mate Michael T. Woodard. "If they don't properly fold and stow their clothes, the 'bombs' could blow up in their faces. And sometimes they do!"

You spent hours painstakingly polishing new leather shoes, shining up belt buckles that were manufactured with a dull finish, going over the floor on your hands and knees picking up lint. And you discovered it wasn't just your locker that could "blow up." Your rack, if not made exactly right, could blow up, too.

"Some people may think it silly to inspect recruits on folding clothes or making bunks," Smith said. "But the point is, if the recruits can't fold their clothes correctly, how can they be trusted to wire a ship?"

You became completely absorbed by the boot camp routine. You even came to accept push-ups as an alternative lifestyle. But sometimes — like the night the guy in the next rack cried himself to sleep after he failed an inspection — you wondered whether the Navy made any sense.

"The Navy doesn't want people who can't cope with stress," Woodard said. "We do our best to simulate that demanding environment of sea duty. Boot camp is the place to find out if a recruit can cope with pressure — not aboard ship in the Indian Ocean.

According to Woodard, most recruits survive the pressure. "About 90 percent adapt successfully. The rest either say they want to quit, or show it by acting crazy or just lose the drive to complete basic training."

Some guys *did* disappear from your unit. One guy just couldn't hack the routine. *You* predicted he



Above: Recruits learn, first hand, how effective a MK 5 gas mask can be, when they are ordered to remove their masks in a gas-filled chamber. Left: Mail is one of the most popular attractions in a boot camp company.







Left: For some, the Navy adventure begins with getting their first set of dress blues — it is a sign that their “boot camp blues” are almost over. Below: for others, when they get on the bus to leave RTC, boot camp is already just a memory.



wouldn't make it three days into training. It didn't take an experienced CC to see it coming. And another guy left your company for another reason — a whiz at operating a buffer and the shiniest boots in the unit, but struggling with the classes. The scuttlebutt was he'd get special training and be “set back” to another unit.

“A recruit needs at least a seventh grade reading level to make it through the academic portion of basic training,” said CWO3 Alvin W. Lonczewski, the special training division officer. “Academic remedial training gives the recruit two to six weeks of training in reading, spelling and English composition and comprehension.”

A few others left your unit for “motivational” programs. Nobody really knew what the programs were, and nobody wanted to find out.

“We get recruits who come on board lacking maturity,” Lonczewski said. “We also get recruits who get so overwhelmed with training, they need time to slow down and catch their breath.” At RTC San Diego, there are two motivational programs: one run by the chaplains

that emphasizes stress management, and another, called Posmo, short for “Positive Motivational Training.” It puts a recruit in an environment of constant inspections, and physical and military training.

“I don't think any recruit comes into the Navy to fail,” Lonczewski said. “Most of the recruits leaving Posmo are charged up and eager to get back to a company and complete basic training.”

But you *didn't* fail — one way or another, you made it. Graduation day finally arrived, and you marched out on that grassy field with your company for the final time. And recruits at RTC San Diego — and Great Lakes and Orlando — are still doing it.

“I can't emphasize enough how important it is to do a quality job, do it right the first time and keep improving day in and day out,” said a guest speaker at a recent recruit graduation ceremony. “You will either be counted on or counted out.” □

Shanks is assigned to Fleet Imaging Command, Pacific, San Diego. Diane Washington, assigned to the PAO, Naval Training Command, San Diego, contributed to this story.

The Trident life

Alabama's *quality of life runs high as sub runs deep.*

Story by W. W. Reid

Somewhere in the North Pacific, the sun is rising on what promises to be a beautiful day. It'll be clear, with light winds and long, gentle, six-foot swells out of the northwest. And, as

the sun rolls over the horizon, Jon Klotz rolls out of the rack, ready to begin another workday.

There's nothing unusual about starting your day at sunrise, but for Klotz, it's just a coincidence. He isn't really interested in whether it's day or night; Klotz hasn't seen the sun in more than two months.

Most sailors would welcome a clear, calm day at sea, but Klotz and his 154 shipmates couldn't care less. When you live and work hundreds of feet under the ocean for weeks at a time, you lose interest in surface conditions.

The men of USS *Alabama* (SSBN 731) have a job to do that bears no relation to conditions on the surface of the sea. Their attention is focused on the black undersea world of sounds and silence, not the sunlit world of sea states and range of visibility.

"I can figure the time of day by what they feed us," said Klotz, a Sonar Technician 2nd Class for *Alabama's* Blue Crew. "Eggs means it's morning. If it's ravioli, must be midrats. That's about the best way to keep track of time down here."

The food is good for more than just marking the passage of time aboard *Alabama*. "We won the Ney Award in 1987 and took third place last year," said CAPT "Skip" Beard, *Alabama* commanding officer. "We're pretty proud of that. We run our menus in a five-week cycle, so

there's not too much repetition in a 10-week cruise. We have good food," he said. "We're the best there is in that business."

"Yeah," said Klotz, "the food's great. But," he added (a bit ruefully), "that can mean problems if you sleep a lot, eat a lot, then sit on your butt for six-hour sonar watches. So we need to *do something.*"

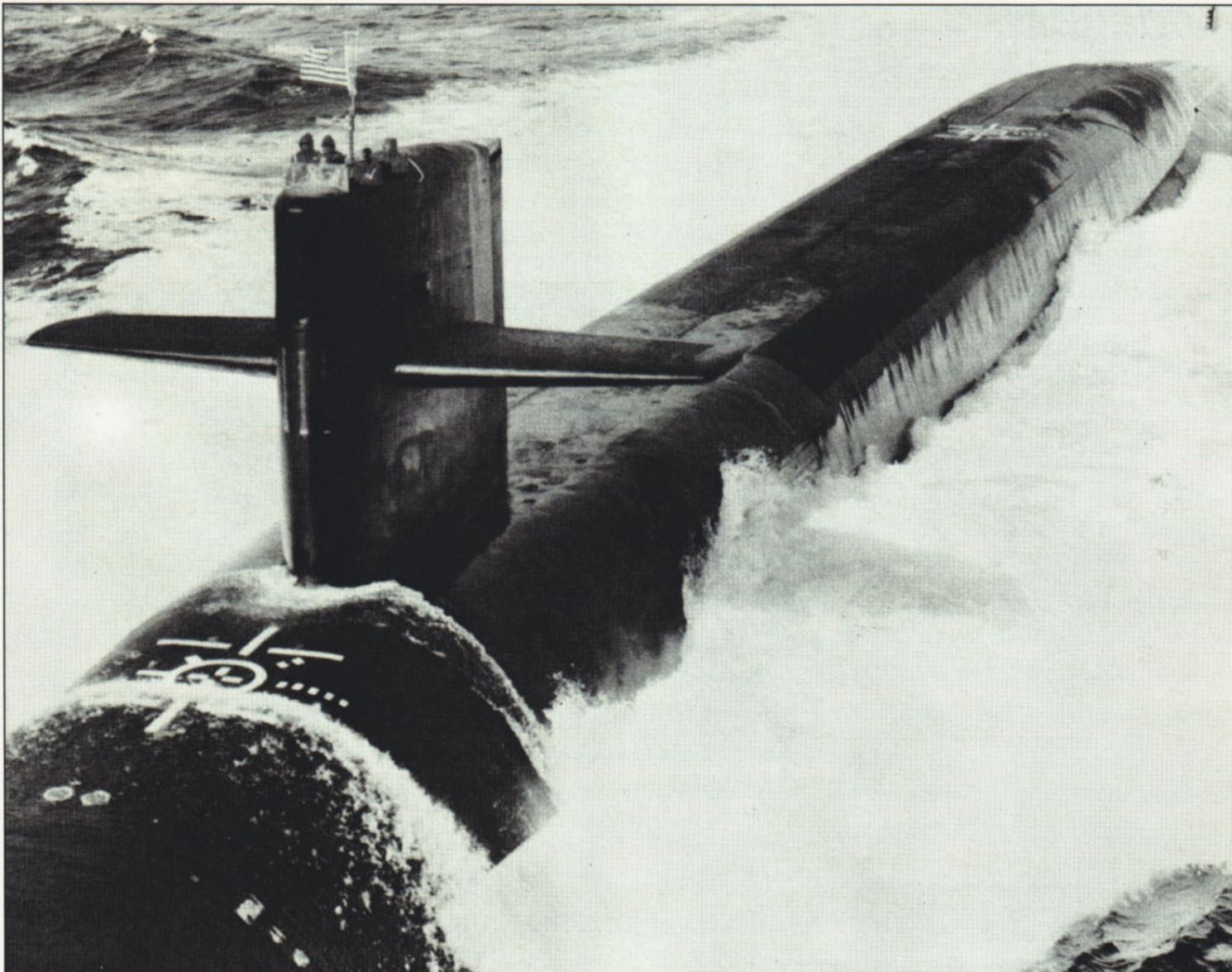
For Klotz and other *Alabama* crew members, that "something" is exercise. There is a space for weight-lifting (as long as at least two men are present at all times), there are stationary, computerized Lifecycles, hydraulic-resistance exercise machines and a jogging "trail." Seventeen laps around *Alabama's* 24 *Trident* I(C-4) nuclear missile tubes equals one mile. "I try to work out an hour a day," said Beard. "Everyone aboard gets regular exercise. Unfortunately, we don't have swim call."

For quieter diversions, there are libraries and study spaces, also color TV and, of course, VCRs. "We have some 450 videotapes," said Klotz, "so we can always see something different."

In general, living conditions are excellent aboard the *Trident*. "The crowding that most people associate with sub life isn't much of a problem on a *Trident*," said Beard. "Still, a lot of people ask about the crowding, whether it bothers us. All I can say is, this is our world — 560 feet by 42

Photo by PH1 Dale L. Anderson





U.S. Navy photo

feet — we're happy here. This boat isn't cramped. It was built with people in mind."

"Our personal quarters are the best," said Klotz. "And the water supplies here are good," he added. "We're able to create all the water we need, so there's no rationing." *Alabama* sailors do take "Navy showers" — running the water to get wet, then securing it while washing, before turning it back on for a final rinse. "But we really don't have to," said Klotz. "It's just to keep from wasting water."

All this talk of libraries, VCRs, comfortable living spaces, high-tech exercise facilities and award-winning cuisine might lead someone to assume duty aboard *Alabama* is like a tour on a cruise ship. That would

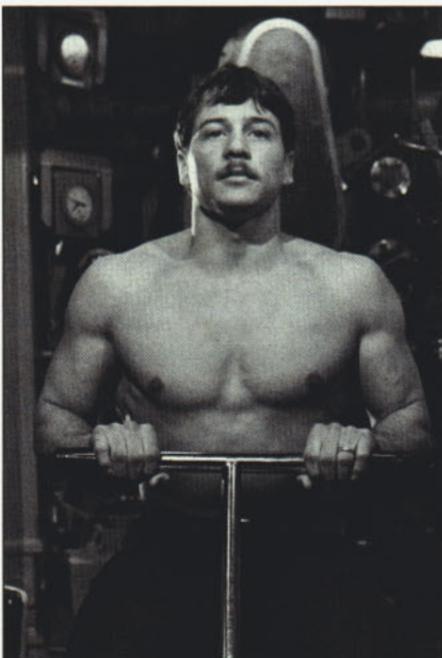


Photo by PH1 Dale L. Anderson

Preceding page: Qualifying as a watchstander aboard a *Trident* submarine is a high priority for newly arrived sailors. Above: It's a rare sight to see a *Trident* submarine underway on the surface. Left: Physical fitness is a priority for submariners.

As it is aboard any ship, a sailor's rack is his "home away from home," however limited the space.

be a mistaken assumption.

"We push awful hard to get qualified to stand our watches," Klotz said. Then the *real* work starts. Drills and training in every conceivable wartime scenario are more or less constant during an SSBN deployment. Beard yanked a typical schedule off the bulkhead in his quarters. "Take a look at this," he said. It was a week's schedule of ship's activities, drills, tests, inspections and more drills — every hour, every half-hour is accounted for. "We put in a very full day," he said.

"When we're drilling, it's very exciting," said Machinist's Mate 2nd Class Bill Matthews, "but there are also some high stress levels. Still, working these 'nuke' boats is one of the most rewarding experiences in the world."



Photo by PH1 Chuck Musisi

Beard appreciates this enthusiasm, and knows that *Trident* duty is exciting, especially for some of his younger crew members. "Can you imagine being 19, coming aboard a ship like this?" he wondered. "It must seem like the world's greatest video game."

But it's no game, and everyone aboard *Alabama* knows this. During all the maneuvering required to carry out the drills, the constant preoccupation of the STs like Klotz is to keep the ship safe. "We have to always be sure that we maintain a safe range to all contacts," Klotz said. That can sometimes be easier said than done. "When we're out on patrol, we work hard to keep track of everybody," he said. "But when we're coming home and head into the more restricted waters of the Straits of Juan de Fuca, it can get really hairy." The people to watch for in this case are not the "bad guys," hunter-killer subs or ASW surface craft, but local fishing boats, which are often thick in the waters of Puget Sound.

"Trawlers often cut their engines and can be drifting around with their nets out, not making much noise," Klotz said. "Then they start their engines and they're right on top of us." Tensions can run high and important decisions have to be made quickly. "We can handle it," Klotz added, "but we have to stay on our toes."

If one of the major headaches of being an SSBN sonar tech is watching out for friendly fishing boats, then one of the biggest thrills is, according to Klotz, getting a good fix on some of the people out there who aren't so friendly.

"Looking out for Soviet submarines — that's one of the really big thrills, and one of the most important things we do," Klotz said. "We don't come across them that often, so when we do, it's a big deal."

As is the case with most *Trident* sailors, Beard, Klotz and Matthews are fully aware of the fearsome global implications of their unit's mission — they are aware of it, but they don't dwell on it. "Sure, you

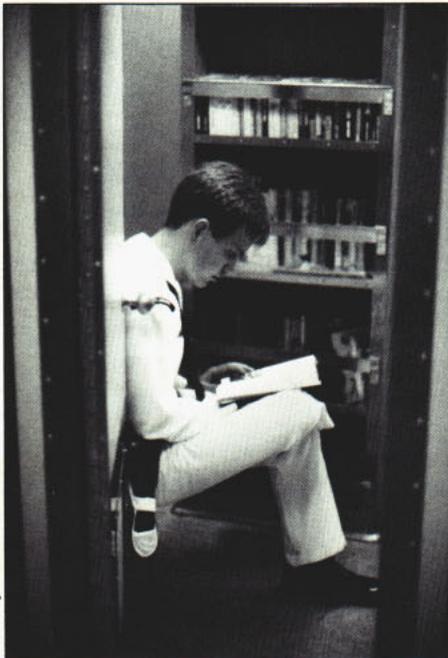


Photo by PH1 Chuck Musisi

Trident sailors have forms of entertainment other than movie call — for some people, reading becomes a passion.

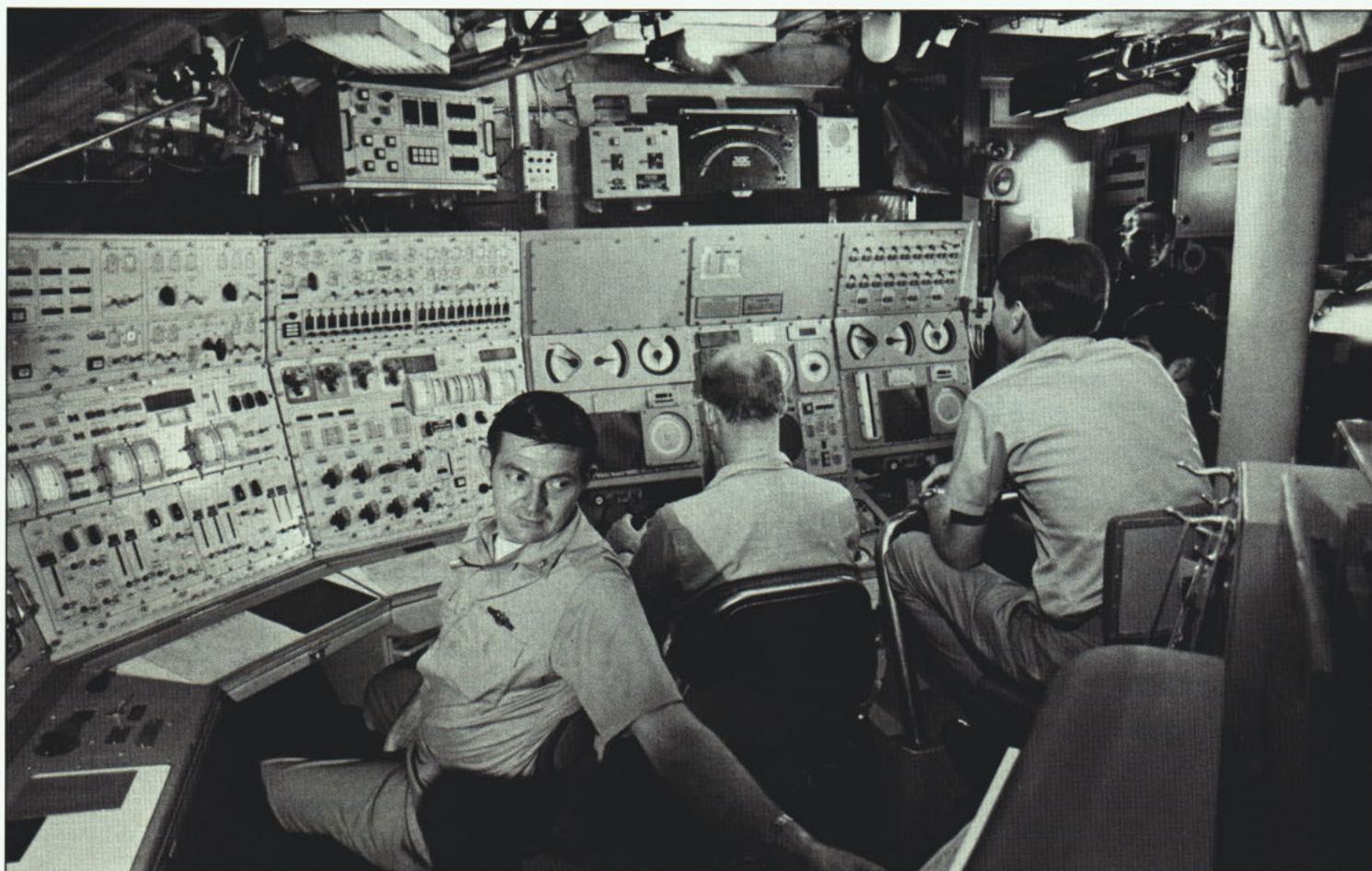


Photo by PH1 Dale L. Anderson

realize what it would mean if we had to launch," said Klotz, "but mostly we don't think about it — we're too busy. The way I see it, we're a deterrent. If we're ready at all times, to do what we have to, then that deterrent will work," he said. "If we launch, we've failed."

Matthews agreed. "Just by being here, we're helping ensure a nuclear war *won't* happen," he said.

For his part, Beard didn't hesitate. "We'll do our duty," he said. "These boats were built to do a job and they were built well — they'll do their job and so will we, if it comes to that. The taxpayers' money is very well spent."

The *Trident* crews are definitely ready, at all times.

To relieve some of the pressure of maintaining this constant readiness, there is a "half-way night" celebra-

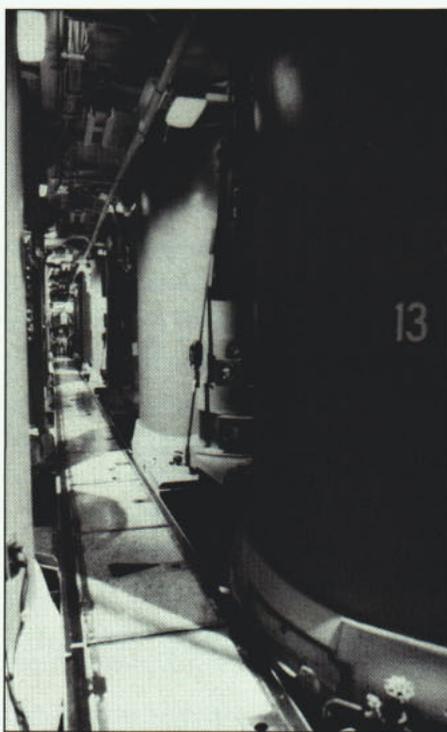


Photo by PH1 Dale L. Anderson

Above: A control room aboard a *Trident* submarine. **Left:** Runners aboard a *Trident* use the long passageway between the missile-launch tubes as a jogging track.

Photo by PH1 Chuck Mussi



A game of backgammon helps pass the time while sailors wait to come into port.

tion. Midway through the deployment, different fund-raisers for the rec fund help boost spirits heading into the weeks of deployment left until the boat gets home again.

"I was in one of the beauty contests once," Klotz recalled. "I didn't do too well — third runner-up — because I wouldn't shave my legs." Did he learn his lessons and shave his legs after that? Klotz smiled. "I learned not to enter any more of those contests.

"They are great fund-raisers though," Klotz continued. "Some guys make donations by bidding on 'cream pies' to clobber someone with. There was one chief," he recalled, "who bid — 'donated,' I should say — \$180 to clobber our navigator. The navigator was looking for it, though." Klotz grinned at the recollection. "In all of those cream pies, there is only one cherry. Whoever gets the cherry gets to hit anyone he wants with a free pie. The

navigator knew the chief was after him, so he hid a cherry in his mouth. After he was clobbered, he came up with this cherry and claimed his free pie, which he used to clobber the chief with. The only problem," Klotz said, "was that the next pie that was bought had the *real* cherry in it. So when that one was thrown, we had one too many cherries — sort of like five aces in poker. The navigator had some explaining to do."

But all of these shenanigans pay off, according to Klotz. "We raise a lot of money for the rec fund with this stuff. We pay for parties for the families. It gives us a chance to all get together and have some fun off deployment, with all the families. It's great." Matthews agreed that getting home is like a reward, "the payoff for being under the ocean week after week."

Taken all together — the long watches, the prolonged deployments, the strategic responsibilities, the camaraderie, the mid-cruise skits, going more than two months without seeing the sun — how does it all add up?

"It's a plus," said Klotz. "True, the

A young sailor climbs topside for the first bit of sunshine and fresh air he's had in quite a while.

family separation is tough. My little girl is just two — she was starting to call me 'Daddy' when I left. But after this time, I don't know if she'll remember me at all. But that's the Navy — a lot of people deploy. Over all, I'd say it's a great life. The *Trident* community is the best."

Matthews credits the community with providing the support that enabled him to achieve some remarkable successes when he first came aboard. Matthews qualified to stand underway watches after only ten days of sailing with *Alabama*. Such qualification is usually achieved only after two full patrols — almost five months. "The people on board are great," said Matthews. "They all gave me terrific support and really worked hard at getting me qualified. They're the greatest."

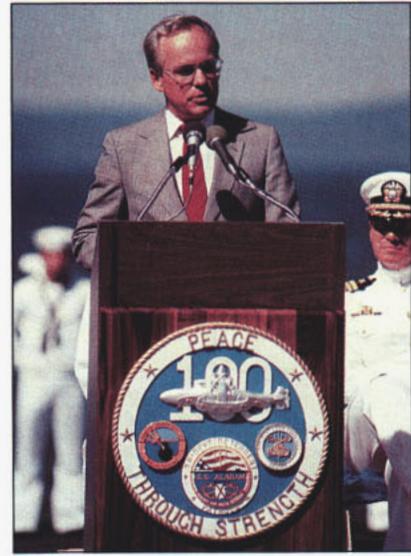
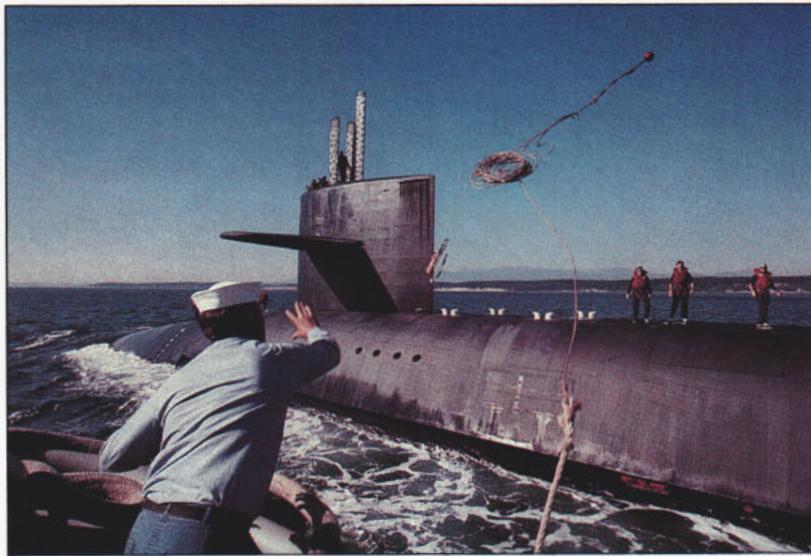
Klotz agreed. "I'm not taking anything away from the surface guys — but we're really close-knit. I'd have to say we're the best."

After long weeks beneath the ocean, after all the drills, after steering clear of all the massive undersea mountains, and miniscule, pesky fishing boats, *Alabama* is home.

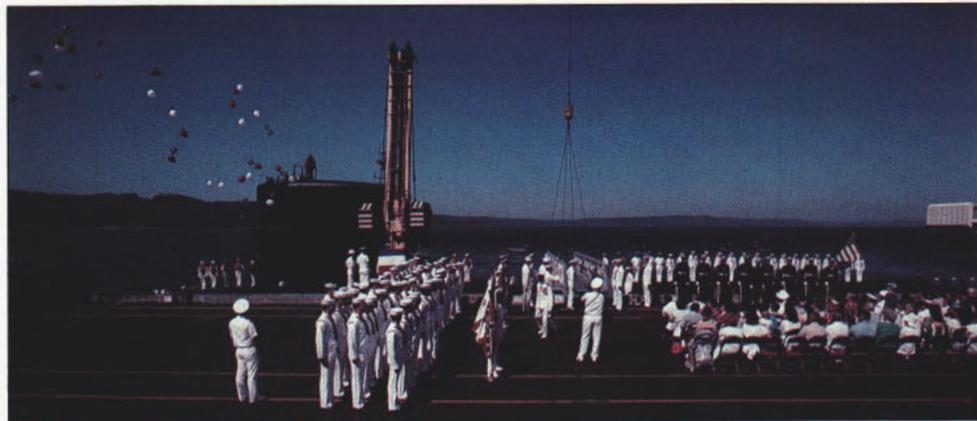
SSBN 731 is gliding serenely on the surface now, and the sailors who emerge on deck to break out the retractable cleats are greeted by blue skies, still waters, and the glistening Olympic Mountains. *Alabama* nears the pier at her homeport, Subase Bangor, and the band and balloons are waiting, the wives and sweethearts are wearing their fanciest dresses and the kids are done up in their Sunday best. As the sailors move about the black deck handling lines from the tug, they can tell it's noon — the brilliant summer sun is straight overhead. □

Reid is editor of All Hands.





Top: USS *Alabama* crew members work topside to ready their boat for arrival. Above: Tugs work alongside *Alabama* to assist in the docking of the sub. Above right: Under Secretary of the Navy, the Honorable H. Lawrence Garrett III, guest speaker at the ceremony. Right: Balloons and spirits soar as *Alabama* and her crew arrive home.





Peace through strength

USS Alabama completes the 100th Trident patrol.

Photos by PH1 Chuck Mussi

"Deterrence works. It has become the sturdy bedrock of national defense. Its sheer strength has enabled the rest of mankind to get on with the business of living." So said H. Lawrence Garrett III, Under Secretary of the Navy, as he honored the Blue Crew of USS *Alabama* (SSBN 731) at ceremonies marking the completion the 100th *Trident* ballistic missile submarine patrol. RADM George W. Davis VI, Commander, Submarine Group Nine, hosted the celebrations held Sept. 1 at Naval Submarine Base Bangor, Wash.

The first *Trident* patrol was completed in 1982 by USS *Ohio* (SSBN 726). *Alabama's* ninth patrol marked the milestone 100th mission. The other *Tridents* are USS

Michigan (SSBN 727), *Florida* (SSBN 728), *Georgia* (SSBN 729), *Henry M. Jackson* (SSBN 730), *Alaska* (SSBN 732) and *Nevada* (SSBN 733).

As SSBN 731 crew members put over the first mooring lines at Bangor's famous "Delta" pier, Navy bands struck up appropriate fanfares and 100 red, white and blue balloons were released into the clear blue autumn sky.

Garrett noted the importance of the *Trident* patrols in carrying out U.S. strategic deterrence. "Fleet ballistic missile submarines — particularly our *Trident* submarines — and the men who take them to sea, are the heart and soul of our deterrent triad," he said.

Garrett went on to emphasize the

extraordinary efficiency of the *Trident* system. "You give us more than 50 percent of this nation's strategic deterrent capability for less than 25 percent of the cost," he told the assembled sailors.

But the Under Secretary saved his highest praise for the families of those who man the submarine fleet.

"I would like to express my appreciation to your families, who endure the long days of separation, who carry on with life's trials and tribulations while you're gone, and who, in so doing, make their own quiet contribution to this nation's defense." □

Mussi is a photojournalist assigned to All Hands.

Rescue at sea



USS Oldendorf pulls 35 Vietnamese refugees from the Gulf of Thailand.

Story and photos by JO1 Patrick E. Winter

The destroyer USS *Oldendorf* (DD 972) recently sailed into Subic Bay, Republic of the Philippines, carrying 35 Vietnamese refugees picked up in the Gulf of Thailand, about 60 miles southwest of the southern tip of Vietnam.

For one of the *Oldendorf* crew, Seaman Khoi Dinh Nguyen, an operations specialist, the rescue brought back memories of when he himself was a refugee. "It's been a long time," Nguyen said. "I left Vietnam in 1975, when I was only six years old. I was really happy to have a chance to help.

"I was up in the combat information center at the time the Vietnamese were sighted," Nguyen said. "When we took our small boat up to their vessel, they all started talking

to me at once," said Nguyen, a Wichita, Kan., resident.

Nguyen was instrumental to the rescue's success according to LCDR William Smart, *Oldendorf's* executive officer. "Nguyen, the squadron medical officer and I were in the boarding party. As it turned out, some of the refugees had the same last name as Nguyen. They immediately established a rapport once they learned that he was a former refugee himself. The Vietnamese remained calm and cooperated very well with Nguyen — they were perfect guests."

"The rest of the crew helped out a lot," Nguyen said. "They donated clothes and other odds and ends for all the refugees."

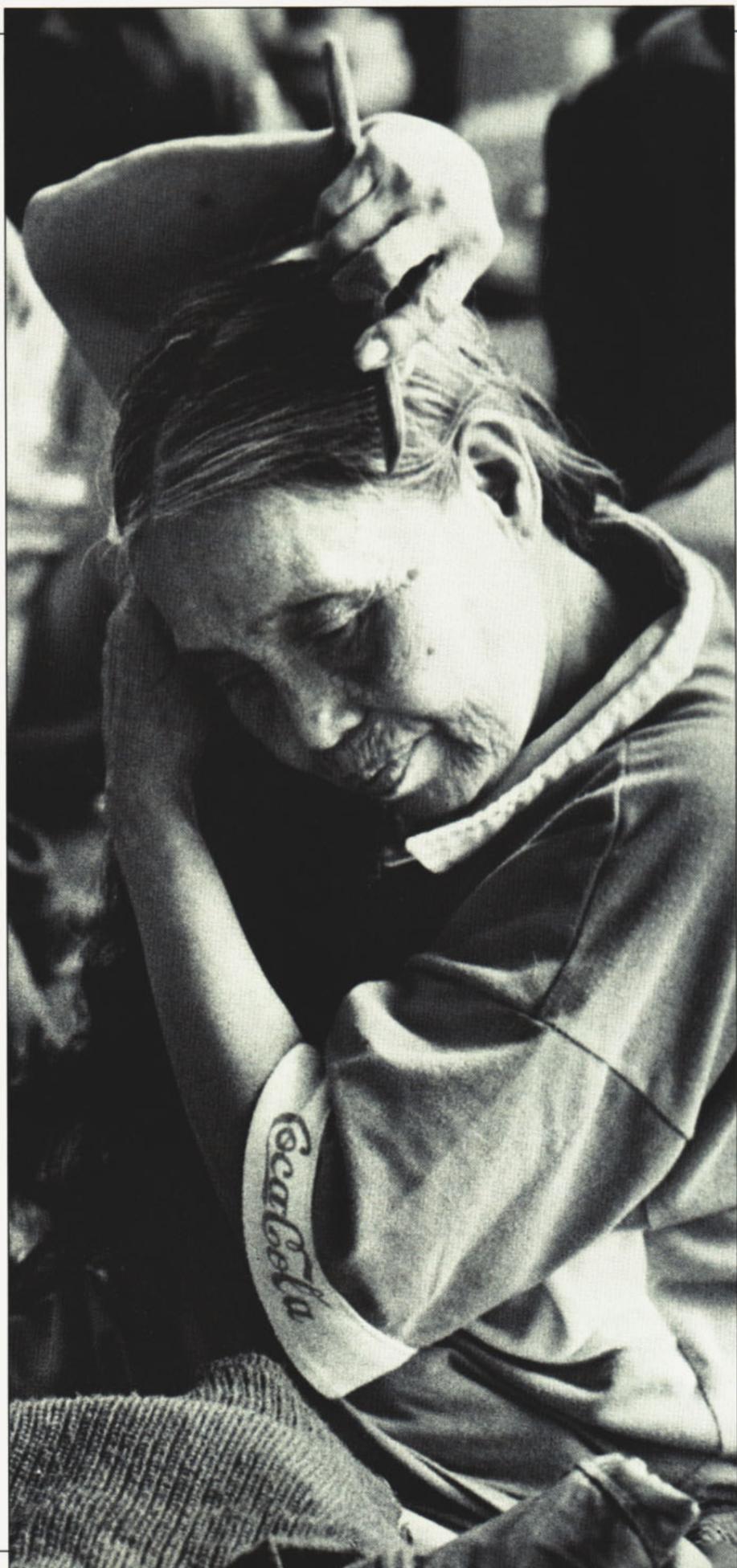
Once in port, the Vietnamese were

taken to a United Nations refugee camp by U.N. representatives, to begin the immigration process.

For the crew of *Oldendorf*, forward-deployed to Yokuska, the rescue meant a couple of days liberty in the Philippines before heading back to sea. But for Nguyen, the experience had a deeper meaning: it reminded him why he was on the rescue ship.

"I joined the Navy partly because I was young and wanted to have fun," he said, "and partly because I was rescued by a U.S. Navy warship and I just wanted to see what it was like on the other side." □

Winter is assigned to the Public Affairs Rep., 7th Fleet, Subic Bay, Republic of the Philippines.



Preceding page: Nguyen helps a family fill out paper work. Left: An elderly woman prepares for the trip to the Philippines. Top: Petty Officer 1st Class Joaquin Joubert joins the youngsters in an electronic game. Above: Things are looking brighter for this young refugee in the arms of Petty Officer Gerome Baldwin.

Duty in Panama

A country with something for everyone

Story by JOC Robin Barnette, photos by PH2(AC) Scott M. Allen



When Carole Garceau got the report from her husband, CWO2 Ron Garceau, about his next duty station prospects, it wasn't what she expected. He had spent almost 20 years of Naval service in the Norfolk area, but things were about to change.

"Dear," said her spouse, "I've been offered ships in Mayport, Fla., or San Diego. Or we can go to Panama."

"Oh," replied Mrs. Garceau, "Panama City, Florida?"

"No, a little farther south than that!"

Panama is located between the Central American country of Costa Rica and Colombia in South America. It's a duty station like any other — or is it?

"I was here from 1970 to '74, just out of boot camp," said Senior Chief Boatswain's Mate (SW) Claude R. Youngs Jr., assigned to Port Services Dept., Naval Station Panama Canal. "Panama was paradise then, and it still is. That's why I came back."

The NavSta's headquarters and piers are located at Rodman, at the Pacific entrance to the Canal. Other NavSta Panama facilities are in seven separate locations on either side of the Canal. The station supports ships going through the Canal, maintains two fuel tank farms and hosts 12 tenant commands.

Approximately 600 Navy and Marine Corps personnel are assigned to duty in Panama at the NavSta and with tenant commands. Tenant commands include U.S. Naval Forces Southern Command, Special Warfare Unit 8, Special Boat Unit 26, the Navy Small Craft and Technical Training School, the Inter-American



Telecommunications Network and Marine Corps Security Force Company Panama.

Within a few miles' radius of the Naval Station are Howard Air Force Base, Albrook AFB, and the Army's Fort Clayton and Fort Kobbe. Navy people enjoy the use of their large commissary and exchange facilities, not available at the small Navy base.

Plenty of people also supplement their on-base shopping by going out to Panama City — Panama City, Panama, that is. "My wife loves it out there," said Engineman 1st Class Darryl Hall at port services. "We can outfit our son in a complete set of clothes for \$3 or \$4."

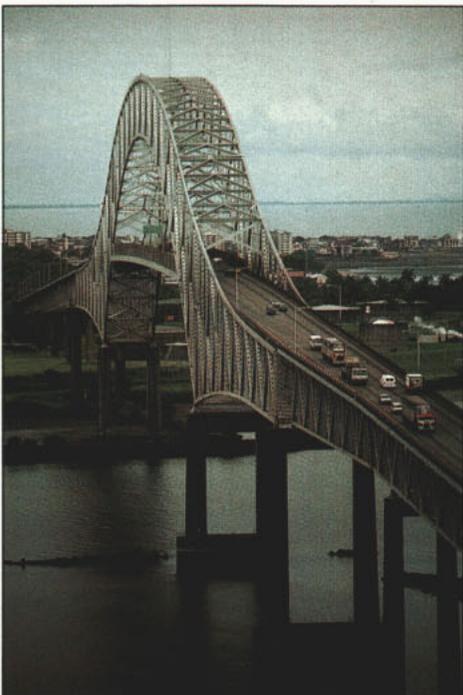
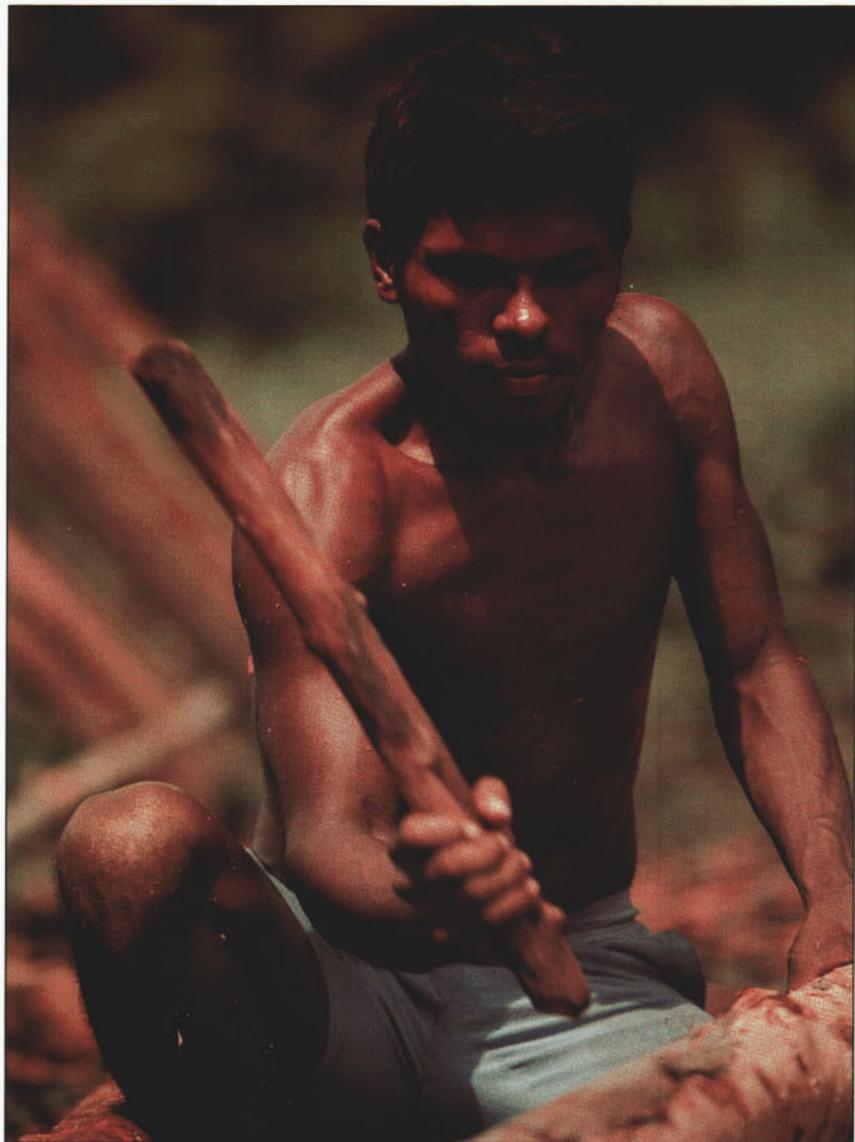
Carole Garceau regularly shops for fresh bread, fruits, vegetables, meat and seafood on the economy. "I don't really like the commissary," she said. "If you use the local outlets you get along fine."

Garceau's favorite grocery shopping is at the public market, held every morning in Panama City. The market, located in a poor part of



Left: Panama City. Above: USS Skipjack (SSN 585) and Nicholson (DD 982) transit the locks of the Panama Canal. Top right and far right: The streets of old Panama City are lined with vendors.

Right: A Panamanian removes the bark from a log that will later be used to make a *bohio*, or hut. Below: Buses used for public transportation are privately owned and decorated. Below left: The Bridge of the Americas spans the Panama Canal to connect northern and southern Panama. Below right: Panama's interior.





Left: *Skipjack* transits a lock in the Panama Canal. Above: A crew member of Special Boat Unit 26 enjoys a sudden downpour while escorting *Skipjack* through the Canal.

town on the waterfront, is noisy, colorful and crowded with vendors and shoppers. In addition to fresh food — including live chickens — vendors hawk everything from dish towels to packets of pins and exotic birds. The *Garceaus* bought a baby Amazon parrot for \$30 and a miniature parrot for only \$2.

Some people hesitate to go into Panama City because of reports of harassment by the Panamanian Defense Force. "Many of us fear being

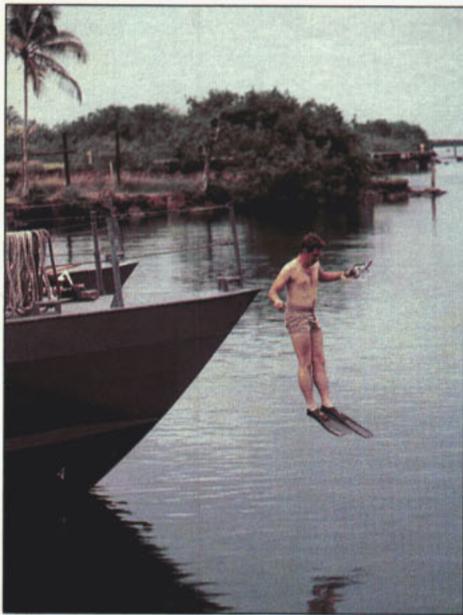
pulled over by the PDF and being harassed," said LTJG Marguerite Briska, assistant officer in charge of the Personnel Support Detachment. "But I go out, even alone. I don't let it stop me." She is cautious, however. "There are certain areas I don't go in now, including the area with my favorite pizzeria in the world. It's in a very poor area of town."

Harassment has become a problem since reports were made public of drug dealings by Panamanian

President Manuel Noriega. Some PDF personnel are taking advantage of Noriega's anti-U.S. posture to make life difficult for U.S. citizens. During a seven-month period in 1988, there were about 275 incidents of harassment by the PDF, according to officials at U.S. Southern Command in Panama. The majority of these incidents were not serious, and involved situations such as stopping people for questioning without real reason.

"If you look at the number of occurrences compared to the number of times people go out in Panama City, I'd say the percentage of incidents is small," said CDR Rich Kelly, NavSta's executive officer. "By and large, in each incident, people allowed themselves to be singled out — by wearing their uniforms downtown, or wearing flashy clothes, or being out extremely late hours. Using some common sense will prevent incidents."

Still, because the situation in Panama is tense, the number of military families living off base has been significantly reduced. Navy families cannot join their sponsors in Panama unless there's on-base housing avail-



able. However, according to the NavSta housing project manager, the wait is usually just 30 to 60 days.

Base housing is relatively old — the newest residences were built in the 1950s — but well-maintained by the Public Works Department.

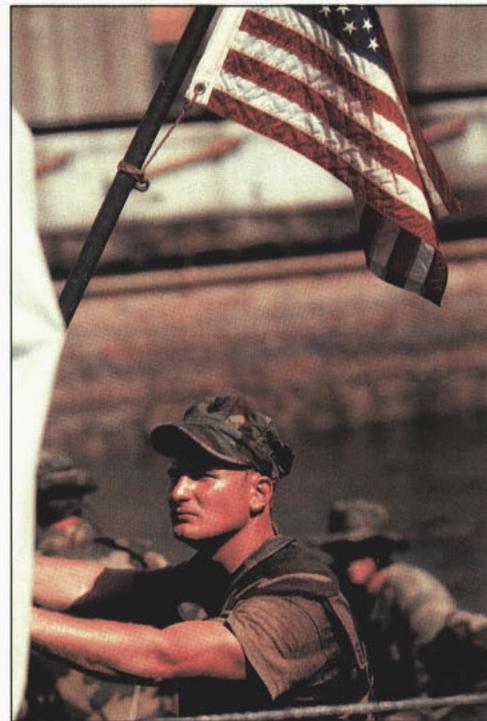
“The on-base housing is good,” said Religious Program Specialist 2nd Class Meria Williams. “My husband and I have only had a couple problems, and when we called PWD they fixed it right away.”

Like many other families, the Williams hired a maid who cleans house and provides child care for their baby. A maid earns a daily rate of \$8. A full-time, live-in maid is a better bargain, earning from \$100 to \$125 per month. Williams finds the arrangement convenient in spite of the language barrier. “My maid doesn’t speak any English, and I speak very little Spanish,” said Williams, “but we get along great. In all of Panama, the language

Top left: A member of SBU 26 takes a swim. Top right: Line handlers from Skipjack stand by to deploy lines. Above: SBU 26 escorts Skipjack and Nicholson through Gatun Lake.

hasn’t been any problem at all.”

Spanish is, of course, the native tongue, but many Panamanians also speak English. “People are friendly and open,” said BMCS Youngs. “You stand in line to buy something in town, wondering how you’re going



to talk to the cashier. But then you always find someone to speak English, either the cashier or someone in line with you."

Panamanians and Americans get along well, in spite of differences between the governments of Panama and the United States. "I love the Panamanian people," said LTJG Briska. "The people will help you if you have any kind of problem."

Williams stresses the importance of getting away from Panama City. "The farther you go from the city, the friendlier the people are," she said. And there are plenty of places to visit in Panama. "It's a nice place to travel — the beach, the mountains. It's beautiful here."

"When my husband and I were married, we went to an island off the coast. We were the only people there for five days, lying in a hammock and the breeze just swinging us along. You can't find that in the states!"

Others prefer the mountains and the coddling you get at a hotel. A village about 75 miles north of Panama City is a popular get-away spot. "My wife and I have gone up to El Valle [The Valley] a couple of weekends," said Boatswain's Mate 2nd Class Dave Conner, a master-at-arms at the galley. "We went up on a

Friday night and came back Sunday — it was great! I need to get away from the NavSta and the job sometimes and forget it all."

But you don't need to take off for a whole weekend to have a good time in Panama. "Panama City has some great restaurants," said Briska, "and there are some fantastic discos."

Briska also says that the pleasant climate, with temperatures in the 70 to 80 degree range year around, makes taking part in outdoor activities easy. "Lots of people are very physically active here, because of the good weather," she said. "Biking is great and the swimming is great. I've made several trips across the isthmus to go diving."

Learning to dive is just one of the many recreational opportunities provided by NavSta's morale, welfare and recreation department. NavSta is the only base in the area with "ocean front property," according to Mike C. Birge, MWR director, so the Navy provides water-oriented activities for all services. "Our boating program is unique in the area," Birge said. "We teach sailing, outboard motor operations and canoeing. We also do charter fishing trips on our 47-foot *Hatteras*."

In addition, MWR offers in-country trips, operates a trap range, runs a

Top left: Nicholson is pierside as Sampson prepares to dock at Naval Station Panama Canal. Above: A member of SBU 26 keeps a watchful eye on the ship his unit is taking through "the cut."

video rental shop, an auto parts store and a pizza delivery service. The base clubs, all of which have been recently renovated, use fresh foods, acquired locally. Even the hamburgers are made fresh by hand, rather than using pre-formed patties.

Panama has something for everybody — from "homemade" hamburgers at the NavSta clubs to uninhabited islands off the coast waiting to be explored.

Against the backdrop of the Panama Canal, duty in Panama is exciting and exotic. RP2 Williams recalled an incident that summed up her Panama experience.

"In the avocado tree outside our window we saw a toucan," she said. "My husband said, 'Look, baby! There's the Fruit Loop bird!' Where else can you see something like that?" □

Barnette is the senior staff writer for All Hands. Allen is a photojournalist assigned to All Hands.

Unitas

Exercise unites Americas.

Story by JOC Robin Barnette, photos by PH2(AC) Scott M. Allen

What fleet exercise lasts four months, travels thousands of nautical miles and has participants numbering some 15,000 U.S. and South American military personnel?

Unitas, of course.

The annual *Unitas* deployment, in which U.S. Navy ships circumnavigate South America and take part in training exercises with military units from other countries, has been going on for a long time — in fact, *Unitas XXIX* was completed this fall.

Unitas, which means “unity” in Latin, has been taking place for so long, people don’t stop to think about its significance.

“I think the fact that the United States is willing to invest so much money in one exercise is an indication of our interest in Latin America and in its navies,” said RADM Gerald E. Gneckow, Commander, U.S. Naval Forces Southern Command, headquartered in Panama. “Several U.S. ships involved in a months-long deployment, coupled with all the planning and after-action that goes with it, is a significant investment.”

Four U.S. ships took part in *Unitas XXIX* this year. They were the flagship, USS *Nicholson* (DD 982), homeported in Charleston, S.C.; USS *Sampson* (DDG 10) and USS *W.S. Sims* (FF 1059), both from Mayport, Fla.; and USS *Sumter* (LST 1181), from Little Creek, Va.

Other U.S. units taking part were Anti-submarine Air Patrol Detachment 16, Jacksonville, Fla.; Helicopter Anti-submarine Squadron (Light

36, Mayport; and Marines from the 2nd Marine Division, Camp Lejeune, N.C. The U.S. Navy Show Band, Norfolk, also joined the cruise, giving performances in *Unitas* ports of call.

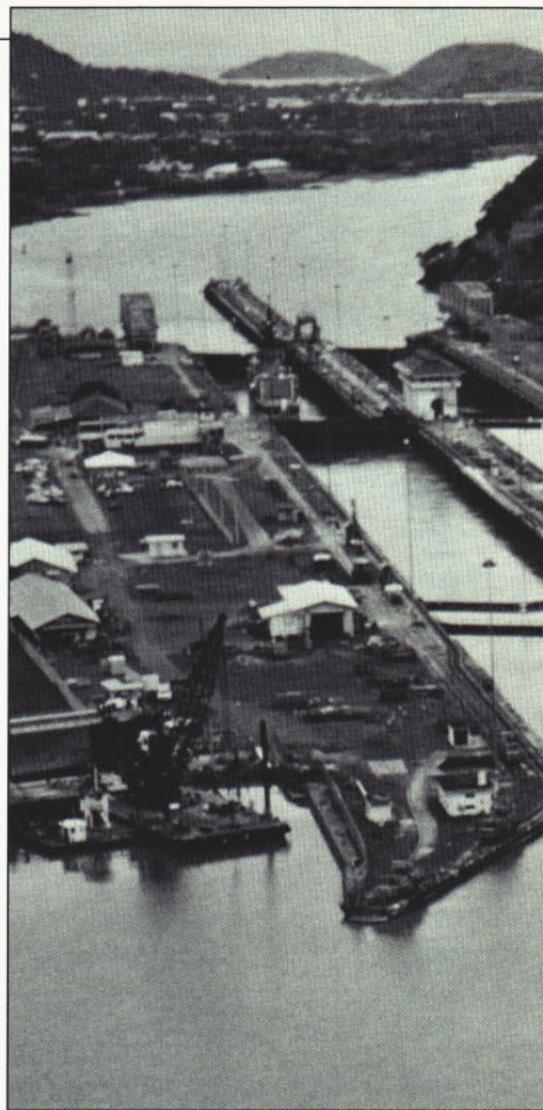
“We want the South American countries to be our allies,” said Gneckow. “We want them to maintain a broad spectrum of naval capabilities.”

He said it is very important for large countries, Brazil for example, and the United States to work together. “In the event of worldwide warfare, they’ll need to help us protect the sea lines of communication in the South Atlantic,” Gneckow said. “The U.S. Naval forces probably wouldn’t be available to do that — the lion’s share of our blue-water forces would be deployed to other areas.”

Working together means communicating with each other and particularly important is accurately communicating ships’ locations. In spite of today’s sophisticated electronic location systems, that’s not an easy job, especially when the communicators use different languages — Spanish, English and Portuguese.

Practicing passing information from one unit to another is consequently a key aspect of *Unitas*’ “freeplay” exercises. These exercises are considered the cornerstone in the foundation of *Unitas* activities.

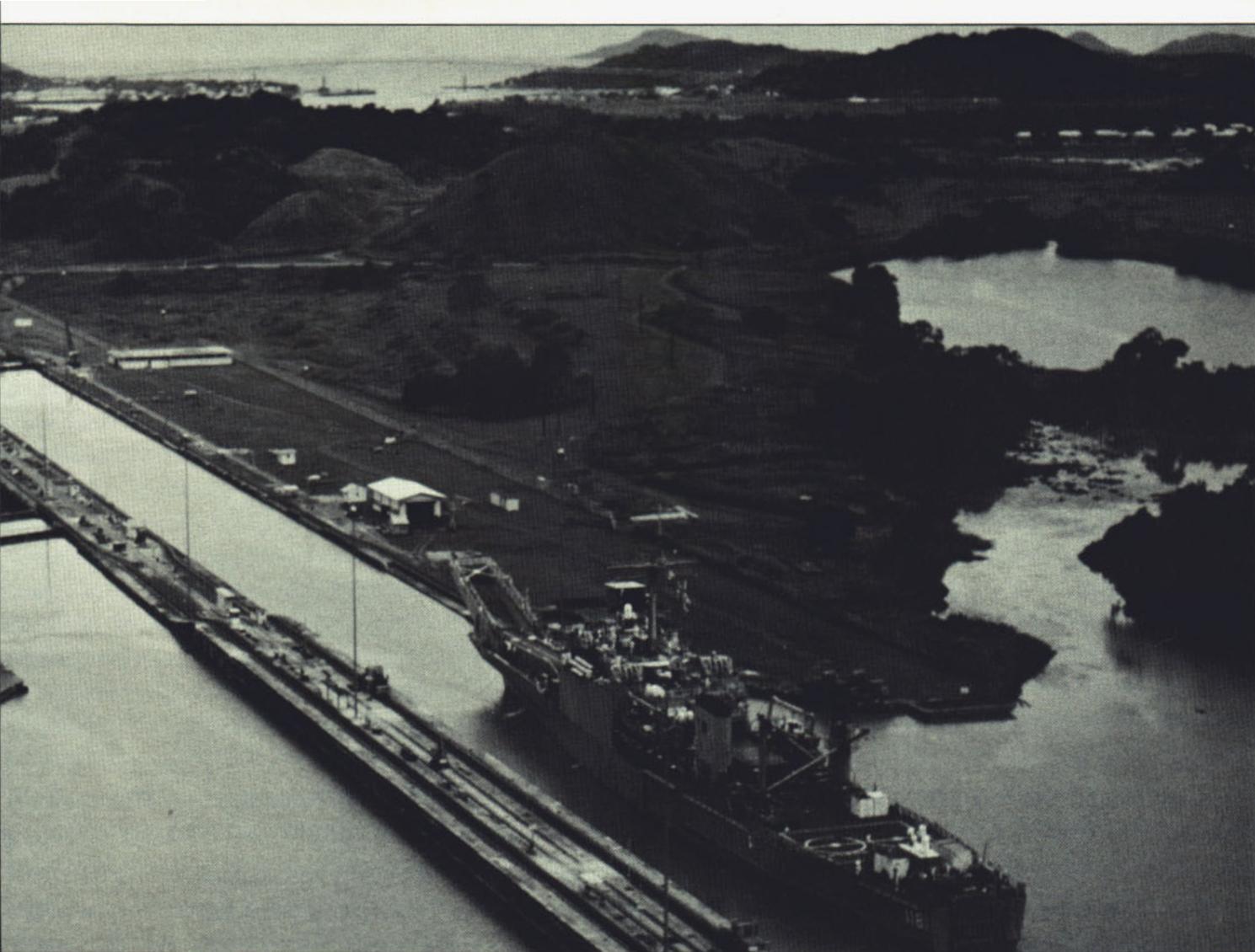
The first freeplays involved Brazilian, Venezuelan and U.S. units divided into blue and orange forces. Reports on positions and engage-



ments were passed, received and charted. The accuracy of the information exchanged was later evaluated aboard *Nicholson*. As *Unitas XXIX* progressed on its counter-clockwise circumnavigation of South America, navies from other countries took part in similar freeplay exercises.

“As is the case in all joint ventures, good communication is the fundamental key to success,” said Chief Operations Specialist Philip Monje. “Poor communication in marriage or business will cause either to fail. It’s the same with the freeplay exercise — without good, strong communication with our allies, the operation will fall apart.”

Unitas is important, however, for more than the strictly military benefits gained through joint exercises. It’s also important in terms of people. “It gives our friends in Latin



America an opportunity to see that our Navy has tremendous personnel assets," RADM Gneckow said. "They can see that North Americans aren't the 'ugly Americans' they may have read about, but are enthusiastic, patriotic young men who believe in what they're doing. By the same token, our sailors have an opportunity to see what life is like outside the United States."

The yearly deployment is a popular one among U.S. sailors. "The crew really looked forward to the cruise," said *Nicholson's* XO, LCDR Mike LeFever. "Some even signed on especially to go on *Unitas*. The trip around South America is a once-in-a-lifetime opportunity." □

Barnette is the senior staff writer for All Hands. Allen is a photojournalist assigned to All Hands.



Above: USS *Sumter* (LST 1181) enters the Miraflores Lock of the Panama Canal, one of four U.S. Navy ships to circumnavigate South America during *Unitas XXIX*. Left: Sailors take time to do a little sightseeing during the Canal transit.

Messages to Moscow

The Moscow Link has provided 25 years of communications.

Story by LCDR Janet A. Clement

It's 10 a.m. in the National Military Command Center in the Pentagon. The watch team is ready to send a message to Moscow on the hot line.

"Everything: the hills set beneath the moon, the dark red clover fields, the moist forest paths and the magnificent sunset — everything around me seemed beautiful, and there was not a single flaw."

An hour later the Soviets send, "So-called machines were developed in the cradles of civilization, not only the simple implements for lifting water (the 'shadoof' in Egypt and the 'chigir' in Mesopotamia), but also the 'sakiz' . . ."

Is this a super-secret code? Not at all. Every other hour, around the clock, watch teams in the Pentagon receive an encoded test message from Moscow in Russian Cyrillic characters.

On alternate hours, their Soviet counterparts receive similar messages from the United States in English. Both are routine tests of the emergency communication system.

Known officially as the Direct Communications Link, the "hot line" celebrated its 25th anniversary Aug. 30, 1988. It is often called the Moscow Link, or simply MoLink in military parlance.

The Washington and Moscow hot

line was established after President John F. Kennedy expressed concern that during the tension-filled Cuban missile crisis, communications between the U.S. President and the Soviet Premier Nikita Khrushchev sometimes took as long as 18 hours.

MoLink provides a permanent, reliable and private means of direct communication for the heads of the United States and the Soviet governments. Its mission is to prevent misunderstandings by either side that could lead to hostilities and possible nuclear war.

Contrary to the image promoted in "B" movies or dime novels, the hot line is not a red telephone on the President's desk. Instead, in a small, narrow office with worn blue carpeting, just off the Joint Chiefs of Staff corridor, messages for MoLink are typed up on computer terminals, appearing as white letters on a blue screen with a red border. Almost instantaneously they appear on computer screens in the Soviet Union, eight time zones away.

In 1988 the MoLink was upgraded from a sluggish teletype machine, printing out 66 words a minute, to equipment that spews out 1,800 words a minute. A facsimile service was recently added for the rapid transmission of maps, charts, graphs and signed documents.

The United States and the Soviet Union have agreed telephone conversations are more likely to be misunderstood, are more difficult to translate and may encourage a response prior to consulting with advisors. Therefore, all communication is via computer.

Although military officials decline to discuss how often the hot line has been used, U.S. Presidents have said it was invaluable during the 1967 and 1973 Arab-Israeli Wars, when, among other things, the United States wished to prevent Soviet misunderstanding of U.S. fleet movements in the Mediterranean. Officials have also been quoted as saying that in 1979 President Jimmy Carter warned Premier Leonid Brezhnev that unless Soviet troops were removed from Afghanistan, "U.S.-Soviet relations worldwide" would be jeopardized.

But the almost 50 different test messages the United States sends repeatedly over a six month period are without a hint of controversy or political or religious overtones and read much like, "The quick brown fox jumped over the lazy dog." Also transmitted are passages on poinsettias or pieces on boomerangs. Texts are frequently taken from almanacs, encyclopedias or literature.

Twice a year, at New Year's and on

the hot line's anniversary, the two countries exchange greetings. It is the chance to say something a little more personal such as, "We have completed another year and would like to congratulate you and your workers. We are looking forward to another good year."

"Sometimes the Russian messages deal with esoteric aspects of nature such as pollination," said Army Major Gerald A. Lechliter, one of five Presidential translators in the inter-service MoLink office. He, along with another Army officer, a Marine and two Air Force officers, rotate standing eight-hour watches with one of six senior noncommissioned officer communicators.

"It is a job that is important because of its 'what-if' characteristics," said Lechliter.

The watch-standers must be highly trained to work the hot line. Before being assigned to a 42-month tour of duty in the MoLink office, presidential translator candidates, already proficient in Russian, undergo a 12-week intensive one-on-one tutoring program through the Defense Language Institute.

When Lechliter isn't translating a test, service or governmental message, he improves his language proficiency by reading Russian publications or translating long Russian passages into English.

He enjoys the mental gymnastics his work requires, likening it to working a *New York Times* crossword puzzle. "You have to know the nuances of your own language," he said, "because you have lots of choices and must come up with the right ones.

"You also have to be inquisitive and can't settle for preconceived ideas because we are dealing with a system of unlimited possibilities,"

Translators man the hot line to Moscow 24 hours a day. The Link is continually tested, using innocuous info ranging from poinsettias to boomerangs.

he continued. However, if the text is ambiguous in Russian, it is not the translator's job to clarify the passage, it should remain ambiguous, he said.

"I sought this work out. I don't think you can buy this training," said Air Force Captain Ron R. Maynard. He learned Russian at the Defense Language Institute in Monterey, Calif., and at Syracuse University in New York.

"This training is invaluable because of the depth of exposure. You can't get it anywhere else. It is a real intellectual challenge," he added. In preparation for his new job, he already has spent more than \$150 on Russian dictionaries.

Hot line messages were initially sent through an underwater cable and land-based microwave facilities with a backup radio circuit via Morocco. Then, in 1978, two satellite transmission paths were established to increase reliability and transmission quality.

Currently, MoLink uses an overland and underwater cable with main stopping points in Washington, New York and Helsinki; the Soviet MOLNIYA satellite, and the U.S. International Telecommunications Satellite. The INTELSAT coverage is received from a single satellite orbiting at the same speed as the earth's

rotation, 22,500 miles over the mid-Atlantic at the equator.

Servicing these satellites are earth stations located at Fort Detrick, Md., and Etam, W. Va., in the United States and two in Dubna, north of Moscow.

Master Chief Cryptologic Technician (Operations) Douglas H. Larson, MoLink's senior technical expert and communicator, and the only Navy man on the 13-member staff, said redundancy has been built into the system so the communication lines will always be open. In the more than 25 years of operation, MoLink has never experienced a complete loss of communication.

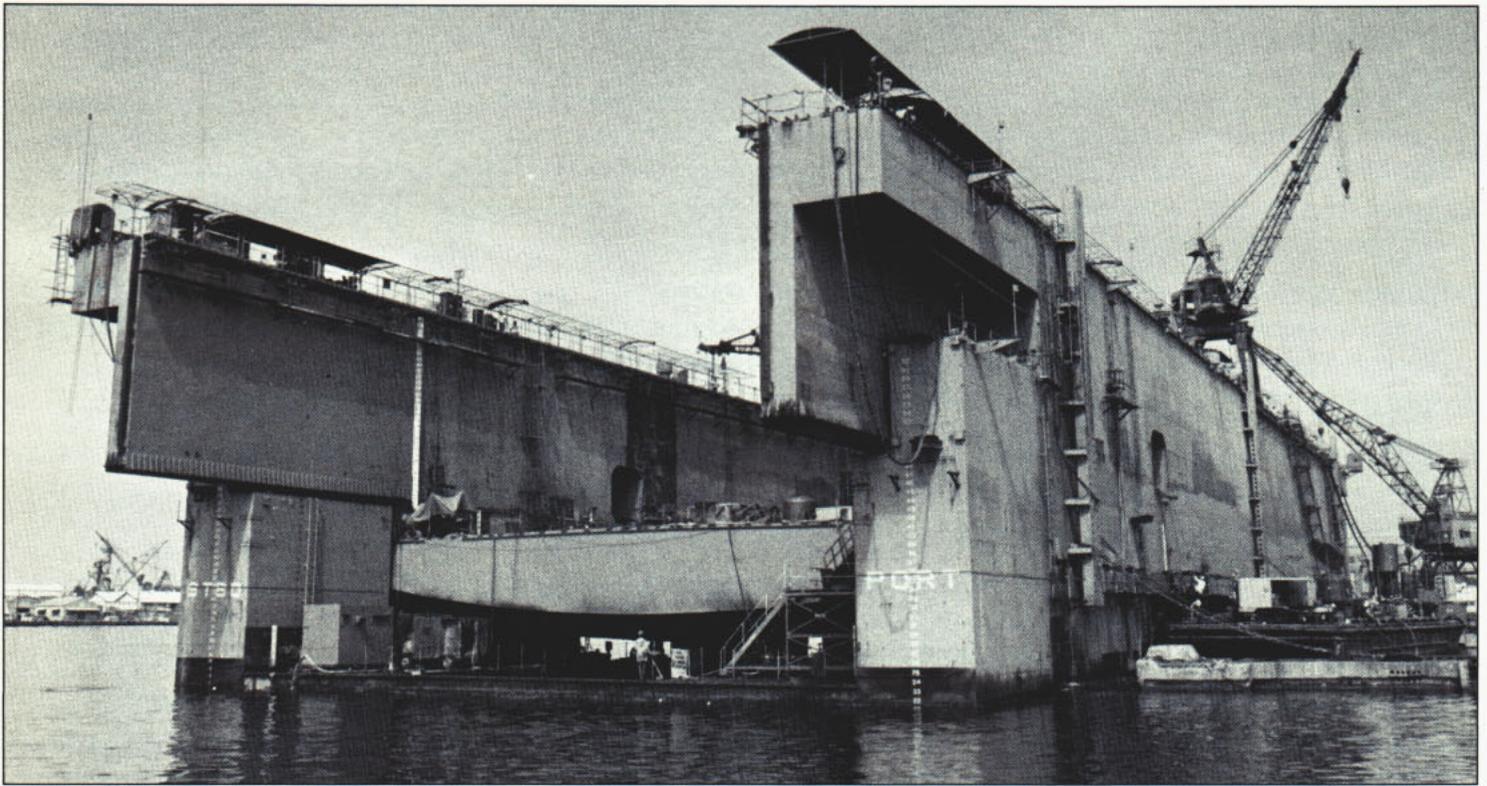
In June each year Larson and Army Colonel Thomas C. O'Keefe, Branch Chief of Molink and senior Presidential translator, meet with their Soviet counterparts in Washington, D.C., and then again in November in Moscow to discuss improvements to the system.

"We are paid for what we know and how fast we can react to a situation, rather than how busy we are kept all day long," said Larson. "Hopefully we won't need to use our expertise." □

Clement is a Naval Reservist assigned to NavInfo Boston/New England 101.



Department of Defense photo



Resourceful's endeavor

Part of a floating dry dock's unique role is to sink itself in support of the fleet.

Story and photos by PHC Chet King



Above: The dock master, Chief Petty Officer Cory Reilly, keeps a close eye on the trim and list indicators in the control room during docking procedures. Top: *Resourceful*.

When LT Jarratt Mowery reports to work today, he is going to sink his ship.

But that is what the Navy pays him to do. It also pays him to refloat it, all in a matter of a few hours.

Mowery is the assistant docking officer aboard the 587-foot-long floating dry dock *Resourceful* (AFDM 5) at the 7th Fleet's largest repair facility, in Subic Bay, Republic of the Philippines. "It only takes about an hour to flood and sink the dock, but the entire docking operation can take up to 18 hours," he said.

Today, Mowery and his 70-man crew of sailors and Filipino civilian

workers are going to sink the dock to a depth of 21 feet as the Navy tugboat *Opelika* (YTB 798) is brought in for an overhaul.

The Navy operates a number of floating dry docks around the world to supplement dry-docking facilities at major Naval activities. Ship Repair Facility Subic Bay currently has three floating dry docks.

"Our primary mission is to dry-dock ships requiring emergency repairs to the hull, sonars, props, rudders and shafts," Mowery said. "*Resourceful's* lifting capacity is 18,000 tons. Our largest dry dock can lift 32,000 tons. We can handle anything from barges to nuclear-pow-

ered submarines and the large replenishment oilers. Whether we're docking a tugboat or cruiser, it's the same procedures and same difficulties."

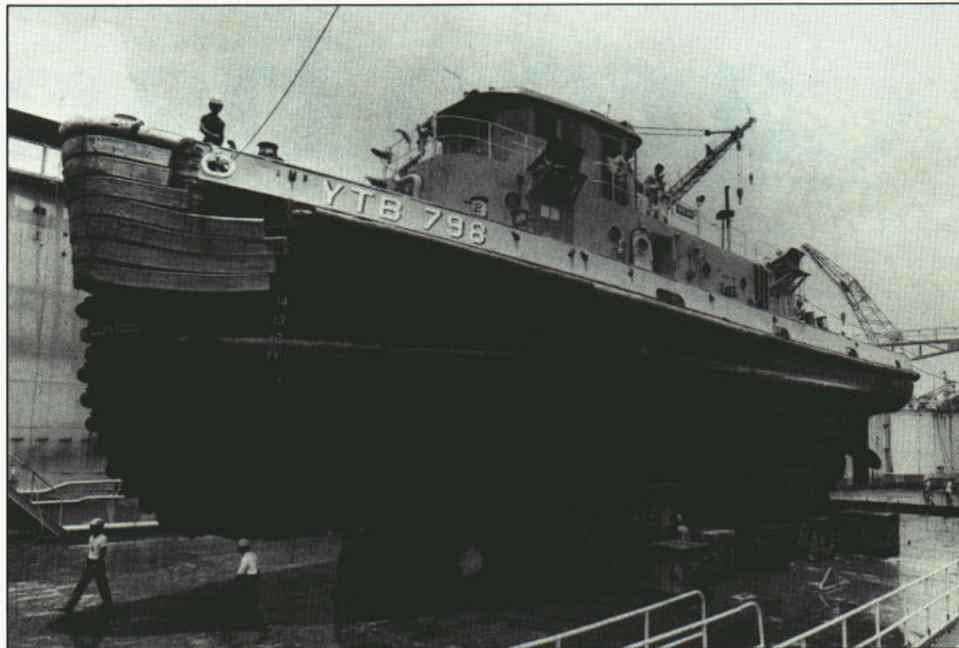
At 8 a.m., Mowery gives the order to begin flooding the dry dock's 16 ballasting tanks. In the control room on the starboard side of the dock, the dock master, Chief Petty Officer Cory Reilly passes the word to Petty Officers Joseph Rickerd and Rex Cain who start to open the flood valves and the dry dock slowly takes on water.

Reilly keeps a close eye on the trim and list level indicators, making sure the tanks fill up evenly. Meanwhile, personnel like Petty Officer 3rd Class Judibeth Bevington Black and Petty Officer 2nd Class Lawrence Williams, stand by each of the pumping stations on the port and starboard sides of the dock.

"We're on station as long as it takes to complete the docking. We monitor and operate the pumps and valves manually, if needed," Black said.

By 9 a.m. the dock has sunk to the 21-foot level and the tugboat is guided into the dock until it is positioned directly over the wooden and concrete blocks that will support it when the dock is raised.

Ship repair facility workers use two grip hoists on each side of the dock with a three-quarter-inch wire



rope attached to the tug to keep it centered over the blocks.

Navy divers make final checks on the position of the tug's keel and clear away any debris before the water is pumped out.

About 11:15, Mowery and his boss, LCDR Dan Kroeger, lead an inspection team into the dock to be sure everything is properly aligned and the ship fully supported.

"It's right on the money," Kroeger said as he pointed to a white arrow on the center block with the tug's keel resting right above it. "Can't get any better than that. Everything went beautifully."

For most of the 40 crew members of *Resourceful* this is the first time they have seen anything on blocks in the dry dock.

"Now I feel like I've accomplished something," said Hull Technician Bryan Fortner as he gazed up at the high-and-dry tug boat.

The military crew is represented by nine Navy ratings, ranging from hull technician to storekeeper. "No matter what your job is aboard the dock, everyone has a hand in the docking evolution," Fortner said. "We all have our assigned stations to go to."

Opelika sits high and dry on blocks in the floating dry dock. The tug will be out of the water for several weeks during a minor overhaul.

Mowery said the dock is authorized 79 Navy personnel, but is currently augmented by 30 Filipino civilian workers.

While there is a ship in the dock, the dry dock's personnel go about their normal routine. An after-hours duty section, headed by a senior petty officer who is qualified as a duty dock master, keeps close tabs on the trim and list of the dock. Twenty-nine inches in trim differential is the maximum allowed. Weight shifts of the vessel on blocks is closely monitored also.

In the event of an emergency, the crew of *Resourceful* is trained in rescue assistance and firefighting.

"We know it's not one of the most glamorous jobs in the Navy," Mowery said, "but what we do is important to the fleet and everyone pitches in to get the job done." □

King is assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.



During operations, PO3 Judibeth Bevington Black controls a pumping station aboard the floating dry dock.

Cargo handlers

Even the yeomen drive forklifts, operate rigging lines and run cranes, when the crunch to unload is on.

Story and photos by JO1 Melissa Lefler

Once a year, "goodies" arrive at McMurdo Station, Antarctica. It's almost like Christmas for sailors in isolated places like McMurdo, getting crates and cylinders of food, toilet paper, magazines and toothpaste, along with other necessities like gasoline, jeeps and spare parts.

However, except for the storekeepers, sailors stationed at such places don't concern themselves with *how* these necessities arrive, as

long as the commissary or ship's store doesn't run out of shaving cream or shampoo.

Supplies, however, don't drop out of the sky — or at least not always. Replenishment by air is expensive, and many small airstrips at remote installations can't handle the number of take-offs and landings that would be required to bring large quantities of goods by plane.

Most of those goods arrive by ship

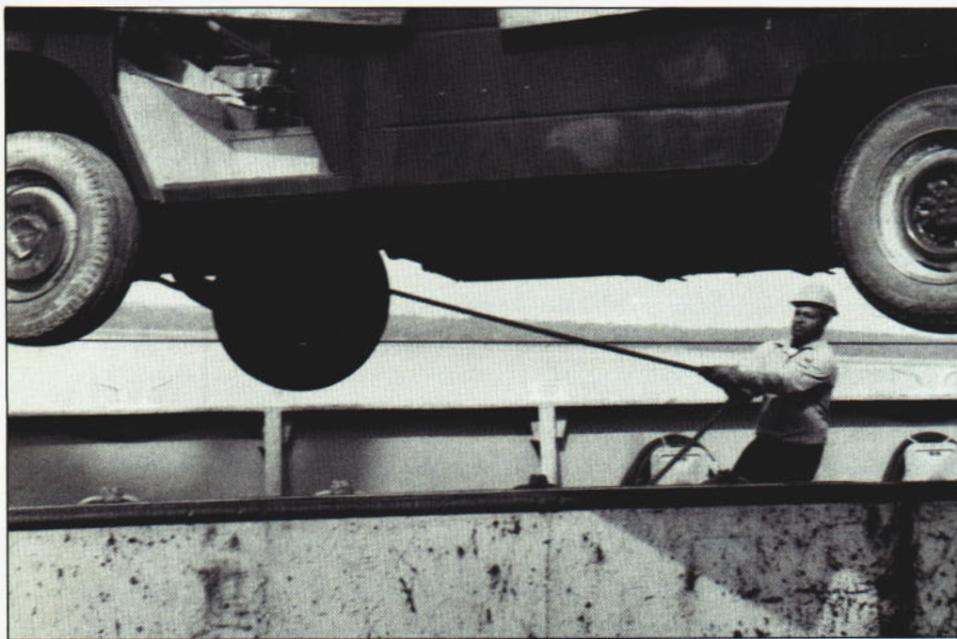
and a tiny portion of the active and reserve Navy force is called to handle all or part of the unloading of replenishments at remote Naval stations — such as Antarctica — where there are no civilian stevedores to work the piers. For the 2,100 or so sailors who are the combat stevedores of the Navy's two active duty and 12 reserve cargo handling battalions, loading and unloading tons of vital cargo is all in a 12-hour day's work.

"It's a massive job — there are 4,500 cargo lifts out of the annual McMurdo supply run," said CDR James Duncan, commanding officer of Cargo Handling Battalion 7, Great Lakes, Ill. "We — the Navy cargo handling and port groups — have been doing the resupply there for years. I have seen photos dating back to 1957.

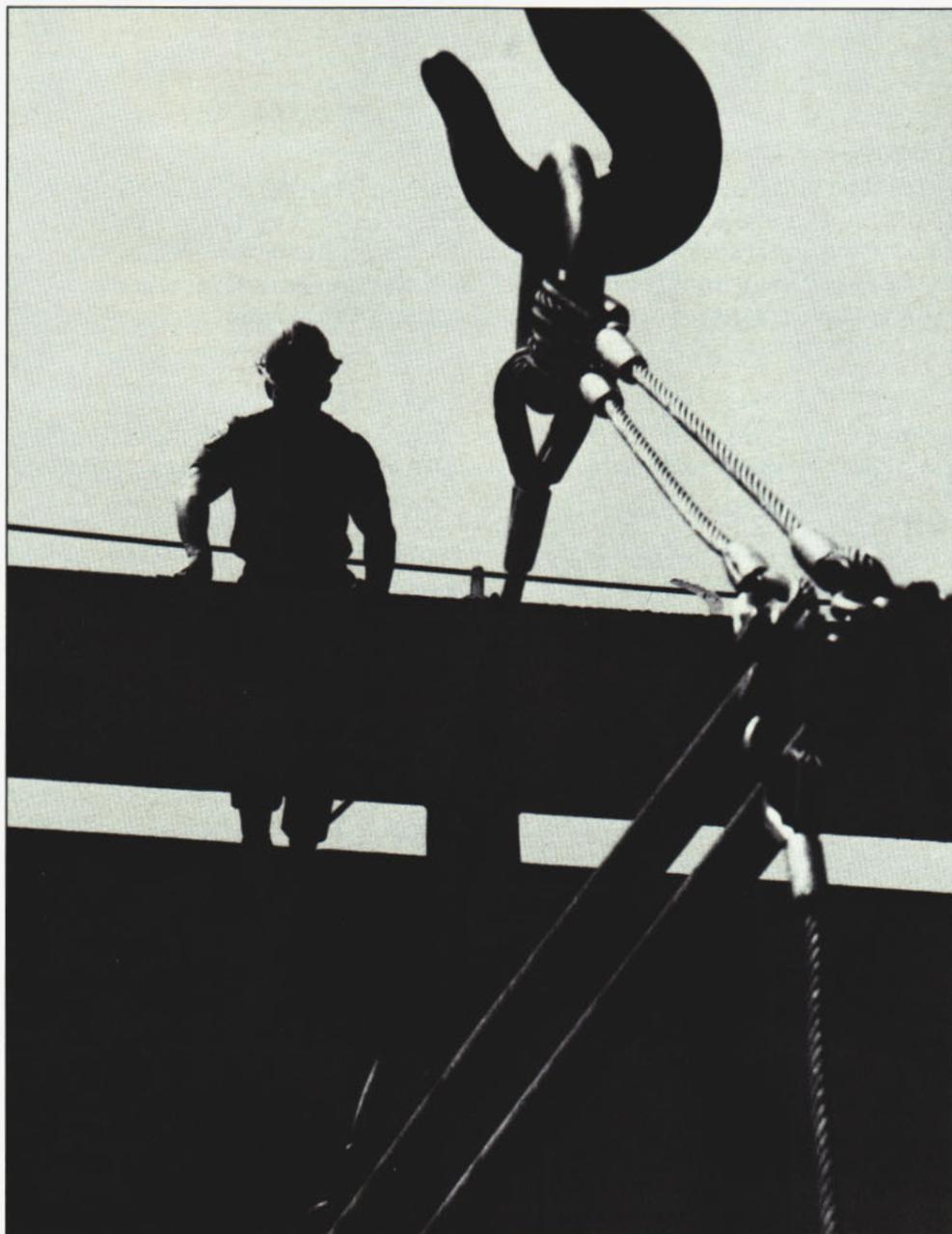
"We work 24 hours a day, seven days a week, in 12-hour shifts until we get all the stuff off."

"They can't fly it all in. It would take 200 to 300 airplanes to bring in what one ship brings in," added Boatswain's Mate 1st Class Victor Nelson of CHB 7.

Each CHB has about 145 enlisted men and women and eight officers, Duncan said. The CHBs have a combat mission and 48-hour call-up status. In the units, sailors — the



Loading and unloading cargo is a complex and dangerous operation. During a training exercise, a member of CHB 7 pulls hard on a line to load a truck onto a cargo training ship.



A safety lookout keeps watch to ensure the rigging proceeds according to safety regulations.

second week of AcDuTra.

"If the United States ever goes to war, we know that we are going to be called," said BM1 Nelson, who is a store manager in Waukegan, Ill., in civilian life.

"We're going to grab our bags, fly out and get issued the equipment we need. We'll be put on a C-5, fly off anywhere in the world they need us, and have *that* kind of ship waiting for us," Nelson said, pointing out across the James River, to where a freighter with four huge cranes on deck was anchored.

During an emergency recall, the equipment checked out to members of the unit might include steel helmets, rifles, chemical and radiological suits and a backpack, called an "Alice," containing a shelter half, first-aid kit, tin mess kit and freeze-dried "meals ready to eat," the military's latest version of the C-Ration.

CDR Curtis Rowland, commanding officer of the Navy Reserve cargo handling battalion, elaborated on a possible situation in which his reserves would be called to serve. "It takes two battalions to unload an MPS squadron in the time allotted, generally three to five days," explained Curtis. "We hope that in most cases there would be a pier for us to work from, but in some cases there wouldn't be."

What about commercial stevedores? "We are talking about a situation where the civilian stevedores have long since headed for the hills," Rowland said.

Because it isn't always possible for the United States' 13 huge MPS cargo ships — some more than 800 feet long — to pull up to a pier to discharge cargo, the Navy's cargo handlers are also experts in open-ocean offloading. That can present a different set of difficulties — unloading more than 1,400 vehicles, which run the gamut from tanks to road graders, and 100,000 cubic feet of cargo which could include every-

large majority of whom are boatswain's mates, storekeepers or Seabees — must learn dock working skills their counterparts in the regular Navy don't need to know. Even the unit yeomen often drive forklifts and operate rigging lines and cranes when the crunch to unload is on. Always, during an operation, unit hospital corpsmen stand watch with their black first-aid bags; this work can be dangerous.

Although some reserve cargo battalions deploy each year during active duty for training to help bring supplies to remote Navy bases, a CHB's primary wartime role is to follow the Marines after an assault

on the beaches, and quickly unload commercially-contracted maritime prepositioning ships. These MPS might adopt the Boy Scouts' "be prepared" motto. They are "pre-positioned" in strategic locations around the world, fully loaded with enough ammunition, tanks, howitzers, fuel, water and rations to back up a Marine assault.

CHB 7 recently returned to Cheatham Annex, near Yorktown, Va., for two weeks of active duty training. The first week was spent training and practicing for an operational readiness evaluation by the Navy's cargo handling training and port group, scheduled for CHB 7's

Cargo handling

thing from machine guns to portable toilets. A 16,500-man Marine brigade also needs a million gallons of water and that, too, is delivered by

"I have to make sure everyone is safe, while everything is going on at the same time."

MPS ships and unloaded by CHBs.

Rowland described the system, which involves active-duty Navy, Marines and reservists in the ponderous task of open-ocean offloading onto a lighter barge, or "lighterage." "Before we unload anything else, we have to take the lighterage off the ship — that is the powered causeway — which weighs about 100 tons. It is the heaviest thing we lift. On most ships we need three to four cranes married together to lift this thing.

"Also, we lift mikeboats and put them in the water. The assault craft personnel come aboard and operate these.

"After the lighterage is off, we can open the hatch squares and start lifting the equipment out of the holds with the cranes. The equipment — howitzers, trucks, forklifts, whatever — comes over the side, and is placed on the lighterage."

Once the hatch square is off and the hatch is open, the vessel resembles a large parking garage, with containers and equipment on different levels. Down in the hold, Marines hook up the gear underneath the

hatch square under the watchful eye of the hold boss — a cargo battalion sailor who makes sure things are hooked up properly so that cargo battalion crane operators can safely lift the equipment and stores onto the lighterage.

Finally, Seabees drive the loaded lighterage to shore, said Curtis, explaining that some sections of the moveable wharf are powered with twin engines, and can join with other lighterage sections that are not powered.

The newer MPS ships are equipped with four or five cranes which can lift about 40 tons each, or about 70 tons when the cranes are "twinned," or working together on one load. "This is heavy, massive work," said one battalion crane operator, explaining that one tank can weigh 60 to 65 tons. Each container is literally "stuffed" with supplies, he said, and most weigh about 40,000 pounds. "And," he added, "there are hundreds of containers on these ships."

Using cylindrical containers, computer-programmable cranes and lighterages is the Navy's newest method of cargo handling, but at



BM3 Jane Lasco volunteered for duty with CHB 7 when billets were opened to women a year ago.

Cheatham Annex, during training and practice for the unit evaluation, CHB 7 is still doing it the old-fashioned way: cargo lashed to pallets, moved with yard and stay rigs. "The fleet still needs operators who know this method," explained Duncan, the CO of CHB 7. Older ships, similar to the maritime administration ship "Ambassador," which is welded to the pier near Yorktown, will back up the MPS ships, if necessary.

The battalion works a "port and starboard" watch schedule, 12 hours on, 12 hours off. Alongside Ambassador, the concrete pier jutting out into the James River is crowded and bustling. Yellow, orange, red and white hard hats protect the heads of cargo handlers on the concrete walkway, as they scurry to fasten nets called slings underneath various dummy cargo vehicles. All of those vehicles have been junked and donated to the battalion for this purpose. Sailors on deck pull hard on the taglines to bring the vehicles over the side of the cargo training ship, into the holds, then back out again, over and over, as different crews train. Yellow forklifts dart about the cargo, fetching pallets of tires, paint cans, etc., to be hoisted over the side, lowered into the hold, hauled out, and placed carefully on the cement pier, as the cargo crews practice their techniques.

CDR Chris Ebert is the operations boss for this two-week evolution, standing on the starboard deck of Ambassador, surveying all the activity. It's a challenging job, and Ebert is a busy, wakeful man. "I don't sleep much," admitted the reservist from Milwaukee, who is an accountant in civilian life. He described his duty rotation as "port and port."

"This is my operation, and I have to make sure that everyone is safe, while everything is going on at the same time," Ebert said. CHB 7 continues cargo handling throughout the night. Ebert said the work is



Everyone in a CHB must learn dock-working skills — the boatswain's mates, storekeepers, Seabees and even the yeomen.

"I'm strong. It's nothing to see me carrying two five-gallon cans of paint down the pier," continued the 5-foot-3-inch, 115-pound petty officer, called "baby boats" by her shipmates.

At about 4 p.m., the noon-to-midnight cargo handling shift breaks out their supper. There is no mess kitchen aboard *Ambassador*, and the field kitchen, at the cargo battalion's hastily assembled tent city, is about five miles away. No time out for real chow — this is a *full* 12-hour shift — so the crew breaks out the MREs.

"MREs — Meals Rambo Eats," grumbles one seaman, picking at his cold, vacuum-sealed chicken a la king in a plastic pouch. "The cherry nut cake is pretty good," replies Hospitalman Charles Koehler, finishing his. "Pretty dry," says the other seaman, giving his cake to Koehler.

Koehler — the corpsman on this shift — is a pharmacy student from Des Plaines, Ill. His job is to stand by, in case someone is injured, although he, too, has been cross-trained on loading and rigging and can work the boom.

"These guys are good. They come to me with cuts and bruises, but that's about it," Koehler said, adding that he enjoys the cargo handling battalion because it gives him a break from the routine physicals he did with his former reserve unit. Koehler joined CHB 7 about two years ago. He says CHB 7, like many reserve units, is a very tightly knit group because so many members have been drilling together for years, some for as long as 20 years.

"It's like being with family. We have been looking forward to this two weeks — camping out, working together," Koehler said.

"It's a break from our usual routine," said BM1 John Tripps, of Muncie, Ind. As a civilian, Tripps is a printing ink manufacturer who served aboard *USS America* (CV 66)

more difficult at night, causing the rate of lifts to slow down. "No one is used to working all night. Between 3 and 5 a.m. their bodies rebel at being awake. They can't see very well — even the floodlights don't light up the pier like sunlight. We have to increase our safety procedures to make sure there are no accidents."

CHB 7 has been free of serious accidents for as long as most people in the battalion can remember. Members of the unit follow all the safety rules routinely, wearing hard hats and steel-toed shoes, and listening attentively to safety briefings before every shift. They are well aware of what is at stake.

"One slip and somebody is dead," said Nelson, who was a combat medic when he served on active duty in the Air Force. "That heavy boom up there runs on a wire about an inch and a half in diameter, and there is a guy operating the boom with two little sticks, controlling that load as it goes. If he stretches one of the wires too tight and that wire snaps, it snaps with tons and tons of pressure. It's just like a huge knife whipping across the deck. It will cut anything it hits in half."

In spite of the danger and the hard work, however, BM3 Jane Lasco didn't shrink from working on the piers — she eagerly volunteered for it. Lasco is permanently assigned to CHB 7; she joined as soon as cargo

battalions reopened their billets to women in December 1987. She wanted to get as far away as possible from the desk job she had with another reserve unit.

"They made me into a yeoman," Lasco said with a shudder. In the "real world," she works in a gun shop in Lake Villa, Ill. "I hate office work, even though I type 85 words a minute."

This is Lasco's first active duty for training. The operation has given her intense and continuous cargo handling experience she couldn't get during weekend drills.

"It doesn't intimidate me — I love the physical work, it keeps my body in shape."

"Last week I operated the winches," Lasco said proudly. "This morning during operations I worked on the piers as a slinger. This evening I will be down in the holds, slinging. It doesn't intimidate me — I love the physical work, it keeps my body in shape."

Cargo handling



During CHB 7's 12-hour work shifts, there's no time for a real meal — the sailors make do with MREs.

when on active duty. "We aren't bored with what we do, the way some ship crews get bored. This is exciting for us, so our morale is high."

Morale wasn't quite so high the day before, when the battalion put up 20 huge 40-man tents in rain, sleet and mud, and then had to sleep in 35-degree weather. A cargo handling battalion is designed to be a completely self-supporting unit, with an outdoor cook tent, mess tent and shower tent. "Like M.A.S.H.," CDR Duncan said.

During the first night, the tents were wet, damp and cold, inside and out, but by noon the next day, warm sunshine improved the primitive living conditions. Half the battalion lined up outside the mess tent with their tin cups, spoons and plates. The utensils fit together to make a



At the mess tent, off-duty sailors get tasty, hearty meals designed to keep the cargo handlers working.

compact kit which goes inside their backpacks. Lunch is hearty, tasty, and designed to sustain the sailors through the upcoming 12-hour shift — beef stew, noodles, salad, homemade soup, pudding, bread, butter. The mess tent food is an improvement over MREs, but a few intrepid cargo battalion sailors still went fishing in the river the night before, and dined on fresh fish.

The members of the cargo battalion are proud of their ability to mobilize completely and quickly — no matter how much they have to rough it.

"I don't mind living in tents, you get used to it," Lasco said. "Thirty days, 60 days, I'd get used to that, too. You have to be flexible."

CHB 7 is one of three cargo handling battalions that are currently in a "ready" status, meaning if the two active duty battalions were mobilized and gone, they would be next. The members know that, in case of war, they would be called up before other reservists and might mobilize before some active Navy units.

"We'd be right behind the front lines, replenishing," Koehler said.

Because of the combat support status of the CHBs, the sailors wear Seabee greens. They wear them with pride, and consider it a privilege.

"When you are on the regular Naval base — Great Lakes — you are one of the few units that wear the greens," said YN3 Emmeak Stapleton. "People notice us."

"When you wear greens, you know you're in the working man's Navy, the Navy's hard-core guys," said Stapleton, who is a Chicago postman.

Although Stapleton said he could be ready for call-up in 45 minutes, he says his family is never ready when the phone rings.

"I think about it [being close to the front lines] quite a bit," Stapleton admitted. And he thinks about the other guys in green, too. "If it gets serious, the Marines are going to need us — we have to be ready for whatever comes."

On this exercise, down at the pier alongside Ambassador at 3 a.m., Virginia seems far enough away from home, and cold enough for the crews of CHB 7 to imagine they are unloading apples in Antarctica. □

Lefler is assigned to NIRA Det. 4 in Norfolk.

Bearings

Arkansas crew 'goes for the gold' in Damage Control Olympics

The fire was already out of control when the inport fire party was called to the scene. Fire and smoke engulfed the area, causing extensive flooding and extremely high temperatures. However, the first priority was to care for the injured.

Except the "fire" wasn't really a fire and the "injured" were just acting — all a part of the first annual Damage Control Olympics held by the crew of USS *Arkansas* (CGN 41).

The competition began with a 50-question, written exam covering all areas of damage control. Other events involved dressing in complete battle gear — including don-

ning an oxygen breathing apparatus, setting up and operating a P-250 portable pump, pipe patching, first aid and eductor operations.

The day's competition culminated with the simulation of a complete firefighting team combating a fire. Technique was the determining factor for team points.

The time spent practicing for the competition enabled the *Arkansas* crew to better understand the damage control equipment's capabilities and limitations, thereby increasing speed and enhancing technique.

"I feel more confident in my abilities to use the damage control equip-

ment, especially the P-250 portable pump," said Signalman 3rd Class Richard Joyce.

From mess cooks to electronic technicians, *Arkansas* was able to qualify more than 100 sailors on the major damage control equipment. "How many ships can field a complete firefighting team out of supply personnel and feel confident they can contend with the casualty?" said Chief Hull Technician Ronald Knight. "USS *Arkansas* can." ■

— Story by ENS Kevin Connors, USS *Arkansas*

Star Trek star 'beams aboard' *Constellation*

It's a long way from the engine rooms of his starship, USS *Enterprise*, to the bridge of the USS *Constellation* (CV 64), but actor James Doohan recently made the trip.

Doohan, who played the role of Chief Engineer Montgomery Scott on the popular television series "Star Trek," was transported aboard *Constellation* by C-2A *Greyhound*, while the San Diego-based carrier was conducting training off the California coast this summer.

After meeting with *Constellation's* commanding officer, CAPT John J. Zerr, Doohan was given an extensive tour of "Connie's" engineering spaces.

"I was very impressed with the professionalism of the engineers onboard *Constellation*," Doohan said. "They may not be able to achieve 'warp speed,' but their dedication was very evident." Doohan later

promised to return to *Constellation* with dilithium crystals, the standard starship fuel source.

This wasn't the first time Doohan visited *Constellation*. Last April, he helped reenlist 13 *Constellation*

sailors during a mass reenlistment ceremony while in port at Naval Air Station, North Island, Calif. ■

— Story by the staff of USS *Constellation's* Public Affairs Office.

James Doohan chats with a member of *Constellation's* crew.



U.S. Navy photo

Bearings

Sailor's quick action saves driver's life

The last thought in Chris Byars' mind, on a sunny afternoon this past August, was saving someone's life. But his "last thought" suddenly became a reality.

Byars, an electronics technician assigned to the ground electronics division at Naval Air Station, Pensacola, Fla., became a hero when he pulled 17-year-old Wendy Holifield from her burning car after it was struck from behind in a four-car accident.

"I was about 50 feet away when

she was hit," Byars said. "The whole back end of her car seemed to explode. As I ran to help, she was trying to climb out the window. The back section of her car was on fire and the flames were all around her."

Byars' wasn't thinking of his own personal safety as he pulled Holifield out.

"There wasn't any time," Byars said. "I was more worried about hurting her. All I kept thinking was 'get her out of the car.'" Byars, who was uninjured, said, "I don't know

why I wasn't burned. She seemed to be burned pretty badly."

Five people, including Holifield, were injured in the accident. The driver, who started the chain reaction, was charged with reckless driving.

"I didn't think of the danger until after it was over," Byars said. "My hands still shake when I think about it. I just did what I had to do." ■

— Story by the PAO staff of NAS Pensacola.

Holland cooks win Ney Award for 'great grub'

Anyone who has ever served in the military knows there are three things the troops traditionally complain about — pay, working hours and food. However, on board USS *Holland* (AS 32), the traditional grumbling down on the mess deck has ended.

The Secretary of the Navy announced that USS *Holland* was selected as the 1988 Ney Memorial Award winner in the tender/repair ship category for food service excellence.

The annual award, established in 1958 in honor of the late Capt. Edward Ney, who served as the head of the subsistence division of the Bureau of Supplies and Accounts during World War II, is given to the ships and shore stations which demonstrate sustained excellence in food service. It is the Navy's most prestigious food service award.

During the past year, *Holland*, based at Charleston, S.C., systematically upgraded all areas within the food service division. Crew members from other divisions, including engineering, repair and med-

ical, assisted in the preparation for the Ney inspection team.

"There is one person from our shop assigned to the galley at all times," said Electrician's Mate 1st Class Victor Barrios, leading petty officer of the electric shop. "We replaced everything from the deep fat fryers to the steam tables and ovens."



Photo by JO3 Rachel Steele

Many crew members commented on the improvements in the overall appearance of the dining facility. Besides changing the appearance of the mess deck by adding a colorful and nautical motif, a variety of food lines were added, including a deli bar

where sailors can build their own sandwiches. Other specialty lines include a baked potato bar, a dessert and ice cream bar and a "speed" line designed solely for hamburgers, french fries and hot dogs.

"With all the redecorating and the added variety of the food on the mess deck, it's more like eating out," said Interior Communications Electrician 1st Class Denise Jones.

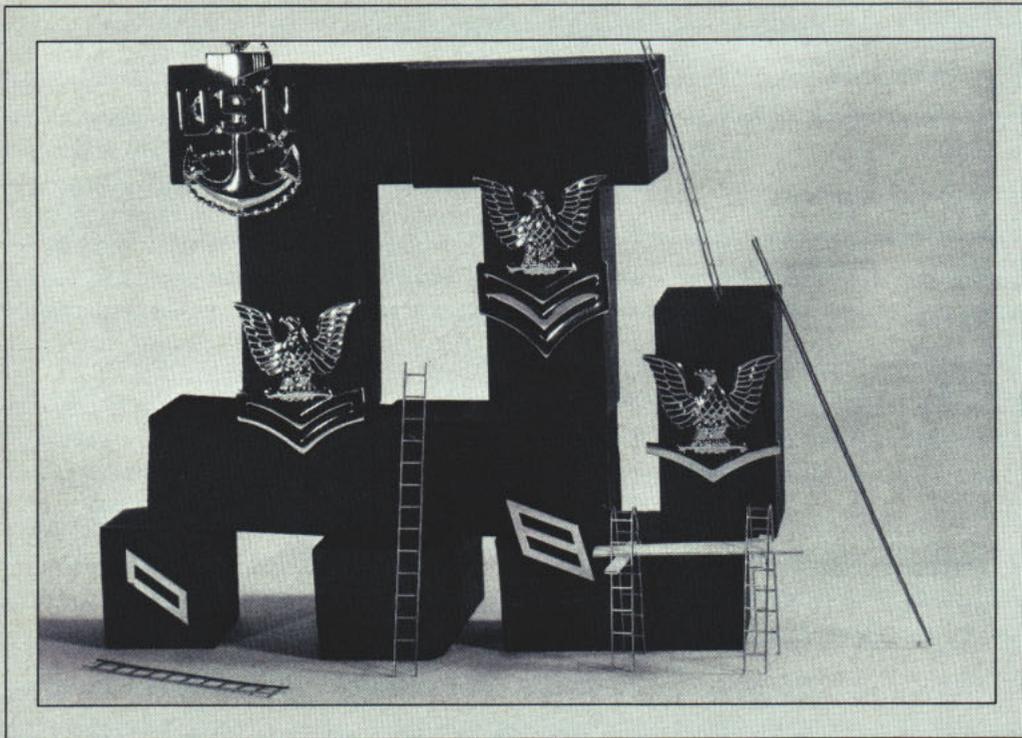
Each year during the Ney competition, inspection teams take a survey of the crew's opinion towards the food service division. In 1988, 72 percent of *Holland's* crew rated the dining facility "outstanding."

Other Ney award winners were: Naval Station, Annapolis, Md. (small ashore category); Submarine Base, Bangor, Wash. (medium ashore); Naval Air Station, Pensacola, Fla. (large ashore); USS *Grasp* (ARS 51) (small afloat); USS *Mobile Bay* (CG 53) (medium afloat); USS *San Diego* (AFS 6) (large afloat); and USS *Constellation* (CV 64) (aircraft carrier). ■

— Story by JO3 Rachel Steele, USS *Holland*.

12

Navy Rights & Benefits



Enlisted Advancement

Enlisted Advancement

The enlisted advancement process is complex. Understanding the system is the first step toward making that system work for you — and the advancement system is one that the Navy particularly wants each member to understand.

Ask any sailor who has spent a Navy career successfully rising through the ranks about the secret of success and you're likely to get an answer like this: "Know how the advancement system works."

The December Rights and Benefits highlights the entire enlisted advancement process and explains the behind-the-scenes operation of the advancement system.

Preparing yourself

If you are among the thousands who want to wear a rocker and stars above their crow, prepare *now* for advancement. This "journey of 1,000 miles" begins with a single step into the Educational Services Office for your copy of the new *Advancement Handbook* on your rating. ESO has a good supply of these handbooks, which include personnel advancement requirements. Study its contents, especially on the references under PARs.

This annually updated handbook will help you put the advancement system to work for you. Read it now — use it for reference later. Part A of the handbook explains the Navy's enlisted advancement system. Part B contains Naval standards, with a bibliography for your specific paygrade. Part C contains occupational standards or PARs with bibliography or materials you should study.

The occupational standards portion states the tasks you are required to perform on a daily basis. The tasks represent the Navy's statement of the *minimum* requirements expected of you for occupational skills. They also form the basis for your training, advancement and assign-

ments. The PARs require you to demonstrate your ability to perform these tasks stated in the standards. All E-4 through E-7 candidates are required to have their PARs checked off by their division supervisor. This is a hurdle you should complete as soon as possible.

The bibliography portion of this handbook provides you with chapter references in rate training manuals and other publications that support the occupational standards for your rating. In studying for advancement, you should become familiar with your occupational standards up to and including the paygrade you are studying for. The RTMs, instructions, other publications listed in the bibliography and the specific referrals included in each reference are *strongly recommended as study material* for advancement. Manuals marked by an asterisk (*) are mandatory.

Once you've read and thoroughly studied mandatory and recommended RTMs, complete the appropriate non-resident training courses. (The course may be included in the RTM or published as a separate booklet.) A word of caution — don't study *only* the NRTC questions. Study the *entire* manual. Questions were written to guide students through the RTM, however, they cannot cover every point that should be learned.

Another hurdle you must pass is a military leadership exam for the paygrade for which you are competing, before you can take the Navy-wide advancement-in-rating exam for your rate. Be sure you study the Part B bibliography chapters referenced for each of the Naval stan-

dards for your paygrade of your rating *Advancement Handbook*. Part B of the handbook will help you learn the military aspects of your job in the Navy and help you prepare for the military leadership exams for PO3 through CPO.

The *Advancement Handbook For Apprenticeships* (AN, CN, DN, FN, HN, and SN) is also available from your ESO. This is a three-part handbook that explains the Navy advancement system in Part A, the Naval standards for E-2 through E-3 paygrades in Part B and the occupational standards and supporting bibliography for each specific apprenticeship in Part C.

"Hitting the books," completing the PARs checkoff list and passing the military leadership exam are not the only requirements for advancement; performance on the job is extremely important. Evaluations dictate if your commanding officer will recommend you for advancement. You can influence what goes into your evaluations by turning in a sustained superior performance. This means you always do top-notch work. Be a top performer among your peers — be the best you can be. Additionally, superior performance evaluations add points to your final multiple score; E-4 and E-5 "four-pointers" get 70 of these FMS points while "three-pointers" get only 10 FMS points. Even one-hundredth of a point difference in your performance average can change your final multiple by more than one-half point.

Once you have met all eligibility requirements, you are ready to take the exam.

All Navywide advancement

Enlisted Advancement

exams have 150 multiple-choice questions, each with a choice of four answers. The exams are given on the same day, worldwide, for each pay-grade to minimize any compromise and to give every candidate an equal opportunity for advancement. At each exam site, examination board members, with the help of proctors, explain exam procedures and answer "how-to" questions about completing answer sheets.

There are no secrets to taking the three-hour exam — you must know your subject. Get a good night's sleep beforehand and come prepared to do your best. Answers don't conform to any set pattern. Answer every question, even if you are not sure of the answer. You cannot lose points by this procedure and you may gain points.

Also, don't look for "trick questions" — there aren't any. Read each question carefully and don't try to read more into a question than is asked. Even if a question seems unusually easy, don't fret — every exam has some "freebies." Remember, there is only one correct answer for each question. In practically all cases, however, alternative choices will be plausible enough to stump those with only a superficial knowledge of their rating.

Problem areas

During each exam cycle, a few advancements are delayed because either candidates or their commands incorrectly complete exam paperwork. The most common mistake is *improperly marked answer sheets*. This alone can delay getting exam results back to candidates for up to six months. Some common answer sheet errors are:

- Not matching printed information on the top of a block with information below so that it will be indi-

cated by darkened circles.

- Incompletely blackened answer circles. This happens because candidates use a light pencil which the optical scanner can't "read." This recurrent problem typically occurs because you made "donuts" rather than filling in the circles completely. It's advisable to use the marking pencil provided by the proctor.

- Doodling in the computer timing tracks or "black bars" on the left side of the answer sheet. Do not make *any* unnecessary marks anywhere on either side of the answer sheet.

- Failure to include correct primary Navy enlisted classification code.

- Incorrect unit identification code. This can delay your results getting to you by more than six months.

- Last, and perhaps the most important, incorrect social security number. It is absolutely essential that the social security number you fill in on your answer sheet matches the social security number in your master record at the Naval Military Personnel Command in Washington, D.C. If your SSN is one digit off, your master record won't be found, or your answer sheet will match someone else's master record — neither of which helps you!

Some mistakes are "mechanical errors," others are "discrepancies." Mechanical errors include not blackening in circles entirely. Discrepancies include listing an incorrect social security number. Either type of mistake can delay an individual's exam results and increase both the administrative problems for personnel at your command and at the Naval Education and Training Program Management Support Activity, Pensacola, Fla.

After exams are taken

Every Navywide advancement exam answer sheet is mailed via registered mail to NETPMSA in Pensacola for scoring. As they arrive, they are logged in and placed in batches. A batch is immediately assigned a number so it can be retrieved at any point in the scoring process. Answer sheets from each batch go through an optical scanner which transfers information on the answer sheets to magnetic tape. The tape is sent to the Navy Regional Data Center at Naval Air Station Pensacola for scoring by computers. At NARDAC, answer sheets containing mechanical errors are rejected by the optical scanner and manually corrected before being reinserted and recorded on tape. About 6,000 to 8,000 answer sheets out of 130,000 received each exam cycle are rejected by the computer for discrepancy errors made by the individual taking the exam or by the local exam board. Correcting these errors delays the scoring process for all involved.

When the magnetic tapes arrive at NARDAC, they are read by a computer. Each exam is scored and assigned a Navy standard score. The same is done for each candidate who has taken an exam in a given exam cycle. Once this process is completed, the number of candidates passing each exam in the ratings is sent to the office of the Chief of Naval Operations. OpNav notifies NETPMSA to advance a specified number of people in each E-4 through E-6 rate and rating, based on assigned quotas. The quotas are, in turn, based on vacancies in the ratings and the future needs of the Navy. Candidates, E-7 through E-9, are selected by boards, which meet once a year in Washington, D.C.

Once it has been determined

Enlisted Advancement

Table 1. Eligibility Requirements for Advancement

Paygrade	E-1 to E-2	E-2 to E-3	E-3 to E-4	E-4 to E-5	E-5 to E-6	E-6 to E-7	E-7 to E-8	E-8 to E-9
Time in Rate	9 mos.	9 mos. as E-2	6 mos. as E-3*	12 mos. as E-4*	36 mos. as E-5*	36 mos. as E-6*	36 mos. as E-7*	36 mos. as E-8*
Schools	RTC COs advance up to 10% of graduating company		Class A school for some ratings (See REGA)	Naval Justice School for LN2		Navy school for AGC, Fleet MUC	Navy band-leader school MUCS	Navy band-leader school MUCM
PARs				PARs must be completed for advancement to E-4 through E-7				
Performance Test				Specified ratings must complete applicable performance tests before taking Navywide advancement examination				
Military/Leadership Exams				Must be passed as an eligibility requirement for all E-4 through E-7 candidates				
Enlisted Performance Evals	As used by CO when approving advancements		Used to determine performance factor when computing final multiple for E-4 to E-7 candidates				Used by selection board in determining selections to E-7/9	
Performance Mark Average			3.0 minimum					
Obligated Service Required	There is no set amount of obligated service required either to take the Navywide advancement examination or to accept advancement to paygrades E-1 through E-6					All E-7/8/9 candidates must have two years remaining obligated service on their advancement date to accept appointment to a CPO paygrade		
Examinations		Used at the option of the CO	Navywide advancement exams are required for advancement to E-4 through E-7, except as noted in text				(No exams—but validation answer must be submitted to NETPMSA)	
Selection Boards						E-7 candidates whose exam status is "SEL BD ELIG" and qualified E-8/9 candidates are selected by a Navy selection board		
Mandatory RTMs	Must be completed to qualify for advancement, except as noted in text							
CO Recommendation	All Navy advancement candidates require the commanding officer's recommendation							

*Must be attained by terminal eligibility date, not Navywide exam date

Table 2. Scheduling, Processing and Notification of Advancement Results

PAYGRADE	EXAM GIVEN	PROCESSING BEGINS	QUOTA DETERMINED	NOTIFICATION	SELECTION BOARD/ NOTIFICATION
E-4-E-6	March September	April October	May November	June December	not applicable for E-4 through E-6 candidates
E-7	January	February	May	March (board eligible)	June/July
E-8-E-9	(No exams—but submit answer sheets in November)	November	February	December (board eligible)	March/April

Enlisted Advancement

which E-4 through E-9 candidates have been selected for advancement, NETPMSA mails advancement results to commands. The results contain pertinent information, such as the candidate's final multiple, exam standard scores, exam profiles and advancement status (advancement date, selectee names, passed-not-advanced names, candidates who failed, etc.). With a commanding officer's approval, each selectee is advanced on the date specified by NETPMSA in Pensacola. All other candidates receive appropriate information about their status, including a specific explanation, if necessary, as to why they were not advanced.

Specific requirements for advancement

Tables 1 and 2 outline the eligibility requirements in each paygrade and the scheduling, processing and notification steps. If candidates meet all the eligibility requirements, including time-in-rate, they can participate in the advancement exam regardless of total active service. Table 3 shows how to compute your final multiple score. You receive points for your exam score, your performance average and your experience (TAS, TIR, awards and passed-not-advanced points).

Some particulars about the exam system

The advancement process is outlined, step-by-step, in the advancement handbooks and training manuals. Detailed information is available from Navy career counselors. Qualifications for advancement are specified in Section 1 of the *Manual for Advancement* and are outlined for each rating in Section 1 of *The Manual of Navy Enlisted Manpower and Personnel Classifi-*

cation and Occupation Standards (rating-specific copies of the same standards included in *Advancement Handbooks*). Still, there are areas people ask questions about: How is the final multiple calculated? How important is the CO's recommendation? These questions will be addressed in this section, so you will have a complete understanding of what is involved in attaining your advancement.

The CO's recommendation

The most important requirement in the enlisted advancement system is the CO's recommendation of individual candidates. Without it, no one can take the exam. With it, each candidate has been certified to be qualified for advancement. When a CO recommends a sailor, that means a sailor is qualified, in all respects, to assume the duties and responsibilities of the next higher paygrade, to the best of the CO's knowledge.

COs are tasked by the Navy with making honest, conscientious per-

formance evaluations and advancement recommendations. It's the CO's responsibility to recommend *only* those people who are fully qualified.

The exam

Navywide advancement exams were not designed to test minimum information required for proper performance. When individuals are recommended for advancement, the command is certifying that they are qualified and already know the minimum required information for the rate and rating.

Consider an example from the machinist's mate rating.

- Every MM *must know* how to rethread a bolt.
- Every MM *should-know* several methods for rethreading bolts.
- It would be *nice-to-know* how many methods there are for rethreading bolts.

So, minimum required information is that knowledge a petty officer must have to function in their rate or rating. "Should-know" information

Table 3. Computing your final multiple

Factor	Exam Paygrade	Computation	E-4, E-5 Max Points (%)	E-6 Max Points (%)	E-7 Max Points (%)
Standard Score (SS)	E-4-E-7	Indicated on Exam Profile Sheet	80 (35%)	80 (30%)	80 (60%)
Performance Factor	E-4, E-5,	PMA × 60-170	70 (30%)		
	E-6	PMA × 60-148		92 (35%)	
	E-7	PMA × 13			52 (40%)
Total Active Service (TAS) (15 years Max TAS)	E-4, E-5,	(TAS - TIR) + 15	30 (13%)		
	E-6	(TAS - TIR) + 19		34 (13%)	
Time in Rate (TIR) (7½ Years Max TIR)	E-4, E-5	2 × TIR + 15	30 (13%)		
	E-6	2 × TIR + 19		34 (13%)	
Awards	E-4, E-5	Values Listed in Para 418 ADVMAN	10 (4.5%)		
	E-6			12 (4.5%)	
PNA Points	E-4, E-5	As Indicated on Past Profile Info	10 (4.5%)		
	E-6			12 (4.5%)	
Maximum FMS Possible			230 (100%)	264 (100%)	132 (100%)

*Determining the performance mark average for E-4-E-7 candidates: Compute performance mark average (PMA) for advancement candidates by adding all trait marks assigned for all the present paygrade evaluations prepared during the period specified (see BUPERSNOTE 1418) and divide by the total number of marks assigned, excluding the traits in which member is graded as *Not Observed (NOB)*. Do not average individual evaluation reports.

Enlisted Advancement

is that knowledge which places a petty officer a notch above those who have not diligently applied themselves. "Nice-to-know" knowledge is just that, and is not generally tested because most of it has limited application.

It is assumed that each candidate for advancement knows the minimum required information, the exams are not designed to determine if a person is qualified. They do determine who are the best of the qualified candidates on the basis of "should-know" information and rank them in order from the best- to the least-qualified. Since the enlisted advancement system is vacancy-driven, not everyone can be advanced, because the number of vacancies is fewer than the number of qualified candidates. This process singles out those best qualified for advancement.

It gets tougher to advance the higher one goes because of keener competition for fewer vacancies.

Navy standard scores

The number of questions you and each of the other candidates get right on the same advancement exam are converted to Navy standard scores so that comparisons may be made within groups and between different exams.

The lowest possible Navy standard score is 20 and the highest is 80. The average number of correct answers on a given exam is converted to a standard score of 50. Simply put, standard scores tell candidates how well they did in comparison to their peers. The exams are designed to be tough. Generally, if you get about half of the 150 questions correct, you'll get a standard score of around 50. If you get three-fourths or more correct, you'll get a standard score in the high 70s. For example, if 102 was the highest number right on a particular exam, it may seem quite low

when you consider that there were 150 questions. But, if 102 is 15 more correct than anyone else got on the same exam, it's a very good score. A Navy standard score of 79 or 80 correct makes the score of 102 immediately recognizable as excellent.

The final multiple

The CNO determines how many candidates can be advanced in each paygrade, from E-4 to E-9. Information for E-4 through E-6 is sent to NETPMSA and for E-7 through E-9 to selection boards in the form of quotas for each paygrade in each rating. Quotas are based on manning requirements and projected losses due to retirements, discharges, advancements, deaths, etc.

The final multiple score for advancement to E-4 through E-6 consists of points awarded for the exam score, performance marks average, total active service, time in rate, awards and passed-not-advanced points. The FMS for E-7 candidates consists only of points from the exam score and performance average. Table 3, "Computing your final multiple," depicts final multiple computations for E-4 through E-7.

For advancement to E-4 through E-6, the FMS ultimately determines who will be advanced. People who are competing for each rate are rank-ordered according to their FMS. That is, the person with the highest FMS is first, followed by all the others in descending order, down to the last person, with the lowest FMS. Advancements are made starting at the top and counting down until the quota is filled. For example, if the quota was 50 for a given rate in which 75 candidates passed, the 50th person's FMS would be the "minimum FMS required" — 50 people would be advanced and 25 would be passed-not-advanced in that rate.

For advancement to E-7, the final

multiple determines who will be "selection-board-eligible." All qualified E-8 and E-9 candidates, recommended by their COs with a validation answer sheet forwarded by their command to NETPMSA, will be considered "selection-board-eligible." Those designated will have their service records reviewed by the selection board, which convenes annually. Requirements sought by selection boards vary from year to year, but they always look for sustained superior performance, leadership capability and experience, off-duty education, time at sea and support of the Navy's equal opportunity goals.

One final look

All Navy personnel seeking advancement must demonstrate leadership abilities, possess sufficient military and professional knowledge and be recommended by their commanding officer. In summation, each candidate must:

- Have the required time in rate.
- Demonstrate an understanding of the information in mandatory rate training manuals.
- Demonstrate the ability to perform tasks listed as PARs in the advancement handbooks.
- Successfully complete service school, if required.
- Meet all appropriate citizenship or security clearance requirements for advancement in certain rates or ratings.
- Fulfill special requirements for certain ratings.
- Be in the proper path for advancement.
- Meet minimum performance criteria.
- Be recommended by the commanding officer.
- Pass the military leadership examination for PO3, PO2, PO1 or CPO.

Enlisted Advancement

- Successfully compete in a Navy-wide examination for advancement in rate or change in rating.
- Not have a request pending for transfer to the Fleet Reserve if indi-

vidual is a candidate for E-7 through E-9.

- Meet physical readiness/body fat standards of OpNavInst 6110.1C.
- Meeting all these requirements can-

not guarantee that any one person will be advanced. However, the advancement system *does* guarantee that persons within a particular rate will compete equally for vacancies. □

Regular or early — which candidate are you?

All candidates must meet the time-in-rate eligibility requirements in order to participate in a Navywide examination for advancement in rate. However, under the early advancement system, there are two types of candidates — regular and early. Regular candidates are those test passers who meet the Department of Defense total active federal military service requirements (shown below). Early candidates are test passers who do not yet meet the DoD TAFMS requirements.

DOD TAFMS requirements			
E-2 6 mos	E-3 1 yr	E-4 2 yrs	E-5 3 yrs
E-6 7 yrs	E-7 11 yrs	E-8 16 yrs	E-9 19 yrs

of early candidates who may be considered for advancement.

As an example of how the selection process works, consider the following. Suppose that 10 candidates are competing for advancement to petty officer 1st class in the XYZ rating, and that, due to vacancies, seven advancements may be authorized. A listing of candidates, in order by FMS, might look like the listing in Table 4.

Note that nine candidates passed the exam and had an FMS calculated. Also note, the number selected for advancement is seven — the quota required to fill available vacancies.

For early candidates to have been selected for advancement, they had to achieve an FMS of 195.16 or higher. Two early candidates did not

achieve this score and thus may not be advanced, regardless of the quota, due to DoD TAFMS constraints. In this example, the early eligibility zone was set at 40 percent of the test takers and candidates 2 and 3 had an FMS high enough to qualify them for selection. Regular candidates have a slightly increased opportunity for advancement since an FMS of 183.03 or above will qualify them for selection.

Navy personnel planners indicate that the early eligibility zone (percentage) varies by paygrade. At E-4 and E-5, normally the early zone cutoff, FMS and selection FMS is close if not identical, i.e., 100 percent early zone. Normally, for E-6, no more than 40 percent early eligibility zone is required. □

Table 4. Cutoff score determination

Candidate	FMS	Status
1	207.65	Selectee
2	E201.65	Selectee
3	E197.18	Selectee
4	195.16	Selectee
Early Eligibility Zone Cutoff Score		
5	193.16	Selectee
6	190.61	Selectee
7	E188.30	PNA*
8	183.03	Selectee
Selection Cutoff Score		
9	E182.15	PNA
10	—	Fail

*PNA — Passed Not Advanced

Determination of who will be advanced to E-4 through E-6 will depend on individuals' relative standings among their rating peers as measured by their final multiple score. Just as the numbers of early candidates who may be selected for advancement to E-7 through E-9 must be controlled to remain within DoD-imposed TAFMS constraints, the number of early E-4 through E-6 advancements must be controlled. This is accomplished by the establishment of an early eligibility zone. An early candidate who ranks within this zone may be advanced if the advancement quota for the rating is large enough. The early eligibility zone's size (percentage) is established by a complex computer process that maximizes the number

Mail Buoy

Big Bravo Zulu

I don't usually write to magazines, but I had to take the time to say "BZ!" to PH1 Chuck Mussi for his spellbinding piece, "To see the dawn," in the *All Hands* August 1988 issue. It's the best article (on any topic) I've read in a long time.

My husband is a civilian and ex-Air Force as well. Most Navy talk bores him. However, he got drawn into the rescue efforts of USS *Roberts'* crew just as I did.

PH1 Mussi didn't just write about this incident, he "lived" it and made it come alive for his readers.

Thanks, PH1 Mussi!

—LT Stephanie Cuyjet
Service School Command
San Diego

ASW remembered

I enjoyed immensely your September 1988 ASW issue of *All Hands*. However, I have a few comments. First, I was the A/C Commander of the helo — SH-3H from HS 15 aboard USS *America* (CV66) — that starred in RADM Pettenger's most memorable ASW experience related on Page 11.

On that particular day, I was giving the chief of staff an indoctrination flight in hopes of increasing the ASW portion of our ASW/SAR mission requirements. I can assure you that the chief of staff, an F-4 type, was in the left seat. At any rate, we arrived at Datum and immediately went into a dip and gained active sonar contact, broke dip and climbed out, confirmed the contact with MAD and then dipped again. We regained contact close aboard the sub, at which time he did stick up his scope to see what was going on. This was spotted, however, by our #2 sonar operator, not radio operator.

The point here is, that the SH-3H is old, slow and not sexy. But, like the DC-3, just keeps on flying and getting the job done, which makes the total exclusion of the *Sea King* in your ASW issue a bit perplexing.

My experience, admittedly dated, has been that no matter how many S-3s, P-3s or LAMPs helos were available in any given ASW evolution, the helo with the dipping sonar is what decided the issue. Ask any sub skipper.

RADM Pittenger confirmed my recol-

lection of the above events after I gave him the time, place and circumstances. He also expressed pleasure that someone else remembered the incident after all these years.

—CAPT G. M. Thompson
EB-NTC
Great Lakes, Ill.

Perseverance is the key

Your article on single parents and in particular the comment about how, ten years ago, the options were getting out of the Navy or giving children to a relative, struck a resonant note with me.

When my wife died in 1972, I was a young lieutenant with two small children and about eight years invested in a career I wanted to pursue. The first advice I was given — by a detailer — was to get married again right away. Needless to say, this sort of thoughtlessness didn't improve my morale.

But I made a decision to pursue both career and parenting, and with the help of a lot of good people, both in and out of the Navy, I have, I feel, been moderately successful in raising two great children and having a challenging and productive Navy career.

While most of the changes and improvements the Navy has made, vis-à-vis single parents, came too late to help me, they are enlightened policies that will earn us the trust of our most important asset, our people.

To all the Navy men and women trying to balance career and single parenting, I would only say: persevere. It can be done, and, I think, the rewards are twice as great, or so it seems.

—CAPT R.S. Cloward
Commanding Officer
USS *Cleveland* (LPD 7)

Policy vs. tradition

I am amazed and disappointed.

I just read your May issue in which you printed a letter from retired Fire Controlman Frank Marolt regarding your reference to a U.S. Navy ship as "it." You cite the *Associated Press Stylebook* as authority to do so.

Are you a Navy publication or a civil-

ian news magazine? Since when is the Associated Press an authority on Naval, or for that matter, maritime customs and traditions?

It seems to me that if you would seek to represent the sailors of our fine Navy, you should also do your part to preserve and perpetuate the customs and traditions which have long helped to set us apart.

If *All Hands* official policy goes against 200 years of U.S. Navy usage, maybe a review of official policy is in order.

—CAPT Fred Triggs
Washington, D.C.

Support tradition

Your response to a letter in the Mail Buoy section of the May edition of *All Hands* is a feminist cop out.

If *All Hands* is in fact the magazine of the U.S. Navy, then it should honor tradition, not the *Associated Press Stylebook*. Ships are traditionally known as "she" not "it." Our "official magazine" should support tradition and not be a tool of those who would change it.

Square away, shipmate.

—George T. Hargrove Jr.
Troy, Ala.

Our response to previous letters on this topic prompted more responses, which in turn prompted a command "pronoun gender policy" review, which prompted the promulgation of a "new" All Hands policy on the sex of ships: Navy tradition wins, the Associated Press Stylebook loses, and Navy ships are, henceforth, "shes." The AP Stylebook, however, is still an "it." —ed.

Reunions

• **NAS Corpus Christi 1964-1968** — Seeking WAVES and other personnel for proposed reunion. Contact Fran Benson, Lot 116F, So. Sioux City, Neb. 68776.

• **USS Wasp (CV/CVZ/CVS 18)** — Seeking former crew members, including Air Groups, who served on board *Wasp*, for proposed reunion and commissioning of new *USS Wasp* in early 1989. Contact Richard G. VanOver, 6584 Bunting Road, Orchard Park, N.Y. 14127; telephone (716) 649-9053.

For the Navy family

Navy and Marine Corps members make a lot of sacrifices in keeping their commitments to country. The rigors of military life require their families to face hardships and make sacrifices as well. For Navy families, Navy Internal Relations Activity produces the quarterly newspaper, *Wifeline*.

Wifeline's mission is to help make Navy life a little easier for its audience, and it addresses the needs and concerns of Navy wives, husbands and children. Articles focusing on Navy resources and programs available to Navy families make up the bulk of this eight-page newspaper.

Unfortunately, many Navy spouses don't know of *Wifeline*, or for that matter, of the Navy Wifeline Association, which began the publication in the late 1960s. Every Navy and Marine Corps spouse is automatically a member of this nonprofit, no-dues-required association and can benefit from its resources by writing or calling the Navy Wifeline Association, Washington Navy Yard, Bldg. 172, Washington, D.C. 20374-1721; (202) 433-2333, Autovon 288-2333.

If copies of *Wifeline* aren't available through local sources, check with the command ombudsman — many are on *Wifeline's* distribution list. If they aren't, the commanding officer should send a let-

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Va., San Diego and Oakland, Calif.

Following a medical evaluation that takes

approximately two weeks, patients are med-

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**Be rea
For cri**

By Judy R. Mitchell

Jan. 1, 1985. We were an

world. My husband was man-

in the Navy and was CO of a

study bond. We enjoyed be-

coming and participating in

commitments that were fun

and common. Our children's

health and they too, were of

their roles in our family.

Jan. 21, 1985. Our world was

My husband and eight years

were but an eye or a runner's

light to us. A week-day

led nothing. It had happen-

ed.

ter of request to: Distribution Manager, Navy Internal Relations Activity, 1300 Wilson Blvd., Room 1046, Arlington, Va. 22209-2307. Be sure the letter includes the ombudsman's full name and address, the number of copies needed and the command's Standard Navy Distribution List number.

Also available is *Wifeline's* 1987 special issue on rights and benefits. To request copies, call (202) 696-6882, Autovon 226-6882, or write to the distribution manager. Please specify number of copies required.

Wifeline can help improve your family's quality of life, but only if you read it. □



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