



# ALL HANDS

FEBRUARY 1991

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Today's  
black sailor

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A Lansing, Mich., reservist uses an acetylene torch to practice welding in a workshop at Lansing Community College as part of the Navy's Civilian Augmented Training Program. Photo by JO1 Paul Engstrom.

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# ALL HANDS

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 FEBRUARY 1991— NUMBER 887  
 69th YEAR OF PUBLICATION



Photo by PH1(AC) Scott M. Allen

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**Front cover:** Seaman Bryant Ferguson III blows taps for evening colors at Naval Station, Norfolk. Ferguson is a member of the naval station's honor guard. See related story on Page 8. Photo by JO1 Lee Bosco.

**Back cover:** Ryan Berger works on the bridge of the USNS *Harkness* (T-AGS 32) during Project Marco Polo. See stories beginning on Page 20. Photo by Patricia Lanza.©

# News You Can Use

## View from the top

By the Master Chief Petty Officer of the Navy

*Few sailors have the opportunity to witness, firsthand, our shipmates' successes and hear their concerns like Master Chief Petty Officer of the Navy Duane R. Bushey. His position affords him the opportunity to observe our close-knit society from a broad perspective. He deals with Navy issues and people, from the Chief of Naval Operations to the newest seaman on the deck of a deployed combatant.*

*In an effort to share his observations and advice with a Navywide audience, All Hands will print columns from the MCPON on a continuing basis.*

Lately I've heard several retiring chief petty officers say they have chosen teaching as a second career. I like that, maybe because it's what I intend to do when I retire. But think about it — we've spent our first career as sailors and chiefs in the United States Navy teaching.

A good chief focuses his attention on training his juniors, peers and, yes, his superiors as well. Chiefs prepare their people, divisions, departments and commands so they are ready to perform with or without them. We must train our relief — that person in line to be 'the chief' — from day one.

It's often difficult for most of us to turn over our jobs, especially good jobs, to someone else. But keep in mind the old axiom: remove your hand from a bucket and see how long the hole in the water lasts. This should show you how hard you are to replace if you've trained your juniors to take your place one day.

Good school teachers stimulate their students to think, to dig for facts, to search for answers and to look at problems from more than one angle. Isn't this exactly what a good chief does — inspire people to act on their own with confidence, always looking for better ways to do things?

Teaching — not a bad idea.

*For more information or answers to questions, call Chief Journalist Craig D. Grisoli at Autovon 224-5643/5545 or commercial (703) 614-5643. □*

## Cash award program still going strong after 25 years

Sailors are earning more money these days under the Military Cash Awards Program (MilCAP). In the last five years, sailors received more than \$1.4 million for their ideas and suggestions to improve the way the Navy does business. The MilCAP coordinator receives an average of 2,000 suggestions per year.

The awards are getting larger as well. Last year a sailor received \$25,000, the largest cash award in the program's 25-year history. The idea is to find a problem — along with a formula for solving it — and put them both in writing. The Navy has a network of MilCAP administrators to help sailors complete the process.

Any Navy member can participate in MilCAP, including midshipmen and reservists on active duty. Awards are also given to sailors who retire before their suggestions are actually adopted.

For more information see your command MilCAP administrator or OpNavInst 1650.8C. □

## Free hemming

Personnel purchasing privately-manufactured commercial uniform items are now entitled to free hemming at Navy Resale Activities. This change has no effect on free hemming services that already apply to government issue items, although some restrictions apply.

Uniforms purchased through the mail order program of the Uniform Support Center, Norfolk, can also be hemmed free of charge, if personnel present a copy of their bill of sale. □

## New CHAMPUS handbook

An updated 140-page CHAMPUS handbook, written in everyday language, is available for service families and their sponsors. The last version was issued in 1988.

The handbook has the latest information about basic CHAMPUS benefits and procedures. It also discusses the uniformed services' Active Duty Dependents Dental Plan and Civilian Health and Medical Program of the Department of Veterans Affairs (CHAMPVA), with a list of military medical facilities worldwide.

All previous editions should be discarded immediately. The handbook has been shipped to military services' publication distribution centers, U.S. Public Health Service, various Coast Guard facilities and headquarters of all CHAMPUS claim processors and Health Benefits Advisors. Refer to stock number SN 0510-LP-206-0400, CHAMPUS Handbook 6010.46-H, July 1990. □

## Navy uniform regulation reminders

Navy uniform regulations state that wigs and hairpieces may be worn by active duty personnel while in uniform or duty status only for cosmetic reasons to cover natural baldness or a physical disfiguration. They will be of good quality and fit, present a natural appearance and conform to grooming standards.

The standards for fingernails and jewelry are as follows: fingernails will not extend past fingertips for men and one-quarter inch past for women. They should be kept clean. Only one ring per hand is authorized while in uniform, excluding a wedding ring. Consult the regulation regarding the wearing of jewelry. □

## Scholarships to children

The Retired Officers Association Scholarship Loan Program provides \$1,500 annual, no-interest loans to deserving undergraduate students who are children of active and retired officer and enlisted service personnel. The loans are awarded for up to five years of undergraduate study.

Last year, 680 students were awarded loans totaling more than \$1 million. From this group — based on their academic records and participation in extracurricular and community activities — 106 students received \$500 grants in addition to the loan. All those who apply for the loan are automatically considered for grants.

Since this program was initiated in 1948, as many as 3,700 students have received interest-free loans totaling more than \$8 million. Scholarship applications for the 1991-92 school year are now available.

For more information write to the Retired Officer's Association Scholarship Loan Committee, 201 N. Washington St., Alexandria, Va. 22314-2529 or call commercial (703) 549-2311. See Page 2 of December 1990 *All Hands* on how to obtain a copy of the Family Member Scholarship Pamphlet. □

## Back pain easily solved

Eighty percent of Navy members develop lower back problems during their careers. Incorrect lifting, twisting and bending, poor posture, lack of exercise and excess weight are the common sources of back pain and injury.

Swimming, walking and biking are particularly good for getting in shape without straining the back. The heart and lungs benefit, too.

With exercise as a daily routine, you can be on your way to fighting back problems. □



# The right answer is “Yes”

Story by JOCS Robert C. Rucker, photos by PH1(AC) Scott M. Allen

“There are two things I emphasize as Chief of Naval Personnel,” said VADM Mike Boorda. “First is remembering who the customer is and second is trying to say, ‘Yes.’”

According to the admiral, “yes” is the right answer to most requests when dealing with the policies and procedures that affect sailors’ lives. These include pay, retention incentives, housing and, particularly, assignments. Being pro-active is an overriding theme within his organization.

“We have to use common sense in applying instructions. As a result, people are allowed to bend or break rules when it makes sense and doesn’t break the law,” he said. “Now that doesn’t mean we can do everything, but it does mean that we look at the intent and spirit of a rule or regulation and try to adhere to that. As a result we are able to say ‘yes’ far more often, and if we do have to say ‘no,’ we can explain the reason why with it being more than ‘the book won’t let me.’”

This common sense approach has had dramatic effects on the fleet, particularly in retention. Many personnel initiatives taken in the past two years directly relate to the detailing process and reflect this concern.

“One of the first things we did was open the detailing window up to nine months,” Boorda said. “As a result we

get a better look at what jobs are coming open and can try to better match the sailor’s desires with the Navy’s needs.”

Also, detailers go to ship’s home ports prior to deployment instead of riding the ship back. This gives the sailor an idea of what is available and takes a load off his or her mind. By knowing where they will be heading after their deployment, they can concentrate on the job at hand instead of worrying about an unknown future. Married sailors have an opportunity to talk over orders with families before deploying. That is a big advantage.

“Late night detailing has been a success as well. Improving access of detailers to sailors in deployed units or at overseas stations improves our chances of matching the right sailor with the right job. Many nights, as many as 700 to 800 sailors call in.”

The results are obvious.

“Overall, Navy retention has never been better,” Boorda said. “Last year we retained 43 percent of our first-term sailors.”

While it is still too early to tell if Operation *Desert Shield* will have a major effect on overall Navy retention, the admiral was quick to point out that sailors taking part in this operation were certainly *not* being ignored.

“We just finished a detailing trip to

the Middle East, meeting with sailors stationed both on board ship and in the desert. According to the reports I’ve read, morale was very high with people knowing they are doing an important job. It showed in statistics from that trip. Sailors reenlisted for more than 1,000 years of additional obligated service.”

According to Boorda, Operation *Desert Shield* has been a challenge to the personnel policy makers and executors as well as those sailors deployed on short notice. Manning was the first issue.

“We’re getting the support for *Desert Shield* from several different fronts,” he said. “First, of course, is normal rotation. Once you’ve served a tour of shore duty you rotate to sea. So our first option is to send those personnel up for sea duty to units having requirements for their skills.

“Second, we’ve been recalling selected reservists — about 10,000 so far. Many sailors aren’t aware that most commands have a designated Reserve unit dedicated to augmenting it. When the need arises, we can recall one of the selected reservists to fill a billet for up to 180 days.

“The third method, which we don’t like to use often, is taking people from shore billets and sending them to fill vacancies at sea. After completing

# Boorda

their mission, the person returns to their designated shore billet.

"The absolute last method we use is 'stop loss.' Basically we prevent people from retiring or being discharged from a unit. While the president gave all the service secretaries authority to do this, we have used it only to a very limited scale. It is our last resort."

With so many sailors deployed with such short lead time, concern for those sailors' families has become a priority not only for Boorda, but for the Chief of Naval Operations and the Secretary of the Navy, he says.

"I can assure you that the well-being of families has been of utmost concern to all of us. If there's something, at this point, that we're not doing for the families *please* let us know and we'll do it. We have an established infrastructure to support families. No matter how long the advance warning, a deployment can be traumatic. Our Family Service Centers are doing a fantastic job of putting all the pieces together for those left behind."

Beyond the immediate challenge of *Desert Shield* lies a smaller Navy, according to Boorda — one that will have to work smarter, but still a place where hard-working people can make a career.

"We've already started down the road toward a smaller Navy," he said. "Some recent personnel policies have been implemented to help us get there. An example of this is selected early retirement and high-year tenure. Given congressionally mandated end-strength constraints, it makes sense to retire some senior officers, about 400 commanders and captains this year, who have more than 20 years of service. High-year tenure does the same in the enlisted ranks for retirement eligible people who are completing their careers. These retirements help us reduce our numbers while keeping good promotion opportunities for more junior people.

"Unlike some of the other branches

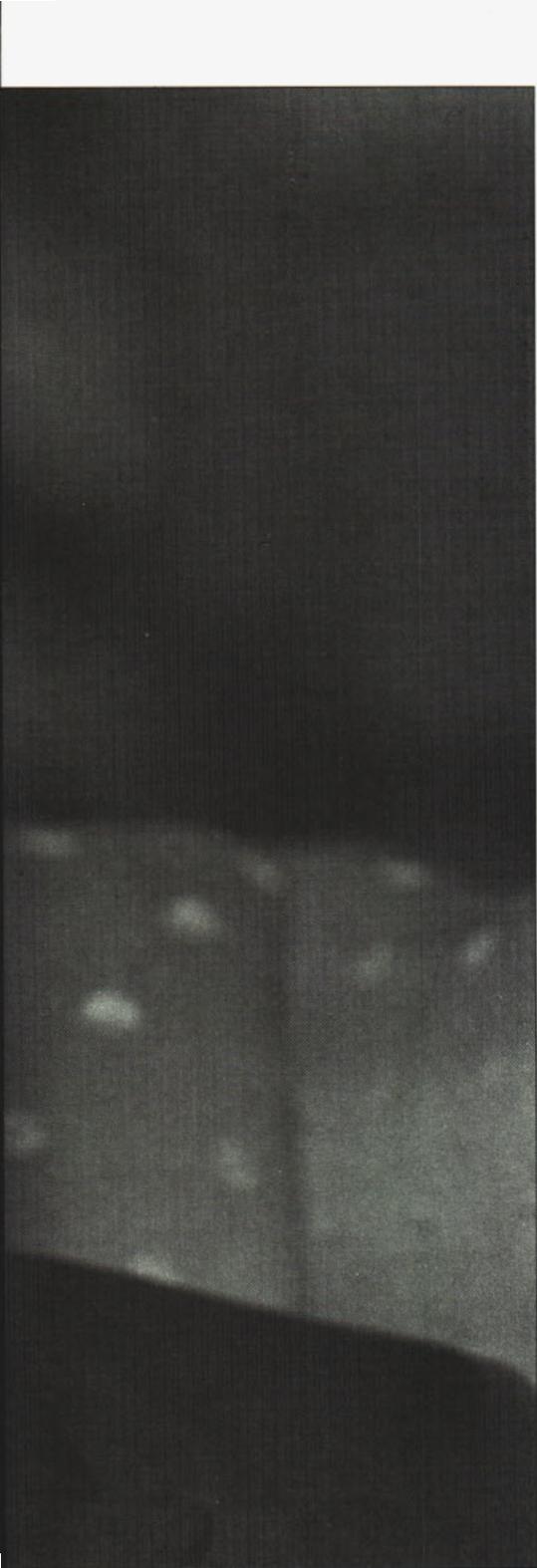


of service, we haven't had to resort to involuntary reductions-in-force to meet the congressionally mandated, end-strength requirements. With current projections, I can foresee no need for involuntary separations of sailors in the Navy."

Working to improve personnel services while downsizing the Navy is part of the reasoning behind Boorda's recent proposal to reintegrate the Chief

of Naval Personnel's office with the Naval Military Personnel Command, re-creating the Bureau of Personnel.

"There was a certain duplication of effort with the policy makers on one side and those implementing policy on the other," said Boorda. "Two sets of people were studying the same problem then having to consolidate their efforts. This slowed down the personnel process.



"We have few firsts left for women in the Navy," he said. "The first woman to command a ship assumed her duties in December. We consistently meet or exceed all the goals we have."

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*"I would like us to be a little kinder and gentler in the way we do business."*

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"Still, there is more work to be done. RADM Roberta Hazard has conducted a fact-finding study to identify issues and establish new goals in this area."

Boorda also emphasized the need for continued attention to the area of equal opportunity. "There's absolutely no room in this Navy for discrimination," he said. "Every sailor's role will become even *more* important in a smaller, more technologically advanced fleet."

Reemphasizing his objective to say "yes" to personnel initiatives and requests whenever possible, Boorda borrowed a theme from President George Bush.

"I would like us to be a little kinder and gentler in the way we do business, overall and in specific programs such as Exceptional Family Members. You see, I consider myself fortunate in having helped raise a handicapped child. My son, David, has some severe handicaps, which I'm glad we've had the chance to deal with. Mainly due to the strength of my wife, we've dealt with them well.

"Over the years we've learned a lot about how to raise a handicapped child while still having a naval career," he said. "The exceptional family member

program takes what we've learned and lets other people benefit from it.

"Is that kinder and gentler? I think so," he added.

Boorda offered advice to young sailors and officers considering a Navy career.

"With 34 years in the Navy, including seven as an enlisted man, I can tell you it's easy to get disillusioned in times of stress. Yet as I remember all those hard times, I remember a whole lot of great times. I remember a lot of good leadership with a lot of people who wanted me to succeed. Not because it was going to do anything for them, just because they were good leaders," said Boorda. "I think it's a great place to be. It's been better to me than I had any right to expect.

"So I would encourage people to study hard, work hard and take advantage of the great leadership that is there.

"Seniors, give that kind of caring leadership to your juniors," he emphasized. "That's what it is all about and what I've tried to do here in this office.

"You, the people in the fleet, do the real work of the Navy. And that is what's happening on those ships and squadrons, and out in the desert. A whole lot of people think the world of our sailors, and I'm one of them."

Sounds like a man that truly believes the right answer is "Yes!" □

"If approved, integration of the two units back into one could speed the personnel process, helping us to process that [DD]1306/7 faster, for example."

Being able to project a stable, if somewhat smaller force ahead, Boorda voiced strong opinions toward assimilation of women and equal opportunity for all men and women, majority and minority.

*Rucker is editor of All Hands. Allen is a photojournalist for All Hands.*

# Today's black sailor

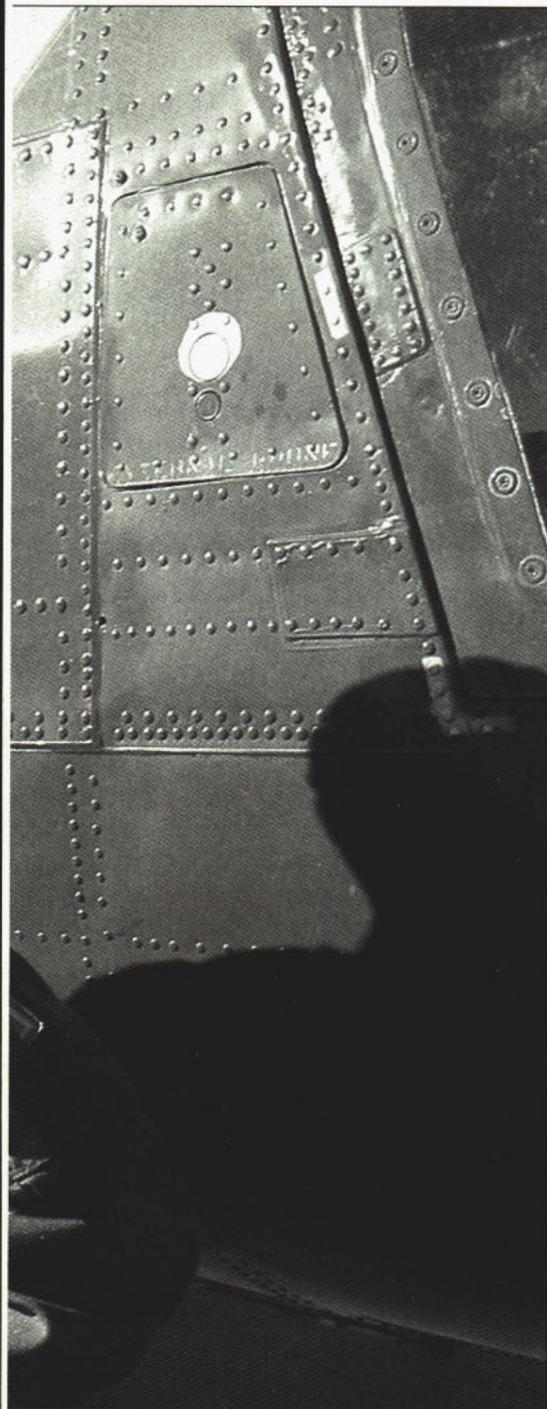


Story by JO1 Melissa Wood Lefler

*Since the Navy initiated its grass roots equal opportunity program in 1971, substantial progress has been made toward achieving the goal of total equality for all sailors. The Navy's notable success in this area is a tribute to the extensive education programs and policy adoption at all levels of leadership. These practices have helped establish the Navy as an equal opportunity leader, setting the example for society.*

*February is Black History Month. In the past, All Hands magazine has honored this historic observance by highlighting the outstanding accomplishments and contributions black sailors have made to the U.S. Navy. In honor of Black History Month 1991, we decided to take a different angle. We interviewed eight Navy men and women from the fleet. They are all proven performers, and they are all black.*

*In the article that follows, each individual gives his or her personal account of what it is like to be black wearing Navy blue. — ed.*



**CDR Edward Keys, XO of HC 6, is slated for command this year.**

hard work — thousands of hours of gathering research, talking to people, writing courses and knocking on doors.”

Born of the civil rights movement of the 1960s, the earliest changes in the makeup of the Navy followed the congressionally legislated integration of American society as mandated by the Civil Rights Act of 1965.

Still, by 1970, the sight of white sailors working for African-American division officers, leading petty officers or command master chiefs was not only uncommon, it was virtually unknown.

At that time, simply working together was often a strained and difficult situation for blacks and whites, remembers Chief Aviation Storekeeper Kenneth Hamilton, now assigned to the aircraft carrier USS *Theodore Roosevelt* (CVN 71).

“Racial relationships have improved tremendously,” said Hamilton who joined the Navy in 1973. “I remember that we had a racial incident on [USS] *Kitty Hawk* [(CV 63)]. There was a lot of rivalry between blacks and whites. Off duty, the blacks would stay together and the whites would stay together.

“Now that’s changed,” Hamilton continued. “Today, in my shop, when a young black and a young white sailor become friends — something that happens all the time — no one questions it or thinks twice about it. You’d never hear the question that was asked of me 16 years ago when I made friends with a white sailor.

“Black sailors on the ship confronted me, saying ‘What do you want to hang out with him for? He’s not like us.’ And his friends asked him the same thing.”

That narrow-minded attitude was a product of ignorance and fear, believes Master Chief Aviation Boatswain’s Mate (AW) Ronald Carter, a pragmatic 28-year Navy man who is the force master chief for Commander, Naval Air Force U.S. Atlantic Fleet. “When I joined the Navy in 1961, I was 17 years old, right out of high school,” said the New Orleans native, who added he never dreamed he would reach his present position. “I was realistic — I thought I could be successful within a limited area.”

That area encompassed a few basic ratings which were labor intensive and not very technical, Carter remembered. “Then [former Chief of Naval Operations ADM Elmo] Zumwalt said, ‘Let’s give everyone a fair shot,’” Carter recalled. “He opened up all the ratings to blacks, and people grabbed the opportunities with pride. But there was a lot of fear too, and along with the fear came certain myths that ‘they’ [white people] were giving ‘us’ [blacks] something that wasn’t earned or deserved.”

Unfounded rumors about quotas linger even today, Carter says. “There are no quotas for advancing minorities, blacks or women in the Navy,” he says decisively.

With standard grievance procedures and strict enforcement, including courts-martial and discharge for those who failed to honor the new policies, the military found itself considered by many to be in the equal opportunity vanguard of American society during the late 1970s and early 1980s.

Overall, minorities believe the Navy has come a long way — and in many ways a lot further than its civilian and corporate counterparts — toward dispelling discrimination and

**T**’d be a fool to say that we haven’t made progress, but this work is never done,” said 26-year Navy veteran Master Chief Signalman Willie O’Neal, the assistant command-managed equal opportunity program manager at Naval Military Personnel Command, Washington, D.C. “And, if we say that the Navy’s advancements in the area of equal opportunity merely reflect the changes in American society, that doesn’t do justice to our program at all. It’s been a lot of



Photo by JO1 Melissa Wood Laffler

**"I like the military — I get a sense of value and worth that I might not get in the civilian world," — AT1(AW) Anthony Cherry.**

"Maybe it's just me, but I feel some of these claims aren't well-founded," continued the 26-year-old, who joined the Navy eight years ago because he thought his small hometown in North Carolina offered extremely limited opportunities, even more so for young blacks.

"I feel that everyone's destiny is up to them. Everyone — minority or not — has disadvantages to overcome. You can't use that as an excuse not to succeed. At the same time, I'm realistic; being a minority does have an impact."

The current message of zero tolerance for racism from the Navy's top brass has been especially beneficial, because it is explicit. This message, consistently repeated and enforced during the past two decades, has virtually erased overt racist behavior, such as name-calling, and joke-telling.

Grievance procedures and military justice, while making inroads against discrimination, doesn't always succeed in stamping it out. Any human resources facilitator from the old race relations workshops, or course instructor from the new Navy Rights and Responsibilities Workshops will tell you that while behaviors can be monitored and controlled, attitudes are another story.

"The Navy is a subculture of the American culture; we bring our own values into the organization," said Cherry. "Our society is not fully integrated. You have to understand, the purpose of equal opportunity programs in the Navy is to make the working environment equal, not to force intermingling of groups. If you come from a family that thinks blacks aren't equal, your attitude is going to slow the process down."

creating a harmonious and efficient working environment for sailors of all races.

"Society has followed the military (in the area of equal opportunity)," declared Hamilton. "The military was a ground breaker — learn to live together and learn from each other. We wouldn't have the strong Navy we have today if it wasn't for the mix of cultures.

"There's really nothing more they can do. I think the program is on line," Hamilton continued. "It's up to the individual now — otherwise you'd be giving handouts, and that wasn't ever

what we wanted."

"I think the Navy is doing more than can be expected in the area of affirmative action, and in some cases — such as aggressively recruiting minorities — even more than is required," echoes Aviation Electronics Technician 1st Class (AW) Anthony Cherry, indoctrination coordinator for Attack Squadron 42, Oceana, Va., and collateral duty Navy Rights and Responsibilities workshop instructor. "A lot comes out during the workshops. After class, I've talked with (Navy) people who feel that they are disadvantaged because of race.



U.S. Navy photo

**"I think the Navy is ahead of society — we have a long way to go, but we're damn sure out in front of society as a whole," — ABCM(AW) Ronald Carter.**

Making the working environment equal begins in boot camp, where the official zero-tolerance policy toward racism is first addressed. The message is reinforced during "A" school training.

"Education is still the best weapon against attitudes brought to the Navy from the larger society beyond," adds Carter. "Leadership is the key to the cure. Hopefully today, the chief petty officers are protecting all their sailors' rights.

"Young black sailors do come into the Navy with certain expectations," Carter continued. "They don't expect a handout, but they expect discipline and leadership. A lot of times when they come in the Navy, they are looking for a role model.

"The LPOs and CPOs — black and white — have a great opportunity if they'll just seize it, to show these kids their goals are attainable, just get the kids away from the notion of instant gratification.

"I think the Navy is ahead of society," said Carter, "we have a long way to go, but we're damn sure out in front of society as a whole."

Carter bases his observation on years of personal involvement in

churches, schools, charities and other community organizations in the Norfolk area.

"In a private company, you may work together for eight hours, but when it's time to go home, you [the white person] go across the tracks to your home, and I go across the tracks in another direction."

There's a difference in the military, where there is an atmosphere of danger and it takes a team to prevent a catastrophe. "During a six- or seven-month deployment," explains Carter, "you have to live together 24-hours-a-day, knowing any minute a fire could break out or that there could be an accident on the flight deck. It's a real bond that surpasses race or ethnic background. You depend on each other for life."

Young sailors like 23-year-old Electrician's Mate 3rd Class Lawrence Ramsey voices many of the same concerns and observations made by seasoned veterans of the equal opportunity evolution like Hamilton, O'Neal and Carter.

"I came in the Navy because I felt there was an equal opportunity," said Ramsey of his decision to join less than two years ago. "I took the nuclear

power program because it sounded challenging. It had a lot of good training, and my recruiter said, 'This is the best we have.'

"In nuclear power school, the official policy [toward equal opportunity] is exactly the way they play it. I had as much chance as anyone, based on my own intelligence."

Ramsey said he frequently sees discrimination everywhere in American society, but he doesn't let it discourage him. "It's thought provoking as to why it still exists and what I can do to change it."

Ramsey has found many interracial friendships exist on a small ship, such as the submarine USS *John Marshall* (SSN 611), where he currently is assigned.

"Black people can be closed-minded, too," said Ramsey. "Where I grew up, I hung around with mostly black guys. Then I went to work for an engineering firm in New Jersey, and most of my friends were white. But when I came in the Navy, I still had some stereotypes about white people.

"On this ship, I met some people from Arkansas, from the little country towns. You get to know them and find out they are people, just like you are. Every example helps eat away at the stereotypes," he summed up.

This theme — stereotypes are a deplorable substitute for real understanding — was echoed over and over by black sailors, perhaps unaware their shipmates were saying the same thing.

"We've all been in this country for a long time, but we don't know each other," said LCDR (Dr.) Freddie Lemons, a physician who joined the Navy as a medical student in 1978.

"You learn to deal with a lot growing up as a minority in America," Lemons



said. "You learn to deal with people you don't even know calling you names, and you learn to ignore those people because you have a goal."

For Lemons, a pathology resident, the 12-year road from the Uniformed Services University, where she was the only black medical student who had signed up for the Navy, has been challenging.

"You just have to be persistent and have patience," Lemons said, a message she often passes on to junior black sailors in her department. As a senior black officer at Naval Hospital Portsmouth, Portsmouth, Va., Lemons finds that her advice is constantly sought.

"I've talked to four people this week alone about whether they should put in a grievance, whether they're being discriminated against. Sometimes, it isn't racism, it's that the person hasn't completed their courses or other qualifications." But unlike Cherry, Lemons feels that about 40 to 50 percent of the problems brought to her attention include some element of covert racism.

"The equal opportunity program looks good on paper," Lemons continued, "but not everything can be covered by a regulation."

However, even when persistence pays off, racist attitudes persist, too, Lemons feels. "I was just having a conversation with a technician who had been selected for a special assignment," Lemons recalled. "We discussed how you want to be selected for advancement or for a special job based on your merits, not because you are a minority. People still have the misconception that if a black person gets a top job, it's because it makes the command look good, not because they've earned it. Trust me, most of us have

earned it."

Despite fair treatment so far, Ramsey, the submariner, reports that he experiences similar stresses, but admits some of them are self-induced. "I feel the pressure to be even better, to be even more than 4.0 because I am a minority — but I don't always buy into that," Ramsey said. "I find myself wondering, 'Was everybody watching me, waiting for me to mess up?' I know it isn't true. It's an extra pressure I put on myself."

According to the consensus of those who have lived through it, confrontation and documentation are the solutions to covert racism. While that can be difficult, black sailors agree almost unanimously that with proper documentation, their grievances will be dealt with fairly by the top echelon in their commands.

"I have absolute faith in my commanding officer to be fair about equal opportunity or a racial grievance," stated Ramsey unequivocally. "You can't win a war if you have a mini-war on your boat, and the people in charge in the Navy are aware of that."

Lemons said that when she suspects covert racism on the part of a co-worker, she first confronts the individual.

"I'll tell the person that I'm sensing something, and it can be off the record. I've done this and it helped. They said

**According to black sailors, equal opportunity has come a long way in the Navy but there is room for improvement.**

they didn't mean to offend. I don't know if that is actually true, but the behavior stopped."

"If a grievance can be validated, the system works," emphasized Cherry, the rights and responsibilities instructor. "Document, document. But try talking to the person first. If I have strong convictions that a person is racially prejudiced I'm going to confront them. Don't be afraid, because that's the first step of an informal grievance procedure. You can't blame someone if they don't know they are offending you."

Many black sailors say that racism is starting to dissolve as black petty officers and officers move up the rank structure in significant numbers. They take their jobs as role models very seriously, even when that role conflicts with their personal ambitions.

"I don't see the number of black officers in the Navy that I would like to see," says Hospital Corpsman 3rd Class Darrin Eason, assigned to USS *Theodore Roosevelt* (CVN 71). Eason, who was recently selected petty officer of the quarter, feels his selection was based in part on the honest, no-holds-barred answers he gave his interviewers during the selection board. Eason,

25, who joined the Navy with a bachelor's degree, has harbored ambitions to become a lawyer since graduating Moorehead State University in Kentucky four years ago.

While in the Navy, Eason has saved \$10,000 for law school. Although he'd rather be a civilian attorney, as he originally intended, he now feels torn.

"It's a conflict, a responsibility," Eason said. "Everybody — and I mean *everybody* — on this ship has encouraged me to go for an officer program. The Navy certainly needs more black lawyers, and I'll know both sides, officer and enlisted, if I become one."

Cherry, who will earn a bachelor's degree this summer, is sure that the military, and an officer program, is the career he wants. "I do like the military," said the avionics technician, "I get a sense of value and worth from my job that I might not get in civilian life."

When and if Cherry and Eason become junior officers, they probably will find their paths easier than the 17-year path followed by helicopter pilot and Helicopter Support Squadron Six Executive Officer CDR Edward Keys, who will become the second black helicopter squadron commanding officer in Navy history this year.

For black officers, overcoming barriers to success has in some ways been even more difficult than for enlisted people, Keys found.

"At the time I joined, there were very few black aviators," Keys remembered. "The reaction of my friends ranged from indifference to wondering why I would do something so stupid as join the Navy. Of all the services, the Navy had the worst reputation in the black civilian community for racism."

Looking back over the first half of his career, Keys sees now that it exactly

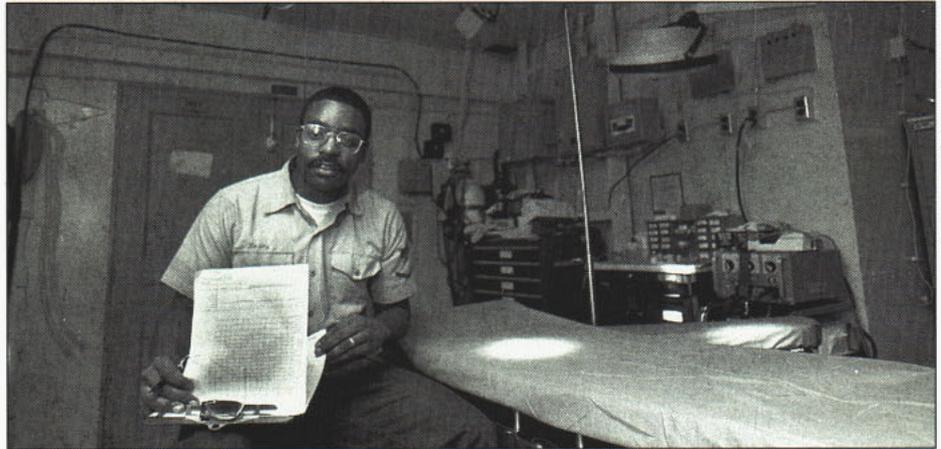


Photo by JO1 Malissa Wood Letter

paralleled the results of the Navy's current equal opportunity survey. Assignments were mediocre, and fitness reports were low to average, reflecting the perception at the time that black officers were "pack players at best."

"It was the old double-edged sword," Keys said. "If a minority did well, it was because you got a token. If you did poorly, well, what else could anyone expect?"

There was also the old trick of not giving certain people, including minorities the "gouge," the important information that isn't written down anywhere, reflected Keys. "Nowadays, department heads are less likely to stereotype," he added.

A good CO and a challenging assignment helped Keys break out of the rut as a lieutenant and set him on the path to success. "To get him [the CO] to notice me, I took a job [in a department] that was in terrible shape that was for someone one rank senior to me, and did it well," Keys remembered.

"Today," Keys said, "minority officers have a real chance to compete for the good jobs in the early stages of their careers." In helping to bring that about, Keys credits both the National Naval Officer Association for counseling all junior officers on how to break out and become competitive, and Pro-

**"The Navy needs more black lawyers [officers] and I'll know both sides — enlisted and officer," — HM3 Darrin Eason.**

*ceedings* magazine for publishing the results of boards, plus guidelines to what a well-rounded career should encompass.

But the concern must still come straight from the top, Keys believes. "At least now someone is looking at the statistics. I just left a tour at the Office of the Assistant Secretary of the Navy," Keys said. "I was able to see the manpower policy makers at work. People like VADM Mike Boorda (Chief of Naval Personnel) have a commitment to minority issues. There is a concerted effort to have minority representation on boards. I served on three boards, including the minority officer aviation attrition board, which didn't even exist until a few years ago."

Keys, too, finds he is a magnet for young minority officers and enlisted people who see him as a role model and want his advice.

"I counsel my minority sailors that, as they rise up in officer or enlisted ranks, they are inevitably going to stand out. They can't hide; they are going to be noticed. Use that to your advantage, I tell them." □

Lefler is assigned to NIRA Det. 4, Norfolk

## Spotlight on Excellence

# Bandleader breaks the sound barrier

Story by JO2 Dan Sweet

Setting goals and planning paths to meet those goals is something George Noble Thompson Jr. knows a lot about.

As the Navy's first African-American bandmaster, it was goal setting that brought him through the enlisted ranks to his recent commissioning as an ensign. And it is goal setting that he hopes will eventually take him to the top position within the Navy's music program.

With music as a hobby rather than a profession, Thompson's goals were simple in 1977: join the Navy, see the world and provide a good home for his family. Since that time, he has easily met these goals. And with few "firsts" remaining in the 215-year history of the Navy, Chief Musician Thompson added his name to the record books Nov. 1, 1990.

There are 25 officers and more than 750 enlisted musicians in the Navy's program, which uses the international language of music to communicate with communities and nations around the globe. Seven to 8 percent of the enlisted members are minorities.

"I'm very proud to be the first [minority bandleader]," said Thompson, who is looking forward to acting as a role model for other minority musicians. "They can now see that someone has broken through. It gives them realistic hope."

Thompson also added that the opportunity for advancement is there for everyone, whether they choose the enlisted ranks or officer corps. "They just have to recognize their goal, then make a plan to attain that goal," he said.

The Philadelphia native hadn't thought of an officer program when he first joined. Then, as a second class

petty officer, his bandmaster indicated that he thought Thompson would make a good candidate for the Limited Duty Officer program.

The two sat down together and mapped out a plan that consisted of



Photo by PH2 Denise Harrison

**Optimism and perseverance are what ENS Thompson uses to guide his Navy career.**

transfers, Navy correspondence courses and advancement opportunities that would lead Thompson to his new goal — a goal that would take seven years to reach.

Selected for chief petty officer in September 1989, Thompson submitted his application for LDO as soon as he was eligible for the program. While he wasn't selected on his first try, he remained optimistic and submitted his application a second time. This time his application was successful, and he was named for promotion under the LDO program.

Though Thompson had a strong

music background from his family, his first career choice didn't relate to musical training in any way.

Originally planning to join the Navy in an aviation administration position, Thompson became aware of the Navy's music program while attending boot camp at Great Lakes Naval Training Center near Chicago. After an audition, he was accepted and was sent to his first command in Orlando, Fla., where he was a keyboard instrumentalist with the Navy rock 'n' roll ensemble, "Flagship."

After two years in Florida, he transferred to the Northeast Navy Show Band in Newport, R.I.

His first chance to travel overseas came after he completed additional training at the Armed Forces School of Music. After graduating first in his class in the intermediate course, Thompson was assigned to the 6th Fleet Band in Naples, Italy.

Upon returning to the United States, the now well-traveled keyboardist again attended the School of Music, completing advanced instruction in the Navy's Enlisted Bandleader Course. Upon graduation, Thompson reported to Navy Band Seattle, where he has served since 1987. His latest assignment has been as Chief-in-Charge of Finances and Material for Navy Band Seattle.

Following officer indoctrination in Pensacola, Fla., he will report to the Navy Band in Washington, D.C., where he eventually hopes to lead the ceremonial band. With Thompson's proven method of setting and attaining goals, his latest ambition seems just a matter of time. □

*Sweet is assigned to the Public Affairs Office, Naval Base Seattle.*

# Army-Navy classic

Story by JO2 Andrew I. Karalis, photos by PH1(AC) Scott M. Allen



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*100-year-old battle cries  
heard around the world.*

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Although U.S. soldiers and sailors are comrades-in-arms around the world, particularly in the Middle East, there is one day each year when this uniformed camaraderie turns into a grueling rivalry.

On that day, the football field at Veteran's Stadium in Philadelphia becomes a battlefield. The warriors from two service academies wear cleats and shoulder pads instead of boondockers and flak jackets.

To the victor goes inter-service bragging rights for one full year.

For this unparalleled gridiron clash, there are no fiercer adversaries anywhere when it's Army vs. Navy. On Dec. 8, 1990, the 100th anniversary of their first football game, the cadets and midshipmen displayed the intense emotion and pride that has been evident in all of the previous games.

In the years since their first meeting

at West Point, N.Y., where Navy soundly defeated Army, 24-0, everything about this game has changed — uniforms, rules, formations and lineup — except for the spirit of the game which is the foundation of this rivalry. When game time comes, throw out the record books filled with statistics and season records — this is the Army-Navy game, where the game and its outcome are more hotly debated than any Super Bowl or college game. After all, it has been said that these two teams are supported by the largest alumni association of all — every man and woman who ever wore Navy Blues or Army Greens. For many players, this game is the biggest moment in their athletic careers. Following the game most will turn in football uniforms and resume wearing service uniforms full time. The knowledge that this may be their last game, com-

bined with the fact that the game draws a worldwide television audience, has always been an added incentive for the players to turn in their best performance.

In short, Army-Navy is THE GAME.

In 1989, morale throughout the fleet rose to a new high after Navy marched down the field and Frank Schenk kicked a field goal with 11 seconds remaining in the game to upset Army, 19-17. Navy had won more than just the football game. The underdog had come from behind, and the game epitomized the Navy's die-hard spirit.

Going into the 1990 contest, Navy led the series 42 wins to Army's 41 with seven ties. Besides vying for their service's pride, the winner would boast a winning season, each team posting records of five wins and five losses.



Army ultimately won this battle 30-20 and tied the series with 42 wins.

First quarter action saw Army march down the field to the Navy 13-yard line in its first possession to kick a field goal and take a 3-0 lead. Navy senior quarterback Alton Grizzard passed to senior flanker Jerry Dawson for catches of 12, 11 and 15 yards, and ran the ball down the field in Navy's first possession, only to end their drive at the Army 35 on a fumble which Army recovered. The cadets drove the ball through the Navy line in short spurts until the last play of the first half, when Army halfback Calvin Cass took a pitch around left end for a 30-yard gain to the Navy 6.

The start of the second quarter set an ominous tone for the midshipmen as running back Mike Mayweather, Army's all-time leading rusher, took the ball up the middle for the first touchdown of the game, stretching Army's lead to 10-0. Navy stalled short of midfield on their next drive and ended up punting to the Army 26. Junior quarterback Willie McMillian

directed the Army's wishbone offense down the field with Mayweather and fullback Callian Thomas for another Army score, 17-0.

With 4:15 remaining in the first half, Navy had to do something to get back into the game. At a crucial third-and-six, Grizzard passed over the middle to sophomore flanker Rob Holmberg for a 24-yard gain, keeping Navy's drive and hope of scoring alive. Sophomore tailback Ivan Bullard then carried the ball over the right side for 7 yards and up the middle for 5 more on the next two plays for a first down at the Army 40. Grizzard then went back to the air, hitting junior split end B.J. Mason for a gain of 8 and senior tight end Dave Berghult for another 20. With less than a minute to play, Grizzard went back to pass, scrambled out of the pocket and picked up 6 yards. Following a Navy timeout at :34 on the clock, Grizzard rolled left to pass, scrambled right and found Dawson in the end zone for Navy's first score of the afternoon. Army led at halftime by 10 points, 17-7.

**Above left: Jimmy Doro, of the Navy SEAL parachute team from Naval Amphibious Base, Coronado, Calif., enters Veteran's Stadium flying "Old Glory." Above: Senior quarterback Alton Grizzard (#16) bombards Army with aerial strikes down the field.**

Navy's momentum from the end of the first half faltered after receiving the kickoff in the third quarter, giving the ball back to the cadets after four downs. Army drove down the field to inside the 10-yard line, but was stopped by the Navy defense led by the charge of senior middle guard Andy Kirkland and sophomore defensive tackle Robert Kuberski. Army missed the attempted field goal, and Navy took control of the ball at their own 20. After Grizzard passed to Dawson on first down for a gain of 14, it looked like Navy could make a come back. However, in the next two plays, Grizzard was sacked by Army defensive tackle Wade Smith for a loss of 10 and intercepted by linebacker Anthony Noto at Navy's 36-yard line.



Below: The Army-Navy game gives midshipmen a chance to let loose their inhibitions. Bottom: Navy cheerleaders help raise spirits to new heights of intensity.



Cass, who fumbled the ball which was recovered by Kuberski on the Navy 33. There was still hope for the midshipmen. Bullard carried around the right side and up the middle four straight times for 8-, 4-, 4- and 1-yard gains. A facemask penalty at midfield gave Navy a third-and-one in Army territory. Enter freshman [plebe] fullback Brad Stramanak who carried the ball up the middle for a 45-yard TD – the longest run from scrimmage for Navy this season. With 1:02 left in the third quarter, Navy closed within three, 17-14.

Navy fans went wild – everyone was standing up, hooting and hollering – not just the midshipmen (who traditionally stand the entire game along with their counterparts from Army). The ensuing kickoff silenced the Navy partisan onlookers as Mayweather returned the ball 41 yards to the Navy 47.

Mayweather carried for three consecutive rushes of 6-, 2- and 4-yard gains, followed by McMillian throwing his first, *and only*, pass of the day for a

35-yard TD to split end Myreon Williams. This was Army's first touchdown pass against Navy since 1971. The score was 24-14, with 14:16 remaining. There was still enough time for a comeback if Navy got some breaks.

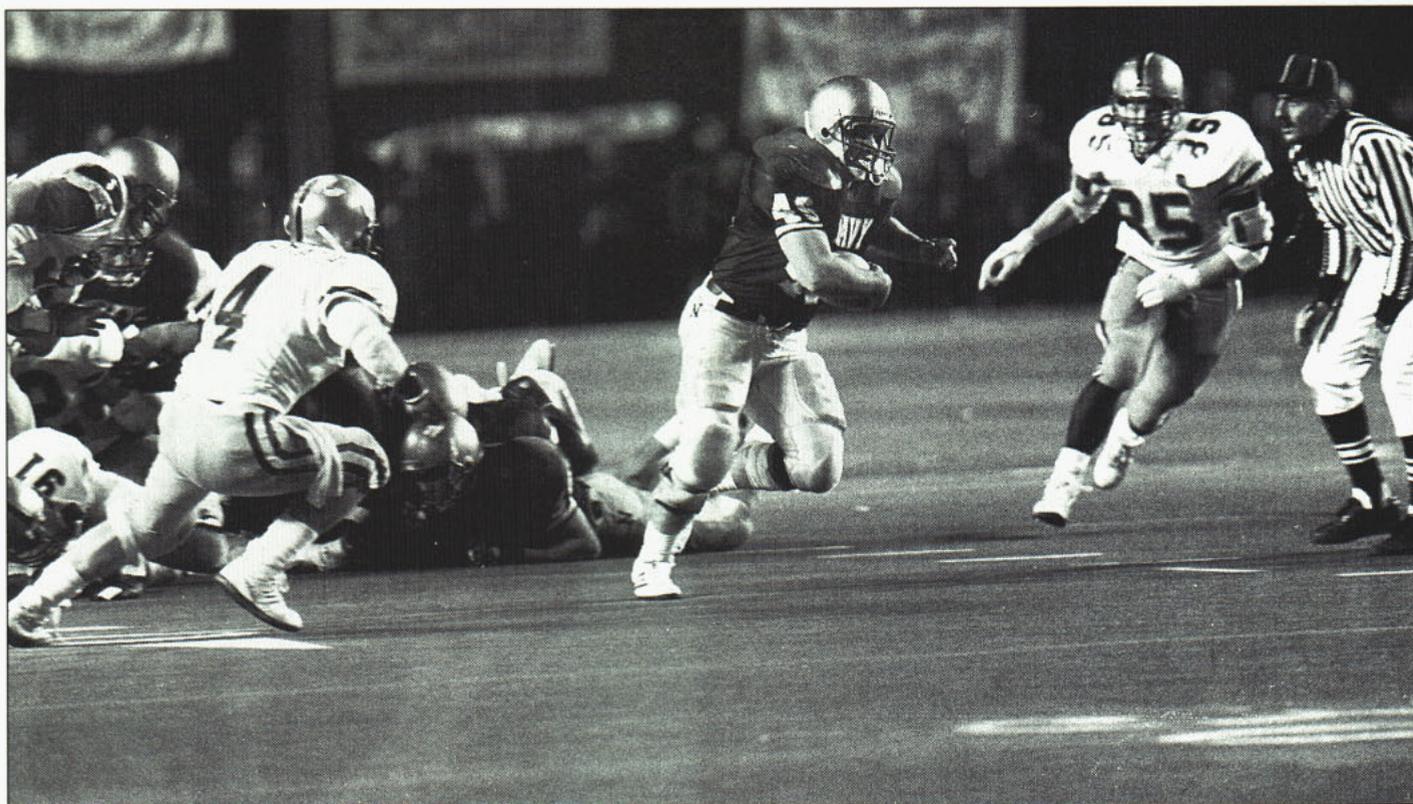
After Navy made one first down, they were forced to give the ball back to Army. The punted ball hit an Army player however, and was recovered by Navy at the Army 23. Stramanak carried the ball around the right side for 6 yards, then up the middle for 5 and 4 more. Bullard took a pitch around the left side for a gain of 7 and a first-and-goal at the 1-yard line. Grizzard kept for the TD. Army 24, Navy 20. The midshipmen called a timeout with 10 minutes left (before the point after attempt) to decide if they should go for two. Grizzard passed to Dawson, but the ball fell incomplete. The score remained 24-20 in Army's favor.

Navy's senior kicker Frank Schenk tried lofting a high end-over-end kick, but Army smartly called a fair catch at the 32. McMillian drove the Army

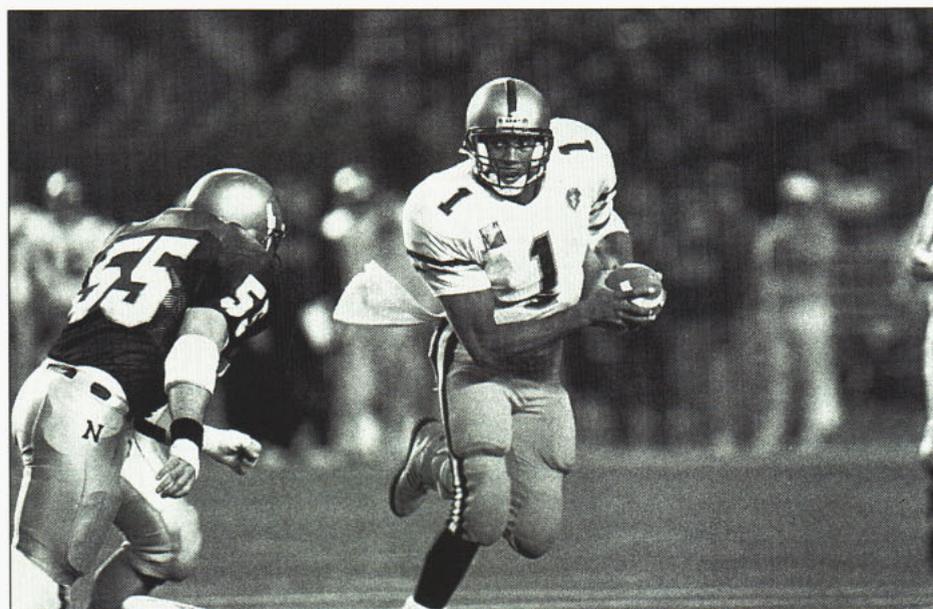


team down the field for two first downs, but was halted at the Navy 21 and forced to try another field goal. Patmon Malcolm kicked a 38-yarder

Photo by JO2 Andrew I. Karalis



**Above:** Navy plebe fullback Brad Stramanak (#46) burst through Army's defense for a 45-yard touchdown run in the 3rd quarter putting Navy within three points of Army, 17-14. **Left:** Army's junior quarterback Willie McMillian (#1) eyes linebacker Byron Ogden (#55) as he runs through Navy's defense leading the cadets up and down the field all day long to win, 30-20.



of bounds to stop the clock. Grizzard passed to Dawson on the right sideline again for a gain of 10. The next two throws were close but incomplete to Berghult and Dawson, so Grizzard passed to Jason Pace who faded out of the backfield for a pick up of 13. Navy called a timeout with only :04 on the clock and the ball at the Army 47. The "Hail Mary" was thrown deep, but time expired and the ball fell incomplete. Final score, 30-20, Army.

Army may have won the game and the bragging rights that go with it, but Navy still took some things home that they can use next year — pride, dedication, discipline — and the ultimate weapon for use in the gridiron classic — revenge. □

*Karalis is a writer for All Hands. Allen is a photojournalist for All Hands.*

to extend Army's lead another three points, 27-20.

With only 6:10 remaining, Navy's Grizzard knew he had to move the ball from his own 20 down the field by passing for another touchdown. But Army knew this too and intercepted just past midfield on the first play from scrimmage. Army moved the ball on the ground, eating up precious ticks of the clock, to the Navy 8-yard line for another field goal, making it 30-20 in Army's favor.

Grizzard led the midshipmen down the field in 1989 to set up the come-from-behind, game-winning field goal with only 11 seconds left. He did this through his pride, discipline and dedication to the game, the academy and the Navy. If anyone could lead the mids from the jaws of death (or a loss to Army with less than a minute to play), Grizzard could.

With first-and-10 at their own 18-yard line, Grizzard completed a 13-yard pass to Dawson, who stepped out

Right: Navy's Alton Grizzard (#16), flanked by Army seniors Rone Reed (#93) and Chet Nadolski (#85), stands at attention for the U.S. Military Academy's school song one last time. Below: Junior Chris Cordero (#22) and senior Alton Grizzard (#16) console each other following their loss to Army and their last football game together.

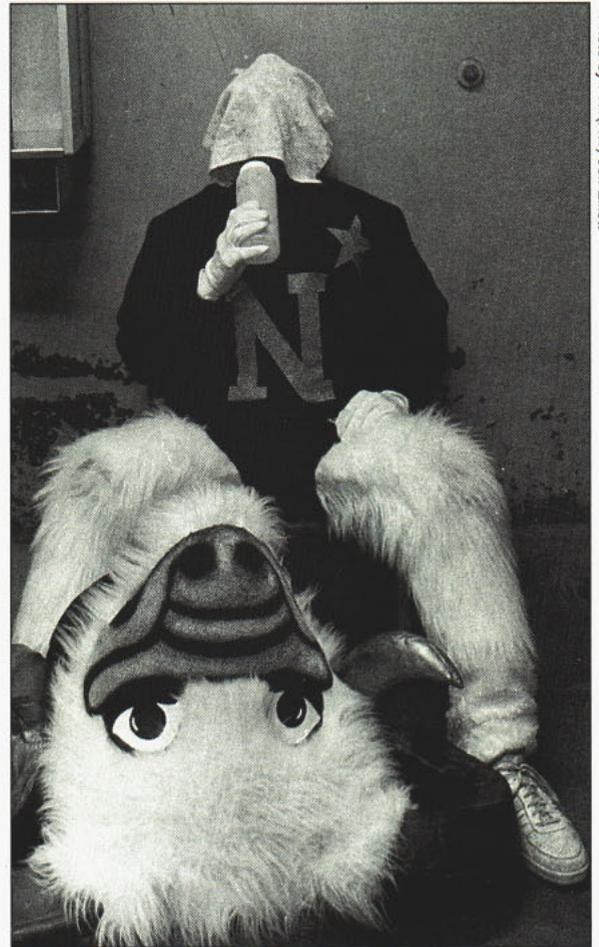
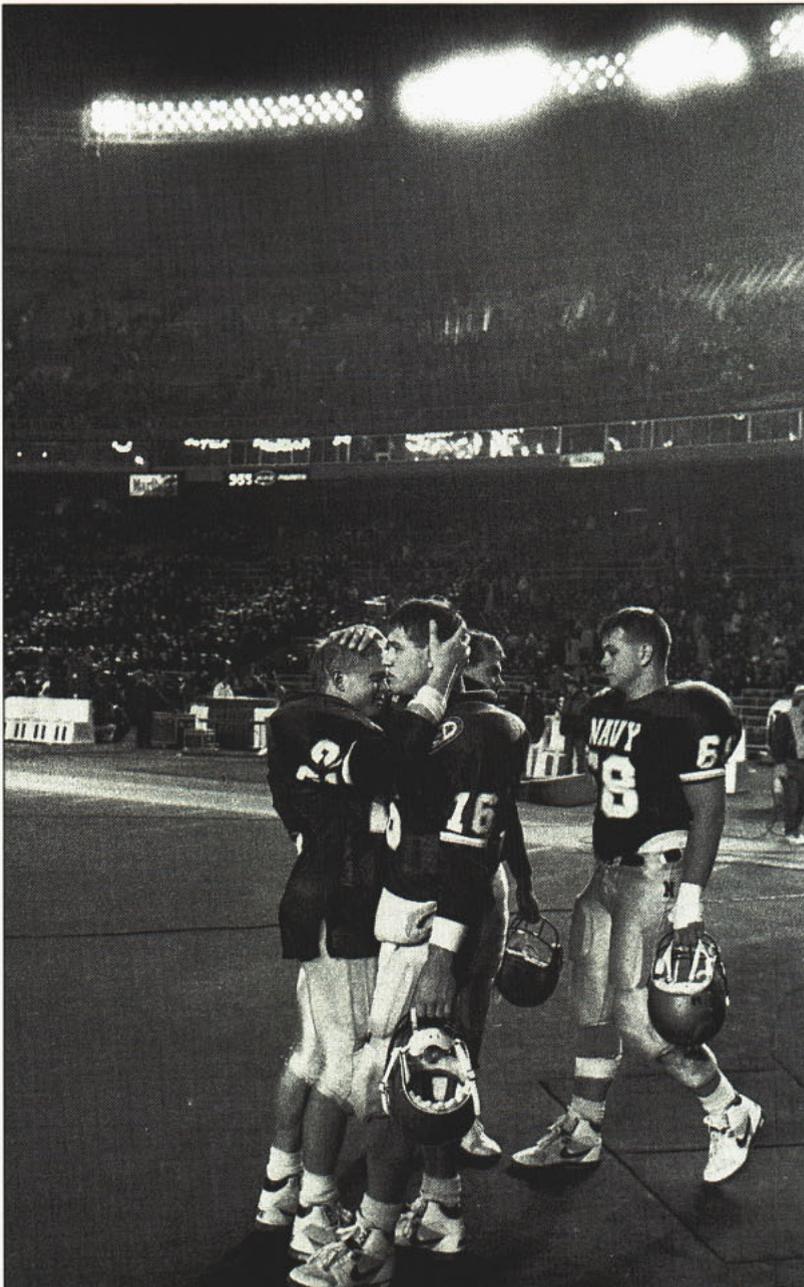


Photo by PH1(AW) Jeff Elliott

Above: Naval Academy mascot Bill E. Goat cheered his head off in this year's losing battle against Army.

# Project *Marco Polo*

## *National Geographic and the Navy*

Story by Gail S. Cleere, photos by Patricia Lanza©

OFF THE INDONESIAN COAST — Summer 1990. Project *Marco Polo*. Take young American geography students and teachers, fly them to Indonesia to experience that country's culture and geography, put them aboard a U.S. Navy hydrographic survey ship and let them help survey one of the world's most remote coastlines.

Why? Because both the president of the National Geographic Society and the Oceanographer of the Navy are alarmed at statistics showing that Americans are largely ignorant about the people and places of the world. Fully one quarter of those studied can't find the Pacific Ocean on a map and one in seven can't even point to the United States. Project *Marco Polo* was a joint effort to revitalize student interest in geography.

The project was named for perhaps the world's best-known adventurer who passed through Indonesia during his travels 700 years ago this year. Marco Polo brought back to his Italian homeland knowledge about the geography of foreign lands and about the strange customs of their people.

Our own Project *Marco Polo* has led to participating students and teachers fanning out across their states, lecturing



Above: Student Ryan Berger and teacher Greg Barker of Thousand Oaks, Calif., inspect navigation data with LCDR Kathy Shield, CO of USNS *Harkness*. Left: *Harkness* with the island of Pasi Teloe in the background.







and telling their own stories to schools and community groups.

Four American geography students and teachers were chosen last spring by NGS's Geography Education Program to participate in the project – students Kate Baird and Ryan Berger, teachers Joyce Munden and Greg Barker. In late August, these students and teachers, along with NGS Geographer-in-Residence Dr. Gail Ludwig; renowned freelance photographer Pat Lanza; Naval Oceanographer Penny Dunn; and me [Gail Cleere], the oceanographer's public affairs officer.

The group flew to the port of Ujung Pandang, Sulawesi, to meet USNS *Harkness* (T-AGS 32). We immediately sailed to her survey area in the Macan Archipelago, west of Borneo and northeast of Bali and Java.

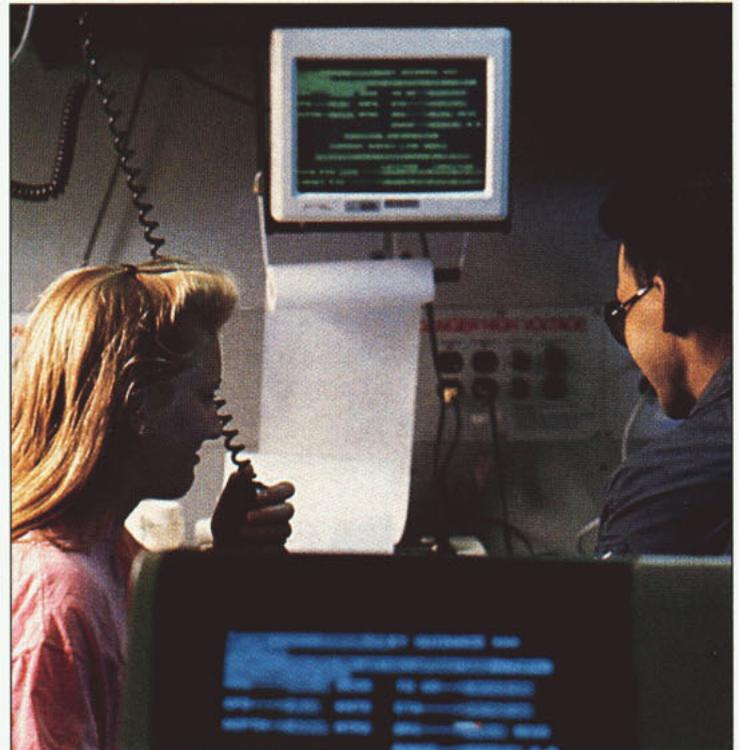
The entries from our journals tell our story. ...

*"23 August 1990 ... We are sailing on a Navy survey ship among the beautiful islands of Indonesia. Some say it was the scent of exotic spices that first drew the Western world's attention to the Far East. But when the great clipper ships of the 17th and 18th centuries sailed to the Spice Islands for the nutmeg, mace, cinnamon, cloves and curry powders so desired by the Europeans, they did so at their own risk. The odds were poor that they'd ever return, let alone with a ship's hold full of spices. Ocean and coastal charts were rare, and those that did exist were often unreliable."*

Today, the Navy conducts cooperative surveys of the waters off many countries, ensuring safe navigation for the world's mariners. It's a continuous job. Current nautical charts of the Macan Archipelago area are based on data at least a century old, and the survey we were on was to update these.

During our five days at sea aboard the 393-foot *Harkness*, we lived and worked with Oceanography Unit 5 and the ship's crew. ...

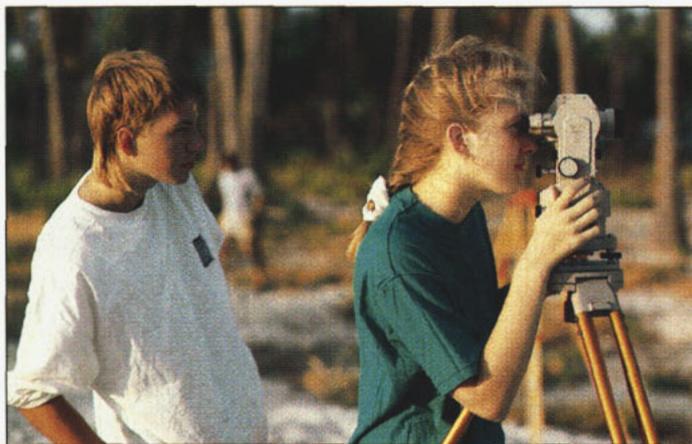
*"24 August 1990 ... We are making navigation charts! I*



*am overwhelmed by the computer and electronic equipment on the ship. With patient guidance from the ship's crew, we are collecting and processing data about the ocean floor. I am impressed with their professional demeanor. They are extremely careful and serious about their ship's responsibility. And they view us as extremely important –*

**Top:** Baird takes sextant readings on the island of Pasi Teloe with Naval Oceanographic Office scientist Michael Smith. **Above:** Baird provides survey guidance to the ship's bridge from the survey control room. **Right:** Balinese man offers prayers and flowers to appease island spirits during a cremation ceremony.





**Top: On the beach of Pasi Teloe, at the navigation site, students work with a theodolite helping calibrate the ship's position. Above: Balinese dancer tells a traditional story of good and evil.**

*we represent all the teachers and students from across America, and therefore, worthy of their best efforts. A very humbling experience!"*

We conducted surveys from the mother ship in deep waters and in shallow areas from hydrographic launches — small boats winched on and off *Harkness*. We worked with the ship's survey computer systems, with the master and his mates on the bridge, with deck hands and boatswain's mates.



Once, we were told to suit up in jungle boots and coveralls for a two-day visit to one of the navigation sites on Pasi Teloe — a small island with perhaps 100 residents, an assortment of cats, chickens and goats, and a jumble of bungalows built on stilts along the beach front. We climbed down the ship's side into rubber dinghies. About a half mile offshore, we clambered onto the reef and waded the rest of the way with our gear on our heads.

The islanders saw us coming and were delightedly waiting to inspect us as we walked to the campsite on the island's tip. Here we had a taste of the harsh life in a temporary Navy navigation outpost, set up and manned by *Harkness* personnel to provide fixes for survey operations.

Some memories remain vivid — hoardes of curious, chattering women and children surrounding us and our tents from morning 'til night; no fresh water to bathe in; outdoor privies; islanders' babies being doctored by young sailors; navigation equipment constantly crackling; sleep coming only when fear of the "hontu" (spirits of the island's dead) chased the villagers away from our tents back to their bungalows. We were told that Navy crew members assigned to a navigation site are often there for six months or more at a time.

*"25 August 1990 ... We visited the island school today, with its bare walls, rough benches and tables. Dusty, laugh-*



**Above: Land-based navigation site on Pasi Teloe is manned by four "navaiders" providing navigation fixes for survey operations. Right: Plotting the ship's course from the bridge.**

*ing, beautiful, sloe-eyed children run up to touch us and feel our clothing. We brought books for the teachers, pencils for the children and our Polaroid camera. We watched each child grow wide-eyed as his or her image appeared in the form of an instant picture. Their eyes got wider still when inflatable National Geographic Society beach ball globes were distributed to every one of them — children who had never seen a beach ball, let alone a map of the world. That evening, when we walked in the village, our meager generosity was returned. The children sang for us, took us by the hand and shyly invited us into their thatched, stilted bungalows. Their elders offered us what was in their cooking pots, and proudly pointed to beach ball globes hanging from ceilings, and instant photos tacked to rough, wooden-slatted walls."*

We returned to *Harkness* for three more days of surveying. When our time on board came to an end, we returned to the seaport of Ujung Pandang, formerly Makassar, whose name change came only with Indonesian independence.

It was in the bustling port of Ujung Pandang that we saw the proud "prahus" of the Sulawesi Bugis tribe lining the docks — sleek, tall-masted, wooden ships with upturned prows and dark sails all held together with wooden pegs. The Bugis seamen were once the scourge of the European East India ships that plied their trade through these spice-filled islands. So fearful were the piratical Bugis, that the term "bogymen" entered our language. They were the epitome of the pirates in our imagination — silk-turbaned, scimitar-wielding, bare-chested mariners with unmatched maritime skills. Today the descendants of these men and their tall ships are the last of their kind, still — now peaceably — trading goods from island to island.

Ujung Pandang market place was another adventure. ... *"Filled with an amazing variety of unrecognizable fruits and vegetables, singing birds in cages, dried fishes of every size and shape, eggs the size of grapefruits, foods — that would take considerable getting used to, flies, cats, dogs, outlawed fighting cocks in wicker baskets and tattooed goldsmiths huddled over workbenches."*

Leaving Ujung Pandang, we flew to what has been called the "Masterpiece of the Gods" — the island paradise of Bali. Here we spent two days trekking with the Navy's Far East Regional Coordinator John Kreamer and a local guide and interpreter. Suddenly the Balinese culture came alive. ...

*"All over the island, as the sun rises, the women silently emerge carrying tiny baskets of woven palms — no bigger than two hands cupped together. Each holds fragrant flower petals, a few grains of rice, a glowing incense stick. Suddenly, they are everywhere — in the streets, on shop shelves, in doorways, at crosswalks, in front of the island's many stone gods. They are offerings for the island's spirits. The women kneel back. The incense rises. With a tiny blossom between their middle fingers, the women place their palms at their*



foreheads. A prayer is murmured, the blossom drops, and with the backward wave of a hand, both prayer and incense are wafted upward like the sun. It is an exquisite, hauntingly beautiful ritual that is over in the twinkling of an eye. This is how their day begins in Bali – with the world of men and gods in harmony.”

We were taken to a sacred Balinese Barong dance in Batubulan where silk-wrapped girls in fragrant frangipani headdresses danced to the tinkling music of a gamelan orchestra, “monkeys” and “dragons” appeared to amuse and frighten us, a prince was happily rescued and a live chicken was sacrificed. We moved on.

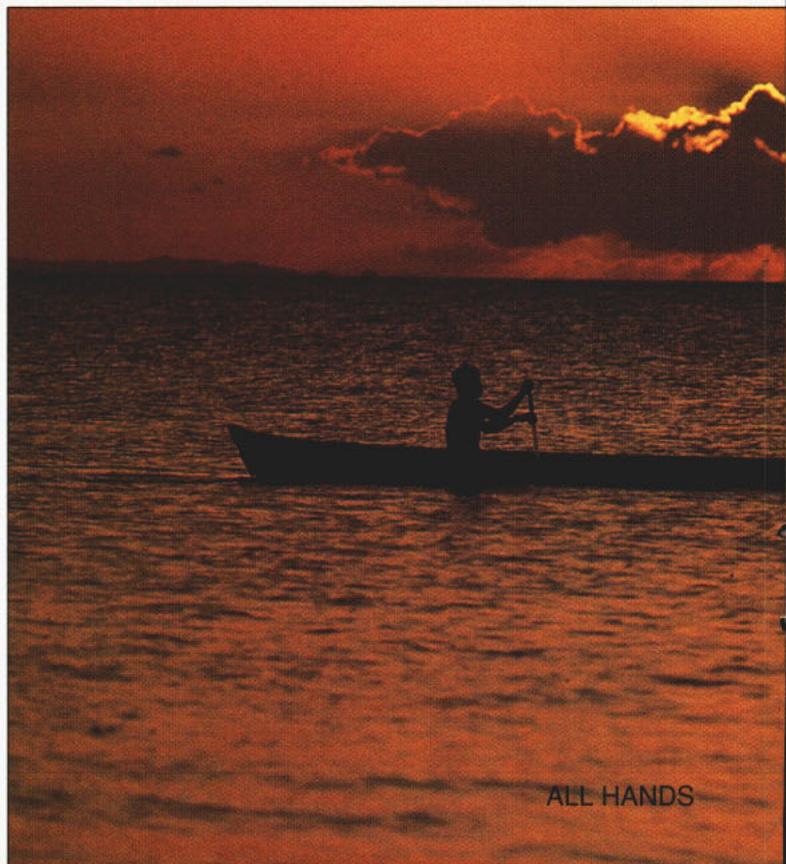
Traveling past famed Balinese terraced rice paddies, we explored the recently excavated 11th century “elephant” temple to the god Ganesha. Up in the hills, we saw Mt. Batur, the brooding volcanic mountain near the island’s northeast coast, sacred to the island people. Lake Batur is a source of water for the island’s *subaks*, the ancient and complex irrigation system that rations water from the mountain lakes down to the valley’s rice paddies. Along with that of Mt. Agung, Batur’s water is wholly used in all offerings to the island’s pantheon of gods.

Early one morning on Kuta Beach, before the brash clatter of the tourist trade began, two members of our group were lucky enough to stumble upon a Balinese mass-cremation ceremony. ...

“On the beach we saw hundreds of Balinese in their sacred yellow and white sarongs. They had come down from their homes in the mountains, carrying tall, brightly-col-



Top: Students Baird and Berger demonstrate the use of the tellurometer at Pasi Teloe’s navigation site. Above: Berger exchanges addresses with students from a school in Ujung Pandang, Sulawesi. Right: Sunset off the beach at Pasi Teloe.



ored, fringed umbrellas and immense fruit and rice cake offerings balanced precariously on their heads. Hundreds of smaller offerings were placed in the sea. Prayers were offered. The incense was lit. And then the flaming bark carrying the earthly remains of their family members was launched in the water, ensuring the dead's release to heaven. The cremation ceremony is one of the most joyous, profound and sacred of the Balinese family rituals, involving months of preparation by many families. It was indeed a treat to witness it."

Project Marco Polo was a unique mixture of culture, geography and science, to which the Oceanographer of the Navy and the president of the National Geographic Society are both committed to pursuing. RADM Geoffrey Chesbrough recently remarked, "What these students learned and are now passing on is geography in the broadest sense — the geography of a foreign land and sea and the ways of a foreign people and their culture. And in the meantime, we taught them something of how the Navy maps the world."

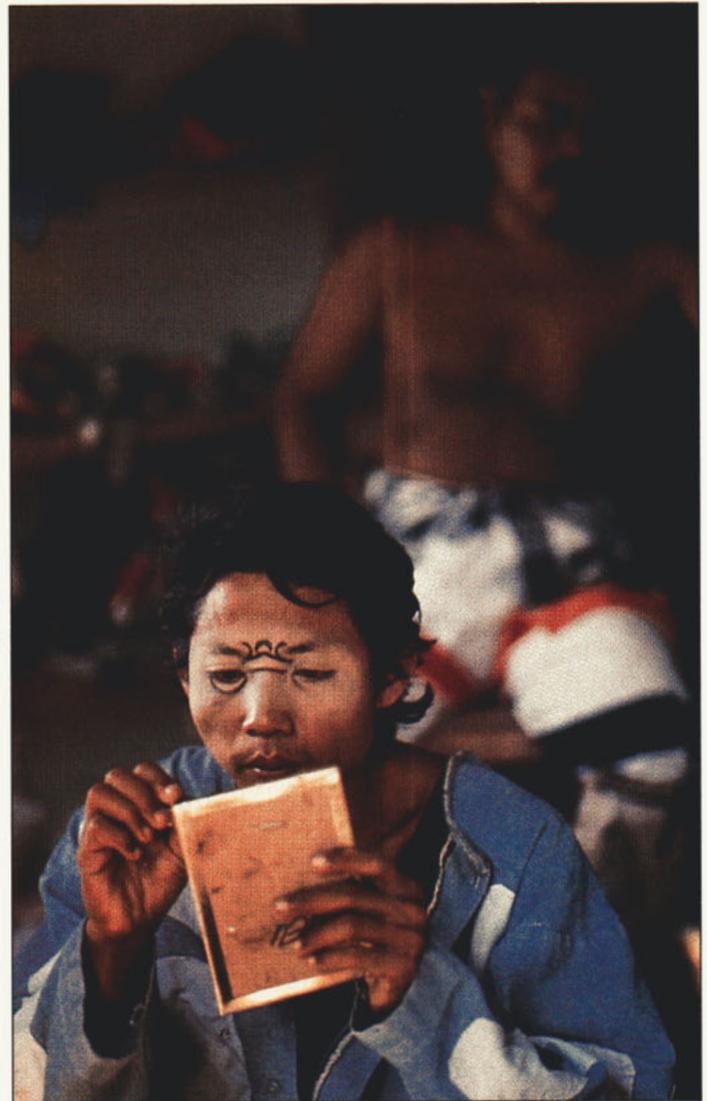
One of the students, who recently turned 14, ended her journal entry for 27 August 1990 with the following:

*"There are so many scenes, and faces, and contacts I'd like to get down ... I had fun. Fun with the Navy. What a concept!"*

And that is what it was all about. A bigger world view. A bigger perspective. □

*Cleere is the public affairs officer for the Oceanographer of the Navy. Lanza is a freelance photographer.*

**Below: A Balinese actor prepares for the Barong Dance. Bottom: Berger monitors incoming data in the survey control room on board *Harkness*.**





# Be prepared

*Reserve Seabees help save Boy Scout camp.*

Story by JO2 Calvin F. Gatch Jr.

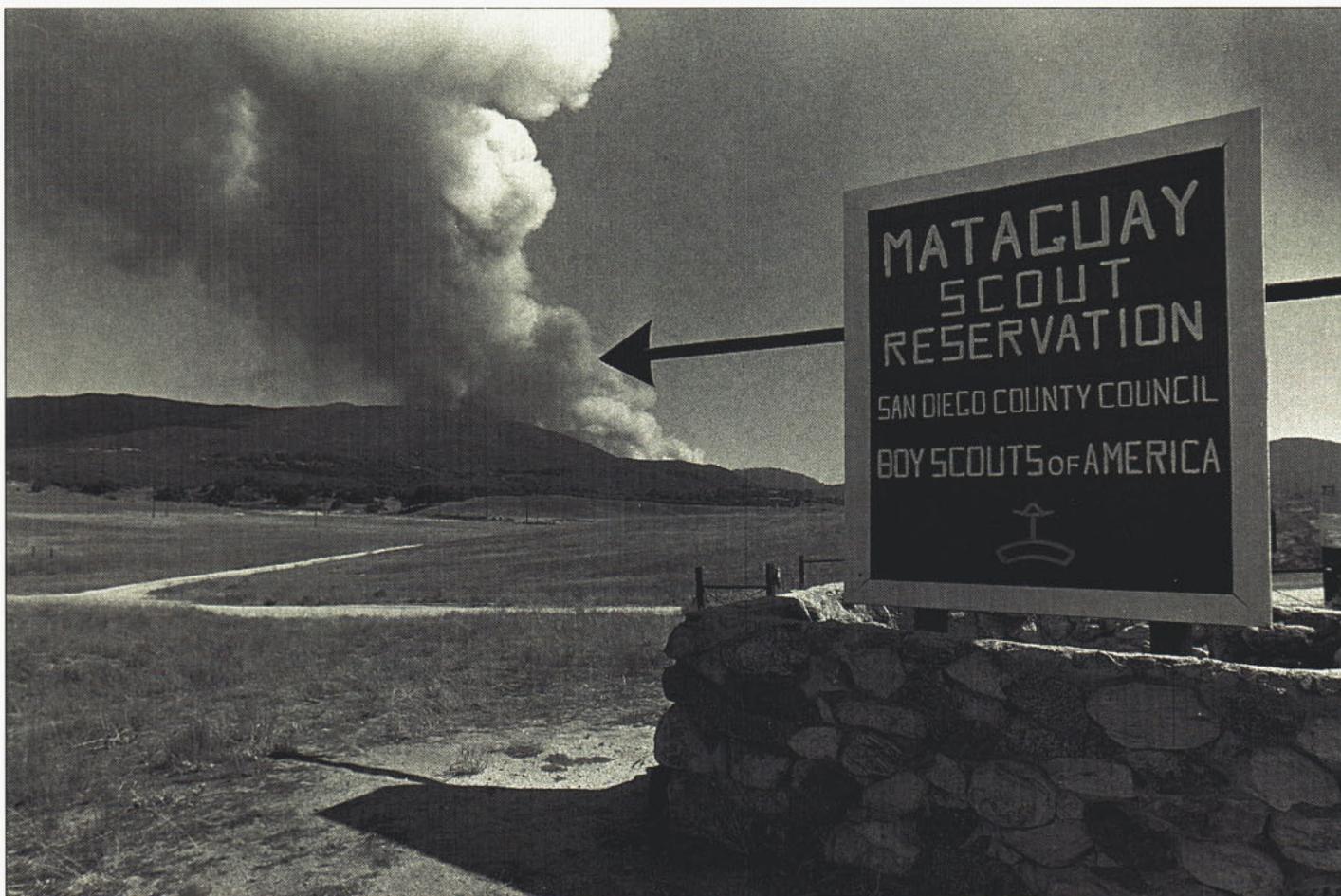


Photo by PHCS Terry Mitchell

For 34 years, Boy Scout leaders of San Diego County knew they should be prepared for a forest fire that might sweep through Mataguay Scout Reservation, 50 miles northeast of San Diego. Sure enough, the fire came — and the Boy Scouts were prepared — thanks to Seabee reservists who installed an entire new water system and fire hydrants last June. The project was finished just two weeks before an arsonist's fire hit the camp.

FEBRUARY 1991

The fire hydrants' installation and other vital jobs were part of *Eagle Spirit*, an ambitious project that involved reservists from 12 naval mobile construction organizations.

The fire began two days before the scheduled dedication of the Seabee project and raged for five days before it was brought under control.

"If it hadn't been for the Seabees' work, we would have lost the entire camp," said Don Templeman, assis-

**The entrance to Mataguay Scout Reservation. The smoke originated in the area of the camp buildings.**

tant scout executive of the San Diego County Boy Scouts Council. "We knew ever since we established the camp in 1956, that we needed a water system that would handle a major fire. It's just fortunate that we installed one in time to save the camp."

The new water system was part of



**New water lines and fire hydrants under construction by Reserve Seabees as part of Project Eagle Spirit.**

an extensive overhaul of the camp by the Seabees from February to June 1990. Templeman said the Boy Scouts raised \$808,000 to buy materials and estimates the value of the Seabees' labor at \$3.5 million. The water system includes two new wells, storage tanks, underground waterlines and a dozen fire hydrants. The hydrants and

water system were used around-the-clock by the 1,800 firefighters who fought the blaze.

The California Department of Forestry and Fire Protection coordinated firefighting among several San Diego fire departments as well as 500 state prison inmates.

There were 21 minor injuries to firefighters. Damage to the camp itself was confined to several latrines, camp tents and an old fire watchtower. The 225 Seabees working at the camp, 125

Scouts and 25 leaders were all evacuated without injury. Throughout most of the fire, up to 80 fire engines pumped water directly from the camp's new hydrants and drew additional water to take to other locations. Also, four helicopters dropped water, and five air tankers dropped fire retardant on the blaze.

The firefighting effort was also aided, according to Mataguay Supervising Ranger Ted Bowden, by the new bridge which allowed heavy tankers



Photo by PH2 Leigh Davis



Photo by JO2 Maurice Reigner

**Above: A member of RNMCB 15 cuts one end of a railroad flat car bed used to construct the replacement bridge. Left: The camp's main road is hosed down to settle dust prior to blacktopping.**

and other equipment to cross. Widened roads, some of which were previously too narrow for firefighting equipment, also helped.

Although Seabees working at the camp volunteered to help in fighting the fire, California law prevented firefighters from accepting their offer of aid. Instead, Seabees manned a pump at one of the nearby lakes throughout the first night, set up a generator to power one of the newly-drilled wells to which wiring had not yet been run and volunteered the use of a 1,200-gallon tanker for hauling water.

The camp was able to resume operations in early July, only 10 days after it was evacuated because of the fire.

Retired ADM Lee Baggett, chief fund raiser for the Camp Mataguay renovation, said, "There's no doubt in my mind that if it weren't for the work of the Seabees, Camp Mataguay would have gone up in smoke. The water system they put in," he said, "proved to be a godsend for the firefighters.

"To have lost all or a portion of the camp to the fire would have been a tragedy for the youth of the San Diego area," Baggett said, "particularly after

the tremendous contribution made in recent months by the Reserve Seabees and others who helped the Boy Scouts on the refurbishing. So, I believe our community owes a large debt to the Seabees, along with the firefighters and others who helped save the camp."

The 17,000 Reserve Seabees of the Reserve Naval Construction Force make up two-thirds of the Naval Construction Force. Reserve Seabees drill at some 200 detachments across the country, and entire battalions are available for recall to active duty when needed. □

Units which participated in extinguishing the fire included Reserve Naval Mobile Construction Battalions 12, 13, 15, 22, 25, 26 and 28; the 2nd, 7th, 9th and 31st Reserve Naval Construction Regiments; Reserve Naval Construction Force Support Unit 2, as well as Seabee reservists from other units.

*Gatch is a public affairs representative for Commander, Reserve Naval Construction Force, Gulfport, Miss.*



**We're  
doing  
AS-BEST-AS  
we can  
!!!**

# Environment

Story by JO1 Sherri E. Bashore

Navy officials are going beyond legal requirements to protect personnel from asbestos hazards.

They are following an Asbestos Management Program established by a Chief of Naval Operations letter of Nov. 4, 1986, and the Naval Facilities Engineering Command. The letter outlined the expanded effort needed to protect people from asbestos exposure in all Navy facilities and on board ship.

The technical and legal issues surrounding asbestos removal are so complex it takes a well-structured hazard-abatement program.

Asbestos was a miracle product used extensively in building materials because of its good thermal and electrical insulating properties. Now the government knows that constant or pro-

longed exposure causes serious health problems, including asbestosis, a scarring of lung tissue from inhaled asbestos fibers; lung cancer; and mesothelioma, a rare cancer in the pleura, or lining, of the lung. Most of these ailments have been experienced by workers in shipbuilding and industries where high, uncontrolled concentrations of asbestos fibers are present.

All naval facility work areas are periodically monitored by medical commands. Medical personnel survey ongoing asbestos removal operations for asbestos hazards and other health or occupational problems. The health threat develops when asbestos is disturbed, thus generating a dust breathed into the lungs.

In recognizing the serious health

hazards posed by exposure to this natural fibrous material, the Navy has adopted stringent occupational safety, health and environmental protection standards for asbestos control.

Through the Occupational Safety and Health Administration Law of 1970, and by OpNavInst 5100.23B, the Navy is required to maintain a safe and healthy work environment for its employees.

NavFac, headquartered in Alexandria, Va., along with the Chief of Naval Operations designed the Asbestos Management Program Ashore. They manage programs to ensure laws and directives dealing with asbestos are followed at Navy facilities worldwide. NavFac also manages the planning, design and construction of facilities on

all Navy shore activities. NavFac's assistant commander for Environment, Safety and Health office provides overall program direction when handling asbestos abatement projects.

"Asbestos regulations and procedures are very dynamic. They change rapidly," said ESH Environmental Engineer Michael Larson. "We have to make sure our programs meet all the regulatory requirements, which they do."

The Navy is also identifying other substitute products for asbestos. A memorandum of understanding between the Environmental Protection Agency and Department of Defense establishes ways to deal with military-unique uses of asbestos-containing products. The Naval Sea Systems Command has the lead for the asbestos substitute effort.

NavFac was prepared and ahead of a recent Environmental Protection Agency ban on asbestos products, according to Wade Jensen, another NavFac ESH engineer.

"Our specifications already require asbestos-free roofing and flooring felts, and for some time now we've required asbestos-free vinyl composition tiles as opposed to vinyl asbestos tiles," he said. "As far as NavFac is concerned, we are in good shape for phasing out asbestos in new construction. The problem for us is in existing construction."

NavFac's program extends beyond the requirements established by a variety of environmental and occupational health and safety laws.

"We are chartered under OpNav-Inst 5100.23B to provide a safe and healthful work environment for everyone at a naval facility," Larson said. Because of that requirement a five-element program of inventory, assessment, abatement, operation and

maintenance plans and training is now in place.

The asbestos inventory process locates, identifies and reports asbestos-containing materials in facilities. The inventory characterizes the degree of asbestos contained in the material.

The assessment phase develops plans to abate potential hazards identified during inventory. These hazards are then corrected by removal, encapsulation or enclosure.

Once the hazard causing ACMs are removed, an operation and maintenance plan helps activities safely manage the remaining asbestos. But activity personnel can't work safely with asbestos-containing materials unless they have proper training.

A Navywide study identifying those needing training was established and an education program developed. The Naval Energy and Environmental Support Activity, Port Hueneme, Calif., is responsible for the training.

NEESA supplements the work that NavFac performs in two ways: They identify availability and need for asbestos training for Navy employees and figure out how to supplement training to make sure that all individuals who need it get it.

"That's in addition to any training

that is already required by all asbestos workers," said Jensen.

If a building has pipe insulation or vinyl floor tile that contains asbestos, it doesn't necessarily call for a complete stripping out of the hazardous material. What is necessary is to make sure the possibility of fiber release doesn't exist. This is done by either enclosing or shielding the material.

"You might be creating more of a problem if you try to remove it," Larson said. "It's best to leave it alone to eliminate a potential release of fibers."

That's where the operation and maintenance plan comes into play. The plan's purpose is to manage asbestos in place. "That calls for periodic inventory and inspection of material to see if there is any deterioration in the condition," Larson said. "Plus keeping a record of the findings and making sure that if there is any planned main-

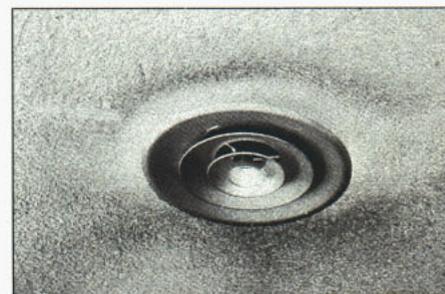


Photo courtesy NavFacEngCmd

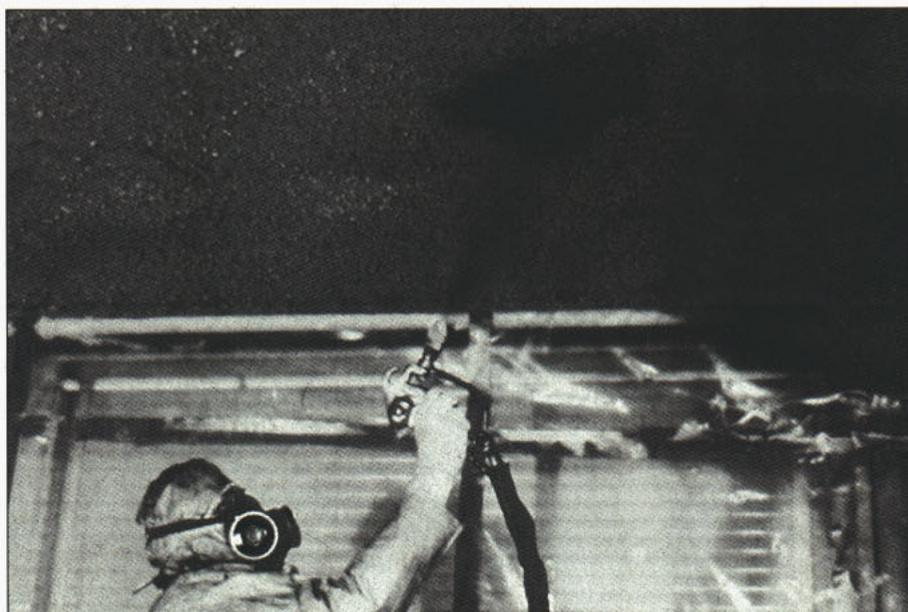


Photo courtesy NavFacEngCmd

**Top: Spray-applied asbestos insulation was a commonly used building material. Right: Special work practices and personal protective equipment are required when working with asbestos.**

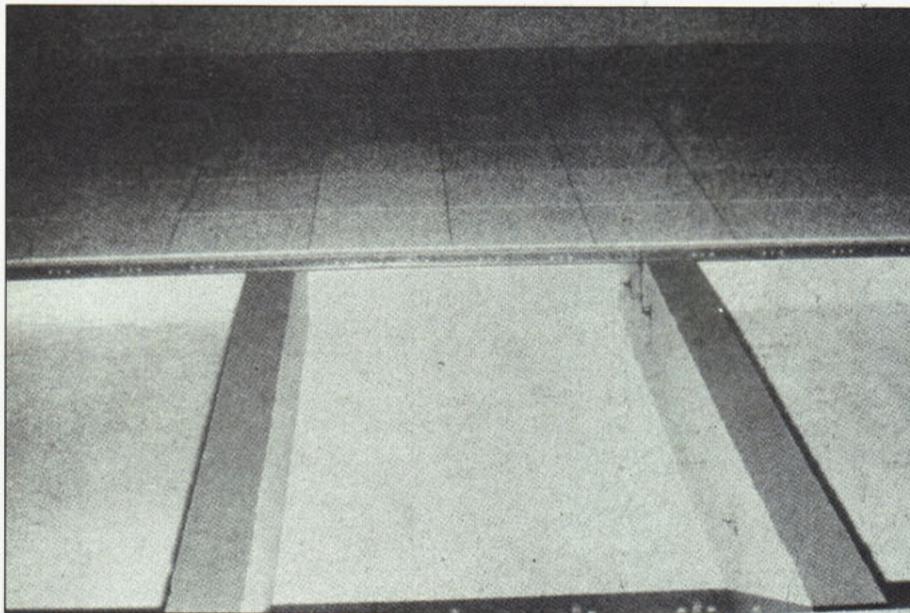


Photo courtesy of NavFacEngCnd

Enclosure and encapsulation techniques are accepted work practices in addition to removal.

## Asbestos Management Program elements:

- Inventory
- Assessment
- Abatement
- Operation and Maintenance Plans
- Training

tenance work or modifications to the facility, the information is available."

"The O&M plans don't do any good if they are sitting on the engineering director's shelf," added Jensen. "They need to be out where the shop personnel can get hold of them before they start to do any work within their facility. Maintenance control people need the plan so they know where the asbestos is and can take the proper precautions."

Guidelines are available to those who are responsible for making sure any contractor or sub-contractor doing work is aware of potential asbestos exposure.

Another factor to consider when eliminating asbestos in a building is proper disposal of the hazardous material.

"A lot of people think it's best to be 'out of sight — out of mind,'" Larson said. "People don't realize the cost associated with disposal, and that if fully taken into account the 'cradle to grave' cost associated with whatever action you take, the right answer may be to leave it in place."

If asbestos is discovered within a Navy building, NavFac handles the financial end of the abatement pro-

cess.

"We have money available to fix occupational problems with exposure to asbestos," Larson said. "So if we have a Navy employee or somebody within a naval facility who has possibly been exposed to an asbestos hazard, then we have money to pay for projects for corrective action."

NavFac is making sure it has a firm program in place — going one step further — in case new legislation requires more than what is already mandated.

"We are not legislated to do a physical inventory [locating asbestos] at this time," Larson said. "We're just legislated to provide a safe and healthful working environment. But we're trying to go beyond what is required. By opting to perform an inventory, we're actively trying to identify where all our asbestos-containing material is in all our buildings, so that we don't create a disaster situation by somebody going in and knocking down a wall where there might be asbestos insulation."

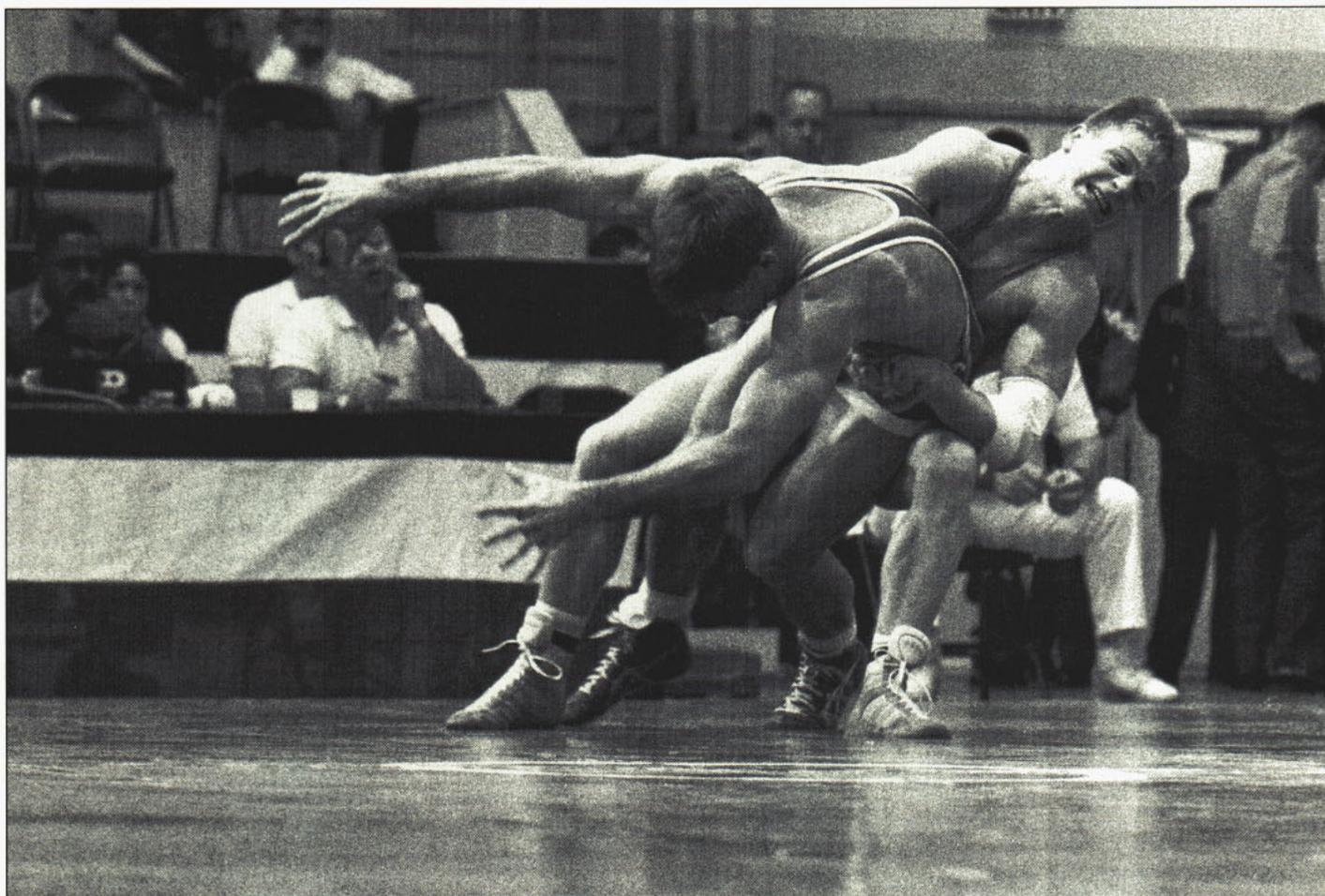
Another way asbestos is being eliminated is through the EPA's ban on asbestos products. According to an article written by Larson in the Fall/Winter 1990 issue of *Navy Civil Engineer* magazine, three stages of weeding

out the use of asbestos in the United States, following a recent EPA ban, were established. The first stage, which went into effect in 1990, eliminates asbestos for pipeline wrap, roofing felt, vinyl-asbestos floor tile and certain asbestos-cement products. By 1993, asbestos-lined vehicle brake systems will be prohibited. By 1996, the ban will cover use of roof and non-roof coatings, asbestos-cement air-conditioning pipe, shingles and other asbestos friction products.

Today, Navy personnel are required to label the inventory stock of products containing asbestos. Larson's article said these products have materials containing asbestos that can be altered, causing the release of hazardous fibers.

As long as properly trained personnel follow updated O&M plans whenever working around asbestos, we can all breathe safely in Navy facilities. □

*Bashore is a writer for All Hands.*



# Ready to fight

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*World's best military members go to battle.*

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Story and photos by JO2 Andrew I. Karalis

Since World War I, some of the world's finest warriors have been meeting over the years to do battle. Dressed in traditional battle garb, they square off, fight with determination and shake hands afterwards. There is very little bloodshed, and no weapons are drawn or fired.

This year's battlefield was a wres-

tlng mat used during the 14th *Conseil International du Sport Militaire* wrestling championships. 1990's CISM featured freestyle and Greco-Roman wrestlers from the armed services of the United States, Turkey, France, Greece, the Republic of South Korea, Zaire, Austria, Belgium, Finland, Italy, Nigeria and a now-united Germany, in matches hosted at Marine Corps Base Quantico, Va., Dec. 1-10. CISM's goal is to replace the battlefield with the playing field.

Some of the U.S. Navy's best were there as well, representing the United

States with the fighting spirit of all sailors. Master-at-Arms 1st Class Rob W. Hermann, assigned to the security department aboard the aircraft carrier USS *Kitty Hawk* (CV 63), served as assistant coach of this year's U.S. Armed Forces wrestling team. Hermann brought with him a wrestling tradition started 20 years ago in junior high school, which ultimately led him to become a champion grappler in high school for the state of Illinois, in inter-service competition for the Navy and in World Cup, Pan-American, Olympic and World Team Championships

**Above: Finland's Michael Lyyski strains as he tries to throw U.S. Navy FCC David D. Butler to the mat in a Greco-Roman wrestling match at Quantico, Va.**

# Wrestling

for the United States. Hermann, who's been wrestling and coaching with the Navy team since 1982, has retired from the active grappling circuit but said he has very few regrets about his decision.

"It's been a part of my whole life," Hermann explained. "Why not help others with what I'm good at doing? The leadership and experience I can offer to an athlete starting out can give him an edge over his competition. I like that and really enjoy what I'm doing now."

Hermann specialized in Greco-Roman style wrestling [which relies mostly on upper body strength] on the way to becoming a four-time national champion in the 125-pound weight class. However, he competed in both freestyle and Greco events, often making it to the finals in World Cup competition only to lose to the perennial world superpower grapplers from the Soviet Union.

Hermann said, "Our [CISM] Greco squad has five members of the national team on it which could upset the world champs [Turkey]. A unified German team, the Turks or the United States should come out on top.

"The work our teammates put into

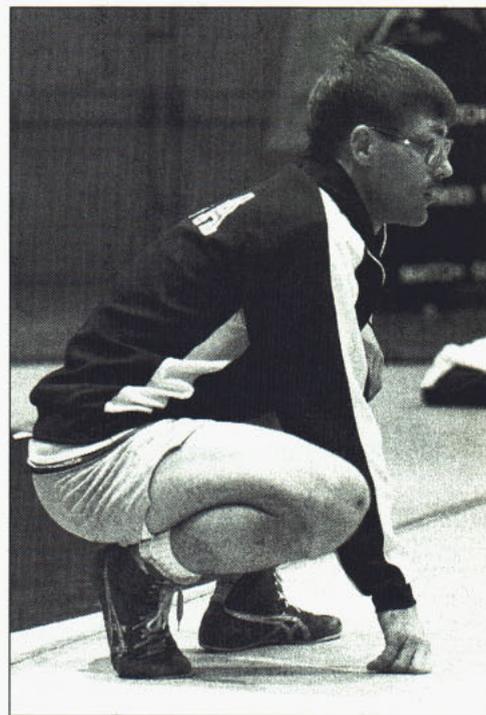
**Right: USA wrestling team member Navy FCC David D. Butler likes to relax before a match, gradually pumping up to a peak for battle.**

it will give us an advantage because we're working for our country and our respective service — in that order. It reinforces why they're here and could ultimately be a stepping stone for them to get into the Olympics. Most don't take it too lightly because of the fact that on any given day you could lose."

Hermann's hopes of getting a gold medal in the Olympics could be attained through his coaching ability. He is one of five finalists vying for the head coaching job of the 1992 U.S. Olympic Greco-Roman wrestling team.

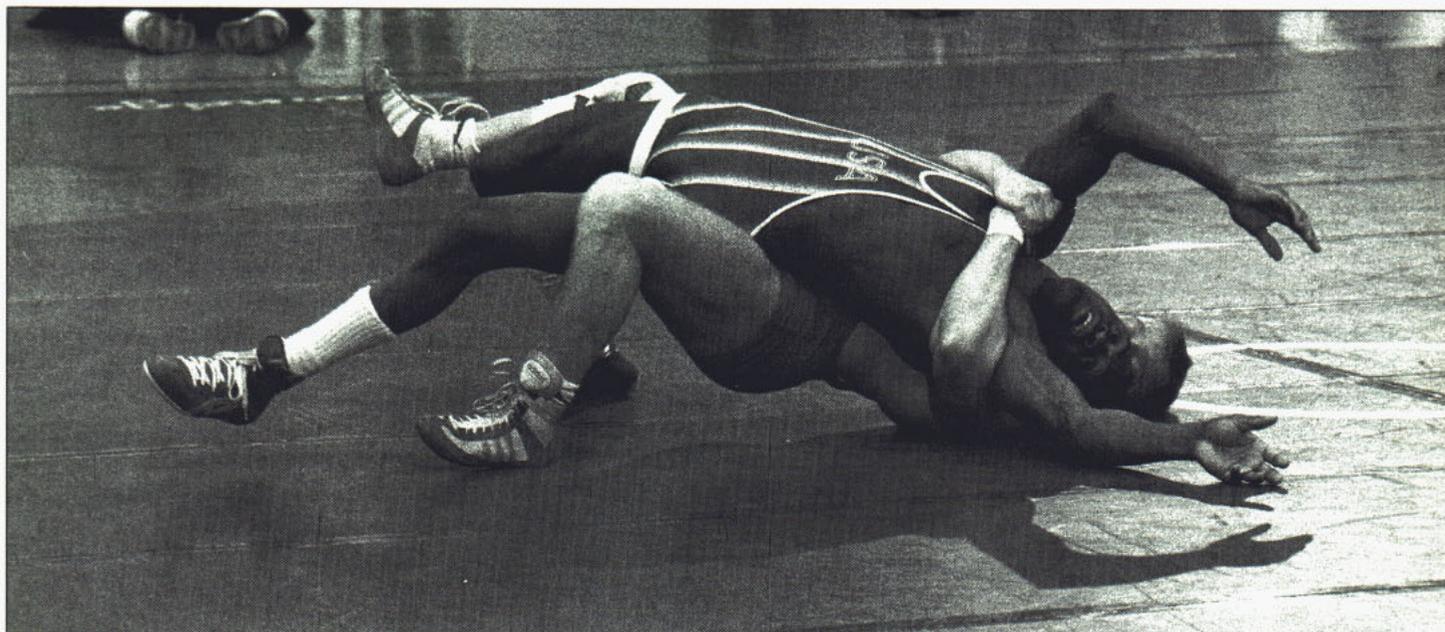
Another sailor on the U.S. team at CISM, Chief Fire Controlman David D. Butler, stationed on board the cruiser USS *Halsey* (CG 23), is another wrestler with a long history of excellence on the mat. Butler went to the World Championships and won twice, in 1982 and 1985. He made the 1988 Olympic team and lost in the semi-finals by one point to the eventual gold medalist from South Korea.

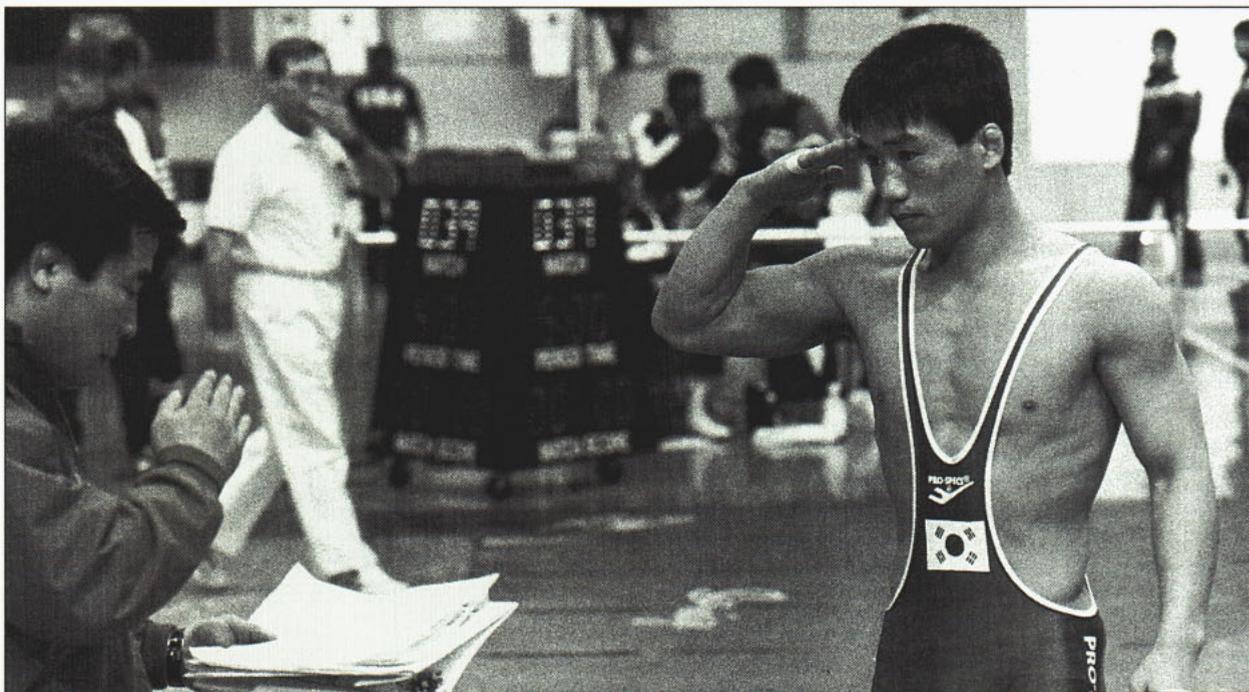
During the last nine years, Butler, like Hermann, has taken an interest in



coaching while also wrestling. "I like coaching. It all started with coaching my kid's soccer team. But I haven't given up on active wrestling yet," he admits. "My goal is still to get an Olympic or World Cup medal, but after one or two more years that'll probably be it. Then I'll stay involved through the coaching side."

Butler's advice for people just getting involved or advancing in the sport of wrestling: "Don't get discouraged. If you're the number two guy, you'll eventually get better if you keep working harder — much harder. It's all defi-





nitely worth it. You *have* to work your way to the top.

"This same thing has carried over to my job — it teaches you discipline — and it makes you appreciate what you have to do to succeed."

Butler acknowledges that others like *Halsey's* Commanding Officer CAPT George A. Klein III have helped him succeed. "He's been very supportive," said Butler. "Just thinking about all the leave and TAD trips I took for training at the Olympic Training Center in Colorado and elsewhere makes me have to say 'thank you.'"

While aboard ship Butler works out with simple exercises like push-ups and sit-ups using a buddy system. He also helps run the semi-annual physical readiness test and the eight mandatory PT sessions held per week there. "Mostly I'll just work out on my own when ashore and try to eat a balanced diet — thanks to my wife's help."

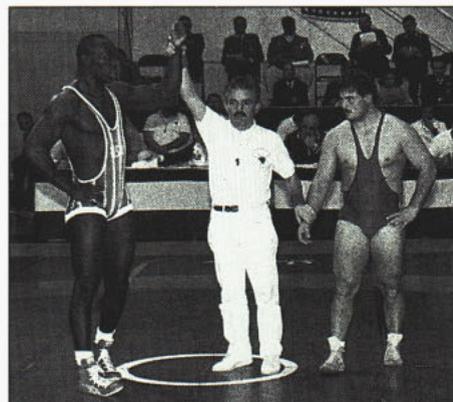
Two other sailors went to Quantico for the CISM wrestling championships but did not wrestle competitively. Aviation Boatswain's Mate

**Left: Marine Corps Sergeant Anthony "Buddy" Lee tumbles to the mat to break the grip of Germany's Peter Behl. Lee won this match 5-4 and went on to win the 62 kilogram (136.4 pounds) title.**

**Above: Korean Sergeant Won Chae Lee salutes his coach following a 15-0 win. Right: Army Specialist Derrick Waldroup claims victory for America after pinning his Austrian opponent at 3:52.**

(Equipment) 2nd Class Steve Mays, a 125-pound wrestler from Naval Air Engineering Center, Lakehurst, N.J., and Postal Clerk 3rd Class Edward Romero, a 220-pound grappler from USS *Platte* (AO 186), were selected as first alternates for CISM because of their second place finishes in the U.S. Armed Services wrestling championships. Both helped their U.S. teammates by being there physically and emotionally on the international competition's sidelines — yelling for motivation or providing a strong shoulder, wrestling for a warm-up or massaging tightened muscles as part of a cool down — they were part of the team and gave their best effort.

The U.S. team stood toe-to-toe with the world's best and took second place to Turkey in freestyle and Greco-Roman team standings, missing first place by only a few points. Germany took third place, followed by Finland, Greece, Austria and the Republic of Korea. CISM is oftentimes referred to as "The Olympics of the Military"



because the games were established after World War I to bring high caliber military athletes together for international competition in a spirit of goodwill.

"During the CISM championships all the athletes stick together," Hermann said. "During training times there's no mention of politics or government affairs. Off the mat it's fun and games. But on the mat it's real combat."

"That's the reason we have this here [CISM]," he explained, "so we don't have to fight a war. Why step on the battlefield if you don't have to?"

*Karalis is a writer for All Hands*

# Desert Shield Chronology

**Dec. 1** – Secretary of Defense Dick Cheney increased activation authority for 63,000 more military reservists. The Navy's authorization ceiling was raised from 10,000 to 30,000.

**Dec. 2** – Iraqi armed forces conducted activities that included the firing of surface-to-surface missiles within Iraq. The flight path was away from U.S. and coalition forces.

**Dec. 4** – The Navy announced a limited "stop loss" action for sailors assigned to Marine units committed to Operation *Desert Shield* whose effective dates of retirement or separation fall on or after Jan. 1, 1991. This follows the Nov. 8, 1990, stop loss action by the Corps. The Navy is taking this related action to preserve the integrity of Marine units deployed to *Desert Shield*. Sailors assigned to Marine units include medical, religious support and other specialists. This is the Navy's first use of this authority.

Secretary of the Navy H. Lawrence Garrett III announced the activation of additional Naval Reserve units.

**Dec. 6** – DoD announced U.S. troop strength at more than 250,000 in the region. Other DoD-updated figures reflect: 4,605 intercepts; 569 boardings; 22 diversions; 117,313 Reserves and National Guard recalled (6,601 Navy and 15,893 Marines); Navy ship strength – 19 (Persian Gulf), 21 (North Arabian Sea/Gulf of Oman), 15 (Mediterranean Sea) and nine (Red Sea).

**Dec. 7** – DoD announced the deployment of USS *Ranger* (CV 61) carrier battle group with appropriate escorts and embarked air wings. USS *Horne* (CG 30) and USS *Jarrett* (FFG 33) also deployed to the Persian Gulf.

**Dec. 8-18** – An amphibious exercise was conducted off the coast of

Oman by elements of the 4th Marine Expeditionary Brigade and Amphibious Task Group 2. This exercise also included surface and air operations.

**Dec. 10** – The 2nd Marine Expeditionary Force (24,000 Marines) deployed from Camp Lejeune, N.C.

**Dec. 11** – DoD announced U.S. troop strength at more than 260,000 in the region. Other DoD-updated figures reflect: 4,833 intercepts; 583 boardings; 22 diversions; 121,940 Reserves and National Guard recalled (6,877 Navy and 16,495 Marines). Coalition forces strength is in excess of 220,000.

**Dec. 13** – SecNav activated 2,388 Naval Reserve personnel to staff Fleet Hospitals 20 and 22.

**Dec. 14** – Navy implemented DoD-authorized stop loss action to retain medical personnel due to Operation *Desert Shield*. The Navy's second use of this authority affects all Navy doctors, nurses, hospital corpsmen and medical service corps personnel whose dates of retirement or separation fall on or after Jan. 2, 1991.

SecNav activated 769 additional Naval Reserves from 44 units.

**Dec. 18** – Sealift update: 253 ships in support, 200 under Military Sealift Command operational control; 188 offloads completed for approximately 10.2 billion pounds of unit equipment and petroleum products.

**Dec. 20** – DoD announced U.S. troop strength at approximately 280,000 in the region. Other DoD-updated figures reflect: 5,509 intercepts; 679 boardings; 27 diversions; 127,293 Reserves and National Guard recalled (7,314 Navy and 17,375 Marines). SecNav activated 289 additional Naval Reserves from 28 units.

USS *Independence* (CV 62) returns to her homeport of San Diego from Persian Gulf deployment.

**Dec. 21** – An Israeli-chartered liberty ferry shuttling crew members of USS *Saratoga* (CV 60) capsized and sank off Haifa, Israel, resulting in the deaths of 20 sailors. An additional crew member is missing and presumed drowned.

**Dec. 23** – A truck on a liberty excursion in Abu Dhabi, United Arab Emirates, carrying crew members of USS *Midway* (CV 41) overturned, killing two sailors and injuring five others.

**Dec. 26** – USS *Fife* (DD 991), USS *Oldendorf* (DD 972), USS *Trenton* (LPD 14), USS *Shreveport* (LPD 12), USS *Curts* (FFG 38) and two multinational craft intercepted *Ibn Khaldoon* in the Arabian Sea after the Iraqi-flagged freighter refused repeated requests to stop. Iraqi crewmembers attempted to restrain the Navy boarding team and grabbed their weapons, resulting in warning shots being fired in the air and a smoke grenade and noise grenade set off for crowd control. *Ibn Khaldoon* was diverted to port after a search revealed prohibited cargo.

SecNav activated another 480 Naval Reserves from three units.

**Dec. 28** – USS *Theodore Roosevelt* (CVN 71) and USS *America* (CV 66) carrier battle groups deployed from Norfolk with appropriate escorts and embarked air wings. A total of 17 ships departed from five East Coast ports.

SecNav activated 172 additional Naval Reserves from three units.

The Iraqi armed forces fired their fifth surface-to-surface missile within Iraq.

DoD announced plans to inoculate U.S. troops against chemical weapons. □

# Bearings

## *Wisconsin* welcomes top *Desert Shield* general

While the battleship USS *Wisconsin* (BB 64) was operating in the Persian Gulf recently, the top U.S. military leader in the Middle East, Commander U.S. Central Command Army General Norman Schwarzkopf, visited the dreadnought for a firsthand look at the ship and to address the crew.

Schwarzkopf told the sailors that although U.S. leaders don't want the situation to escalate into a war, he was confident of what would happen in combat between Iraqi troops and the U.S. led multi-national force.

"It's obvious to me, it's obvious to you and it's becoming obvious to Saddam Hussein, if he tries to press forward we will kick his teeth in and send him back to Iraq," he said.

He also told the crew he was impressed with the condition of the ship and its capabilities, all the while

stressing *Wisconsin's* importance to Operation *Desert Shield*. Schwarzkopf added that he had spent a night aboard *Wisconsin* as a young Army lieutenant. Though he wouldn't admit it at the time, he was impressed back then by the ship and her massive guns.

"Your Army and Marine Corps friends ashore sleep better at night knowing *Wisconsin* and her 16-inch guns are here in the gulf," said Schwarzkopf.

After a short speech, the general fielded questions from sailors about the Middle East issue.

When Schwarzkopf departed, after being named an honorary *Wisconsin* crew member by CAPT David S. Bill III, the ship's commanding officer, he left behind his well-known "ready to get the job done" attitude with the crew. ■



— Story and photo by JO3 Thomas A. Kreidel assigned to USS *Wisconsin* (BB 64) Public Affairs Office.

## "Super Sara" tackles mail madness in the Persian Gulf



USS *Saratoga* (CV 60) and its accompanying battle group, currently deployed to the Middle East as part of Operation *Desert Shield*, recently received 15,000 pounds of mail in one day.

As pictured to the left, this was the scene less than a dozen hearty postal clerks from "Super Sara" saw before "breaking out" all the mail in four hours. After sorting for three more hours and logging certified and registered mail, the sweet sounds of, "Mail call, mail call," echoed throughout the ship.

According to *Saratoga's* crew members who work in the post office, this was the second largest mail call since deploying, but added that the record was shattered during the holiday season. ■

— Story and photo by PH2 Bruce Davis assigned to USS *Saratoga* (CV 60).

# Bearings

## East Coast sailors benefit from a mother's love

What started out as one mother's concern for her two sons at sea has grown into a full-blown "Adopt-a-Ship" program providing an immeasurable service to thousands of sailors serving aboard U.S. Navy ships homeported on the East Coast.

Nancy Blevins began sending gifts to her sons when they first enlisted and began serving shipboard. Blevins would send a good book or a deck of playing cards with a short note from home tucked in to make up the typical small care package. When opened, it would provide hours of enjoyment for her boys.

As time went on, Blevins wondered if other parents would also send little items to their sailors. She also wondered how many sailors were out there ... alone.

After receiving the letter documenting the Navy's official support of the program from Navy Recruiting District Montgomery, Ala., and the blessing of then-Chief of Naval Operations ADM Carlisle A.H. Trost, Blevins set her course full speed ahead. She got volunteers from Northern Alabama communities and found a wealth of resources from which to draw. Patriotism is alive and well in that area. Folks from Huntsville, Eva, Cullman, Decatur and several other Alabama cities jumped at the chance to support Navy men and women.

Alabama Governor Guy Hunt said in a letter to one of the program's members, "I am proud to see Alabamians involved in such a venture. It shows the world of our support. It is so important they know we haven't forgotten those who serve to protect our great nation."

That was just the beginning. Now, Adopt-a-Ship reaches out to more than 5,000 sailors aboard 11 different ships and continues to grow with each new

year. Last year, Huntsville Mayor Steve Hettinger proclaimed July 21 "Adopt-a-Ship Day" for the city, urging all citizens to "support this worthwhile effort."

Huntsville's American Legion Post No. 237 hosts the packing day each year, providing a central area for all volunteers and organizations to send their donations to or provide packing services. On one packing day, more than 150 packers showed up ranging



**Volunteers from Northern Alabama form an assembly line to fill gift bags for U.S. sailors in the Mideast.**

in age from five- to 80-years old, representing organizations such as the Naval and Army Reserves, Boy Scouts of America, several churches, local VFW posts, McDonald's, Burger King and Shamrock Sportsbags Corporation.

"Each year brings in more support," said Blevins. "These volunteers de-

serve all the credit. They put in an unbelievable amount of time and sweat into making this program work."

And work it does. In its ninth year, the Adopt-a-Ship program celebrated packing its 30,000th gift bag. More than 100,000 items, ranging from Bibles to travel alarms, were packed and readied for shipment to their designated ship. Each ship's commanding officer assumes responsibility for selecting the best date to distribute the "ditty bags" to his crew, whether it be Thanksgiving, Christmas or at a time when morale is low.

"We have a few qualifying guidelines that must be met before a ship is selected for the program," explained Blevins. "But once they have made the list and have been notified, no commanding officer has ever refused."

Spouse support groups from each ship become involved with Adopt-a-Ship as well. They provide the personal touch, through family videograms, various gifts and decorations, for that "touch of home."

"I've been in the Navy for 10 years now," wrote one sailor responding to Blevins about the program. "I still haven't gotten used to these long deployments away from family and friends. I'm glad there are still people around who haven't forgotten us."

According to Blevins the Middle East crisis only fuels the fire within the volunteers' hearts who support their men and women at sea.

"We want to put the word out," Blevins said, "that we are continuing to support our sailors during this time of need. We're organizing and preparing more shipments and we need all the help we can get." ■

— Story and photo by JO1(AW) Steve Hendrickson, Naval Recruiting District Montgomery, Ala., public affairs officer.

# Bearings

## Steve Martin visits *Wisconsin* in the gulf

Comedian Steve Martin and his actress wife Victoria Tennent recently wrapped up their USO-sponsored tour in the Middle East with a visit to the battleship USS *Wisconsin* (BB 64).

During his stay, the legendary funnyman shook hands with crew members, posed for photos, signed autographs, and of course, joked around. Martin and his wife spent the week visiting U.S., British, Irish and Scottish troops in Saudi Arabia.

"We were sitting in the air conditioning in California thinking of [the troops over there] and I felt guilty," Martin said, explaining how they came to visit the Middle East. "I thought maybe it was our job to come out. We had been thinking about it for awhile. And the USO sent a 'fax' asking me to come out to entertain, and

everything just fell together."

Martin reiterated that this was not a trip to garner him media attention, nor does he want the visit to be construed as political.

"I am here for morale," Martin said. "This is not a political trip — that's a whole other issue, and I don't know enough about the issues on the current crisis to even discuss it."

Following his visits to various units, Martin had nothing but praise for the troops. "It's been fantastic. There's high morale and everyone seems very capable and very sharp. It's very impressive to see what they've done." ■

— Story by JO2 Kevin Norman assigned to USS *Wisconsin* (BB 64) Public Affairs Office.

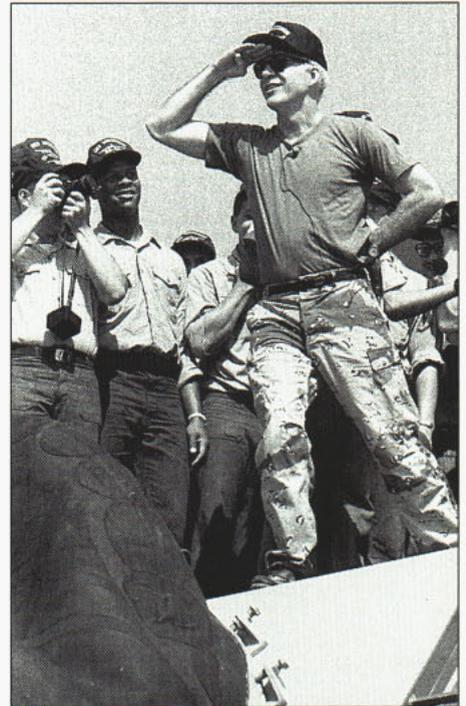


Photo by PH1 Bruce Morris

## St. Thomas basketball star finds niche in the Navy

After years of playing basketball, Raymond Lettsome found an unlikely home for his journeyman skills — with the U.S. Navy.

The St. Thomas, Virgin Islands, native is now a 3rd class radioman assigned to the London headquarters of Commander in Chief, U.S. Naval Forces, Europe, and was the sole Navy representative on the U.S. inter-service basketball team which swept the 1989 Supreme Headquarters Allied Powers Europe International Tournament held in Brussels, Belgium.

Averaging more than 20 points and 10 rebounds per game, Lettsome led his team to the championship with romps over North Atlantic Treaty Organization teams from the United Kingdom, France, Belgium, Greece and Italy. The 6-foot-6-inch, 225-pound power forward's outstanding play also earned him a spot on the all-tournament team.

Lettsome's basketball career blossomed soon after high school when he went to play for Carson Newman College in Jefferson City, Tenn., where he earned All District and Honorable Mention Small College All America honors. In 1983, he took a break from school and traveled to Caracas, Venezuela, for the Pan American Games as a representative of the Virgin Islands team.

With dreams of joining the National Basketball Association someday, Lettsome found himself in Oakland, Calif., playing in pick-up games with NBA stars Chris Mullen and Joe Barry Carroll. "I had planned on playing pro ball in New Zealand, but it just didn't pan out," Lettsome remembered. "Pretty soon I got bored with what I was doing, so I decided to make some kind of a move."

That "move" was to join the Navy in 1986. The guided-missile cruiser

USS *Sterett* (CG 31) in Subic Bay, Republic of the Philippines, provided him his first place of duty on the deck force as well as an opportunity to fine-tune his game. He competed in several major international tournaments while serving aboard *Sterett*, including another appearance in the Pan Am Games with the Virgin Islands team in Indianapolis in 1987. In 1988 and 1989 he was selected for the elite All-Navy Team, playing alongside NBA star ENS David Robinson.

Lettsome completed radioman "A" school shortly thereafter and received orders to CinCUSNavEur, where he is currently burning up the European courts with his skills while representing the Navy. ■

— Story by JO1 Mark Osburn assigned to Commander in Chief, U.S. Naval Forces, Europe, Public Affairs Office.

# Bearings

## Nimitz hosts Naval Sea Cadet Corps sailors

Life aboard a super carrier such as USS *Nimitz* (CVN 68) requires constant teamwork from crew members throughout the ship. Job descriptions aboard the aircraft carrier are numerous and varied: from aviation boatswain's mates to dental technicians. True Navy professionals need to mesh together to accomplish their common mission.

Twenty-seven young Naval Sea Cadets, ranging in age from 13 to 18,



Photo by USA James Drake

**Brian Rosseau takes the helm for training on *Nimitz*.**

joined *Nimitz* crewmen in San Diego recently, to learn firsthand about Navy teamwork. They traveled and ate with the crew, and even worked as Navy seamen until their arrival at Puget Sound Naval Shipyard Bremerton, Wash.

"These young people came here to be treated like adults and learn what the Navy is about," said Yeoman 1st Class Hans W. Greene, who served as the senior enlisted escort officer for the *Nimitz* detachment of the Navy Sea Cadets. "The last thing these young people wanted was to be treated like a bunch of kids."

"I first joined the Sea Cadets, because I had to," said 16-year-old Andy

Powell of Eugene, Ore. "I tried to enlist in the Navy when I was eight years old. After the recruiter said I was too young, he recommended the Sea Cadets. I was still interested in the Navy as a career, so I joined the cadets when I turned 13. Then, when I found out we could come and stay on *Nimitz* after boot camp, I was so excited that I couldn't wait."

Sea Cadets attend basic training once a year. "These cadets came to *Nimitz* straight from two weeks of basic training at Recruit Training Command San Diego," said Greene.

"I just tried to do my best while I was there," said one of the youngest cadets, 14-year-old Jamil Alston of Bainbridge Island, Wash. "I went to boot camp with some goals in mind and wound up being selected Honor Recruit."

"The cadets persevered through boot camp and arrived here with an enthusiastic desire to learn," Greene explained.

And learn they did. The cadets were taught about life on a carrier from day one. "Once we got them situated with their berthing, we hit the deck running," continued Greene. "We concentrated on classroom instruction the first few days. From the executive officer welcoming them aboard *Nimitz*, to the Marines describing a security alert, they received a thorough indoctrination."

The cadets' classroom training included instruction on damage control, engineering, electrical safety, dental hygiene, navigation and even a class about substance abuse. After familiarizing themselves with the ship and some of its main functions, the cadets were off to work. They worked in operations, deck, legal and aircraft intermediate maintenance departments.

Goal-oriented young people with a



Photo by PHAN Craig Mail

**A mooring line reel gets polished by Allen Beemer.**

thirst for knowledge is a fitting description of *Nimitz*'s Sea Cadets. "I learned that it's important to try to get the job done right instead of just getting by," said Powell, who worked as leading petty officer for the cadets and in deck department administration while aboard *Nimitz*. "I think that's something that will help me, not only when I join the Navy, but in whatever I do."

"These guys really work hard, but they have to do it together or it doesn't work out," said 15-year-old Dale Burden, whose father, Aviation Support Equipment Technician 2nd Class David Burden, works in *Nimitz*'s AIMD. "It was pretty 'cool' where my dad works. The only drawback was that they're always doing something, and I don't like to get in my dad's path when he's in a hurry."

"I liked being here, because nobody treated me like a kid," said Dale's twin brother Perry. "It was actually easier working with my dad, because I know what he expects from me — my best effort."

Roughly translated, the cadets' visit aboard *Nimitz* was much like Caesar's invasion of the British Isles. They came, they saw, and when it came to the main objective of learning about teamwork, they conquered. But if you ask the cadets, all they'll tell you is that they had a great time. ■

— Story by JO2 Al Bloom assigned to USS *Nimitz* (CVN 68) Public Affairs Office.

# Bearings

## Navy nurse achieves second black belt in *kendo*

Inside the medieval Japanese armor it is hot. Very hot. The armor is heavy, and breathing is difficult. The armor provides protection, but it still hurts when your opponent strikes one of four main target areas — top of the head, wrist, belly, or throat — with the long bamboo *shinai* or practice sword.

In this ancient Japanese martial art, the object is to fearlessly and skillfully attack your opponent, fending off his thrusts and showing no quarter in striking one or more of the four main targets. There are ritualistic respectful bows and, within seconds, vicious at-



LCDR Ken Rush in surgical garb at Naval Hospital Yokosuka, Japan.

tacks accompanied by shouts and yells.

The sport is called *kendo*, and one of the top-ranked foreigners in Japan is LCDR Ken Rush, operating room supervisor at U.S. Naval Hospital Yokosuka, Japan. Rush recently earned *ni-dan* status (second-degree black belt),

only one of two foreigners striving for the title out of 1,000 competitors. Only 29 percent passed.

In the first step to attaining *ni-dan* status, Rush had to fight two people and be graded by a panel on fighting technique as well as appearance and fighting etiquette. After passing that phase, he performed the *kata*, a series of stylized fighting movements and became eligible to take the written test, which his wife Katsuko helped translate.

"They were very strict on grading, and the tests had to be done exactly right, or they failed people," Rush said. "I was quite surprised to pass the first time, now I have to wait two more years to compete for *san-dan* (third-degree black belt)."

Rush teaches *kendo* in Japan, and having achieved *ni-dan* status, he is eligible to teach anywhere in the world. *Kendo's* popularity has grown in Japan, and is catching on in the U.S. according to Rush. It is especially popular in France and may become an Olympic trial sport like karate did several years ago. "There are world championships all over the world," notes Rush. "My goal is to one day compete in one of those."

*Kendo* began as a sport of the samurai warriors in feudal Japan several hundred years ago. The samurai would practice with real swords, but too many became injured, often fatally wounded by the razor-sharp swords. They began to wear body armor and to pad their swords. Eventually, they used the bamboo *shinai*, wear full body armor and incorporated formal, ritual etiquette. *Kendo*, considered the oldest of the Japanese martial arts, was born.

The American found it relatively easy to pursue the sport in Japan. "The people are very supportive, very friendly, and very eager to help," he

said. "Classes are offered on base, or [you] can get into one of the local *kendo* schools," or you can come to Rush for help.

Rush recently had the opportunity to go on temporary assignment to Okinawa. Luckily, he brought his armor with him and fought some fifth, sixth and seventh level black belts during his free time, he said, appreciating the chance to learn from the masters: "It's like chess — you're always learning more.

"It is a form of aerobic exercise, and good self-discipline, both physical and mental," he said, extolling the continued benefits of staying in shape.

Inside the hot, heavy medieval armor each movement is dictated by formal etiquette and the movements of opponents. Each attack is a combination of quick defense and no-holds-barred offense, punctuated by grunts



LCDR Ken Rush (left) sizes up an opponent during a Japanese *kendo* match.

and war yelps. The battle requires maximum confidence, skill, concentration, strength and control to survive. Rush has not only survived, but has advanced in this ancient sport of the samurai. ■

— Story and photo by Bill Doughty, public affairs officer for U.S. Naval Hospital Yokosuka, Japan.

# Bearings

## “Liberty Expires” clock donated to USS *Indianapolis*

Possibly the last remaining object from the World War II heavy cruiser USS *Indianapolis* (CA 35), a “Liberty Expires” clock, was donated recently to the crew of the fast attack submarine USS *Indianapolis* (SSN 697).

Hawaiian resident Clarence Chow donated the clock from the historic *Indianapolis* to what he termed, “the right party.” Chow bought the 32-pound bronze timepiece for three dollars at a garage sale in the 1960s, and during the past 25 years was approached by museums and other organizations with offers to buy the clock for substantially more than he paid for it.

With the donation of the clock to *Indianapolis*, Chow said he never felt he had the right to sell the clock to just anybody – “I’m glad the right party came along.”



Left to right: Kimo McVay, Clarence Chow, William Conrad, CDR Thomas Gorman Jr., and the crew of USS *Indianapolis* (SSN 697) gather to honor the ill-fated cruiser.

The cruiser *Indianapolis* delivered uranium and other parts for the atomic bombs used on Hiroshima and Nagasaki to the Pacific island of Tinian, July 26, 1945. Two days later, *Indianapolis* was on her way to Leyte in the Philippines by way of Guam when she received two torpedoes in the star-



Clarence Chow presents a “Liberty Expires” clock from USS *Indianapolis* (CA 35) to CDR Thomas Gorman Jr. and EMCM(SS) David L. Atkins, while Kimo McVay watches in background.

board side. She capsized and sank in 12 minutes, allowing little more than 800 of the ship’s 1,199 crew members to escape. A plane on routine patrol spotted the survivors a few days later and dropped a life raft and radio transmitter, however rescue operations were not completed until five days after the sinking in the shark-infested waters and only 316 survived the ordeal.

Chow presented the clock to CDR Thomas Gorman Jr., the commanding officer of *Indianapolis*, and Master Chief Electrician’s Mate (SS) David L. Atkins, chief of the boat. The clock donation ceremony was also attended by Kimo McVay, son of the ill-fated cruiser’s commanding officer, CAPT Charles B. McVay III; actor William Conrad, McVay’s friend and the entire crew of the newest *Indianapolis*. ■

— Story and photos by JOSN Jason Chudy assigned to Submarine Base, Pearl Harbor, Public Affairs Office.



# News Bights

The largest deployment of U.S. Navy Seabees since the Vietnam War was recently carried out when four Naval Mobile Construction Battalions arrived in the Persian Gulf to provide construction support for Navy and Marine Corps operating forces assigned there.

The Seabees' deployment to Saudi Arabia began in early August and by the end of the month, the first elements began arriving in country. The initial contingent included Seabees from Commander, Construction Battalions, U.S. Pacific Fleet – Forward Deployed, the senior Seabee command unit; and air detachments from NMCB 4 from Puerto Rico, NMCB 7 from Okinawa and NMCB 40 from Guam. An air detachment from NMCB 5 also deployed to the Persian Gulf from their homeport of Port Hueneme, Calif.

The balance of Seabees airlifted from Port Hueneme, Puerto Rico, Guam and Okinawa, arrived in the Persian Gulf in time to participate in off-loading supplies and equipment from cargo ships. This massive logistic effort, completed in less than two months, involved the movement of more than 2,400 people and nearly 40,000 tons of equipment and supplies.

The Seabees are working on many projects in the Gulf including airfield expansion, berthing facility construction, ammunition storage points, roads, military barriers and obstacles. Most work is in support of the First Marine Expeditionary Force, but projects for naval forces ashore and the U.S. Army and U.S. Air Force are also underway.

\* \* \*

The Navy announced a limited "stop loss" action for sailors assigned to Marine Corps units in Operation *Desert Shield* and whose retirement or separation dates fall on or after Jan. 1, 1991. This follows the Corps taking similar action for Marines assigned to *Desert Shield* units.

The Navy is taking this action to preserve unit integrity for deployed Marine Corps units. Sailors assigned to Marine Corps units include those with medical, religious support and other specialties.

Stop loss authority permits the services to retain service members on active duty beyond their retirement date, release from active duty date, end of obligated service, or in the case of Reserve personnel, the completion of recall orders.

Based on an August presidential executive order, Secretary of Defense Dick Cheney granted stop loss authority to Secretary of the Navy H. Lawrence Garrett III and

other service secretaries to use as needed to keep people essential to national security serving in positions and skills critical to Operation *Desert Shield*.

This is the Navy's first use of this authority.

\* \* \*

During a routine transit of the southern Persian Gulf, the U.S. Navy command and control ship USS *Blue Ridge* (LCC 19) rescued a British sailor. The Royal Navy sailor said he had been adrift for 22 hours after falling overboard from the British minesweeper HMS *Cattistock* (M 31).

The sailor was spotted by a U.S. Marine Corps officer embarked aboard *Blue Ridge* who passed word to bridge watch standers who dispatched small boats to investigate the sighting.

*Blue Ridge* crewmen pulled the sailor from the warm waters of the Persian Gulf and brought him aboard. Navy medical personnel found the sailor to be in good condition after an initial medical examination.

The sailor remained aboard the forward-deployed command ship and was transferred to the British Embassy in Manama, Bahrain, when the ship returned to port.

\* \* \*

Christopher Columbus' voyage will be celebrated at the 1992 World's Fair where the theme is "Discovery." Expo '92 takes place on an island in the harbor of Seville, Spain, from April to October 1992. Columbus departed Seville on his voyage to the new world in 1492.

The Atlantic Division, Naval Facilities Engineering Command, through an agreement with the U.S. Information Agency, will manage construction of the United States pavilion.

Captain Richard Brown, head of LantDiv's construction office in Madrid, will serve as construction manager and contracting officer. LantDiv has assembled a team of architects and engineers from Madrid and Rota, Spain, and Norfolk for the project.

USIA will operate the 76,000 square-foot, \$10 million pavilion, scheduled for completion in January 1992 to allow USIA and other participants time to install the exhibits.

Usually a project of this size would take a year to design and two years to build. A contract for the foundation piling, site grading and utilities was awarded last September and work began last month. □

# Mail Buoy

## Wasted effort

After reading the article in the October 1990 edition of *All Hands*, concerning USS *Dwight D. Eisenhower* (CVN 69), I was impressed by the enormity of effort required to achieve this "major visual spectacle."

I was particularly impressed by the 725 sailors who stood in formation to create the five-star insignia in red, white and blue.

The article mentioned that the men stood in formation for more than two hours, which is testament to their dedication and pride in their ship. However, the public affairs office's choice of a black and white photograph wasted the time and effort of LT Ken Ross and all of the proud crewmen involved.

— LCDR John C. Loraditch  
Medical Corps, USNR  
New Haven, Conn.

*We at All Hands feel the efforts of LT Ross and all the crewmen who took part in this event come shining through in black and white as well. — ed.*

## Bravo for badges!

I enjoyed your story, "Badge collector," in the August 1990 issue of *All Hands* magazine, about Master-at-Arms 1st Class Michael Audette's collection of police badges.

Thank you and keep up the good work all of you at *All Hands* are doing.

— SK1 Gary Taibbi, USNR  
Sound Beach, N.Y.

## Obvious observations

I enjoyed your October 1990 issue and articles regarding recruit training. I still remember vividly my own experiences in Company 142, Division 13, at Great Lakes in June 1979. It is true that we "old salts" believe that boot camp was harder

then than it is now. In my 11 years in the Navy, I've been enlisted and now I am an officer. I've been stationed on board ship and with the Marine Corps and Navy Recruit Training. To the leadership of the Navy Recruit Training Commands and the company commanders, I'd like to offer my observations of the past several years:

1) Marine Corps drill instructors set the standard for training and leading recruits. Their's is an example not to be taken lightly.

2) Few sailors, graduating RTC, do so with long-lasting pride and esprit-de-corps in the Navy and themselves. Marines, on the other hand, are tough to live up to the history and tradition of the Marine Corps. Each Marine knows he/she is part of something special, not just another armed service.

3) Navy recruits are sorely lacking in the disciplines of military etiquette, courtesy, wear and care of the uniform, military bearing and, perhaps most important, leadership.

4) Perhaps most disheartening to this officer is the lack of consistency in leadership. Obviously, the Navy's intent is to staff the RTCs with the best senior enlisted as CCs. Unfortunately, the high level of leadership and professionalism does not transfer with the recruits. Bad leadership after recruit training is the biggest cause of poor retention, accidents and morale and discipline problems.

In terms of entry-level training, there is no comparison between the Marine Corps and Navy. But there is no reason we could not be as good as the Marines in that arena. The Navy has just as much pride and tradition as the Corps. Working hard and working together we can make the Navy something more than just a place where many come to get a paycheck every two weeks.

— LTJG M.P. Mark Lisa  
U.S. Naval Hospital  
Bremerton, Wash.

## Dos and don'ts

The centerfold of the November 1990 issue of *All Hands* pictures a sailor diligently searching the horizon with his binoculars. A prominent feature in this pho-

tograph is a large ring protruding from this man's left little finger.

Shipboard is a dangerous environment for fingers, but this is a precious metal inlaid invitation to disaster.

Editors of *All Hands* do a remarkable job of bringing high-tempo operations and the people behind the scenes together in order to promote greater understanding of the fleet. However, due to this safety violation, this picture would have served more value in a safety "dos and don'ts" column.

— CDR P.S. Blackwood  
OIC FASOTraGruLant  
Det. Jacksonville, Fla.

*The shipboard environment is a dangerous place for fingers, and jewelry should not be worn when working with moving machinery or electrical equipment. Our subject, ICFN Thomas Luttenegger, was doing neither. Therefore, according to the experts at the Naval Safety Center, this photograph did not depict any safety violations. — ed.*

# Reunions

• **USS J. Fred Talbott (DD 230)** — Reunion March 6-9, 1991, Charleston, S.C. Contact Bob Zveare, 714 W. Tantalion Drive, Fort Washington, Md. 20744; telephone (301) 292-2587.

• **USS Kanawha (AO 1)** — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

• **USS Higbee (DD 806)** — Reunion March 8-10, 1991, Buena Park, Calif. Contact Jimmie Huffman, 8311 San Marino Drive, Buena Park, Calif. 90620; telephone (714) 527-8026.

• **USS Stack (DD 406)** — Reunion March 12-16, 1991, Kissimmee (Orlando), Fla. Contact J.B. Lytle, 17435 W. Longlake, Alpena, Mich. 49707; telephone (517) 595-2978.

• **USS Goldcrest (AM 80) and USS Chaffinch (AM 81)** — Reunion March 17-19, 1991, Manchester, N.H. Contact Tom Gaffney, 195 Whipple St., Manchester, N.H. 03102; telephone (603) 669-5955.

• **USS Charles S. Sperry (DD 697) 1944-1974** — Reunion April 4-7, 1991, New Orleans. Contact Robert M. Irwin, 1321

# Reunions

Maplewood Ave., Norfolk, Va. 23503.

• **VA 122** — Corsair College (West Campus) reunion and wake April 5, 1991, NAS Lemoore, Calif. Contact ENS Davy, Attack Squadron 122, NAS Lemoore, Calif. 93246; telephone (209) 998-3685 or Autovon 949-3685.

• **USS Colhoun (DD 801)** — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Terry (DD 513)** — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

• **USS Alaska (CB 1)** — Reunion April 15-19, 1991, Bahamas cruise. Contact John Robertson, 5819 N. Andrews Way, Ft. Lauderdale, Fla. 33309; telephone toll-free (800) 526-8550.

• **VP/VPB 213, World War II PBM Mariner Squadron** — Reunion April 17-21, 1991, San Diego. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **PBM Mariner — P5M Marlin** — Reunion April 17-21, 1991, San Diego. Contact Dr. Carl R. Ahee, 22853-B Nadine Circle, Torrance, Calif. 90505; telephone (213) 530-9859.

• **USS John Hood (DD 655)** — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

• **VF 42** — 50th Anniversary reunion April 25-28, 1991, Norfolk. Contact Joseph J. Fazio, 3816 Annie Lane, Virginia Beach, Va. 23452; telephone (804) 340-2430.

• **USS Raleigh (CL 7)** — Reunion April 25-28, 1991, Norfolk. Contact Glenn Nichols, 126 6th, Unit 134, Langley, Wash. 98260; telephone (206) 231-5398.

• **USS General W.A. Mann (AP 112) 1943-1966** — Reunion April 25-28, 1991, San Diego. Contact Gerald J. Bligh Jr., 10B Forest Acres Drive, Bradford, Mass. 01835; telephone (508) 521-1104.

• **USS Montpelier (CL 57/SSN 765) World War II** — Reunion April 1991, Newport News, Va. Contact Ed Ireland, 7633 Hillshire Court, Saginaw, Mich. 48603; telephone (517) 781-0716.

• **Officers of VS 21** — Reunion April 1991, San Diego. Contact LT Scott Lewis, NAS North Island, San Diego, Calif. 92135; telephone (619) 545-7080.

• **USS Wasp (CV/CVA/CVS 18) 1943-72**

— Reunion May 1-5, 1991, San Diego. Contact Richard G. VanOver, 6584 Bunting Road, Orchard Park, N.Y. 14127; telephone (716) 649-9053.

• **USS Philippine Sea (CV 47)** — Plankowners reunion May 11, 1991, Boston. Contact CDR Bob Buerger, 26 Minnehaha Circle, Maitland, Fla. 32751.

• **USS Jenkins (DD/DDE 447)** — Reunion May 13-16, 1991, Charleston, S.C. Contact Harry W. Robertson, 756 Loblolly Drive, Vass, N.C. 28394; telephone (919) 245-4558.

• **USS Drexler (DD 741), USS Clinton (APA 144), USS Crescent City (APA 21) and LCS (L) 55, 56 and 114** — Reunion May 16-19, 1991, Philadelphia. Contact Gene Brick, 1304 Loper Road, Prinesville, Ore. 97754; telephone (503) 447-5422.

• **USS Gearing (DD 710)** — Reunion May 16-19, 1991, Charleston, S.C. Contact Robert J. Witkowski, 2812 Barkley Ave., Bronx, N.Y. 10465; telephone (212) 824-3733.

• **Destroyer Division 59: USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155), and USS Dallas (DD 199)** — Reunion May 23-26, 1991. Contact R.K. Prouty, 335 Main St., Spencer, Mass. 01562; telephone (508) 885-2894.

• **USS Luce (DLG 7)** — Reunion May 24-27, 1991, location pending. Contact R.E. Ackerman, 4511 Elite Drive, Orlando, Fla. 32822; telephone (407) 275-0990.

• **USS Alhena (AKA 9)** — Reunion May 30-June 1, 1991, New Orleans. Contact Clyde R. Meyers Jr., 805 Marion Drive, Denham Springs, La. 70726; telephone (504) 664-4786.

• **USS Augusta (CA 31)** — Reunion May 30-June 2, 1991, Colorado Springs, Colo. Contact E.L. Dixon, 1075-275 Space Park Highway, Mountain View, Calif. 94043; telephone (415) 968-5172.

• **NAS Corpus Christi, Texas 1963-68** — Reunion May 1991. Contact Sidney (Hagerman) Engberg, 1817 N. Summit St., Wheaton, Ill. 60187; telephone (708) 690-8517.

• **USS Bunch (DE 694/APD 79)** — Reunion May 1991, Norfolk. Contact David L. Hibbs Sr., 706 Hartman Ave., Hanover, Pa. 17331; telephone (717) 637-7723.

• **USS Karnes (APA 175) and 7th Beach Battalion** — Reunion May 1991, Norfolk. Contact J.E. Shoulars, 1901 Paddock Road, Norfolk, Va. 23518; telephone (804) 853-4061.

• **USS Pavlic (APD 70)** — Reunion proposed May or September 1991, Nashville, Tenn. Contact Arlyn Brockmeyer, 1224 N. 6th St., Manchester, Iowa 52057; telephone (319) 927-4523.

• **USS Reuben James (DE 153)** — Reunion proposed May 1991, San Diego. Contact John B. Lampe, 121 Lucas Drive, Bordentown, N.J. 08505; telephone (609) 298-7293.

• **USS Yukon (AF 9) World War II** — Reunion proposed May 1991, Springfield, MO. Contact George J. Cox Jr., 7 Bugle Court, Howell, N.J. 07731; telephone (201) 363-7794.

• **USS LST 398** — Reunion proposed May 1991, Tulsa, Okla. Contact Frank Buzz Sawyer, 5948 E. 24th St., Tulsa, Okla. 74114; telephone (918) 838-0555.

• **USS Parle (DE 708)** — Reunion proposed, Newport, R.I. Contact C. Thacher, 16 Ellendale Road South, Attleboro, Mass. 02703; telephone (508) 399-7203

• **USS Half Moon (AVP 26)** — Reunion proposed. Contact Rodney Peterson, 116 East Locust St., Duluth, Minn. 55811; telephone (218) 727-7540.

• **VP 861** — Reunion proposed. Contact Jope D'Auteuil, 2312 Page Court, Virginia Beach, Va. 23451; telephone (804) 496-1918.

• **USS Jack C. Robinson (APD 72)** — Reunion proposed. Contact James A. Blair, Route 3, Box 89, Tellico Plains, Tenn. 37385; telephone (615) 253-2404.

• **USNMCB 7** — Reunion proposed. Contact H.E. Olson, 7524 Major Ave. North, Brooklyn Park, Minn. 55443; telephone (612) 560-9035.

• **USS Kearsarge (CVA 33) Electricians 1954-58** — Reunion proposed. Contact Kenneth McDaniel, 301 East Drive, Oak Ridge, Tenn. 37830; telephone (615) 482-4302.

• **USS Richard B. Anderson (DD 786)** — Reunion proposed. Contact Joseph W. Kirchner, 215 E. Federal St., Baltimore, Md. 21202; telephone (301) 685-3010.

• **USS McCloy (FF 1038)** — Reunion proposed. Contact Ric Oates, 5314 Todd Blvd., Mobile, Ala. 36619; telephone (205) 443-5600.

• **USS Leonis (AK 128)** — Reunion proposed. Contact Gilbert Sandler, 6104 Westcliff Drive, Baltimore, Md. 21209.

• **USS Cone (DD 866) 1967-68 WestPac Cruise** — Reunion proposed. Contact E.W. Johns, P.O. Box 726, Kenedy, Texas 78119.

# ALLHANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

**Professional competition** includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

**Amateurs** may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the five groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Bob Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1991.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

## Single-image feature

- Black-and-white print
- Color print or transparencies (Prof.)
- Color print or transparencies (amateur)

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

## Photo story

- Black-and-white
- Color print or transparencies

Send entries to:

*All Hands* magazine Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007

The new *Aegis* destroyer USS *Arleigh Burke* (DDG 51), billed as the Navy's ship for the 21st century, begins a series of sea trials in the North Atlantic. Photo courtesy of Bath Iron Works, Bath, Maine.



## *Desert Shield becomes Desert Storm*

"Once again our Navy is responding to our commander in chief's call to arms. The American sailor's courage and bravery are a cherished part of our nation's honor and heritage. I am certain this generation of young Americans serving in our Navy will add their chapter to this distinguished history.

"In our democracy, there are and always have been, some who oppose our country's going to war, but all are in full support of those serving in the armed forces. As the President and Congress have stated, you will be provided whatever is needed to get the job done.

"To those of you in harm's way, be certain you have the full support and resources of all of us in the Navy. We admire and respect your courage and dedication to your duty and to your country. Our prayers for your safety and strength of courage go with you. We are dedicated to take care of your loved ones. Get the job done so we can get you home.

"To our Navy family members, be assured that our promises of care and assistance will be backed by deeds. The entire chain of command and our family services network are available to support you for the duration.

"Let none of us rest until peace and stability are restored."

**-- ADM Frank B. Kelso II  
Chief of Naval Operations**