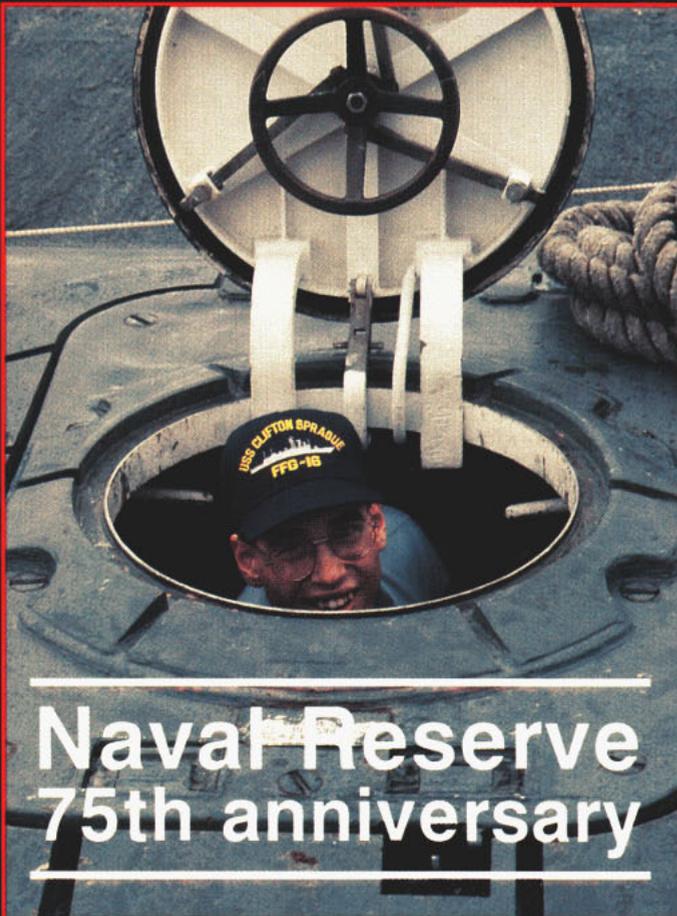
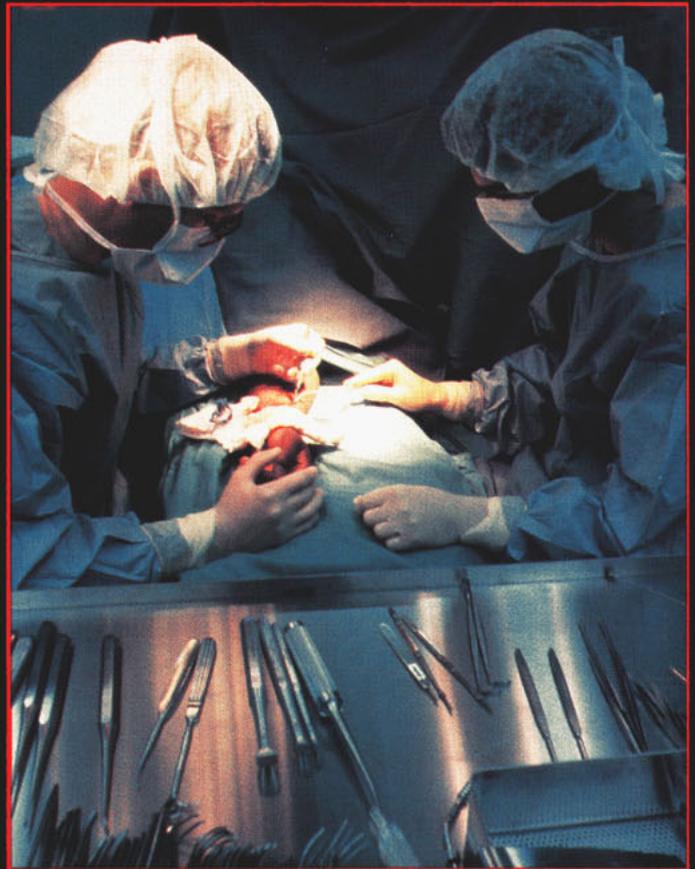


ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 1990



Naval Reserve
75th anniversary





A sailor takes a quiet
moment out of a busy day.
Photo by PH1(AC) Scott M. Allen

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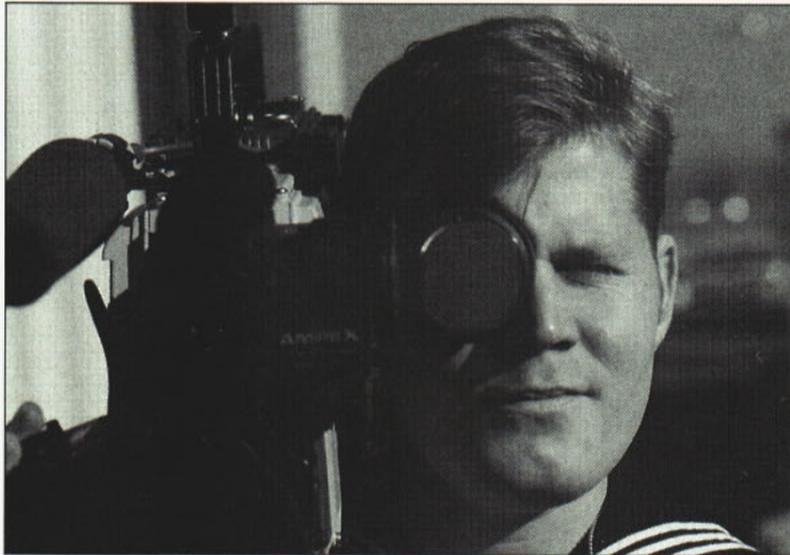


Photo by PH1(AC) Scott M. Allen

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Front cover: Scenes of daily life in the Naval Reserve. Clockwise from top: a P-3 in flight; doctors perform surgery; the reserve mine sweeper USS *Exploit* (MSO 440) under way. A reservist aboard the USS *Clifton L. Sprague* (FFG 16) takes a look outside. See 75th anniversary stories, Page 28. P-3 photo by Mark Meyer. Surgery and MSO, U.S. Navy photos. *Sprague* photo by Ens. William V. Breyfogle.

Back cover: USS *Permit* (SSN 594) is featured on the movie set of "The Hunt for Red October." The movie, based on a best-selling novel by Tom Clancy, was filmed on naval installations and cast active-duty sailors as extras. See story, Page 34. Photo by JO2 John Joseph.

News You Can Use

Health

Co-workers abusing drugs and alcohol

How does a supervisor or co-worker recognize if someone has an alcohol or drug problem? Substance abusers will rarely admit their dependency. There is no such thing as a complete checklist of signs, but an important key is to watch for marked changes in behavior.

- **Physical:** exhaustion, untidiness, blank stare, slurred speech, unsteady walk or changes in appearance after a coffee break.

- **Mood:** constant depression or anxiety, irritability, suspicion, mood swings.

- **Actions:** argumentative, excessive sense of self-importance, avoids talking with authority figures.

- **Absenteeism:** frequent "emergency" absences, often absent on Monday mornings, frequent unexplained disappearances.

- **Accidents:** takes needless risks, disregards safety of others, higher-than-average accident rate.

- **Work pattern:** inconsistent work quality and productivity, mistakes and carelessness, lapses of memory, increased difficulty in handling complex tasks.

- **Relationships:** overreacts to criticism, withdrawn, problems at home or at work, borrows money from friends.

If you recognize any of the above signs, call your command Drug and Alcohol Program Advisor. He or she has been trained to handle these problems. Supervisors can attend a one-day Alcohol and Drug Abuse Managers/Supervisors (ADAMS) training course outlined in NavMilPers Note 5355 of Aug. 25, 1989. □

Financial

Direct deposit explained on videotape

A Navy videotape explaining the benefits of direct deposit has been distributed to all ships, major family service centers and film libraries located in Norfolk and San Diego.

The 10-minute video, titled "Direct Deposit: Your Best Pay Option," shows how to enroll and highlights the benefits of electronic banking.

The tape also addresses concerns members have expressed about direct deposit, as well as the possibility that the program will be made mandatory for all shore-based sailors, overseas and stateside.

In the video, Master Chief Petty Officer of the Navy Duane R. Bushey talks about the advantage of direct deposit for active duty and reserve sailors. The tape is recommended for use in General Military Training and indoctrination division training. Its project number is 803488DN. □

Travel

Navy lodges make the difference

Personnel on accompanied Permanent Change of Station orders who are unable to get accommodations at a stateside Navy Lodge of their choice within 48 hours, will have the price difference paid for by the Navy at a mutually agreed upon commercial hotel or motel.

For reservations and more information on Navy Lodges in the continental United States call 1-800-NAVY-INN. □

Health and fitness manual

A Command Fitness Coordinator Reference and Training Manual is available to help commands conduct their physical readiness programs.

The manual includes information on exercise, injury prevention, nutrition and weight control, fitness testing, body composition and risk factors. This manual helps prepare command fitness coordinators for certification as Navy exercise leaders with the American College of Sports Medicine.

To become certified, you must be an E-5 or above, have current cardio-pulmonary resuscitation certification, have passed the most recent PRT (including body fat standards) and be recommended by your commanding officer. The manual can be ordered by writing: Navy Publications and Forms Center, 5801 Tabor Avenue, Philadelphia, Pa. 19120 (stock number 0500-LP-175-4200). □

Navy espionage hotline

The Naval Investigative Service has a toll-free, 24-hour-a-day espionage hotline.

Personnel stationed within the continental United States who suspect espionage or security violations, should notify NIS at 1-800-543-6289.

Personnel stationed in the Washington, D.C., area can call (202) 433-9191, and those overseas must contact their nearest NIS office.

Espionage and security violations can include unauthorized removal of classified materials from secure areas, contact with Soviet or Warsaw Pact foreign nationals, unauthorized copying of classified documents or any unauthorized disclosure of classified material.

See articles concerning espionage and other serious crimes that NIS investigates in this issue (Page 4). □

OTIS location changed

Overseas Transfer Information Service, an office that provides immediate answers to questions about overseas duty assignments, has changed its location.

OTIS has moved to 1111 Jefferson Davis Highway, Crystal City, in Arlington, Va. The phone numbers are: Autovon 286-5932/34; commercial (202) 746-5932/34; or 1-800-327-8197. Phone lines are open Monday to Friday from 8 a.m. to 4:30 p.m., Eastern Standard Time. □

“A” school program for GenDets

General Detail personnel (seamen, airmen and firemen) who are nondesignated have a new way to get into an “A” school. The Targeted “A” School Program, geared for sailors new to the Navy, was developed to improve manning levels of GenDets, and to offer a guarantee of an “A” school seat within two years after initial assignment. Benefits of TASP to the fleet and to GenDets include:

- Naval Military Personnel Command funding.
- 18-24 months initial assignment.
- Guaranteed “A” school and return to initial unit if a billet for rate/rating is available.

TASP will reduce first-term attrition and maintain a steady flow of GenDets into commands. Nearly 2,000 recruits enlisted under TASP in FY89 for school attendance within the next two years.

Successful integration of TASP sailors into initial commands is an important part of the Navy’s strategy to improve GenDet manning, while providing an attractive program to those entering the Navy. For more information see NavOp 155/89. □

Naval Investigative Service

Civilian agents with the military's interests in mind

Story by JO1 Chris Price

- 2,000 vials of heroin seized.
- Serviceman persuaded not to jump off a bridge.
- Suspect apprehended in baby murder case.
- Classified documents discovered during a house search.
- Substandard nuts and bolts found in military aircraft and vehicles.
- A sailor is asked to aid authorities in nabbing a spy.

All these situations were successful operations initiated by the team of skilled investigators and law enforcement agents known as the NIS — Naval Investigative Service. Their mission is safeguarding the interests of Navy and Marine Corps personnel and their families. Whether at a state-side shore station, a Marine Corps base or aboard ship, an NIS agent is available to help service members experiencing problems.

The organization dates back to the origins of the Office of Naval Intelligence in 1882. Today, NIS, headquartered in Washington, D.C., has 1,200 civilian agents worldwide who conduct criminal investigations and counterintelligence operations for the

Department of the Navy.

"We don't investigate petty crimes, like people stealing a tape dispenser from their office. That's the jurisdiction of the local master at arms," said Pete Segersten, deputy head of NIS Counterintelligence Directorate.

Segersten stressed that NIS investigates crimes of a different nature than would a base security department. NIS handles serious crimes such as mail theft, which is a federal offense, assault with a weapon, homicide, child abuse, missing, lost or stolen classified documents or property damage that could affect national security, and illegal drug use and sales. They shy away from investigating social gambling — but may intervene if a sailor is threatened because of a debt, or is involved in organized crime.

"We only investigate offenses that could put you away for a year-and-a-day," Segersten said. "NIS doesn't care if you have government paper clips in your house — although base security might. But if you have even one page of classified material, yes," he said, "you're definitely going to see a lot of NIS."



NIS works with other agencies such as the Federal Bureau of Investigation, for example, in cases of government fraud where millions of dollars are misused; with local authorities when foul play is suspected in a service member's death; or with the Department of Motor Vehicles to apprehend a suspect in a stolen vehicle case.

Because of the small number of agents available, NIS, working closely with the chain of command, may occasionally recruit a service man or woman to aid them in special projects. NIS may ask an average sailor, a Marine, or a civilian employed by the Department of Defense to contact a foreign agent and set the stage for NIS to apprehend a suspect. This ordinary person acts as a "double-agent" for NIS — with little change to his or her daily routine.

"It's a lot of hard work," said a counterintelligence agent, whose identity cannot be disclosed due to the sensitive nature of his job. "These people may have to keep secrets from everyone, including close members of their families and co-workers. We're asking them to adapt to living a

double-life," he said.

"People don't ask to become double agents," he said. NIS considers many factors when choosing a person as a double-agent and according to the agent "We don't pick a person out of a pile [at random]. It's a long, long process. It's a situation where we select *you*, then give you the opportunity to volunteer."

The investigators draft out a "straw man" or sketch of who they need, including gender, ethnic background and rank if military; then, they narrow the field to a few individuals.

"We look at their service records," the agent said, "and interview their commanding officer to find out what sort of people they are."

Even then, the selectees are unaware that they're being considered for a project. When NIS finally speaks with them, the conversation is under the guise of a security check. NIS asks various questions pertaining to security and world events — ques-

tions that determine whether the individuals have what it takes to conduct themselves in the presence of agents from a foreign power.

Although it might seem glamorous and exciting to be a double-agent, it's also a big responsibility, as one Navy officer stationed at U.S. Navy Facility, Argentia in Newfoundland, Canada, learned.

"LT Donna Geiger was surprised by the suggestion of serving as a double-agent for NIS," said the counterintelligence agent.

"We assured her it was strictly voluntary," he said. We wanted her to go aboard a Soviet research ship with a package of classified material approved by the Navy, take it to the captain, and tell him she was there to spy.

"She wasn't sure she could do it," the agent continued, "but we assured her we wouldn't have selected her if we didn't think she could do it." If it got to the point where she felt the

operation was putting undue pressure on her, or was affecting her career and mental well-being she could always bail out.

Geiger eventually agreed to work on the double-agent operation involving NIS, the Royal Canadian Mounted Police and the Canadian Security Intelligence Service. The project was code-named Operation *Station Zebra*.

On Dec. 2, 1986, Geiger walked aboard the Soviet ship. Between February 1987 and June 1988, she had five meetings with a man identified as "Michael." Geiger and Michael usually exchanged documents and money, or discussed what types of documents she should steal from the Navy.

Still, Geiger led a perfectly normal life as a Navy lieutenant, wife and mother while Operation *Station Zebra* was in full swing.

NIS had already identified "Michael" as Stephen Joseph Ratkai, a Canadian-born son of a Hungarian emigré, and a citizen of both Hungary and Canada.

When Ratkai and Geiger exchanged money and documents for the last time, Ratkai was apprehended by members of the RCMP. During his interrogation, he was asked about Geiger's performance.

According to the NIS counterintelligence agent, Ratkai said that Geiger had done "a tremendous job."

The volunteer may receive a commendation or award for participating. However, depending on the ongoing sensitivity of a counterintelligence operation, the circumstances surrounding the award and even the ceremony may be private. The volunteer may not be able to tell anyone the origin of the award. No one knows the reason why they wear it — except NIS, their commanding officer and people who make the service record

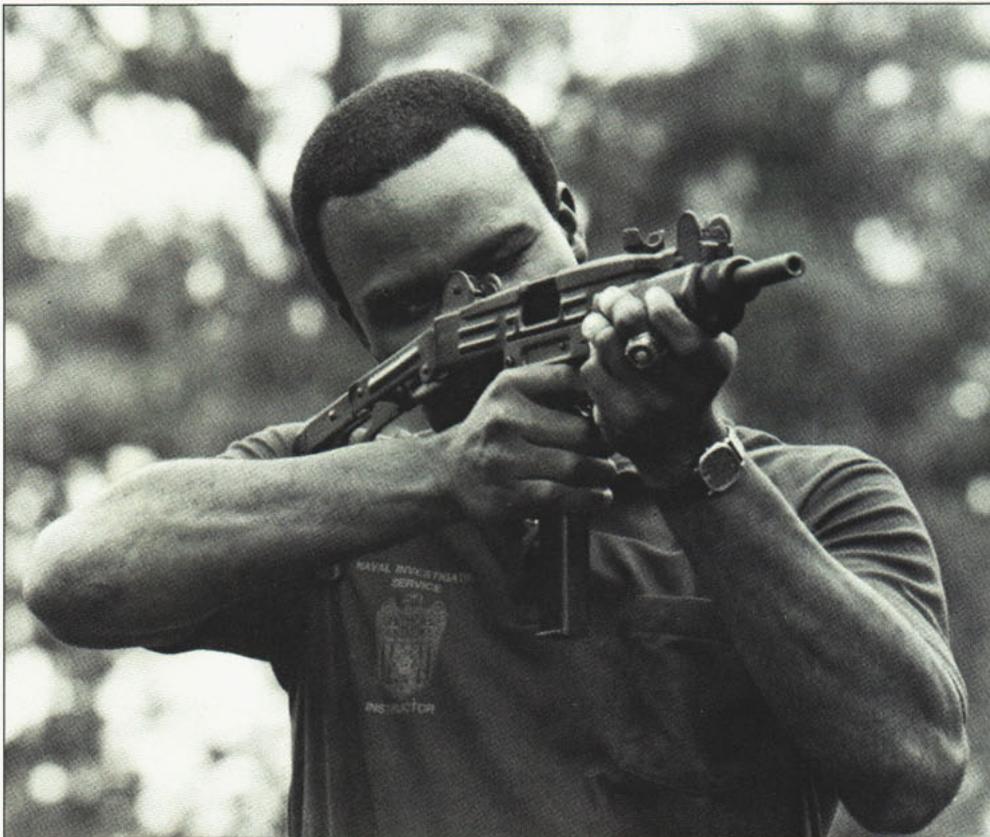


Photo courtesy of NIS

NIS instructor Al Chester keeps his marksmanship skills sharp.

entry. Rarely do they assist NIS in this capacity again.

Not all NIS cases involve capturing spies. Some NIS agents are assigned to fraud units. They make sure that whoever bids for a Navy contract is aboveboard and won't supply the Navy with inferior grade materials.

"Substandard materials can result in sailors working overtime repainting and repairing breakdowns — and can even result in death and injury," said Clifford R. Simmen, deputy director, Criminal Directorate (Fraud Department). "We make sure that whoever is bidding is legitimate, and not bribing government employees in order to get the contract."

In one fraud case in 1988, the general manager of a company supplying tools to the Navy was sentenced to prison for making false statements and claims for payment.

The company was found guilty of telling the Navy that 70 pneumatic-needle paint scalers, billed at \$110 each, had been manufactured by a U.S. pneumatic tool company. NIS discovered that the tools were imitations manufactured by a Taiwanese company, worth only \$32 each. The general manager and his company were convicted on four counts of contract fraud. The manager was sentenced by a U.S. District Court judge to a two-year prison term, and ordered to pay \$7,617 in restitution to the Navy.

Operation *Ill Wind*, a major fraud investigation centered in Washington, D.C., was begun by NIS and subsequently conducted jointly with the FBI.

Ill Wind began when a former military member who was working as a private contractor (his identity has not yet been released to the public), was approached by an individual who advised him to pay money in order to secure a contract up for bid. The former military member reported it to NIS.

The majority of the *Ill Wind* cases

"NIS passes no sentence on you. We're only responsible for investigating and presenting the facts to the commanding officer. We don't put you in jail."

were concentrated in the Washington area where many of the defense contractors are based. However, a related investigation, *Up Wind*, was conducted in New York, Florida and other places within the United States.

"We recovered \$59 million in 1989 alone," said Simmen, who played a major role in the investigation from the beginning. "And that didn't include property — it's an actual cash amount. All the money went back into the government's general fund.

"So far, we've had 24 individuals and three corporations either plead guilty, or they were convicted in federal court. We expect *Ill Wind* to go on for at least another year," he said.

Another branch of NIS is the Crimes Against Persons Division. These agents investigate assaults and homicides involving sailors with sailors, civilians who victimize sailors, and sailors who victimize civilians.

NIS participation depends on the severity of the crime. In the case of an assault, a weapon must have been used or serious injury incurred for NIS to be involved in the investigation. U.S. military personnel overseas who commit violent crimes against foreign nationals or who violate the laws of the foreign country are subject to the fines and imprisonment governing the host country. NIS works with the foreign police departments to resolve these matters.

"Serious crimes reported to us have

been on the decrease because of the quality people we have in the military today," said Richard Allen, head of Crimes Against Persons, Division of Criminal Investigation Directorate.

"We should be very proud of most of our sailors and Marines, because they're good, honest and straightforward people," he said.

According to Allen, however, the lower the age group in the population, the more likely the occurrence of criminal activity.

The Crimes Against Persons Division oversees the investigation of crimes affecting families at the home base when a ship or squadron is deployed. NIS agents are also permanently assigned to aircraft carriers and battle groups and to overseas bases for sailors' protection.

Unlike fraud investigations where large dollar amounts are recovered, the Crimes Against Persons Division deals specifically with people, both victims and witnesses. After NIS conducts its crime investigation, the information is given to the commanding officer for the ultimate decision on what action is to be taken.

"NIS passes no sentence on you," Allen said. "We're only responsible for investigating and presenting the facts to the commanding officer. We don't put you in jail."

Despite NIS's careful and thorough investigations, sometimes it still isn't possible to know exactly what happened in a crime.

"After digging up all the facts we



Photo courtesy of NIS

Undercover NIS agents play major roles in apprehending foreign spies.

representatives and the family service center. NIS agents and psychologists specially trained in interviewing sexually abused children were put on the case.

Allen considers this type of investigation the most sensitive of all NIS work.

"Since we don't believe in catching the sailor in the act, or using a hidden video camera in these cases," Allen said, "we had to interview the children to get the information. We would never place children in a dangerous situation [by apprehending a suspect at the center]."

The sailor, who had access to numerous children while employed at the center, was court-martialed and sentenced to 10 years in prison.

NIS is sometimes criticized — some people think the organization "picks on" junior Navy personnel.

But NIS can — and has — investigated anyone who may have broken the law. This is one of the primary reasons why NIS is composed of civilian agents — everything is applied equally and across the board.

Segersten feels that some service members think that NIS is out to get them, when in fact, the organization is there for their benefit. The Navy and Marine Corps can only benefit when substandard equipment is replaced by top-of-the-line national brands; and when sailors who sell classified documents to make money — who betray their shipmates and country — are removed from the ranks. Service members needn't comb the streets looking for a drug pusher who sold dope to their children, either.

All these jobs are accomplished by a team of civilians who have the best interests of sailors and Marines in mind — the Naval Investigative Service. □

Price is a writer assigned to All Hands.

can find, it's really difficult to tell a parent that we don't know why their son or daughter was killed," Allen said. "But we're willing to work with families to resolve any issue.

"Our greatest obstacle is that some families have never heard of us," Allen said. "They don't know the Navy has an investigative arm."

Crimes involving child sexual abuse are a major concern to the Navy, as it is throughout American society. In 1982, NIS worked 153 cases of child sexual abuse. In 1988, the number of cases rose to 807: the increase was due to heightened public awareness.

In one case recently investigated by NIS, a male petty officer was a part-time worker at a base day care facili-

ty, supervising children ages three to five.

Some personnel at the facility became suspicious when the sailor massaged the children's arms and legs when they were restless — but the staff had no proof to accuse the sailor of sexual abuse. The sailor had gained the trust of the children during the four months he worked at the center, and his touches were not frightening to them.

However, a mother became concerned when she saw her child sitting on the sailor's lap covered with a blanket. The parent questioned the child, who described how she had been touched.

NIS immediately became involved, along with base medical, legal repre-

NIS

Students train for an intense job in the fleet.

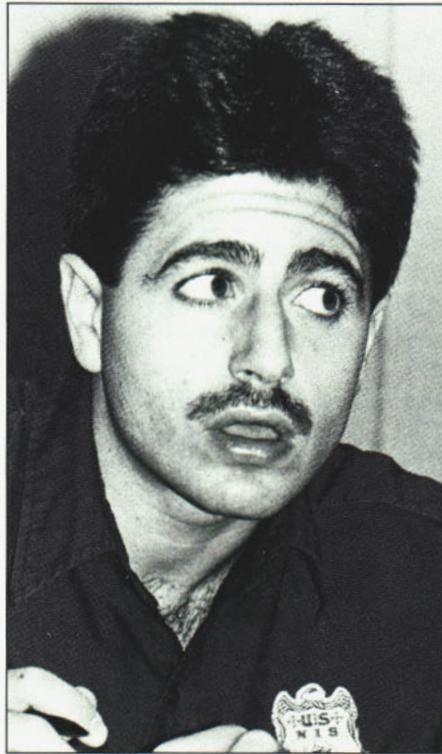
Story and photo by JO1 Chris Price

Valerie Cernosek gets up each morning and puts on a pantsuit that wouldn't exactly put her on a "best dressed" list — blue shirt, matching trousers with tennis shoes. Occasionally, she'll wear a blue sweater with the ensemble. Stitched on the breast pocket is the abbreviation of the agency Cernosek will work for in two short weeks — NIS.

Cernosek walks in the chilly air to a brick building where breakfast is being served. The cooks at this huge restaurant boast of feeding 67,000 per year. The crowd and clamor resemble a department store on Christmas Eve, and Cernosek chuckles out loud — while straining to see where the line begins and ends — and wonders whether 67,000 isn't the number of people served at each meal.

Cernosek is a professional golfer, and the daughter of a retired Navy chief petty officer. She is one of hundreds of students under instruction at the Federal Law Enforcement Training Center at Glynco, Ga. The basics in law enforcement are taught to new agents of 67 federal agencies such as Secret Service, Customs, Bureau of Alcohol, Tobacco and Firearms, Border Patrol and the Naval Investigative Service Command — the organization assigned to provide investigative and counterintelligence support to the Navy and Marine Corps.

For 14 weeks, students are in-



NIS student Anthony Sideris listens intently to a critique of a class exercise.

structed in law enforcement oriented defensive driving, take part in criminal law investigative techniques and court testimony exercises, practice marksmanship, learn apprehension techniques, undergo physical fitness training and take written exams. Once this portion is complete, each agency conducts follow-on training to address its own individual needs. The

NIS chooses to conduct six weeks of "add-on" classes for its students.

Simply knowing federal law enforcement isn't enough to make students successful NIS agents in the fleet. They need to know military law as well.

Until the add-on classes, some NIS students are unaware of Navy customs and traditions. Many don't know the Navy and Marine Corps chains of command and terminology. Some have never seen a "crackerjack" uniform except on television. The only thing they might know about NIS is what they've been told — that NIS is the "investigative arm" of the Navy and the Marine Corps.

The extra six weeks of school is designed to correct these shortcomings.

During the "add-on" students learn to write detailed investigative reports and case summaries on a computer, take language aptitude tests, learn the chains of command and military language. For some, the new experience can be frustrating. The classes, which usually run from 7:30 a.m. to 4:30 p.m., followed by after-hours study and physical fitness, can make students disenchanted, weary and annoyed. Some feel they'll never master the computer, the endless paper work or memorize the significance of red and gold stripes and hashmarks. There is usually one attrition per

every class of 48 students.

"My dad was ecstatic when I applied to NIS," said Cernosek, who knew little about NIS except what she heard while growing up — that NIS was similar to the FBI. Although a good student and in the top of her class in marksmanship, Cernosek found that learning about military procedure didn't come easy. In spite of it all, she looked forward to her new assignment with the NIS fraud unit.

"Because the fraud unit recovered \$59 million from Operation *Ill Wind* in 1989," Cernosek said, "it sounds like my job is secured for a while."

NIS has an outstanding image with the other law enforcement agencies at the school, even though they've had some negative press lately.

"Our organization has a good reputation. If it didn't, then these students would be looking for a way out of here," said Special Agent/Instructor Darryl Toler at the training center. "Instead, high quality people are turning down other job offers to work with NIS."

"I think the students here are extremely sharp and the training is excellent," said a student named Greg Jones, a Naval Reservist, formerly with the Secret Service.

Thirty percent of NIS applicants are fresh out of college and were recruited at job fairs. Some have no long-term work experience. Another 30 percent are former military from each of the branches. Many are former law enforcement officers or ex-policemen, state troopers or government employees.

Applicants must have a college degree, be in good physical condition, pass a security background investigation, and be pre-screened by an investigative panel.

All NIS students competed heavily for their present status — some waiting six months to two years to attend school. Only one out of every 25 applicants is accepted.

The students' final school project takes them 30 miles from the Federal Law Enforcement Training Center to the Naval Submarine Base at Kings Bay. There, they conduct mock investigations of a warehouse theft, an assault at the enlisted club and make an arrest at the Marine barracks. They also go aboard USS *Canopus* (AS 34) to investigate a property theft. Active duty personnel are used as actors.

Students must apprehend and interrogate the suspect, brief the base ex-

"We believe in looking good and living a clean lifestyle."

ecutive officer, write a report and testify in a mock trial similar to captain's mast — just as an actual agent in the fleet would do. Students are graded on everything — including how well they read the rights of people they arrest.

According to Tim Parker, an observer who stands close by with a notepad and video camera, "It's OK to mess up in training."

Those who mess up — know it. To them, this score will reflect their entire reason for coming to the training center — to prove that they can work hard in the fleet.

"The crime level in the military isn't as small as you think," Toler said. "The Navy and Marine Corps consists of good people — but there's still enough crime to keep us busy."

"The severity and complexities are just as grave in the military as they are on the outside," he continued, "and an NIS agent probably has a greater caseload than his counterparts in other federal agencies, so we won't take a back seat compared to them."

NIS is a comparatively small and close-knit group of 1,200. They participate in reunions and distribute

newsletters to members. There are only 50 military personnel in their ranks.

Agents work in three specialties: general crime, foreign counterintelligence and fraud. They may also be called on for protective service details. All agents must possess a degree of proficiency in each specialty, and according to Toler each job category has its share of danger.

NIS agents do carry guns, and are stationed worldwide for two- or three-year tours — at shore stations, on aircraft carriers and at overseas locations. Agents complete a duty preference sheet just as military personnel do, and may be given a choice of two or three locations.

There is no written rule that NIS agents can't socialize with government employees or military personnel in their off-duty time. But due to the sensitivities of their jobs, many appear to live isolated in the military communities. Many agents have to carefully choose their friends — narrowing down the probability of having to investigate them in the future.

"When I was assigned to Adak, Alaska, it was tough socializing," said Special Agent/Instructor Al Chester, a former All American at Florida A&M. "Agents have to practice good common sense and judgment in choosing companions," he said.

NIS agents take pride in their work and meet high professional standards. For example, they aren't told how to dress, but they are advised throughout their careers that sloppiness doesn't represent professionalism.

"We believe in looking good, and living a clean lifestyle in a high-stress job," Chester said. "NIS is a great place to work. Obviously, I'm biased, but I think our agents are head and shoulders above the rest."

"We really have good people." □

Price is a writer assigned to All Hands.

NIS viewpoint

All Hands met recently with RADM William L. Schachte Jr., Commander Naval Investigative Service Command, to find out more about this Navy organization that is often in the news and, seemingly, just as often misunderstood. What follows is a summary of what ComNISCom had to share.

On the variety of services NISCom provides sailors.

In essence, this is what the Naval Investigative Service Command is really all about — we protect the Navy's people, the Navy's property and the Navy's secrets.

For example, we handle all the security clearances that are given to Navy personnel, Marines and Department of the Navy civilians. We have an account of about 1.3 million security records that we are responsible for.

When Navy ships deploy, we conduct drug suppression operations in foreign countries to ensure that the foreign ports our ships visit are as clean and clear of drugs as possible. We also work very closely with the ships' COs on a day-to-day basis in anti-drug matters.

We also have a very active white collar fraud program to ensure that the equipment Navy and Marine Corps people operate and the ships that they ride comply with the contracts that were let to build such items, and that we were not short-changed by failure to provide the appropriate materials required under

the contracts. We also have agents at various production plants in an oversight capacity.

We also man the Anti-terrorist Alert Center, which operates on a 24-hour basis. It's a fusion and inter-

"...we are committed to ensuring that the Navy's people, the Navy's property and the Navy's secrets are protected. We are here to serve."

pretation point Navywide to provide assessments to the fleet on the latest information that's available to our government on suspected terrorist activities. And we do this for specific sites, depending on what port a ship might be visiting, for example.

At the other end of the spectrum, we also have a program for children — the identification package "IDENT-A-KID," available at base security offices to give parents a method of positive identification of their children.

These are but a few examples of how we protect the Navy's people, property and secrets, encompassing a wide range of programs and services.

On a DoD Inspector General study of NISCom's investigations of USS Iowa (BB 61) gun turret explosion last April.

The DoD IG study was an unbiased third party look at NIS procedures and methodology.

I'd be happy to point out to you the results of the study by the Inspector

General of the DoD who looked into our handling of the Iowa investigation. The review concluded that the NIS investigation was thorough, complete and expeditious. All logical investigative leads were covered.

That included those that required examining the background of persons closest to the explosion. Further, NISCom had appropriate safeguards in place to ensure the security of the investigation. In essence, the Inspector General

gave us a clean bill of health.

Here again, we are dealing with an entity that is well known and highly regarded by Congress as well as DoD, because of its independence and thoroughness.

One thing I'd like to stress is that our mission is to collect information and data. We don't interpret it to reach legal conclusions. That is done by someone else. We provide that information to a U.S. attorney, a Navy trial counsel for prosecution or, in the case of a major investigation, the Judge Advocate General Manual investigating officer.

On the ability of NIS to provide unbiased investigations of the Navy.

Actually it is not really "the Navy investigating the Navy." There are several people who have oversight responsibility for our investigations. The DoD Inspector General on criminal matters, the Navy IG on procedural matters, the Deputy Under Secretary of Defense for Security Policy for matters concerning counter



Photo by Gary M. Comerford

RADM William L. Schachte

espionage and counterintelligence operations. You can add Congress — and look at the GAO investigation that took place on the [Sgt] Lonetree case [of espionage in the Soviet Union] as well as the investigation that is pending from GAO on the *Iowa*.

And we have investigative independence by the nature of the way the operation works. I am responsible directly to the Chief of Naval Operations and Secretary of the Navy. And I can assure you that any time we have an investigation our purpose is to thoroughly and professionally get to the bottom of whatever it is we are investigating.

Our command structure is set up so we are not influenced by local commanders or their chain of command. I am sure commanding officers will tell you that we are conscientious and independent. I am tasked by the Secretary of the Navy to ensure that our investigations are fair and thorough and that rank is not a consideration.

But I want to stress at the same time that we are a service organization. Getting back to our very title — Naval Investigative Service Command. We are here to help.

On NIS involvement in drug inter-

diction and other control efforts.

We work very closely with local law enforcement entities, as well as the FBI in the areas of drug interdiction. The main focus is, of course, on Navy and Marine installations, bases and aboard Navy ships. Pursuant to these efforts we also have the military working dog program under NISCom, which has been very successful.

We work with local officials in foreign ports in drug interdiction. Sailors, working with NIS and local authorities, go into the port before a ship arrives and attempt to buy as many drugs as they can. The local authorities are with us and bust the drug sellers immediately. So, by the time the sailors get off their ship for liberty, there's no one around who wants to sell to a sailor. That's an example of what we are doing overseas to attack the drug problem with great success.

We have programs on bases to educate people about drugs — we've been very aggressive in that. And now we are trying to see how we can help with the collection of information — the intelligence end of this matter.

We've always been actively involved in drug control efforts.

On what people would see in the news about NIS if "good news" was reported more often.

They'd see the annual award ceremony for the association of federal investigators — last year four people got awards as criminal investigators of the year, two were FBI and two were NISCom agents. That demonstrates professionalism.

They'd see the *Station Zebra* case in which we ran a naval officer as a double agent. It was very successful in bringing to justice a foreign spy who in all likelihood was going to penetrate the United States. We worked closely with the Canadians on this case. In fact, this was the first prosecution under their country's new espio-

nage law. The Canadians were extremely pleased with the way the case was run. Cases of that genre would be in the press. (See story, Page 4.)

They'd see many local activities involving members of our command, some involving heroism. For example, this past summer two of our off-duty special agents rescued a man and a young girl from a waterway in Norfolk. They went into the water and pulled them out.

Unfortunately, some of the work we do — the risks our agents take when they get involved in drug operations and other dangerous, high stress activities — can't be publicized because it might hamper our investigations.

But we are not in the business to generate news. We are here to perform a service for the Navy.

On what message he'd like to give sailors about NIS.

NISCom is a command composed of highly competent, dedicated professionals. Our special agents are all college graduates, highly motivated and well-trained. We are committed to ensuring that the Navy's people, the Navy's property and the Navy's secrets are protected. We are here to serve commanding officers and others who need our help. And that's the way we should be viewed.

We have the very highest of professional standards. You can see this in any of the reports done by independent oversight agencies like GAO or the DoD IG.

The 99.99 percent of the sailors and marines who are law-abiding should take comfort in the fact that NISCom is here to protect them. But if I were someone involved in drugs or other crimes, I'd really be concerned about NIS. Our successful track record establishes it is just a matter of time — they can run, but they can't hide. □

On the air

Navy News This Week.

Story by JO3 Marke Spahr

"When the 7th Fleet Band plays — people listen. And playing in China was no exception to that rule," said Journalist 2nd Class Quintin D. Lyton, a "Navy News This Week" anchorman, as he opened a story taped in Shanghai, China, last May.

As he spoke, the camera operator zoomed in for a medium shot of the band. The news piece continued, eventually closing with a closeup of Lyton, "I'm Navy journalist Quin Lyton, Shanghai, China."

A crowd of Chinese bystanders watched Lyton complete his segment. Once off camera, they surrounded him. Some came so close to Lyton their faces were inches from his. They all wanted to meet this American "celebrity."

"They saw the cameras and thought I was a celebrity. They kept saying, 'Can I have your autograph?' over and over again," Lyton said, laughing, "so I gave it to them."

The weekly news program provides the fleet with the latest news and in-

formation on issues and policies affecting sailors and Marines. It's an important job — and one that journalists and photographer's mates assigned to NNTW enjoy. However, there are many tedious duties JOs and PHs perform to give sailors the best information possible.

As soon as JOs or photographer's mates report aboard NNTW, whether they've had years of broadcasting experience, or just graduated from "A" school, they're involved in the production of the news.

"When I arrived at Navy broadcasting, I worked twice as hard to come up to speed with the 2nd and 1st classes," said JO3 Cathleen Kemp, who's assigned to one of Navy Broadcasting Service's mobile detachments. "I felt really intimidated because all these people had worked hard to get here, and here I come right out of 'A' school.

"Sometimes I wish I had the background the other JOs and photographer's mates have, because it's a

real disadvantage not being familiar with certain things. One time I did an interview with the commander in charge of Navy SEALs," Kemp continued. "I felt really embarrassed when I asked what his pin meant and he told me it was a SEAL insignia."

The junior PHs have similar misgivings. "Most of us PHs came from 'A' school, where we didn't have motion picture training," said PH3 Keith A. Tayman. "When I got here I trained on the job shooting gate guards [with a TV camera] to get my sequences down. We really didn't have any classes on it, but we learn more everyday from the senior PHs."

But, whether they're experienced or new to the business, everybody who's assigned a story starts with research.

"If we have advance notice on a story we gather background information," said Lyton. "We go through files, message traffic and news articles. Then we call the public affairs officer in the area we're going to and have interviews set up."





Photo by PH1(AQ) Scott M. Allen

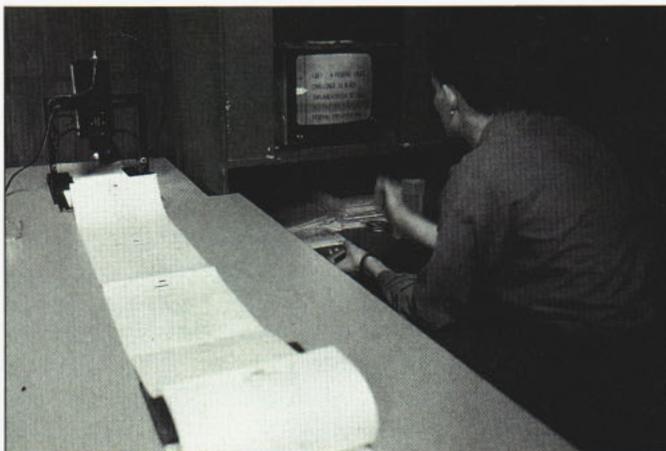


Photo by PH1(AQ) Scott M. Allen

Left: Behind the scenes on the Navy News This Week set. Above: Every member of the NNTW team has to do the best possible job to sustain the program's professional quality.

Research helps the JOs to understand more about a subject so they can tell others about it. But the best way JOs get a feel for a story is by actually working side-by-side with fleet sailors.

"My job is to tell the guy on the flight deck what the sailors in the boiler room are doing. To do this I've got to be there doing it, too," said JO2 Bill Oosterink. "If I'm doing a story about a boiler tech, I may not be turning the wrenches, but I'm right there watching him turn wrenches. Then I have to come back to my desk and write about what he did."

"The ultimate compliment is when people say they understand the stories," said Lyton, "because if they don't understand a story, that means we didn't understand the story well enough to present it to the viewer."

By tradition there's a rivalry between Navy PHs and JOs — video vs. words. The relationship between NNTW PHs and JOs, however, is a good one. Both agree that they have

to be able to work well together to get their stories across to the fleet.

"We don't have any problems working together. Both understand that doing NNTW is a team effort," said JO2(AW) Gene Brink, an anchor for NNTW. "I'll tell the PH all I can about my story, the PH will make suggestions, too, and our combined ideas make the best shots."

"I've learned that we need to really be professional about our work," said PH3 Claudia Corbin, a camera operator. "Their stories wouldn't be news without video and there wouldn't be video without the PHs and the JOs communicating."

"We talk about what we want to get out of a shoot, before we get out there," said Lyton. "We leave the shooting to them. When they're done, we help carry the gear."

"Once we get back from the shoot we sit together in editing and choose the video, or 'B-roll' we need to go with the narration or 'A-roll,'" said Lyton. "The PH will remember certain shots and say, 'Hey, I've got a perfect shot for that sound bite.'"

Before the JOs and PHs even arrive in China, or Scotland or wherever their stories may be, they reread interview questions, rethink their story focus and discuss the video. And,

once they step off the plane, long work days begin. Brink said his work days in Holy Loch, Scotland, ran from 5:30 a.m. until midnight some nights.

JOs and PHs constantly drive from one interview to another when they're on the road — carrying a carload of heavy camera equipment and lights.

"When we arrived in Holy Loch, Scotland, we had so much equipment in the car, there was hardly room for me," said Brink. "Here I am — the first time I've ever been to Scotland and I'm crouched on the floor and can't even see out the car window!"

"We were constantly running around to the different bases and interviewing people," Brink said. "When we got back to the hotel we stayed up late going over interviews, writing notes, beginning our stories, and talking about what we needed to do the next day. It was tiring."

Feeling tired isn't unusual among the JOs. Working long hours, dragging heavy equipment around, traveling from interview to interview, missing lunches and struggling with words to say the right thing every week could make anyone tired. But, the job is also rewarding enough to make them forget about it.

"Your adrenaline is flowing — you get so into doing the news it keeps you going," said Oosterink. "Take the USS *Iowa* [BB 61] incident when 47 shipmates were killed. That could have just as easily been you or me."



Photo by PH1(A) Scott M. Allen

Navy news is something that relates to you personally."

Returning to Naval Station Anacostia, Washington, D.C., is a relief from the traveling. But the not-so-exciting work begins here. The JOs hit the word processors to write scripts and then sort videotapes to find video to support the script.

"Most of our stories run about 90 seconds long," said Brink, "but we put in 30 to 35 hours to put together a story by the time we've researched, interviewed and written the script and put the sound bites and video together."

NNTW is affectionately known as the "27-minute monster" by those who put the show together: the Navy and Marine Corps officers, photographer's mates, journalists, interior communications electricians (who maintain the equipment) and the civilians.

The 27-minute monster consists of about 10 to 15 "packages" per show. A lot of field stories come from fleet support detachments in San Diego, Norfolk and Pearl Harbor. Other

broadcasting detachments located all around the world also send in stories.

"The stories come in and I edit them," said PH2 John Carnes, an NNTW editing supervisor. "The stories that come in are good, but they need polishing. I change the stories around and take out unnecessary sound bites and try to make the stories match our format. Then I add name keys and things like that."

Tuesday is always a "hot" day for NNTW staff. This is the day everything has to be completed and made perfect, because Wednesday they tape the show.

"It seems like important Navy news always happens on a Tuesday," said Lyton. "The time I remember most is when there were a string of Navy accidents after the *Iowa* incident. We had to change our whole line up Tuesday and gathered what file tapes we had, Navy messages and set up whatever interviews we could get.

"Then we came in on Wednesday morning and another incident had happened overnight," he continued.

"We changed our line up once again."

A lot of different people in different roles get their hands into the taping of the show. In the studio are the anchors, camera people, teleprompter person and floor director, who prepares the set, brings out the teleprompter, makes sure the microphones are turned on, the studio doors are closed, the phones are off and the scripts are handed out.

The PHs take turns floor directing.

"I relay the information from the control room to the set and use hand signals to tell the talents what the director wants them to know," said PH3 Corbin. "I hear everything from my headphones. A lot of times things won't go perfectly and we have to tell the talent to 'cut . . . start again' and why we're starting again."

When anchors are seated in the studio, the floor director also makes sure their uniforms are squared away and their microphone wires aren't visible. The anchor person's appearance on camera is very important, because everyone throughout the Navy will be watching the program.

Left: NNTW's modern control room is as state-of-the-art as civilian television studios, with two-way communication. Below: JOC Keith Lebling discusses a story change with news anchors JO2 Lyton and JO2 Brink.



Photo by JO1 Lee Bosco

because everyone throughout the Navy will be watching the program.

"We have to make sure the talent's uniform is perfect," said Corbin. "Once a talent's hair wasn't perfect, too trendy, and someone called in about it. We're under a very critical eye."

In the "Green Room," a small room with a big TV monitor, sits the associate director for news and production, assistant news director, assignments editor, and the Marine Corps field liaison officer. Each holds a note pad in one hand and a script in the other. They watch the show while it's being taped for clear speech, emphasis and to make sure the anchors stick to the script. If a change must be made, they run down the hall to the control room.

The director, assistant director, technical director and a producer sit in the control room.

The director is responsible for the whole production and communicates with the floor director through headphones. An assistant director counts down the time and calls up the name keys. JOs and PHs rotate the job of assistant director each week. The technical director controls the keyboard.

"When it's your turn to be assistant director you have to know everything

there is to know about the show," said JO2 Oosterink. "You have to know how long every story is and what it's about, how it starts, how it ends. You have to keep the director informed.

"It's a very high pressure situation. You come to work earlier than everybody else. You go home later than everybody else," said Oosterink. "When we did the story about the Iowa incident, I was here until 4:30 in the morning, then I was back at 8:00 in the morning to make sure we didn't have to change anything before we started taping."

Each anchor has his or her individual way to prepare for reading the news before going on camera.

"When I drive to work on Wednesdays, people think I'm crazy because I do mouth exercises while I drive," said Brink. "One day I was stopped at a red light and I was stretching my mouth to 'aaaa . . . eeeee . . . iiiii . . . ooooo . . . uuuuu,' and I looked over and this guy was just staring at me. It was embarrassing."

"I just pretend I'm doing the show live so I concentrate a little harder when I'm reading the news," said Lyton.

As the show begins, the anchors read the script from a teleprompter. But, just in case the teleprompter fails, they have a paper copy of the script in front of them on the news desk.

"One morning I looked up and the script was rolling backwards," Brink said, chuckling. "Then I read from the copy I had in my hand."

No equipment is "foolproof" and trying to keep it working right is one of the most important jobs in producing Navy News This Week. Interior Communications Electrician 2nd Class Joan Harnette keeps NNTW on the air. She repairs damaged equipment, orders electrical parts and operates the equipment every day.

"The hardest part of my job is trying to make sure everybody's happy. You try to please the majority," said

Harnette. "You'll get one journalist who says 'I don't like this this way,' so you have to adjust things."

Along with repairing equipment, or setting it up to meet a JO or PH's needs, she often battles with "operator error."

"A lot of times people call me to fix something, but the equipment is working properly — they're hitting the wrong button," said Harnette.

Each time a new NNTW program is completed, Harnette forgets the problems she's encountered that week.

"The best part of working at NNTW and seeing a finished product is knowing all your work went into it and knowing they're going to like what they see," said Harnette. "When I was overseas, I used to watch NNTW. It was my main connection to the United States. Being here I feel like I'm doing something for people out there. That's important because I feel this is what the fleet wants to see."

Harnette isn't the only person at NNTW who gives a lot of thought to what her job means to herself and to the fleet.

"Hopefully sailors enjoy the program," said PH2 Carnes. "We try to entertain them as well as inform them. It makes NNTW closer to a news magazine format than an evening news broadcast. I'm proud of what comes out of here."

"I've wanted to work at NNTW ever since I left 'A' school," said Brink. "It took me five years to get here. I like knowing that when I'm looking into the camera, I'm telling individuals about what is affecting them."

"I want the sailors to know that I'm doing my best to give them the best information I can," said Oosterink, who added that there's always going to be new information to put out. "There are thousands of people in the Navy. That's how many different stories there are still to do." □

Spahr is a writer assigned to All Hands.

The COD

Delivering mail, parts, people

Story and photos by JO2(SW) Joe Gawlowicz

Four Navy logistics support squadrons provide a vital link between shore stations and at-sea aircraft carrier battle groups. Tasked with "carrier on-board delivery" service to the fleet, the COD squadrons fly C-2A *Greyhounds* capable of carrying five tons of cargo.

These squadrons make up one of the Navy's most far flung commands. Norfolk-based VRC 40 covers the Atlantic Ocean from Norway to Venezuela and Corpus Christi, Texas, to Mildenhall, England; Sigonella-based VR 24 supports carrier battle groups in the Mediterranean; San Diego-based VRC 30 provides support along the West Coast; and Philippines-based VRC 50 supports western Pacific Ocean operations.

"We provide mail, parts and people to the fleet," said LCDR John F. Cullinan, VRC 40 operations officer. Cullinan orchestrates the squadron's aircraft according to arrangements made with the carriers before deployment. One of three detachments follows the carrier to its operating area and supports it from a nearby base, making support quick and economical.

Mail is important to sailors at sea, and a carrier receives an average 1,500 to 2,000 pounds of mail a day while deployed, according to Senior Chief Postal Clerk George C. Piette, postal officer aboard USS *Dwight D. Eisenhower* (CVN 69). That means the arrival of the COD flight is a happy event for sailors.

"When I was on USS *Ranger* [CV 61], I was glad to see the COD come on board because I knew my mail was on it," said Aviation Electronics Technician 2nd Class John Reardon, eyeing a VRC 40 *Greyhound*. Now working in

VRC 40's quality assurance division, he makes sure maintenance gets performed correctly so that the squadron's seven C-2s are always available.

In terms of operations, the COD is essential.

"If you've got an airplane sitting there waiting on a part, it can't do the job it was designed to do," said Senior Chief Aviation Structural Mechanic (AW) Harry Miller. "The parts are the thing. If we don't have a plane up to take that part out there, then you've got a carrier out there that's basically useless." As VRC 40's maintenance production chief, he makes sure all maintenance repairs are performed quickly.

"There's a lot of maintenance effort — a lot of people in the trenches who make these things happen correctly," said Cullinan. "That airman washing the airplane is as important to me as a plane captain or pilot in many cases. All that effort keeps the COD on time, or the squadron gets a black eye for being late. And you don't want to be late with the list of passengers you need to carry." Senators John Glenn and Daniel Inouye, clothing designer Oscar de LaRenta, Barbara Mandrell and her band have all flown with VRC 40. Thousands of other legislators, journalists and interested citizens are invited to "COD out" to operating carriers every year.

"Taxpayers are provided the opportunity to visit the ship and see what their tax dollars are doing," said Cullinan. "What we do is no longer something in a movie, it is what the visitors experience. When they land aboard a carrier and feel the deceleration from 135 knots to zero in 400 feet, it's dramatic."





Far left: A ground crewman gives start-up and taxi signals to the pilot of a COD loaded with mail and visitors headed for USS *Dwight D. Eisenhower*. Above: Before take-off, all cranials and life vests must be securely fastened. Left: Mail is loaded into a VRC 40 COD aircraft for delivery to *Eisenhower*.

Soviet Field Marshall Sergei Ahkromeyev felt the drama when he trapped aboard USS *Theodore Roosevelt* (CVN 71) July 7, 1988, in a VRC 40 *Greyhound*. It was the first time a Soviet general had been to an operating aircraft carrier and observed U.S. naval power in action.

Some special passengers aren't looking for tours. When USS *Bonefish* (SS 582) caught fire off the Carolina coast in April 1988, VRC 40 ferried medical, diving and engineering support personnel and equipment to USS *John F. Kennedy* (CV 67). Within one 24-hour period during the rescue operation, VRC 40 carried more than 27,000 pounds of cargo and 48 disaster-response personnel to the accident site.

Some passengers are sailors — transferring, on emergency leave or going ashore for medical treatment — who just need a lift.

Whatever the mission may be, they all start the same: a message from the carrier detailing its needs, whether the need is seats for passengers, room for mail, space for cargo.

The pilots are briefed on mission requirements. An in-flight plane captain makes a thorough check of the air-

craft's systems, surfaces and safety devices. A loadmaster calls the shots on the cargo deck. He's trained to load and balance the plane.

Like a flight attendant on a commercial aircraft, the loadmaster briefs passengers on safety precautions and emergency procedures before boarding — but for the passengers, the similarity to a commercial airline ends there. Everyone must wear headgear to protect against hearing loss; inflatable life vests are snapped on to protect against the unthinkable.

Once on board, many passengers are surprised that up to 28 people can be seated facing backwards in this tight space. Restraint harnesses go over shoulders and around waists to hold passengers firmly during the COD's arrested landing and catapult launch. The easy takeoff from an airstrip from a base ashore is nothing compared to the sudden stop when the COD is snagged by the cable stretched across a carrier's deck.

As passengers step out through one exit, a shore-bound load is brought in through another. Having satisfied the carrier's logistics needs, the COD is soon airborne and heading for land.

A technician is happy to see that vital part come into his shop, the commanding officer is happy to show off his ship to visitors, and for many sailors the best thing about the COD is the mail.

As VRC 40's operations officer said, simply: "Mail, parts, people." The COD is vital to the fleet — essential to operations and to morale. □

Gawlowicz is assigned to USS Eisenhower (CVN 69).

Best kept secret

Tradition makes Groton a town for seafarers.

Story by JO1 Chris Price



U.S. Navy photo

Everyone in Groton, Conn., jokes about spring's rainy weather, but most would agree that when it's beautiful in summer, it's truly the best. Groton may be one of the best kept secrets of the East Coast. The name conjures up images of periscopes and whalers, submarines and sailors, fresh air and fresh fish. These are all found in Groton, plus an assortment of fast food restaurants, many places to worship and hundreds of sights to see.

Groton is also the home of the Naval Submarine Base, established in 1917, and the Naval Submarine School. The submarine school is the Navy's only training facility providing basic submarine instruction to 65,000 officers and enlisted personnel annually. Approximately 373 different courses are taught. Its graduates man the Atlantic and Pacific fleet submarine force, and are responsible for operating and maintaining submarines and related equipment.

This small New England town looks like a picture postcard — with its breathtaking scenery of the Navy's magnificent ships sitting in the Atlantic Ocean. Submarines can be seen from the highways and the shores; so visible and awesome at points, yet hands-off to those without access to the base. But the curious still get a glimpse of the silent boats from their windows, and admire from afar the sailors who man the vessels.

Groton's military community is



U.S. Navy photo

Preceding page: NavSubBase Groton. Left: Students at the Navy sub school practice inside a sub simulator. Below: Canoes, camping and fishing gear can be rented at low cost on base.



Photo by PH1(A) Scott M. Allen

small, close-knit and enjoys a good reputation in the surrounding civilian community. Many sailors return to Groton for second or third tours or for refresher courses at the school.

"It's a nice environment here, and the people are friendly and receptive to the Navy," said Seaman Appren-

tice Michael Reed, a student at the submarine school.

The base recreational facilities include a swimming pool and two bowling alleys. Canoes, camping and fishing gear can be rented at a low cost. Personnel can sail on the Long Island Sound or Thames River — or

on North and Rock Lakes located on the base. The facility even has its own marina for boat owners.

A child care center, a Navy Lodge, an exchange the size of a city mall, commissary and on-base veterinarian are available. Inter-city buses are easy to catch on the base, in town and in

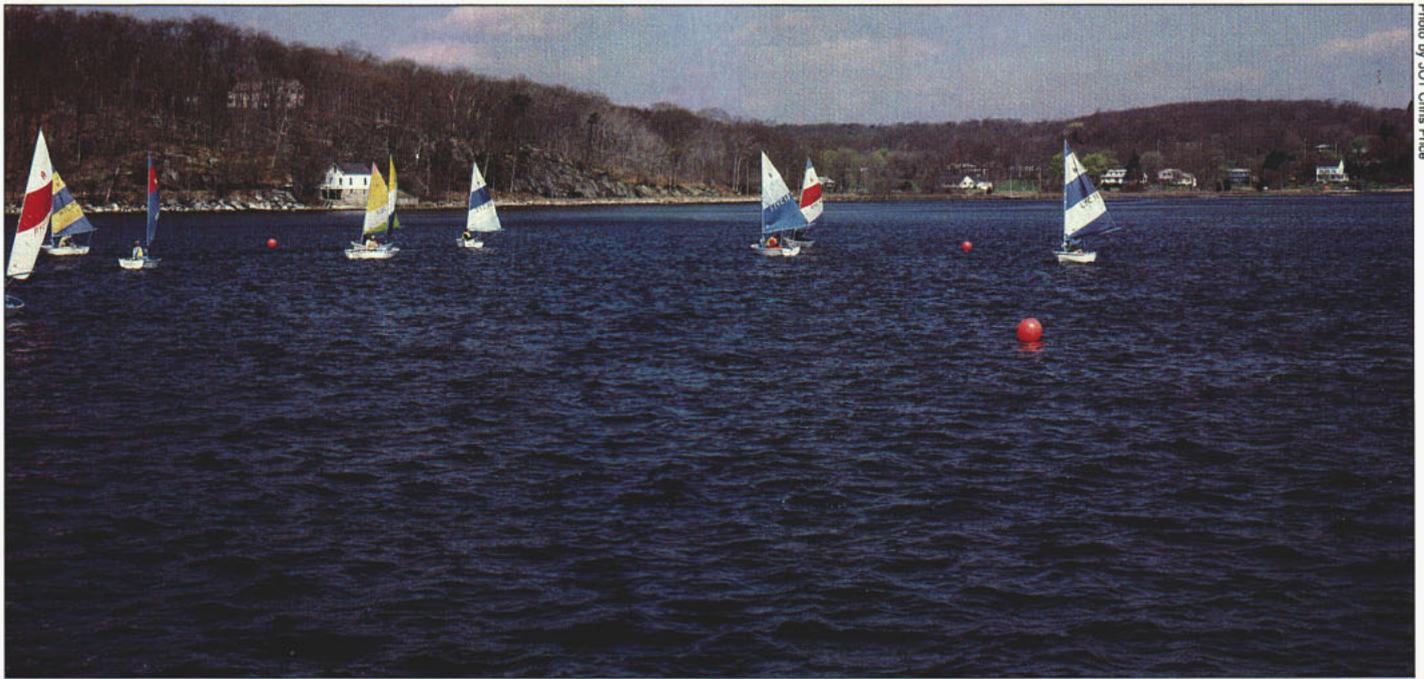


Photo by JOI China Price

the outlying areas.

"I do more things here on base because the facilities are good," said Seaman Eric Pitre, a student who finds the on-base activities convenient and economical. But whether on base or out in town, there is plenty to do and see in Groton.

The U.S. Coast Guard Academy, which moved from Maryland to New London in 1910, offers daily tours of its campus. Fort Griswold State Park has a monument commemorating Revolutionary War militiamen killed in 1781 by British troops led by Benedict Arnold.

USS *Nautilus* (SSN 571), one of the Navy's first nuclear-powered submarines, was built in Groton in 1952, and commissioned there in 1954 when Mamie Eisenhower broke the traditional bottle of champagne across her bow. She was decommissioned in March 1980, designated a National Historical Landmark in May 1982 and towed to Groton in July 1985. Now a memorial with a museum, *Nautilus* is located adjacent to the submarine base. The ship and museum are major tourist attractions in Groton, and admission is free to both.

The Submarine Force Library, open only to researchers, is located near

Above: One of Connecticut's most popular attractions is Mystic Seaport, where sailing on the Mystic River is enjoyed by both residents and tourists. Right: Golfing on the submarine base is one of many recreational opportunities offered by the Navy.

Nautilus. It holds the records and history of the submarine force from its beginnings to the present day.

Groton is a township in New London County, on the east bank of the Thames River and opposite New London. Since the early 18th century, shipbuilding has been an area trade. The first diesel-powered submarine, launched in 1911 at a Massachusetts shipyard, used a Groton design. Today, Groton's Electric Boat Shipyard is still active in ship construction.

Groton is also home to the largest pharmaceutical plant in the world — Pfizer Inc., which manufactures 35 percent of the United States' supply of penicillin and 15 percent of the U.S. supply of citric acid. The plant, formerly a shipyard, employs 3,300 of the town's citizens.

To the west of Groton is "Mystic Seaport," situated in the town of Stonington. Mystic has a quaint New England atmosphere, and residents don't mind the bus loads of tourists

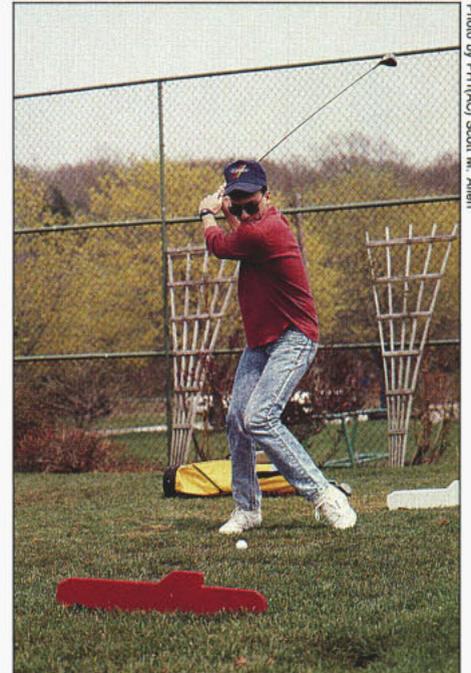


Photo by PH(A/C) Scott M. Allen

exploring their neighborhood each day.

Downtown Mystic is the place to see whaleboat demonstrations, rope making exhibitions and to explore shops. Mystic offers voyages on old steamboats, schooners and modern sailboats. Visitors can also tour a wooden whaling ship.

The Mystic Marinelife Aquarium houses penguins, seals, sea lions and a variety of fish. It also has a huge in-



Photo by Chuck Fell



Photo by PH1(A) Scott M. Allen



Photo by PH1(A) Scott M. Allen

door theater where dolphins perform hourly for visitors during the summer months.

Other events at Mystic include art festivals, yacht races and jaunts through reconstructed colonial villages.

"I really like the Groton area because of its central location on the Eastern seaboard," said ENS John LeFavour, patient administrator at the naval hospital. "There's a wide

range of historical places to see in Connecticut — and we're just a few hours drive from Boston and New York."

The town of Groton has found a way to combine the old-time atmosphere of wooden ships with modern-day steel submarines. Both add up to a tour of duty fit for a seafaring sailor — or those who would like to be. □

Price is a writer assigned to All Hands.

Top left: NavSub school prepares students for operating and maintaining submarines and related equipment. Top right: NavSub School Groton. Above: Nautilus is one of Groton's major tourist attractions.

Kangaroo '89

U.S. and Australian forces team up.

Story and photos by JO1 Lee Bosco



Kangaroo '89, the largest Australian military exercise since the end of World War II, was an intense, realistic war game that consummated a two-year planning effort. U.S. Navy ships joined major elements of the Royal Australian Navy to defend Australia's northern coastline from attack by a fictitious enemy, "Kamari."

USS *Robert E. Peary* (FF 1073), USS *Oldendorf* (DD 972) and their embarked light airborne multipurpose systems helicopter detachments from Helicopter Anti-Submarine Squadron Light 37, joined U.S. Marines, airmen and soldiers in Australia for a three-week exercise held last August.

Throughout *Kangaroo '89*, U.S. Navy and Royal Australian Navy participants operated as one. Totally integrated at both the command and operational levels, they roamed the entire northern coast of Australia,

Above: An Australian sailor aboard HMAS *Woolangong* during *Kangaroo '89*. Right: A Royal Australian Navy helicopter flies over USS *Robert E. Peary*.



conducting advanced training in anti-submarine, anti-air and anti-surface warfare under stress of constant interaction with the wily and aggressive Kamarians. The opportunity to work closely with their Australian counterparts was a truly memorable experience for U.S. Navy participants.

"It doesn't surprise me that the Aussie sailors are great seamen. Australia is a big island," joked Sonar Technician 2nd Class Tim Cooper, a *Peary* crewman. "The Australians came here by ship, so it figures that they are really capable sailors."

Australian navy men were impressed with U.S. naval capabilities.

"The American Navy is by far the best trained naval force I've ever worked with. It is a pleasure to operate with your forces," said LCDR David Trigg, an Australian navy man. "The best thing about an operation of this size is that we are able to watch our ships work well with the U.S. Navy ships. Our shipboard procedures are very similar to those of the U.S. Navy and we share a common language. These factors contributed to the overall success of the maritime portion of the exercise."

Trigg followed the exercise from the command center at the Darwin Naval Base in the Northern Territory of Australia.

"Our forces worked together as if they were of the same navy," he said. "I know that the men of both forces who were able to cross-deck came away impressed."

Personnel from both navies cross-decked freely during the exercise, to cement common understanding and improve the quality of exercise play.

The size and scope of the exercise was a first for the Royal Australian military forces. U.S. Army units augmented the Royal Australian Army in simulated combat scenarios across the northern Australian frontier. While at sea, the two nations' navies conducted anti-submarine warfare exercises designed to train the forces



for an attack from the north.

Oldendorf and *Peary* teamed with HMAS *Success* (OR 304) and HMAS *Sydney* (F 03) to conduct formation steaming, underway replenishment, signaling and highline personnel transfer training.

Royal Australian Navy helicopters also worked with the ships during personnel pickups and ASW training phases of the exercise.

To U.S. and Australian sailors who

Personnel pick-ups from HMAS *Woolangong* were performed as training during *Kangaroo '89*.

participated in *Kangaroo '89*, the military exercise was a chance to show off their seamanship and make new friends at the same time. □

Bosco is assistant editor of All Hands.

A visit to the 'Top End'

Sailors get a taste of liberty Australian style.

Story and photos by JO1 Lee Bosco

Two hundred crewmen from USS *Oldendorf* (DD 972) and USS *Robert E. Peary* (FF 1073) joined 1,300 Royal Australian navy men in formation for a traditional "freedom of the city" march in the historic town of Darwin, Australia, as a prelude to the joint military exercise *Kangaroo '89*.

Darwin's townspeople joined thou-

sands of Northern Territory residents lining the streets to watch the mayor of Darwin welcome the military forces to the city in July.

Thus began a week of liberty that Electronic's Technician 3rd Class Greg Wilson will never forget.

"I've always wanted to visit Australia, not just Sydney or Perth, but

a small town, to see what life is like in the outback. And, I wanted to see someplace with a little history," Wilson said.

Crewmen from USS *Oldendorf* and USS *Robert E. Peary* march with Royal Australian sailors in a parade that gave the visiting forces "the key to the city."



The Northern Territory of Australia is just that kind of place.

The port city of Darwin is the capital city of the Northern Territory and has a strong historical tie to the U.S. Navy. It was here, in February 1942, that USS *Peary* (DD 226) fought to defend the city of Darwin against 70 Japanese aircraft. *Peary* was sunk in that battle. The modern ship *Robert E. Peary* is named for the same arctic explorer as the World War II ship that went down in Darwin harbor.

Debbie Barrott is too young to remember anything about World War II. But in her job as manager of the town's Serviceman's Club she has heard all about the battle.

"This area has grown a lot since the war, but some folks are still here," said Barrott. "Australians have long memories, so the older folks, those who've stayed here since the war, remember. They talk about that ship and how 80 Americans died in that battle."

During the port visit a commemorative ceremony took place at the spot in Darwin Harbor where *Peary*

went down. Crewmen from *Robert E. Peary* joined navy men from the visiting Royal Australian Navy ships to honor the brave men who gave their lives in the battle.

For the crewmen of the two visiting ships, Darwin was the ideal liberty port: a small town with a tropical climate where military servicemen

are looked upon with admiration.

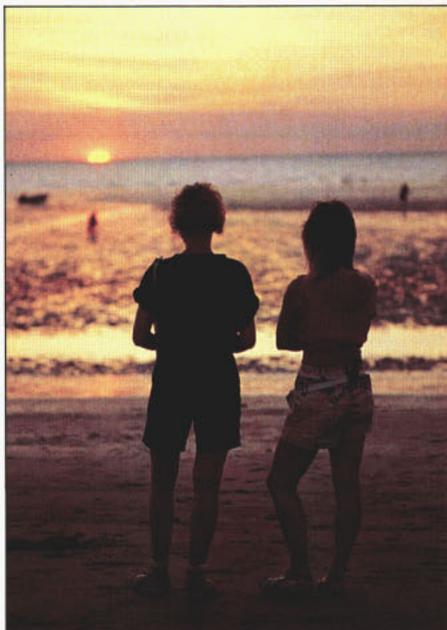
While on liberty sailors experienced, first hand, the hospitality that has made Australia famous Navy-wide. Curious residents who came from hundreds of miles away to witness the "freedom ceremony," filled the streets, restaurants and bars after the conclusion of the parade. These "Top Enders" offered the visiting sailors enthusiastic and unsolicited advice on having a great time in Darwin.

On the suggestion of a local old-timer, ET3 Wilson and Sonar Technician 2nd Class Tim Cooper found themselves at the World War II museum on the outskirts of the city. Their guide explained that during the war, Darwin, because it was one of the northernmost cities in Australia, was an important lookout area as well as a base for naval operations. Much of the equipment in the museum and on the surrounding grounds was used in defense of Australia during the war. Visitors are able to learn about Australia's role in the Pacific war as they walk the museum's grounds.

"Australians are really proud of their military forces. They can't wait to tell you stories and ask about our Navy," said Cooper. "And sea stories are the same with any navy, even though their's come with that accent."

Back in town, hungry sailors had a variety of restaurants to choose from and on every corner stood a souvenir shop. But the best bargains could be found at the gypsy bazaar on Darwin Beach. Food and drink concessions are set among dozens of souvenir stands that offer everything from the Australian flag to crocodile boots.

As the bazaar shops closed up, many in the crowd moved out onto the beach and watched as the sun



Above: Darwin Beach at sunset is a popular gathering point. Left: HMAS *Townsville* and USS *Robert E. Peary* pull into the port of Darwin.



slipped below the horizon signaling the beginning of the town's night life.

"We expected the town to be teeming with people this week. In addition to the ships' visit, we also have the Northern Territory Fair going on this week and the Chippendale Dancers are appearing at the Darwin Cultural Center tonight," said Debbie Barrott. "Each of these events would bring people out of the woodwork, but having them all at once really turned the town upside down."

The Darwin evening shift police chief, Doug Errington, was involved in the planning of the port visit. "We thought it best that shore patrol be accompanied by a civilian police officer. We also mixed the shore patrol teams so that there would be an American and an Australian navyman on duty together."

Errington was happy that there were no reported incidents involving U.S. and Australian sailors after the first night on the town. "The first night is the trouble night," he said. "If things are quiet that night, I don't expect any trouble the rest of the visit."

The police chief's expectations were confirmed by Serviceman's Club manager Barrott. "The



American sailors are so polite," she said. "That's the first thing you notice about them. It's 'please' and 'thank you' every other word. They can come back anytime."

The goodwill of the port visit was contagious as ET3 Wilson discovered that the Australian's fabled good nature proved to be true.

"They have got to be the happiest group of people I've ever seen," he

Top: Two Royal Australian Navy women arrived early for the ceremonial parade. Above: Sailors visit the war museum.

said. "Sure, they like a good argument now and then, but as excited as they can get, you know that it's all in fun. In fact, the Aussies I've met seem to like you more after you've had a disagreement."

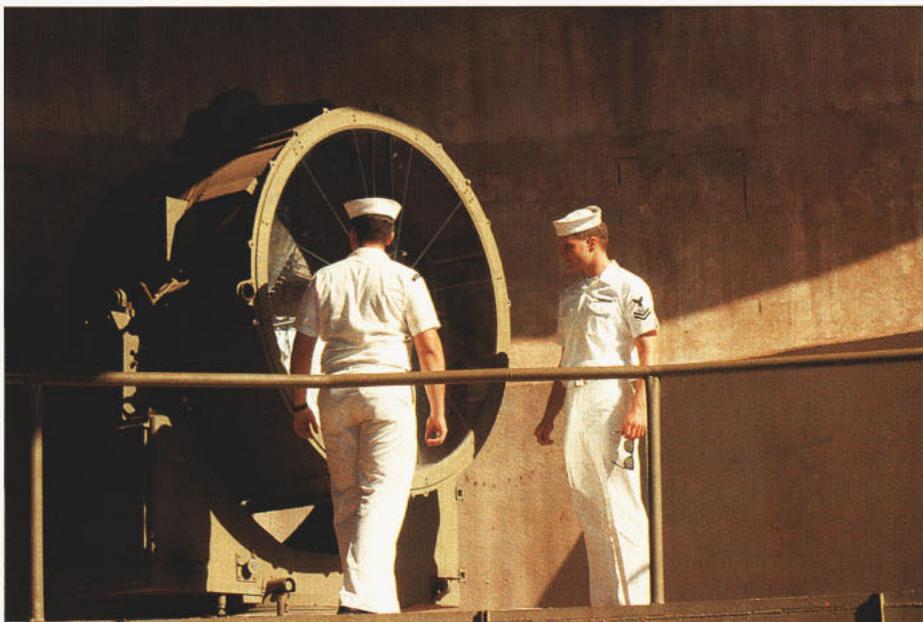
Australia, the choice liberty port of

Right: This searchlight scanned the Darwin night sky during World War II. Below: Children take an evening camel ride on Darwin Beach.

the Pacific, lived up to its reputation during the week-long liberty visit. *Robert E. Peary* crewmen Wilson and Cooper felt that the people of the city of Darwin did as much for international relations as the military exercise which was the reason for the port visit.

"Places don't always live up to the advance scuttlebutt that gets passed around the ship before the port visit," said Wilson. "Darwin lived up to the rumors and then some." □

Bosco is assistant editor of All Hands.



Ready when called

The Naval Reserve celebrates 75th anniversary.

Story by CDR T.M. Hatfield

Nobody likes to think about war, but when the unthinkable happens, more than 400,000 Naval Reservists who *do* think about it are ready when called. In the Naval Reserve, readiness is more than a catchy slogan — it is a proud tradition and an ever-present reality.

The United States Naval Reserve was established 75 years ago, on March 3, 1915, when Congress, under threat of an expanding European conflict, directed the Navy Department to form the first Federal Naval Reserve. Since that time, Naval Reserve support forces have traveled worldwide to carry out their operational roles.

When called on in times of national emergency, Naval Reservists serve alongside their active-duty counterparts on land and sea and in the air to enhance American naval might.

In the Gulf

The most recent use of Naval Reservists in this capacity was in the Persian Gulf as volunteers on oil tanker escort ships. Persian Gulf activities proved that the Naval Reserve is an integral part of the Navy's role in strengthening the national defense and supporting our foreign policy. Five Naval Reserve mine countermeasures ships and two Naval Reserve frigates, USS *John A. Moore* (FFG 19) and USS *Sides* (FFG 14), also performed extended deployments to

the region. Selected Reserve volunteers helped man these ships and served with Naval Control of Shipping, Mine Division, Intelligence, Security Group, and Postal units.

Drug interdiction

Naval Reserve Force ships and planes continually support the National Narcotics Interdiction Task Force during peacetime. Naval Reserve E-2 and P-3 aircraft have been flying support missions since the establishment of this task force in 1982.

Naval Reserve Force ships dedicate considerable underway time to the drug interdiction effort. Naval Reserve Mobile Inshore Undersea Warfare units provide command and control and surveillance capability to other federal agencies in support of anti-drug operations. All these capabilities assist the active-duty components in this vital effort.

During 1989, the Naval Air Reserve flew 1,036 hours in direct support of drug interdiction operations. In surface operations, Naval Reserve Force ships contributed 459 ship steaming-days in support of drug interdiction, about 22 percent of the Navy total of 2,046 ship-days. A total of 23 Naval Reserve Force ships participated in these surveillance operations. Throughout the 1990s, Naval Reserve participation in drug interdiction operations will continue to increase.

Support in war or peace

The Naval Reserve provides continuing support to Navy combat units during peacetime operations. For example, during 1988 and '89, Seabees in Naval Reserve construction battalions helped complete hurricane barrier and operations buildings at Naval Air Station Pensacola, Fla.; reserve cargo handlers worked side-by-side with their active-duty



counterparts at the South Pole in support of the National Science Foundation and the Navy's Antarctic Support Force; and Naval Reserve Security Group provided Russian language experts for the INF Treaty conferences.

The concept of mutual support between active and reserve units in the Navy Medical Department improves both peacetime health care delivery and mobilization training for Naval Reserve medical personnel. During the last two years, about 100,000 man-days per year have been served at Navy medical and dental treatment facilities. Specific examples are: medical volunteers during the humanitarian cruise of the hospital ship USNS *Mercy* (T-AH 19) and providing preschool physicals for Navy family members.

Naval Reserve ships are manned by active-duty and Selected Reserve personnel. Both the active and reserve components of the Navy benefit from

having regular enlisted personnel serve on reserve ships. In both cases, personnel bring with them skills learned at their parent components and return with a better understanding of the other component — an understanding to share with their shipmates.

The mission of the 17 Reserve naval construction battalions is to provide and maintain a force trained, ready and immediately available. This force consists of construction battalions, nine regimental staffs, four construction force support units, one brigade-level staff, seven construction battalion hospital units, more than 30 civil engineering/public works and construction battalion center augment units and several smaller augment units.

With 100 percent of the Navy's inshore undersea warfare capability in the naval reserve, the Mobile Inshore Undersea Warfare units must be capable of short-notice (48 hours),

self-sustained air-sea-land deployment to operating areas worldwide. Each unit consists of 12 officers and 60 enlisted personnel to operate a radar/sonar surveillance center van and associated support equipment.

The mission of these units is to provide surface and subsurface surveillance for protection of amphibious objective areas, harbors and approaches, roadsteads, straits, anchorages, offshore economic assets and other militarily significant inshore areas



Left: Instructor directs a reservist team's nozzleman to adjust the angle of spray on the water hose during firefighting training at Fleet Training Center, Naval Base, Norfolk. Above: Reserve Seabee helps build a road.

Photo by JO3 Vince Clark

U.S. Navy photo



U.S. Navy photo

Above: Naval Air Reserve plays a big part in national defense. Right: Navy reservists take part in a beach assault from utility landing craft. Far right: Members of Naval Reserve brave wind, snow and below-zero temperatures during a cold weather diving exercise.



throughout the world. Accomplishment of mission objectives is refined through IUW involvement in fleet exercises; for example, *Kindle Liberty* (Panama), *Bright Star* (Egypt-Jordan), *Gallant Eagle* (California), *Team Spirit* (Korea) and *Fortress Gale* (Alaska).

Approximately 4,600 reserve intelligence officers and enlisted in the Naval Reserve intelligence command are located at 103 drill sites throughout the country. These specialists augment fleet exercises, watch centers, and ship and squadron intelligence centers on an on-going basis.

Training is the mission

The primary mission of the Naval Reserve is training to maintain mobilization readiness. The recent Naval Reserve initiative known as the Surface Program to Upgrade Readiness is revitalizing the training of those surface reservists not assigned to commissioned units, but who, nevertheless, mobilize immediately. SPUR is an umbrella term for a

package of programs addressing many surface reserve manpower and training issues. It incorporates the best of previous ideas and successes to train reservists in their mobilization assignments. At present, 35 reserve centers bring the ship to the sailor via shipboard simulators while 55 centers maintain damage control trainers to provide hands-on battle damage repair training.

Most training normally takes place in the reservist's own community; however, a very special support element has been added: readiness centers. Forty of the larger, better-equipped reserve centers have been redesignated "readiness centers" and help support training activities for smaller reserve centers.

Readiness centers are commanded by a senior officer and are being staffed, equipped, funded and constructed to meet specific training requirements. Selected reservists will gain valuable instruction in the areas of mobilization training, professional training, directed training and professional education.

There are five dimensions to SPUR: mobilization, organization, resources, training and experience. But the bottom line is more training.

Up-to-date equipment

Since 1983, the Naval Reserve has been committed to a policy of "horizontal-integration" of its equipment. This is the process of modernizing ships and aircraft by class and type and introducing new generation equipment into the Reserve as it is brought on line in the active force. The Navy's continued commitment to this policy is evident in the increasing numbers of front-line ships and aircraft being operated by reserve units. As of 1988, 22 *Oliver Hazard Perry*- and *Knox*-class frigates were operating in the Naval Reserve Force. Goals for 1990 should increase this number to 26. In the next few years, 11 new mine countermeasures ships of the *Avenger*- and *Osprey*-classes are expected to enter the force.

Both Reserve Carrier Air Wings already fly, or are programmed to receive, fleet-compatible state-of-the-



Photo by LCDR John Roach

art fighter, attack and surveillance aircraft. In the land-based maritime patrol community, reservists operate the newest P-3 *Orion* in the Navy inventory.

This infusion of new equipment into the reserves is an essential part of the Navy's total force plan to achieve full integration of its active and reserve forces.

The Naval Air Reserve continues to receive modern front-line aircraft in its aviation units. Two squadrons are now flying F/A-18 aircraft with two more scheduled to transition by FY91. Four reserve fighter squadrons are flying the F-14 aircraft. Three reserve light-attack squadrons now fly the A-7E *Corsair II*. The Naval Reserve also will expand its electronic warfare fighting capabilities with the introduction of the EA-6B *Prowler ICAP II* aircraft with improved capabilities.

Many air reserve aviators maintain their proficiency by drilling with squadron augment units flying F-14, F/A-18, A-6E, E-2C, S-3A and SH-3H aircraft. The reserve crews are trained



Photo by JO1(AW) Paul Engstrom

for mobilization in the aircraft that are flown in their respective gaining commands.

Exclusive missions

The Naval Selected Reserve has grown by more than 50 percent in the past seven years. In keeping with congressional direction, the responsibilities and missions of the Naval Reserve are integral to the Navy's total force; however, several critical missions are exclusively, or predominantly, entrusted to the Naval Reserve.

These critical missions include light attack helicopter squadrons, helicopter strike rescue and special warfare support, mobile inshore undersea warfare and — within the continental United States — heavy airlift and composite squadrons.

Additionally, the Naval Reserve is now responsible for more than 80 percent of the Navy Control of Shipping organization, cargo-handling battalions, Military Sealift Command personnel and mine warfare ships. Upon mobilization, the Naval Reserve would provide more than 50 percent of our mobile construction battalions, fleet hospitals and special boat forces. Finally, the Naval Reserve provides almost 50 percent of the maritime air patrol capabilities we would need in wartime.

Selective call-ups

"Ready when called" became an actual fact in October 1987, when then-President Ronald Reagan, exercised his statutory authority, recalling a sample of Selected Reservists ear-

marked by fleet commanders for early activation at the time of crisis or conflict. The results of this test were overwhelmingly favorable and the Navy's response was excellent. More than 95 percent of those notified reported by phone or in person. Continued testing of this authority will enhance naval full force readiness status.

The congressional mandate to modernize and integrate the Naval Reserve into a genuine and ready Navy total force has been met. The Naval Reserves are ready for selective call-ups in the event it is necessary to supplement the active forces in real-world missions, whether they be large contingencies or special situations designed to test reserve capabilities and procedures.

Despite constrained resources and growing commitments, the Department of the Navy has maintained robust support of the reserve force as part of its balanced program. This reflects the high priority that the Navy Department places on the reserves.

For its part, as the Naval Reserve prepares for mobilization, Naval Reservists contribute significantly to the Navy, becoming not merely a force in reserve, but a force in being, helping the Navy fulfill its ongoing mission requirements while maintaining wartime readiness. □

Hatfield is a reservist assigned to Office of Information Det. 411, Oklahoma City.

Reservists in profile

Sailors who look to Naval Reserve doctors and nurses for medical care during fleet exercises can take satisfaction in knowing they're in good hands.

With innovative programs for flexible drill times and training, the Naval Reserve has attracted civilian professionals — professionals such as RADM Morris Kerstein.

Kerstein, Chief of Vascular Surgery at Tulane Medical Center in Louisiana performs eight to 10 high-risk major vascular surgeries a week. He also sees about 80 patients per week, but relishes his work as a Naval Reservist.

"It's fun. The people are fun. It's different from what I do every day," says Kerstein. "I can have an input into the delivery of health care, quality of health care and quality of training."

Kerstein serves on the editorial board of two journals, is the author of six books and numerous published articles, teaches medicine to third-year medical students and works more than 120 hours a week, sleeping only three to four hours a night, and still finds time for service with the Navy.

A 25-year veteran of the Naval Reserve, Kerstein served in Vietnam in 1965 with a surgical team, and was the only medical Reservist recalled to Beirut, Lebanon, in 1983.

"The principles of injury management are the same in Vietnam, Beirut or Charity Hospital," he says. "The hardest part of surgery is not necessarily technical skill, but judgment and decision making."

As a reservist, Kerstein currently serves as Force Medical Officer for Commander, Naval Surface Reserve Force.

"My satisfaction as a surgeon," Kerstein said, "both in the Navy and in civilian life, is three-fold — teaching, or seeing student success, surgical intervention on a patient and contributions to science or research.

"I think the Navy is a unique organization that affords you skilled technical training not readily available elsewhere," he said. "The camaraderie is great too — and when you're all done, your knowledge and experience are transportable and useable." □



RADM Morris Kerstein

Photo by Dawn Young

Taking the "tough" jobs nobody else wants has paid off for CAPT Evelyn Morrison.

"When I start a new assignment, I search around for the hard jobs — the tough ones few people want to do — and go for that," said Morrison.

As Assistant Deputy for Readiness at Naval Reserve Readiness Command Region 1, Newport, R.I., she monitors the readiness levels of 96 Reserve units in five states.

Morrison's commitment to the Navy began when, as a Brigham Young University graduate at age 19, she had prepared to teach but was advised to "do something different." Visiting a local post office one night to mail some letters, she spotted Navy recruiting material. Travel sounded exciting to her.

"I never imagined staying in the Navy," she said of her initial decision to try the Navy. Reflecting on her many positive experiences in the Navy, she said, "It's important not to limit alternatives too early, or to cut opportunities short."

After being commissioned, she served on active duty for nine years and then affiliated with the Naval Reserve in 1975. Her assignments have included service in Hawaii, Europe and mainland United States in both paid and unpaid Reserve billets. She has also served on selection boards, fleet staffs and an annual training exercise on an aircraft carrier. Most recently, she assisted in designing Naval Reserve play in *Global War Games '89* held at the Naval War College.

Morrison, a Selected Reservist, recently completed a two-year tour as commanding officer of the Naval Reserve Maintenance Facility Shore Intermediate Maintenance Activity Headquarters Detachment 101 in Newport.

At SIMA, Morrison worked with 40 other Navy personnel to manage repair work, plus training and administration of reservists from five dedicated detachments and 15 other dets that drilled there.

Though Morrison admits to investing "an incredible amount of time" into her duties, like many other citizen sailors of the Naval Reserve, she concludes, "The personal decision has been right for me." □



CAPT Evelyn Morrison

U.S. Navy photo

Reservists in profile

Sharon Moody leads a double life — part of her time is spent as a Naval Reserve petty officer, while the other part is devoted to investigating and prosecuting child abusers.

Intelligence Specialist 1st Class Moody joined the Naval Reserve through the Advance Pay Grade Program as a petty officer second class. In 1987 she was selected for promotion to E-6.

Moody, who drills with Fleet Intelligence Rapid Support Team 0967 at Naval Air Station Atlanta, conducted a three-day seminar in Charleston, S.C., about investigative procedures of all kinds, including identification of child abuse, for fellow Reserve intelligence specialists and agents. She has written an investigative service manual and was named the 1988 Naval Reserve Intelligence Program Sailor of the Year.

As precinct commander at the Cobb County, Georgia, Police Department, Moody supervises the county's Crimes Against Children division.

Moody, who is the highest ranking female officer in the state of Georgia, is considered one of the leading experts in the investigation of child abuse. She has served as an adviser to the Georgia State Legislature in drafting legislation dealing with child abusers, and was instrumental in getting legislation passed that allows videotaped interviews of victims into evidence in court. In 1987 she proposed a bill that was passed unanimously, making the possession of child pornography against the law in Georgia.

Moody is also active with the Cobb County Chamber of Commerce and the Chamber's Community Leadership and Development Committee in a program that strives to develop potential leaders in business, industry, and the community. She's also president of the Leadership Cobb Alumni Association.

For her contributions to the community, to the state and to the nation, IS1 Moody received a 1987 Governor's Outstanding Military Citizen of Georgia award.

"I enjoy what I do and I have enjoyed getting where I am. Some people look at me as a trail blazer," said Moody. "But I don't see myself that way. I don't see myself as out of the ordinary." □



U.S. Navy photo

IS1 Sharon Moody

Naval Reserve Force Master Chief Jeffrey Brody is a true believer in Reserve training. "Training is like religion [to me]," said Brody.

Brody, born and raised in land-locked Iowa and Minnesota with a yearning for the sea, joined the Reserve in 1965 after serving on active duty at Treasure Island, Calif. There he discovered that he and his fellow Reservists had to invent things to do on drill weekends. Today, it's a vastly different scene, as Reservists undergo varied and intensified training for readiness.

Reserve training, according to Brody, has unlocked the talents, energy and willingness of Reservists to augment the fleet in times of national need.

In 1967, with a bachelor's degree in science and nursing from the University of Iowa, Brody joined the Training and Administration of Reserves program and took an assignment at Naval Air Reserve Training Unit Norfolk.

While in Virginia, he attended and completed Independent Duty Hospital Corpsman School at Portsmouth. Since then he has served at Naval Air Reserve North Island, San Diego; Naval Air Station Willow Grove, Pa.; and Naval Reserve Readiness Command Region 13, Great Lakes, Ill. He was also Medical Program Manager and Command Master Chief of the staffs of Commander, Naval Reserve Force; Commander, Naval Air Reserve Force; and Commander, Naval Surface Reserve Force. He was CMC for Naval Reserve Readiness Command Region 20, San Francisco, when he was selected as Force Master Chief.

Whenever he is "out and about" at Reserve functions or conducting workshops, he listens to and talks with enlisted personnel. He combines what he learns with his own experience and then advises senior staff.

The end product, believes Brody, is a trained and ready Reserve — its members competent and comfortable in their assigned duties. □

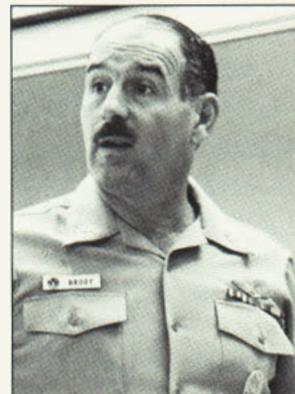


Photo by JO1 H. Kerney

HMCM Jeffrey Brody

The profiles on Moody and Brody were written by Nat Chestnut, editor of Naval Reservist News. The profiles on Kerstein and Morrison were written by Pat Antenucci, assistant editor of Naval Reservist News, Naval Reserve Force, New Orleans.

'The Hunt for Red October'

Sailors "star" in new movie.

Story and photos by JO2 John Joseph

Coming to theaters across the nation this month is a feature film that will give moviegoers a chance to see what life aboard a submarine is really like. The movie is "The Hunt for Red October," based on the best-selling novel by Tom Clancy.

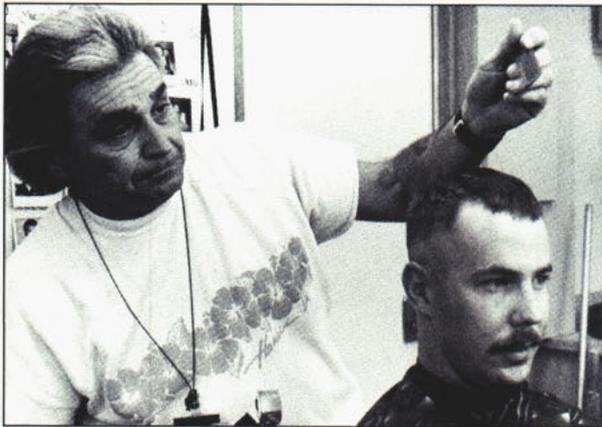
"This is really the first movie that the Navy's cooperated in where

nuclear powered submarines are the focal point," said CAPT Michael T. Sherman, director of the Navy Office of Information West, Los Angeles, and chief technical adviser for the production.

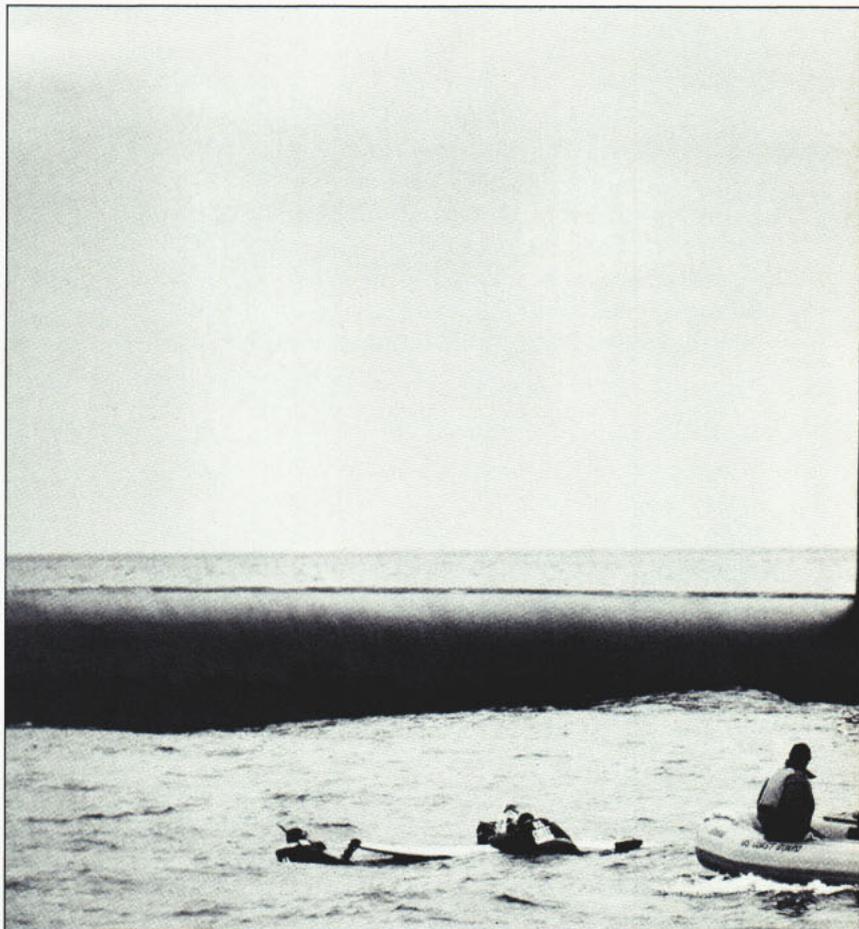
"This will give the general public a heightened awareness of the capabilities of the submarine," Sher-

man said. "The professionalism of the Navy comes out in this movie, and that's something we've tried to keynote."

The film is about a Soviet submarine commander who decides to defect to the United States, taking his submarine and crew with him. Meanwhile, U.S. government officials try



Above: Navy Torpedoman's Mate 3rd Class (SS)(DV) Scott Ripley, stationed aboard USS *Blueback* (SS 581) and cast as an extra in the movie, gets a haircut "Soviet-style" from a Paramount Pictures Corporation hairstylist. Right: USS *Houston* (SSN 713) doubles as the sub "Red October" during filming.



to determine if his defection is for real or a ploy.

The Navy's involvement in production of the movie — regulated by strict DoD guidelines on funding and support procedures — was extensive. The film's producer, Paramount Pictures Corporation, was supported by sailors and units from the air, surface and submarine communities. Navy personnel served as technical advisers and as extra cast members, portraying both the U.S. and Soviet navies.

Surface ships used in the production included the frigates USS *Gary* (FFG 51), USS *Wadsworth* (FFG 9) and USS *Reuben James* (FFG 57), along with the aircraft carrier USS *Enterprise* (CVN 65).

Helicopter support was supplied from Helicopter Anti-Submarine Squadrons 8 and 2. Additional support was provided by Helicopter Anti-

Submarine Squadron (Light) 48.

Navy installations used for filming included the Naval Submarine Base and the Navy Submarine Training Facility in San Diego.

"This was a big effort," said Sherman. "Whenever we could we used the actual names of ships, which I felt was important for the guys on board because former crew members can relate to it."

At Paramount Studios in Hollywood, huge 16-ton mechanical plat-

form sets were constructed some 25 feet above the stage's concrete floor. These high-tech sets were used to film scenes in the control rooms of both the American submarine "Dallas," and the Soviet "Red October." Both simulators banked or dove 26 degrees in any direction to give the illusion of movement.

About 12 sailors from San Diego, and one crew member off the real USS *Dallas* (SSN 700), were used as extra cast members during this seg-

Tom Clancy: a conversation

Story by JO1 Lee Bosco

The danger in interviewing Tom Clancy is that it's easy to mistake him for a defense expert. He has never been in the Navy, but he knows all the right buzz words and uses them as if he's spent the better part of the past five years patrolling the Atlantic Ocean riding a U.S. Navy nuclear-powered attack submarine.

In actuality, he's been riding a wave of popularity that started when he created a defecting Russian submarine called "Red October" in the early 1980s.

Clancy is the well-known author of a series of military-thriller-action novels that have practically become required reading for sailors of every stripe.

His first, and arguably, most popular novel was "The Hunt For Red October," published in 1984. His readership has grown since the publishing of that novel and has made him one of the best selling American authors of the 1980s.

The film "The Hunt For Red October" is due to hit movie theaters



Photo by Wanda Clancy

around the nation this month.

"It's kind of exciting," Clancy said. "I was out on the set and there is a hell of a lot of talent involved in this film. Sean Connery plays the Russian sub commander and Scott Glenn plays the U.S. Navy sub commander, Mancuso."

One of the most popular characters in Clancy's book is that of Jonesy, a sonar technician par excellence. "Courtney Vance is playing Jonesy in the film," he said. "Everybody asks me how I came up with that character. Sub skippers will ask, 'How do you know about Jones, because the real one works on my ship?'"

Clancy answers those skippers

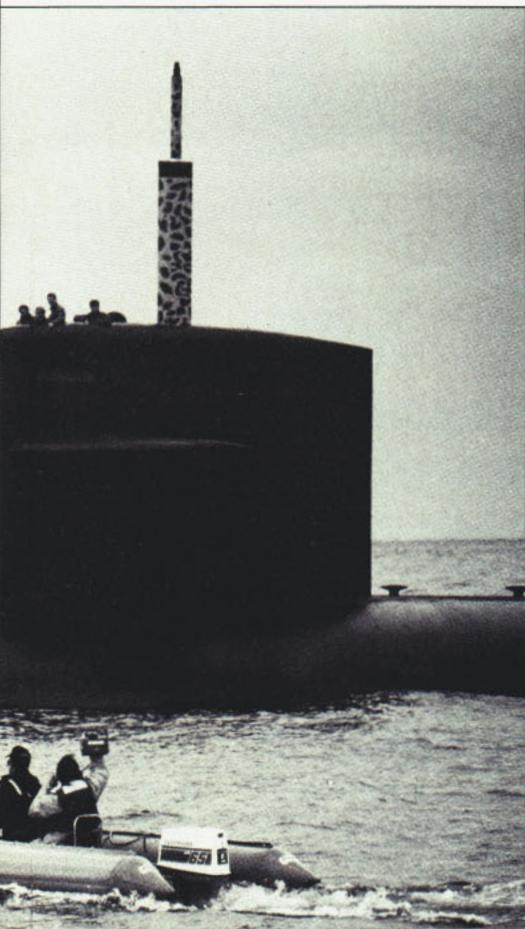


Photo by Bruce McBroom

Red October

ment of filming, primarily to show the actors how submarine sailors walk, talk, and relate to each other during actual submarine diving operations.

For actor Scott Glenn, who plays CAPT Bart Mancuso, CO of "Dallas," having the real sailors in the mock-up control room gave the movie a sense of realism.

"Just being around those guys kept us honest," said the former Marine. "We'd go to battle stations and if it wasn't right, they'd say, 'No, this guy moves over here, these people are fire control, this person's on sonar, the chief of the watch is over there.' They really got you to fall into it very quickly."

For all of the sailors selected for these scenes, the thought of working with big name actors and being among the brightest lights of Holly-

wood proved to be an adventure, and some found that making films really takes "the right stuff."

"I was selected like the other guys, out of a cast call of about 100 people, and it's exciting to be a part of it," said Electronics Technician 1st Class Keith Blum, a crew member of the San Diego-based Deep Submergence Rescue Vehicle *Turtle* (DSRV 3).

"All of the actors treated us well. I like working with Scott Glenn and Alec Baldwin, because I found out that they're all just real people," said Blum. Baldwin plays a pivotal role as a CIA historian in the film.

"The director was specifically looking for submariners with specialized control room expertise," Blum continued. "I think that this is going to be a positive thing for the Navy and the submarine community, because it's going to give a good realistic feel-

ing of life on board a sub, and it's going to be a quality film based on the book."

Sonar Technician (Submarines) 1st Class (SS) Steven Dickinson, an instructor at the Submarine Training Facility, is cast as a sonarman, plot coordinator and fire control operator on board "Dallas." He agrees with Blum that making movies is very exciting, but the amount of time spent making a scene surprised him.

"It was a real ego trip when I was selected, but that went away very quickly," said Dickinson. "There's a lot of work that you don't see just going to watch the big screen. It makes me appreciate what goes on behind the scenes."

"Out of one day of shooting, you might get about five minutes of film that will be used in the movie, and we shot for about 13 hours a day, so it's



Above: Three Soviet emigré cast members practice singing the Soviet national song. Right: Cast and crew during filming of "The Hunt for Red October."



a lot of work, especially when you're on leave," Dickinson continued. All the sailors in the cast were required to take leave during filming. "But the big payoff is at the end because it's an experience you'll only have a chance to do once."

Quartermaster 2nd Class (SS) Kevin Garrison, a crew member of the real USS *Dallas*, homeported in Groton, Conn., was also a part of the crew. Cast as a battle station plotter, something he does during regular submarine operations, he gave high praise to the set designers of the mock "Dallas."

"It's very close to the real thing — as a matter of fact it's kind of scary," said the QM2 with a smile. "There was no casting call for me. The director wanted someone who worked in the control room of our ship, and I just happened to be there at the right

time, so my commanding officer asked me, and I said 'you bet.'

"There have been times when we all thought we were actually on the boat, with everything that was going on," he continued. "Personally I feel that if we hadn't been involved, the film wouldn't be as intense as it's going to be.

"A lot of the actors never had any dealings with the military until this film, and they seem to have become more patriotic because of it. They feel

confident that we're doing a good job protecting the country, and it's a good feeling when they come up to you and say, 'Hey, we appreciate you.'"

Navy involvement in the filming resulted in "Hunt for Red October" being as realistic as possible. And by working alongside Navy people, the actors were able to be very convincing sailors.

"At times it was hard to tell the real sailors from the actors," said Senior Chief Fire Control Technician

by explaining that the character of Jonesy is a logical invention. "It's pretty obvious — the sonar department is the eyes and ears of the submarine so they'd better have good people there. The skipper needs people that he can communicate with, they really have to

amount of research that the media seems to think he does. Still, Clancy says that since the book's success, getting unclassified information has become easier. "When I want to know something, I just pick up the phone and call the Navy."

As long as the information is not sensitive or of a classified nature, Clancy doesn't usually wait very long for the answers to his questions. That's just one of the benefits of having four books on the best seller's list in six years.

Clancy's tales have been called "techno-thrillers" because of his use of technical military weapons systems in his stories. Clancy disagrees. "All I do is describe the tools that military people use. I write about people. I don't write about machines, and the reason's very simple — machines don't buy books."

Yet technology is plainly something that interests the 42-year-old writer. Mixed in among the books that line the shelves of his library are dozens of computer games that he plays on his personal computer. His computer monitor is the largest available for home use and he smiles as he fires up a program that puts constantly-changing full-color graphics on the screen. He is very comfortable with technology and

*"I don't write
about machines
...machines don't
buy books."*

understand one another. Creating Jonesy took no great insight."

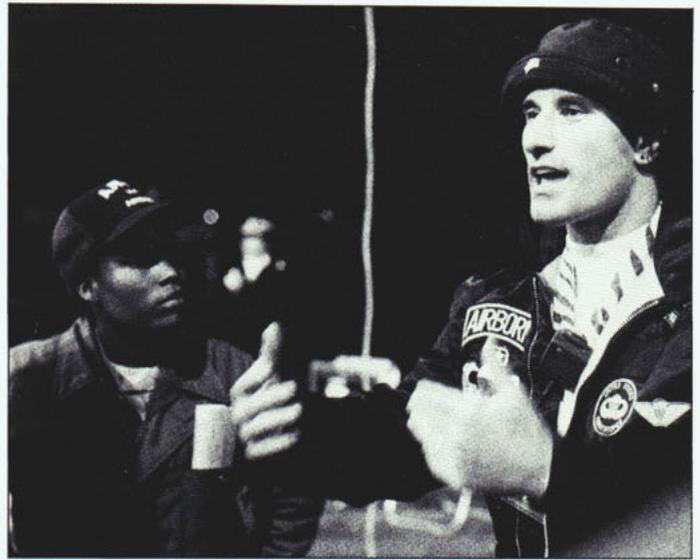
The authenticity of "Red October's" U.S. Navy characters is easily verified, Clancy said. "When people like me go aboard Navy ships they always say the same thing when they come off, 'You know, I always knew the officers were smart, 'cause they all go to college, but the enlisted men are fabulous. Where do you get them?'"

Clancy says that a real-life incident inspired "Red October." "A Russian frigate tried to defect in 1975. I just changed the frigate into a sub."

He insists that he doesn't do the



Photo by Bruce McBroon



A sailor from USS Arco (ARDM 5) receives pantomiming instructions from an assistant director during filming of "Red October" at Naval Submarine Base, San Diego.

(SS) Samuel Myers, assigned to Commander Submarine Group 5 in San Diego as a member of the Combat Systems Training Team.

"It's neat to actually get to work side by side with these guys," he said. "Everyone from the leading star to the junior extra worked together all the way through the production, so it's really been worth it."

"I feel it's good for Hollywood to do this," said Machinist Mate 1st Class (SS) Tommie N. Norris, a member of the Performance Monitoring Team for Submarine Group 5.

"Everyone will win," said Norris of the film. "Hollywood will make money, and the Navy can possibly recruit some quality people into the sub community as a result of this movie."

This "high-tech" thriller stars some of the best in the movie business. Sean Connery headlines the cast as Soviet Navy Captain First Rank Marko Alexandrovich Ramius, the commander of the Russian sub. Co-starring as his XO is Sam Neill.

Also in the cast are Scott Glenn, who plays American sub commander Bart Mancuso and Alec Baldwin as Tom Clancy's favorite character Jack Ryan.

James Earl Jones appears as ADM James Greer, the CIA director for Naval Intelligence. □

Joseph is assigned to NIRA Det. 5, San Diego.

he predicts that the Navy will soon benefit from the latest advances.

"I think we will have better computers on our ships . . . the computer that sits in missile control aboard a 'boomer' would now fit inside your watch. You could store a lot of food in that space," he said.

He is also outspoken on other techno-issues. "We're crazy if we don't build the Strategic Defense Initiative," said Clancy. "The mission of SDI is to make nuclear war less likely."

In the area of geo-political changes, Clancy thinks the world will change a lot in the next 10 years. What changes?

"Best case? What used to be the communist bloc continues to evolve into liberal democratic societies," he said. "That is the best of all possible worlds. War becomes much less likely."

Clancy credits the military build-up of the 1980s with returning respect to the men and women in the Navy. "Things have changed," he said. "It's a lot better now than it was 10 years ago. That's one of the things that President Reagan changed — he made people in the military *part of the family again*. That's probably more important than all the hardware he bought."

The Navy and the people in the Navy are special to the author. Tom Clancy has been aboard submarines and surface ships and is always welcomed by the officers and crew as not only a celebrity, but also as a friend.

"People in the military are in the business of risking their lives for people they don't know," he said. "Just like cops or firemen, they are entitled to as much respect as we give a cop or fireman."

Clancy is impressed with the caliber of people he's met in the Navy. "The Navy is one of the most literate sections of American society. Everybody reads."

What many people in the Navy are reading is *Tom Clancy*.

What's next from America's leading military fiction writer? "That's classified," he laughs. "But I'll tell you that [the character] Jack Ryan will be back at least once more. It'll be another U.S./Soviet story where something goes terribly wrong."

Acknowledging his large readership in the Navy, is there anything that the author would like to say to them?

"Just continue the mission, guys," he said. "You're still important." □

Bosco is assistant editor of All Hands.

Navy 'Ironmen'

Sailor triathletes win military title.

Story and photos by JO2 Lorraine Frazzini

For the third consecutive year, the Navy took first place in the military category of the Bud Light Ironman Triathlon World Championship, Hawaii's largest sporting event.

Held on Kona, the largest island in the Hawaiian chain, the 11th Ironman Triathlon hosted 1,286 professional and amateur competitors from 49 countries and as many states, in-

cluding 22 active duty military members.

Seven male sailors and two Navy wives were among the starters for the "Ironman." It's billed as "the world's most grueling triathlon," consisting of a 2.4-mile ocean swim and a 112-mile bicycle race followed by a marathon 26.2-mile run. Race officials warn that the Ironman is not

for the average athlete.

According to a survey of past Ironman participants, the average contestant spends 18-24 hours a week for eight months training for this triathlon. A typical training week includes seven miles of swimming, 232 miles of bike riding and 48 miles of running. Many athletes incorporate other types of conditioning as well.



'Ironmen'

But, the average triathlete isn't an active duty military member. Most Navy triathletes don't have the time to train in anything but swimming, biking and running, and the hours invested in those are below the average.

"Any athlete that is not doing this much training has got to be extremely gifted to make it to the Ironman," said Carol Hogan, a triathlon spokeswoman.

For LT Mark S. Sakaniwa, stationed in Pearl Harbor, Hawaii, training stops when his ship deploys — there isn't the time or equipment — leaving him with a lot of catching up to do when the ship is in port. His training starts at 4 a.m. before duty and resumes after work until 10 p.m.

Other participants had other sorts of challenges to face. "We were determined to do it together this year," Wendy Flath said. She and her hus-

band LCDR Robert Flath had planned to do the Ironman together in 1988, but a broken collarbone before the race dashed that plan, she said.

Once LCDR Flath's collarbone healed, the couple had only four months to prepare for this year's race. During training, however, the Flaths and their two children completed a permanent change of station move to Parris Island, S.C., and then Hurricane Hugo's rampage left a tree in their living room days after they had moved into their new home.

LT Rick James, stationed in Charleston, S.C., was 1988's military record holder as the first active duty military member to finish the race in less than 10 hours. That year, however, he was stationed in Hawaii and trained in the midday heat. In Charleston, his weekly pre-triathlon routine of 6,000 meters of swimming,

30 miles of running and 150 miles of bike riding were not possible during the weeks before the race due to Hurricane Hugo's devastation.

Operations Specialist 1st Class Mark N. Curtis of Coronado, Calif., trained a couple of hours each day with his wife Laura whenever he had free time between duty and an evening college class. The cycling was a problem for him because he only had one day a week to do the five to six hour rides needed to train for the Ironman, he said.

Dental Technician 3rd Class Donald White trained three hours a

Below: A race official warns bikers of upcoming speed bump. Right: DT3 Donald White, this year's youngest and most junior military Ironman, had a good run until the last two miles of the race when an injured toe slowed him down.





day, six or seven days a week in addition to his duties in San Diego. He said the time to train wasn't his major concern, and he credits his wife's willingness to sacrifice small luxuries for his presence at the triathlon. For the Navy's most junior ranking competitor, the \$150-entry fee and travel expenses were a more pressing concern than training, he said.

Nevertheless, when Hawaii's Governor John Waihee fired the cannon signaling the start of the race at 7 a.m., the seven of them plus five-time participant Ironman LCDR William Woodruff of San Diego and CAPT Dick Zimmerman of Jacksonville, Fla., were on their way.

None of the Navy athletes claimed the swim as their strong suit, and LCDR Flath admitted to being completely uncomfortable in the water.

"Being in triathlons has helped me get over my phobia, but I'm still not

"There was no way to run that course, and I wasn't going to wear myself out trying. I walked it — I had to," he said.

excited about the water," he said. "In other triathlons, you're allowed to wear wet suits. They add to your buoyancy, more or less ensuring you don't drown." Triathletes are not allowed to wear them in the Ironman.

Air Force Captain Hugh Arsenault was the first military man out of the water, 56 minutes 6 seconds into the race. OS1 Curtis followed a minute later. Michael Buonaugurio, an Air Force 2nd lieutenant, was 17 seconds behind him, LT Sakaniwa did the swim in 58 minutes and 56 seconds and Air Force 1st Lieutenant Christopher Lewis finished in one hour and 14 seconds. Army Captain Ed Heinrich came in sixth with a time of one hour, 36 seconds and LT James grabbed his bike two minutes later.

By noon the temperature at the Kona Airport, approximately a quarter of a mile from the bike course, was 82 degrees and climbing. Nine-mile-per-hour winds were doing nothing to cool the black lava rock surrounding the area. OS1 Curtis said the heat made the biking the worst part of the race, but it didn't keep him from passing Arsenault.

Curtis took the lead during the bike race, finishing the second leg six hours, four minutes and two seconds into the race with James gaining on him about three minutes behind. LCDR Woodruff was in third place, followed by Air Force Airman First Class Mark McCavic and 2nd Lt. Buonaugurio. Army's Heinrich was less than a minute ahead of Navy's White and Marine Corps Captain John Forquer followed White.

The Navy had the race under control going into the marathon leg of the

triathlon. The question was whether or not the Navy would hang on to sweep the top three finisher positions in the military category.

Curtis, who finished in the top 15 of every triathlon in which he took part in 1989, wasn't expecting the marathon course to zigzag up and down the side of a dormant volcano.

"There was no way to run that course, and I wasn't going to wear myself out trying. I walked it — I had to," he said.

The temperature peaked at 86 degrees, while he pulled away from the pack. Curtis finished first for the Navy, first in the military category and 84th among all this year's triathletes. James, trailing a little more than three minutes behind him, dropped behind by 28 minutes 3.1 seconds and finished second. Buonaugurio was the third military finisher with a time of 9:57:38.6, followed by Forquer at 10:11:48.2 and McCavic at 10:19:27.4.

Race officials added the times of the top three finishers to determine which service won first place. The third Navy man to finish was White, with a total time of 10:42:37.3. He finished ninth in the military category, but it was all the Navy needed: The Navy took top military honors.

In a race where anyone who crosses the finish line before midnight is considered a winner, the Navy sported a full field of them. All seven Navy men and both wives were among the 1,230 finishers. □

Frazzini is assigned to CinCPacFlt PAO, Hawaii.

Repaying a debt

Story by JO1 Dennis Everette

When Fire Control Technician 1st Class (SW) Christopher Jones' 14-month-old daughter Kimberly was diagnosed with abdominal cancer in 1987, he and his wife Marie realized that they needed help. The frenzy they found themselves in required moral and financial support from the Navy, their family and friends, and the community — and that support, or lack of it, could make or break any Navy family.

The Joneses received the support they needed and in the years since have returned the same through volunteerism, repaying a debt of gratitude.

To this day, Jones' off-duty time is consumed by American Red Cross activities and teaching cardio-pulmonary resuscitation. He also supports Marie's involvement with community organizations in their hometown of Healdsburg, Calif.

When Kimberly's condition improved in 1988, they organized the Sonoma County Chapter of the American Cancer Society Candle Lighters, a support group for families with members who have cancer.

Jones pointed out that it helps to get together with other people in similar situations and get feedback to help solve problems. "And sometimes other people can help you realize your problems are not that bad," he said.

To help other families cope with the financial difficulties that arise from uncovered medical expenses, Jones also helped Marie form the Parent Advocacy Organization.

"It's an option of life to sit back and accept things the way they are," said Jones, "or you can take the bull by the horns and say something.



FC1(SW) Christopher Jones

"She started the non-profit organization in order to lobby local, state, and federal legislators," he continued. "She took a trip to Washington, D.C., one summer, but influencing the California State Insurance Commission is her primary goal. The laws are there, they're just not being acted upon."

Although the Joneses pushed hard to get cooperation from some agencies during Kimberly's fight with cancer, there was one agency they didn't have to push — Jones never forgot it.

American Red Cross workers were there for Jones when he needed them the most — when Kimberly was battling a malignant tumor. He said that he thought about the support he received from Red Cross volunteers and that prompted him to stop by their office one day and ask what he could do to help others.

As a consequence, he learned CPR through the Red Cross and earned CPR instructor certification. He then organized bi-monthly classes at Mare Island and in 10 months taught 50 people the life-saving technique.

When he later was transferred to USS *Horne* (CG 30) at Naval Shipyard, Long Beach, Calif., his family remained in Healdsburg. He stop-

ped by the Long Beach Chapter one day and offered his services.

Jones said that the energy level he had while dealing with Kimberly's illness was still inside him after the cancer was under control, so he needed something to keep busy. He started teaching monthly CPR classes.

He also attended Red Cross classes to learn how to help people who have lost their livelihoods through disasters — something as common as a house fire, or major natural disasters.

As vice chairman of the disaster action team's supply and logistic committee, his primary concern is finding food, clothes and shelter. Having gone through a hardship himself, he can understand families' concerns.

"There's a lot of personal satisfaction with spending time helping somebody else deal with an unfortunate situation," Jones said.

"I think it has really increased my counseling skills," he continued. "I deal with people very well now."

Jones has become a stronger individual over the years and it's reflected in the confidence his shipmates on *Horne* have in him. He's now the interim command career counselor. The outgoing navy counselor recommended him for the job. Meanwhile, he still teaches CPR.

"My primary focus when I started the CPR program on *Horne*," said Jones, "was to teach the technique to sailors who worked around electronics. I feel this is a dangerous area that could benefit from having CPR-qualified people around."

Said Jones of his desire to have as many people CPR qualified as possible: "Readiness is the real reason." □

Everette is a writer for All Hands.

Bearings

Hospital corpsman keeps Marine Corps division healthy

Walking tirelessly up and down the columns of marching Marines and looking for signs of pain or limping, is Hospital Corpsman 1st Class Ronald S. Daniels.

For almost four years Daniels has been with the 4th Marine Division on virtually every exercise watching over Marines and their medical needs.

"I've been with the Marines the entire time I've been in the Navy," said Daniels. "I like the atmosphere,

though I'd like to get some sea duty to help my career."

Daniels' first priority is his progress in working in the health field.

"It's what I've been doing all my adult life," said Daniels, who holds a bachelor of science degree in public health.

"I've really enjoyed being with Marines and I've got a Fleet Marine Force ribbon to prove it," Daniels said. The ribbon is awarded only to

sailors who have spent at least one year with an FMF unit, passed an essential subjects test and a Marine Corps physical fitness test.

"Being with Marines made me realize that there's a strong bond between the Navy and the Marine Corps," said Daniels. "It's a relationship that I've grown to respect." ■

—Story by LCpl Christopher Farrell, PAO, 4th Marine Division, New Orleans.

Orlando's drill division launches new sailors into careers

Every Friday morning at Recruit Training Center, Orlando, Fla., more than a thousand people watch an hour-long show that features clean-cut young men and women, flags from every state in the union, trick rifle handling, and an a cappella (without musical accompaniment) choir. The faces of the performers are always different, but the show remains the same.

That show is Navy Orlando's Recruit Graduation Review, and the featured performers are the recruits who have just completed eight demanding weeks of boot camp.

Without the staff of RTC's drill division and the recruits who work for them, there would be no weekly recruit review to launch the Navy's newest sailors into their careers.

The company commanders of drill division train the 50-State Flag Team, the Bluejacket Chorus and the RTC Rifle Team. The drill division CCs also train the staff team, which serves as the color and honor guard. In addition, drill division coordinates the show, from the marching recruit companies to the sound system. The recruits on the rifle, flag and staff

teams work on a six-week rotation, the first three of which are filled with morning practices. The recruits perform during the final three weeks, then graduate with their regular companies after the last show. There are junior and senior groups at all times, and when the senior team has finished its third performance, a junior team is ready to begin its first.

The Bluejacket Choir is made up of sailors from different training groups and loses graduating recruits each week. The graduating recruits are replaced by recruits who have already passed a voice audition, which usually consists of a few bars of "The Star Spangled Banner."

"Out of a group this size," choir director Marybeth McCallum said over the voices of the 50-plus singers, "we may have five or six really good singers."

The constant turnover complicates the choir director's mission, but recruits assigned to the rifle team say a flat note or two is *nothing* compared to the bruises you could get from lack of precision.

Well into her first week of training with the rifle team, Seaman Recruit



U.S. Navy photo

Amelia Jones of Mobile, Ala., said, "I still don't think I'll be able to do it." The trick of handling the Korean-War vintage rifles draws "oohs" and "aahhs" from every crowd — and make nervous stomachs among the instructors. The CCs in RTC's drill division say they enjoy their job. Rifle team instructor, Chief Aviation Ordnanceman Joseph Barlow put it this way: "It's extremely rewarding when someone in the crowd tells you they enjoyed the show." ■

Story from PAO, Naval Training Center, Orlando, Fla.

Bearings

Career counselor shares experience of his many careers

"Everything's a hustle. I've always believed that if I wanted something, I had to hustle for it," said Navy Chief Career Counselor Larry Putnam. Sounds like a line from the movie "The Color of Money," but that's not the kind of hustle Putnam promotes. He is a firm believer in working hard to achieve goals, which is exactly what he's done to get where he is today.

Putnam is the command career counselor aboard USS *Guam* (LPH 9). It wasn't long after he reported aboard that Putnam began to hustle for the ship.

In addition to his duties as career counselor, Putnam offers his assistance as a graphic artist, which is a talent he's utilized since his grade

school days in Evansville, Ind. He also studied for his associate's degree in art in Evansville.

Putnam has always set out to live life to the fullest. He first enlisted in the Navy in 1962, starting out as a boatswain's mate. During that time he was deployed to southeast Asia. "I spent my [high school] senior trip in Vietnam," he said.

Putnam finished his four-year tour in 1966 and decided to give civilian life a try. Putnam said there is one problem that is constant when working with non-military employers: If a person works hard to get ahead, then his supervisor will get nervous that

NCC Larry Putnam believes in hard work to achieve goals.

the worker is out to get the supervisor's job, then the worker gets laid off.

"In the Navy," Putnam said, "it's the supervisor's job to make sure that the worker gains as much knowledge as possible in the field. That's how we all get ahead."

Getting ahead is what Putnam has been doing. He decided to come back to active duty in 1975. He reported aboard USS *Enterprise* (CVN 65) as a nonrated seaman. From there he went to Patternmaker "A" school and became a PMFN.

After working as a patternmaker for a while, he discovered that the advancement percentage for that rating was not very good, so he converted to hull technician.

"At that time, hull technician was wide open, and I ended up making first class in four and a half years," he said. "From there I converted to NC and have been doing that job since 1980."

Since he's been aboard *Guam*, Putnam has been working with crew members to help them decide what's best for their careers. Putnam is happy when a sailor is content with whatever career decisions he makes. He has also tried to match skills and talents of nonrated personnel with the needs of the Navy.

Putnam has worked in many different fields to get to where he is today. The crew reaps the benefits of Putnam's philosophy of life.

"My philosophy is that a person should find 10 percent of something they like and expand on that," said Putnam. "Once that is achieved, a person should never go back, but instead keep growing. That bit of advice has worked for me." ■

—Story and photo by JO3 Adam S. Bashaw, PAO, USS *Guam* (LPH 9).



Bearings

All-ESWS team gets USS *Jack Williams* under way

USS *Jack Williams* (FFG 24) recently got under way from Bahrain using a sea and anchor detail consisting only of enlisted surface warfare specialist-qualified crew members.

The all-ESWS team was established by Senior Chief Radioman Earlyn Daniel, the ship's command senior chief.

He had plenty of talent to choose from, as 32 crew members are ESWS-qualified.

Another 15 have been striving to attain their qualifications during the ship's present deployment.

Initially, the all-ESWS team was assisted by surface warfare-qualified

officers. After three under-instruction watches, the all-ESWS team was ready to take the ship out on its own.

The CO and XO were the only officers present in the pilothouse as they viewed the evolution.

Members of the team included Chief Quartermaster Gary Shoemaker, Chief Sonar Technician Ronald Smith, Chief Interior Communications Electrician Mark Doran, Chief Operations Specialist Donald Anderson, Chief Signalman Stephen Peppeler and Chief Engineman Shannon Zerkel. Also on the team were Electronics Technician 1st Class Samuel Davis, Gas Turbine Systems

Technician 1st Class Richard Reynolds, IC2 Alfred Haywood, Fire Controlman 2nd Class Rodric Morgan and FC2 Mark Collier.

"No one could have imagined our ESWS program developing to the point where it is today," said CDR John W. Young, the CO.

"Our chief petty officers have been instrumental in developing the program, and their enthusiasm has spread throughout the ship," he said. "I'm extremely proud of our crew members' accomplishments." ■

—Story reprinted from the *Mirror*, Naval Station Mayport, Fla.

Kennedy clowns provide acts of good will

Clowning around is serious business aboard USS *John F. Kennedy* (CV 67). "Kennedy Clowns," a small group of crew members who volunteer to bring some fun into people's lives, was started during Mediterranean cruise 1987-88 and now consists of 14 members.

New members are screened by Chief Boatswain's Mate Franklin Brant, the *Kennedy* Clowns' coordinator, and are trained by four other experienced clowns. Training involves helping the clowns to develop a character, teaching them how to use clown make-up and perform skits.

"We get funding from the religious ministries department for make-up, but other expenses are paid for by the clowns," said Brant. "These guys deserve recognition for giving their time, money and work to bring fun and cheer into people's lives."

Brant, with Chief Aviation Elec-

tronics Technician Bruce Berg, another *Kennedy* clown, dressed up as "Gadgets" and "Mr. Buttons" to visit patients at Mercy and Osteopathic Hospitals in Portland, Maine.



Photo by PH3 Kevin Gill

A *Kennedy* clown cheers a young hospital patient.

The clown duo was a huge hit with hospital staff and patients. They paraded from room to room passing out Navy bumper stickers and leaving smiling faces behind.

Brant, who has clowned his way through Navy ports for six years, said his most memorable experience was in Spain, where an autistic patient, mute for several months, suddenly introduced himself and spoke with Gadgets.

The clowns have a lot of fun at what they do, but it takes its toll emotionally. "Some of the people we perform for are institutionalized for a variety of mental or physical impairments," Brant said. "It just isn't easy."

"Providing entertainment to a variety of audiences during port visits gives the public a chance to see that *Kennedy* is not just a warfighting machine, but also a vessel manned with sensitive, caring people." ■

—Story by J0SN William L. Barron, PAO, USS *John F. Kennedy* (CV 67).

Bearings

UNITAS crew members donate pocket change to needy

Here is a riddle:

What's as big as four ships put together, has almost 4,000 helping hands and fits in a shoe box?

The answer:

"Operation Coin Box."

Operation Coin Box is one of the humanitarian projects that falls under the umbrella of the goodwill mission of *Unitas*.

Taking its title from the Latin word for "unity," *Unitas* is an annual deployment by a U.S. Navy task force that serves to promote hemispheric solidarity, enhance operability between the United States and South American navies, and promote good will between South America and the United States.

Many sailors on *Unitas* take personal interest in promoting good will.

"Operation Coin Box is an opportunity for all U.S. participants of *Unitas* to extend a helping hand, financially, toward the needs of the people in the countries we visit," said LT David Remy, the staff chaplain for Commander, South Atlantic Force, U.S. Atlantic Fleet.

Remy coordinates the coin box activities for nearly 2,000 American

sailors and Marines from the ships of the *Unitas* task force.

"When crews go on tours or just on liberty and they see the surrounding areas, they obviously see that there

are people in need," said Remy. "Sometimes people right off the street corners or on the sidewalks ask for money. Invariably, the crew will say to me, 'What can I do to help these people?'"

According to Remy, Coin Box was created to donate some of the money accumulated by *Unitas* crew members to the needy.

Shortly before the ships sound their whistles for departure, Chaplain Remy drives to a pre-chosen charitable organization, selected on the basis of need and merit, and presents *Unitas* donations.

Although unfamiliar with Coin Box's history, Remy is undeniably aware of its importance.

"If it had not already been in existence," he said, "it's something that somebody would have come up with, sooner or later."

Four ships with 4,000 helping hands sailing around South America helping those in need — all of that in a box! ■



Photo by JO2 William Polson

LT Remy, staff chaplain for Commander, South Atlantic Force, collects donations. Operation Coin Box allows *Unitas* participants to help the needy.

—Story and photo by JO2 William Polson, PAO, Commander, South Atlantic Force U.S. Atlantic Fleet.

Storekeeper challenges riveting price and receives cash

Complex organizations such as the Navy were made to run like a well-oiled machine, however, the human element is always necessary to ensure nothing "falls through the cracks."

That "nothing" would include, for instance, a small brass rivet costing more than \$14,000 that came to the attention of Storekeeper 3rd Class Pablo Rodriguez Ruiz last spring.

Ruiz, who works in the S-1 Division aboard USS *Iowa* (BB 61), noticed the outrageous price tag while doing a routine price check.

"When I saw it, I checked the price and the only other one I had was listed at five cents," he said.

He then discovered that there was one of these pricey rivets aboard. "Not only was it just an ordinary brass rivet, but it was even smaller than the one that costs five cents," he said.

Ruiz brought the problem to his division leading chief.

"The senior chief told me I should get into the 'Buy Our Spares Smart' price challenge program," the storekeeper said.

"After that I was just waiting for an answer. I really wasn't expecting any money or anything," he said.

"Then one day, LT Bjelland, the stores officer, came in and told me I was \$50 richer!"

Ruiz decided that since he wasn't the only one involved in making the price challenge, he would donate the money to Navy Relief on behalf of *Iowa's* crew. ■

—Story by JO2(SW) Wesley Burton, PAO, USS *Iowa* (BB 61).

News Bights

Ships, aircraft and ground-based air traffic control and monitoring facilities of the United States and Soviet Union conducted radio communications tests in December in the Bering Sea and Mediterranean Sea.

The tests to check for compatibility between Soviet and U.S. radio equipment were successful. They were conducted under guidelines in the Dangerous Military Activities Agreement between the superpowers that went into effect Jan. 1. The treaty was signed last summer "to avoid any accidents from being caused by the inability to communicate with the other side," said Pete Williams, Assistant Secretary of Defense for Public Affairs.

* * *

Former crew members of USS *Pueblo* (AGER 2) will receive the Prisoner of War Medal following a decision by Secretary of the Navy H. Lawrence Garrett III. His action came after legislation was passed by Congress amending the law governing the POW Medal.

Pueblo was on an intelligence-gathering mission in international waters in the Sea of Japan Jan. 23, 1968, when a North Korean patrol boat ordered the ship to heave to or be fired upon. The U.S. ship continued on course as more Korean patrol boats joined the first and fired on *Pueblo*, injuring four crewmen. The entire 82-man crew was taken prisoner, and physically and psychologically tortured in captivity until their release almost a year later, on Dec. 23, 1968.

The POW Medal itself was approved by Congress in March 1988, however *Pueblo's* crew wasn't authorized to receive it because DoD determined the ship was on a surveillance mission rather than a combat mission. DoD also said that "the nations of North Korea and the United States were formally and actually at peace" and that, therefore, the *Pueblo* crewmen weren't considered POWs.

The Navy argued that a state of hostility existed because a peace treaty was never signed to end the state of undeclared war.

* * *

The Navy Memorial in Washington, D.C., is gearing up for the planned fall 1990 opening of a visitor's center.

The 22,000 square feet of the center will provide space for a 250-seat movie theater for showing of a 20-minute film about the U.S. Navy. The center will also include video booths with historical photos and visual catalogs of Navy ships and aircraft.

An important display will be the Navy Memorial Log — a computerized record of past and present Navy

members. The log is being expanded to include individual photographs. More than 130,000 names have been entered into the log with place of birth, dates of naval service and highest rank or rate attained.

Construction of the Navy Memorial was authorized by Congress in 1980, with the stipulation that all funding come from private donations. For more information about the Memorial write: U.S. Navy Memorial, Box 12728, Arlington, Va. 22209-8728, or call 1-800-821-8892. In Virginia and the D.C. metro area, call (703) 524-0830.

* * *

For only the second time in U.S. history, a submarine has circumnavigated the North American continent. USS *Silversides* (SSN 679) completed the 20,500 mile cruise last fall, after departing Norfolk Aug. 25. The boat headed north along the east coast of North America, finally surfacing at the North Pole. *Silversides* headed south to Hawaii before crossing the Pacific and transitting the Panama Canal, finally steaming home to Norfolk.

The first U.S. sub to circumnavigate North America was USS *Nautilus* (SSN 571) on the first transpolar expedition in 1958.

* * *

Within a week, eight civilians suffering from carbon monoxide poisoning were treated at two Navy sites in Groton, Conn., to remove the deadly gas from their bloodstreams.

Civilian hyperbaric chamber facilities weren't available, and the Navy stepped in to help three families with the use of chambers located at the Naval Submarine Base New London and aboard the submarine tender USS *Fulton* (AS 11).

The Navy uses hyperbaric chambers primarily for the treatment of divers suffering from the bends and other diving injuries. The condition of the civilians was thought to be caused by faulty home furnace ventilation systems.

* * *

March is National Women's History Month for 1990. The month's theme is "Courageous Voices Echoing in our Lives." The observance recalls achievements of women in U.S. history.

The proclamation by President George Bush designating the special month says, in part, "Every aspect of our national life has been touched by the leadership, energy and insight of outstanding American women." □

Mail Buoy

Another point of view

While I enjoyed most of the December issue of *All Hands*, there was one article I found misleading. "Sailors vs. sailors," written by RADM Brooks, Director of Naval Intelligence, seems one-sided.

He ominously warns us that the Soviet "political officers are reminding them [young Russian sailors] that America and the West still threaten the Soviet Union and that Soviet communism and Western democratic capitalism are still irreconcilably opposed systems." While this is undoubtedly true, it is not the whole story.

ADM C.A.H. Trost, Chief of Naval Operations, wrote in his 1990 Report to Congress that, "despite the hopeful signs of unilateral force reductions and changes within the Soviet Union, we cannot ignore the realities of Soviet power. We must not allow ourselves to be lulled into complacency by *glasnost* and *perestroika* initiatives undertaken by Secretary General Gorbachev to rejuvenate a deteriorating Soviet economy." It is clear that Trost believes *glasnost* and *perestroika* to be political tools to build the Soviet economy and not a change in ideology to conciliate communism and our representative democracy. Obviously, the Soviets are not the only ones "reminding" their sailors that the other side is still a danger.

Next, when explaining the Soviet military cutbacks, Brooks writes that "most, if not all, of the ships to be retired were at the end of their useful lives and would have been retired within the next five years anyway. Presumably the personnel to be removed will also be screened to identify and retire the least effective."

Again, this statement is true. But aren't we basically doing the same thing? In response to Secretary [of Defense] Dick Cheney's request to find areas to cut, our military commanders responded with the proposed closing of some nearly obsolete bases and cancellations, cutbacks and extensions of already politically unpopular weapons systems. Of course, our Navy doesn't screen sailors to find the least effective. We offer early outs (for those who would get out anyway) and boost recruiting criteria.

Lastly, Brooks cautions that, "in the meantime, the Soviet navy's modernization program continues." From what I've read in *All Hands*, our modernization pro-

gram is prospering. The new *Aegis* guided missile destroyer class *Arleigh Burke* (DDG 51) and the *Abraham Lincoln* (CVN 72) are just the beginning. While their ships are under construction, ours are being commissioned.

The Soviet navy is not above carefully choosing words to represent themselves in the best possible light, but let us not forget, *our* Navy does the same.

—JO2 K. Miller
Student, EEAP
NavResRedCom, Region 7
Charleston, S.C.

Disappointed and distressed

I am quite disappointed in your article on the Soviet naval visit to the Norfolk Naval Station in the November '89 issue. As a crew member of the "World's Finest Cruiser," USS *Harry E. Yarnell* (CG 17), the primary host for the historic visit, I was upset that you failed to mention us in any way.

A lot of work went into this visit, most of it done by our sailors and those of USS *Milwaukee* (AOR 2) and USS *Peterson* (DD 969) the secondary hosts. We were the ones who escorted [the Soviet sailors] to Busch Garden, Lynnhaven Mall, Towne Point Park, the beach and everywhere else they went.

Your article was not complete enough for one of the most historic events of the 80s. I read what the Soviets had to say in the "Red Star," and they did a better job.

—FC2(SW) Jeffrey C. Blocker
USS *Harry E. Yarnell* (CG 17)

• *Thanks for setting the record straight. Our hats off to the sailors of Yarnell, Milwaukee and Peterson for helping make the Soviet visit a success.* — ed.

Distressing as it was to see sailors of the United States Navy festooning their uniforms with various Soviet naval badges/devices bearing the hammer and sickle of communism, I was even more dismayed that this action was duplicated by no less than a First Class and a Chief.

No wonder the young sailors of USS *Thomas S. Gates* (CG 51) and USS *Kauffman* (FFG 59) are wearing this stuff! Collecting the "other guy's" militaria is perfectly acceptable, but put it *in* your pocket, not *on* it! Apparently the Soviets depicted were much more aware of their uniform "regs" than our troops were, as

none of them display any of our own devices or ribbons. There also appears to be a proliferation of crossed U.S./Soviet flag pins appearing on the uniforms of the HM1 on the cover and Marine Lance Cpl carrying a wreath on the back cover. This is obviously someone's slick idea for good PR with the Soviet hosts, but it sets a bad precedent, is against "Regulations of the U.S. Navy" and is personally offensive.

As for the remark from the sailor who stated he could never go into battle against Soviet sailors because he now considered them his friends, [it] indicates to me that a succession of his superiors have failed in their leadership roles down the line since boot camp to indoctrinate him as to why we have a Navy and what is his expected duty to these United States as a member of that Navy. "*Glasnost*" propaganda aside, it appears that someone has forgotten the fact that these sailors are representative of American man-o-warsmen . . . not just a gaggle of "Love Boat" style tourists, including the staff of *All Hands*. From the appearance of the Soviet military, however, no such omission was made (or permitted) among their personnel.

—AO1(AW) W.E. Shaw (retired)
Ellicott City, Md.

Correction

Concerning your article in the January '90 issue "Five TAR ratings disestablished" in *News You Can Use*, you stated that "TAR" stands for Temporary Active Reserve. This statement is in error. TAR actually stands for Training and Administration of Reserves.

—SK1 William R. Fisher, USNR, TAR
ComNavResFor, New Orleans, La.

• *We've received numerous letters and phone calls on this matter. We stand corrected.* — ed.

Reunions

• **USS Hancock (CVA 19) all air groups, ship's company, and Marines** — Reunion June 24-26, Las Vegas. Contact Marshall Squire, 915 North York Road #204, Elmhurst, Ill. 20126; telephone (312) 834-4837.

• **USS California (BB 44)** — Reunion June, Charleston. Contact Harold Bean, 616 W. Lafayette, Staunton, Ill. 62088.



USS *Carl Vinson* (CVN 70) takes a bath while testing her Counter-measure Wash Down System. The system was developed for defense against nuclear, biological or chemical attacks. It has also been adapted for use in fighting fires. Photo by PH3 Robert Noren Jr.



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