

ALL HANDS

MARCH 1991



Desert Storm



An aircraft handler directs a *Harrier* on the deck of USS *Nassau* (LHA 4). Photo by PH1(AC) Scott M. Allen.

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ALL HANDS

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Photo by PH1(AC) Scott M. Allen

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Front cover: An A-7E from Attack Squadron 72 conducts low-level training over the Saudi Arabian desert. VA-72 is attached to Carrier Air Wing 3 embarked on board USS *John F. Kennedy* and deployed to the Persian Gulf. See story on Page 4. Photo by CDR John Leenhouts.

Back cover: A mechanized landing craft brings a tank ashore at Tok Sok Ri beach near Pohang, Republic of Korea. See story on Page 26. Photo by PH1 Ted Salois.

News You Can Use

Personnel Matters

Changes announced in the advancement process

Sailors participating in future advancement exams should benefit from recent changes to the competition "points" system.

Effective Sept. 30, 1991, the points awarded for a degree earned while on active duty will become a permanent part of an individual's record. Under the old rule, the points could be used only once, and the choice of when to use them was up to the individual.

With this change, a bachelor's degree or higher is worth two competition points, while an associate's degree counts as one point. The maximum point level for educational achievement is two points. For more information see your educational services officer.

In a related change, points earned for awards,

for service overseas and letters of commendation signed by flag officers also become permanent and are used for all subsequent exam cycles effective immediately. NavOp 044/90 has details.

The Command Advancement Program, which permits commands to meritoriously advance deserving sailors on sea duty, has also been changed. The previous requirement for 30 consecutive days of continuous sea pay or a specified length of deployment for sailors assigned to sea duty (type 2, 4 or 8) has been deleted. This change permits deserving individuals to be considered by their commanding officers for promotion independent of their command's particular schedule.

Further information on the CAP program is contained in NavAdmin 044/90. □

Federal tax return publication

The Internal Revenue Service has a free publication for members of the armed forces dealing with federal tax returns titled, *Publication 3, Tax Information for Military Personnel*.

Issues discussed include basic pay, reenlistment bonuses, and aviation and hazardous duty pay. The publication also addresses living allowances, family allowances, moving and travel expenses, dependency exemptions, sale of a home and itemized deductions.

This publication can be obtained through your nearest U.S. Embassy or Consulate, or by writing to the Internal Revenue Service, Forms Distribution Center, P.O. Box 25866, Richmond, Va., 23289.

According to the IRS, in order to file an income tax return for a service member in Saudi Arabia, a general power of attorney must state that permission has been given by the service member allowing someone else to complete his or her taxes. Contact the IRS for more information. □

Desert Storm song

The U.S. Navy Band in Washington, D.C., has produced an original song titled, "We Are With You," a country/pop style song which is being distributed to broadcast outlets now serving Operation *Desert Storm* and major markets in the United States.

The song is reminiscent of the "We Are the World" hit several years ago.

For more information on distribution, contact the Navy Band public affairs office at commercial (202) 433-6090. □

Medical notes

Update for sailors using civilian health care

Sailors who must use civilian medical or dental care in the United States must now submit claims for payment to the Naval Office of Medical/Dental Affairs at Great Lakes, Ill., rather than one of the six regional Medical/Dental Affairs Offices previously required.

The claims include emergency treatment or care required while on leave, under travel orders or serving in locations where no military medical treatment facility is available.

Navy Bureau of Medicine and Surgery advises that sailors get prior approval for routine civilian treatment from the Office of Medical/Dental Affairs, unless the parent command has blanket approval authority, or the care was for emergency treatment.

Sailors must submit their bills with a statement of the treatment received on a NavMed form 6320/10, available at all medical treatment facilities or medical departments on ships as soon as possible.

The Navy has to return 20 percent of the 600 claims it receives each day, because they lack complete information, no form 6320/10 has been submitted or signed or there is no physician's statement on the care they received.

Make sure the claim package is complete. The payment of the bill is the personal responsibility of the service member until the Office of Medical and Dental Affairs approves the payment. □

LDO/CWOs provide technical support to the fleet

The Limited Duty Officer and Chief Warrant Officer programs serve the Navy's requirement to obtain active-duty officers who are technical managers and specialists. Both programs provide opportunities for outstanding senior enlisted men and women, without a college degree, to compete for a commission.

The LDO category was established under the Officer's Personnel Act of 1947 to provide a path of advancement for outstanding CWOs and E-6s through E-8s in broad technical fields associated with their previous rating groups or warrant designators. The LDO program provides officers to the fleet who perform in progressive technical management positions requiring a technical background not attainable by normal development of officers.

The CWO community, which has historically been the natural extension of the senior enlisted career path, provides the Navy with a vital and invaluable form of leadership. CWOs are officer technical specialists, qualified by performance and experience, who possess the expertise and authority to direct the most difficult and exacting operations in a given occupational area. The CWO has provided this expertise for more than 200 years.

Deadline for LDO and CWO applications for FY93 is Aug. 1, 1991. See NavMilPersComInst 1131.1 series for additional information. □

Savings Bonds pay

If you are already buying U.S. Savings Bonds, ask yourself if you should buy more each pay period.

Current interest rates on savings bonds can be obtained by calling toll-free 1-800-US-BONDS. □

The early days of WAR

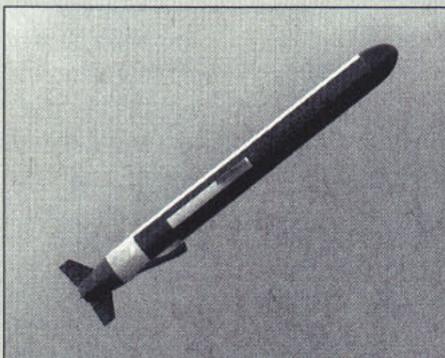
Thunder and lightning for Desert Storm

By LTJG John Wallach

In the pre-dawn darkness of the Persian Gulf Jan. 17, little more than 18 hours after the passing of the U.N.-imposed deadline for Iraq to withdraw from Kuwait, a moonless, overcast sky provided the perfect backdrop for what has been called one of the most extensive and carefully-planned air attacks in history.

While most Americans sat down to dinner and most Iraqis slept, the first wave of U.S. and allied warplanes, laden with ordnance and spare fuel tanks, lifted off from air bases and aircraft carriers throughout the Persian Gulf region. Meanwhile, on Middle East waters, sea-launched *Tomahawk* cruise missiles rocketed from Navy ships and streaked toward pre-programmed military targets in Iraq and Iraqi-occupied Kuwait.

The intricately-planned attack that transformed a shield into a storm was undertaken by forces from the United States and four other countries from the allied coalition. According to DoD officials, the massive assault was designed to limit civilian and U.S. military casualties while crippling Iraqi President Saddam Hussein's most dangerous offensive threats — his *Scud* missile sites, chemical weapons facilities and a budding nuclear weapons capability.



U.S. Navy photo

The *Tomahawk* cruise missile is just one of the Navy's high-tech weapons in the Gulf.

"Our objectives are clear," President Bush explained in his address to the nation as the first wave of the attack was in progress. "Saddam Hussein's forces will leave Kuwait. The legitimate government of Kuwait will be restored to its rightful place, and Kuwait will once again be free."

To accomplish these objectives, U.S. military leaders at home and abroad orchestrated a detailed and complex first-wave assault for the inception of Operation *Desert Storm*. The aerial chess game that ensued incorporated a broad array of U.S. and allied warplanes and weapons systems, each dedicated to a mission vital to the success of the operation.

Navy E-2C *Hawkeyes* and Air Force E-3A AWACs command and control planes patrolled the desert skies to pro-

vide airborne early warning support, while Navy EA-6B *Prowler* and Air Force F-4G *Wild Weasel* aircraft used powerful onboard electronic countermeasures equipment to jam and decoy Iraqi radar, data links and communications networks. Navy F-14 *Tomcats*, Marine Corps F/A-18 *Hornets* and Air Force F-15C *Eagles* served as fighter escorts and provided air cover for attack and bomber aircraft.

Throughout Iraq and Kuwait, U.S. and allied attack jets and bombers pounded key Iraqi military targets, skillfully evading an Iraqi air defense network that was apparently taken completely by surprise. Navy and Marine Corps F/A-18s and Navy A-6 *Intruder* and A-7 *Corsair* attack jets teamed up with their counterparts from the U.S., British, Saudi Arabian, French and Kuwaiti air forces to ignite a firestorm in and around command and control headquarters, *Scud* missile launching and storage facilities, key communications centers and encampments of Saddam Hussein's elite Republican Guard.

Meanwhile, Navy warships, including the battleships USS *Wisconsin* (BB 64) and USS *Missouri* (BB 63), fired salvos from their arsenals of *Tomahawk* cruise missiles at targets which military leaders determined could be attacked more effectively by unmanned weapons systems. According

to DoD officials, more than 100 of the missiles were launched during the initial stage of *Desert Storm*.

The impressive performance of the *Tomahawk*, making its maiden voyage in an operational situation, drew a very satisfied reaction from U.S. military leaders, including the Chairman of the Joint Chiefs of Staff Army General Colin Powell who said, "I'm extremely pleased with the effectiveness of the cruise missiles."

The scope of the air assault during the early days of the war was monumental. In a Jan. 18 news briefing in Riyadh, Saudi Arabia, Army Gen. H. Norman Schwarzkopf, commander of allied forces in the Gulf, said air forces from the coalition were flying nearly 2,000 sorties each day, with more than 80 percent of the aircraft successfully engaging their targets.

Schwarzkopf said the campaign was going according to plan and praised the men and women participating in the operation, saying, "The courage and the professionalism that's been exhibited by all of the people involved in this campaign in the last 36 hours is nothing short of inspirational."

Despite the seemingly tireless tempo of the air attack, coalition casualties during the initial days were remarkably light. Although coalition forces flew thousands of sorties, only seven aircraft were lost in the first 36 hours — one Navy F/A-18, one A-6, one Air Force F-15, one Kuwaiti F-4 and two British GR-1 *Tornados*.

The apparent success of the initial allied raids, coupled with the questionable and somewhat surprising performance of Iraqi air defense systems and lack of retaliatory strikes, brought euphoria to much of the American population. But U.S. military and political leaders viewed the unfolding events with guarded optimism, emphasizing that the war was in its very early stages and urging the news media to be cautious when reporting on the perceived success of the operation.



Photo by PH1(A/C) Scott M. Allen

"While we feel very good about the progress to date, it is important, I think, for everyone to be careful about claiming victory or making assumptions about the ultimate cost of this operation in terms of casualties," Defense Secretary Dick Cheney explained at a Jan. 17 Pentagon news briefing. "This is very serious business."

It was serious business indeed. Secretary Cheney's warning rang true less than 12 hours later, when Iraq launched seven *Scud* missiles against Israel in what military analysts speculated was an attempt to break up the Arab contingent of the coalition arrayed against Saddam Hussein. The volley of what is considered Iraq's only strategic weapon peppered Israel's Mediterranean coast but caused only minor damage in Haifa and the capital, Tel Aviv. One other *Scud* was fired against Dhahran, Saudi Arabia, but was successfully intercepted by a U.S. Army *Patriot* missile in that defense system's operational debut.

In a war in which the initial stages were so much a tapestry of different feelings, opinions and emotions, the common thread was one of pride in the men and women of the U.S. military.

Life at sea in wartime. With dozens of ships on station and thousands of sailors determined to beat back the invading army, the battle for air supremacy over Iraq and Kuwait was joined swiftly and forcefully in the early morning hours of Jan. 17.

From the President in the White House to the farmer in an Ohio cornfield to the executive on Wall Street, the respect and admiration for our sailors, soldiers, airmen and Marines fighting in Operation *Desert Storm* shone through the scattered anti-war protests and demonstrations.

"To those of you in harm's way, be certain you have the full support and resources of all of us in the Navy," said Chief of Naval Operations ADM Frank B. Kelso II. "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." □

Wallach is director, Print Media Division, Navy Internal Relations Activity.



Desert Storm's hard rain

Air attack signals beginning of Gulf war.

The moonless night was filled with the high-pitched wail of jet engines. Flight deck crews waved illuminated wands to direct their path, like so many blue, yellow and green fireflies. The stench of aviation fuel assaulted the nostrils. The deck rumbled, and the air seemed momentarily sucked dry of oxygen as each jet was catapulted into the sky.

It was a routine honed over thousands of practice missions with one exception — this was the real thing. Hundreds of men crowded the flight deck of USS *John F. Kennedy* (CV 67) to watch 41 planes take off for combat.

When they were all gone and the flight deck looked empty and lonesome, a single aviation boatswain's

mate expressed his elation with a carrier "high-five" — a circular wave of the yellow wands in his hands, twirling so quickly that they left a trail of light behind them.

It was their first mission attacking airfields on the periphery of Western Iraq. Several hours later, all the jets and pilots returned to *Kennedy* intact.

At 2:57 p.m., Jan. 16, RADM Riley D. Mixson announced that President Bush had ordered an attack on Iraq to commence shortly after midnight. At 1:20 a.m., the fighter and attack jets of *Kennedy* would be launched. The task that some had been training a lifetime to do was at hand, he said.

"You've trained hard, you're ready," he said matter-of-factly.

"Now, let's execute. For the air crews, we're all very proud of you. I wish you good hunting and Godspeed. God bless us all."

In one of *Kennedy's* mess decks, where tables would soon be pushed aside to make room for missiles and bombs, sailors whooped in delight and leapt from their chairs to slap hands with each other. "I'm really happy," said Fireman Roger Needham. "The sooner we get it over with, the sooner we go home."

In the hangar bay, Airman Apprentice Devon Morales, wearing the red shirt and vest that denotes an aviation ordnanceman, wheeled cluster and anti-tank bombs between sleeping jets. "We're pumped," he said. "It's

A yellow shirt on USS *Nassau* (LHA 4) gives the ready-to-launch signal as a Marine Corps *Harrier* pilot takes off the ship's deck.

a great feeling. Everyone wants to be a red shirt now. We're where the excitement is. I took pictures of the bombs to show my kids and grandkids," he added, throwing back his head in a hearty laugh. "It's a great feeling."

Around the carrier, reactions ranged from the predominant mood of glee to introspective regret.

Aviation Machinist's Mate Airman Sheldon Quinn, a plane captain responsible for maintaining the A-6E *Intruder* medium attack bombers, bowed his head and prayed when he heard the news. "I think it's real sad," he said. "We don't have to go to war."

The single most common sentiment was relief. The words "finally" and "let's get it over with" rang through the carrier. LT Joe Marx was sitting in the dentist's chair getting a crown when the announcement echoed through the ship.

"We [the dentist and Marx] looked at each other, and just sighed," he said. "It was OK. We finally have an answer to what's going to happen. The last five months have been an emotional roller coaster."

But the pilots who lounged around in their mess quarters, drinking coffee and iced tea, accepting cigars thrown at them by other officers or eating dinner, were the picture of calm. "I have a sense of relief," said Dave, an F-14 fighter pilot who did not want his last name published. "This waiting is over. I haven't had time to worry yet. I guess I will, sometime."

Dave said no pilots harbored any doubt about their mission. "Everyone really believes in this one," he said. "There are no second thoughts. The rhetoric out of Iraq gets everyone spooled up. We can't believe he wants us to believe what he's saying, but we're more worried about what equipment he has, and how to take it down."

With just five hours to go before takeoff, Dave said he planned to write letters to his wife and parents.

Sitting through the night surveying the scene, CAPT John P. Gay, *Kennedy's* commanding officer, glanced at the closed-circuit television screen before him showing close-ups of the deck operations. For days he had been telling his crew this was a somber moment in history. The evening before the operation began, he said he had walked around to shake hands with some of the pilots.

"I gave 'em a pat and said, 'Go do your jobs, guys,'" he said. "They're pretty pumped up. The butterflies are gone. Flying out, the pilots sounded almost casual as they cleared the carrier deck and radioed back, 'airborne.'"

Gay sounded torn between pride at his men's performance and regret that they had to do it.

"These kids down here on the deck did a great job getting this launch off. That's their whole focus on things. Their job is to get airplanes in the "cat" and get 'em in the air. They know that went well, and they're pleased with themselves. They should be. You know, there are children down there. Those guys with the wands are 20 years old.

"Entering into a war is not a game," he said. "I take no delight that it ended up having to come to this. There are going to be terrorist acts. A lot of innocent people are going to be killed. There are going to be a lot of innocent people in Iraq killed. That's the reality of war, and I wish it weren't so."

Even as the pilots were starting to return in the pre-dawn hours, sounding like 1,000 thunderstorms as they roared onto the deck, the ship's newspaper, "The Bird Farm Bulletin" was scooping the world, apparently the first newspaper to publish news of the air strike. "At last" was the headline.

The pilots returning from the nearly 90 sorties flown said Iraq's air defenses appeared overwhelmed by the number of airplanes bombing them. Preliminary intelligence reports indicated substantial damage, they said.

Mixson said the group's primary role was to destroy Iraq's air defense capabilities around Baghdad and in Western Iraq — concentrating on runways, hangars and surface-to-air missiles. *Scud* missile launchers in

Below: Marine Corps F/A-18 *Hornets* wait for the call to arms at a Saudi Arabian air base prior to the start of hostilities in the Middle East.



Photo by PH1(A/C) Scott M. Allen

An F/A-18 Hornet passes over its missile's vapor trail shortly after firing at a target somewhere below.

Western Iraq were targeted by squadrons from elsewhere, he said.

In discussing the attack on Iraq using more than 1,700 allied aircraft stationed throughout the Arabian peninsula, Mixson said, "It was probably the most ambitious joint effort we've had in our history. I think it went very well."

Pilots on *Kennedy* said Iraqi jet fighters were avoiding confrontations. Its ground-to-air missiles were basically ineffective and American fliers easily evaded the anti-aircraft fire making up the bulk of Iraq's defense.

One group of MiG-21 jet fighters zoomed back and forth between two sets of attacking aircraft during one bombing run, according to CDR John Leenhouts, executive officer of an A-7 squadron.

"It was a confused evolution, racing back and forth. In some cases I don't think they had a very clear picture of exactly who was out there. We expected them to have their fighter aircraft more regimented, more uniform in their attacks, but they were truly random," he said.

Pilots who flew a daytime strike against an airfield in Southwestern Iraq said a group of MiGs stayed 40 or 50 miles away, falling back each time the American group advanced.

"I don't think they wanted to die," said an F-14 fighter pilot who wanted to be identified by his call sign "Rake".

"I flew directly over the airfield we were bombing and there was nobody there. You would think they would have a change of heart when you bomb the airfield they took off from, and you do it with impunity. You would imagine sooner or later they would come back to attack you, but they just stayed away," he said.

Rake said he saw two hangars blow up and a large explosion of what was apparently an oil pumping station. The communication center at the base



was also a target. More exact descriptions are not allowed under military guidelines.

The planes leaving *Kennedy* were heavily laden with High Speed Anti-radar Missiles used to knock out Soviet-built surface-to-air missile systems. Some returned unfired, and pilots said they did not face the expected threat from SAMs.

"We expected them to use their SAMs in a much more capable manner. In reality, they didn't use them to any degree whatsoever," Leenhouts said.

The pilots said the only difficulty they faced was the mesmerizing effect of the heavy anti-aircraft fire, which is considered ineffective over 10,000 feet where most of the A-7 and F-14 jet fighters stay. Some A-6 medium bombers have to plunge near that level to deliver their loads, but a Vietnam-era lesson learned is not to try to fly through the 37mm shells and other small-arms fire.

"It was an overwhelming amount. ... It spread over an enormous area of part of Western Iraq. ... It looked like the fireworks display at Disney World multiplied by 100," said Leenhouts.

The lack of expected danger did not ease the jitters for the pilots, many flying their first combat mission.

LT John Klas said his butterflies started with the mid-afternoon announcement and did not stop until he returned to the ship. Especially nervous moments came when the indicator light in the F-14 cockpit went on warning him he was being tracked by a missile radar system, but none were fired at him.

"The butterflies in my stomach never really went away. It felt like there were a dozen of them in there," said Klas.

"Once I crossed into Saudi Arabia," he said, "I was listening on the radio for all the guys to check in, I was hoping everybody made it. It was a real feeling of relief."

Rake said, "I was dry around the mouth, nervous, jittery." He said he was saying to himself, "God, please don't let me screw this up, let me get in here, and do it right, and get back in one piece."

The crew eagerly watched the in-house television monitors which broadcast the scene on the deck as the planes returned. There was lots of noise among the crew members when the first two strikes returned, the first around 6 a.m., and the second around 4 p.m.

The planes flew overhead in formation, peeling off as they came around to land.

"Empty rack A-7s. Nothing there. Bombs away," crew members yelled as they watched a bomber land, devoid of missiles.

Deck crews flocked around the pilots as they disembarked to ask them how it was.

"It's awesome. It's blue sky and you can see this little white cloud trail," said one, pushing his hand forward like a missile in flight.

"They don't know what's hitting them," said another.

"I'm glad to be home," said a third. □

Assembled from DoD press pool stories.

Tomahawks unleashed on Iraq

Story by George Rodrique and Robert Ruby

A naval task force in the Persian Gulf fired more than 45 cruise missiles against strategic targets in Iraq Jan. 17 in the opening volley of Operation *Desert Storm*.

The attack began at 1:40 a.m., Gulf time, and USS *Wisconsin* (BB 64) stood down from general quarters at 3:10 a.m. after radar failed to detect any threat to the naval task force by the Iraqi air force.

CAPT David S. Bill 3rd, commanding officer of *Wisconsin*, said cruise missiles were also fired by vessels in the Red Sea and Eastern Mediterranean in an intensive air attack.

"The *Tomahawks* are the first shots in the opening round of the war," said Bill. "The war will be a tough one. People will lose their lives. War is not fun," Bill told reporters aboard *Wisconsin* as she maneuvered for a second cruise missile barrage.

The captain said cruise missiles were targeted at the Baghdad area, but did not state which targets were to be hit by the 1,000-pound warheads.

In an address to his crew, Bill said they could take solace in the knowledge that the missiles were accurate enough to cause few casualties among innocent civilians.

From the bridge of *Wisconsin*, each cruise missile launch began with an explosive sound loud enough to require ear plugs, as if a giant metal door was being slammed shut with an immense force. For the first seconds of each missile's flight, a solid-fuel booster brightly illuminated the ship and painted a halo in the water.

The attack was the first use of cruise missiles in wartime, and the first combat for *Wisconsin* since the Korean War. The battleship was modified and recommissioned in 1988. Her strike force coordinators headed tactical planning for all cruise missile ships in

the Persian Gulf.

Not all ships were identified by naval authorities, but within sight of *Wisconsin*, missiles could be seen rising, like giant flares, from *Wisconsin's* sister battleship, USS *Missouri* (BB 63), from the guided missile destroyer USS *Paul F. Foster* (DD 964) and from the cruiser USS *Bunker Hill* (CG 52).

Many of *Wisconsin's* crew members cheered loudly at finally firing their *Tomahawks*, which were originally designed to carry nuclear warheads. "I wonder how Saddam Hussein's going to feel when he wakes up to this," said one crew member on *Wisconsin's* darkened bridge, as he watched the 12th *Tomahawk* twist toward Baghdad.

Interior Communications Electrician Fireman Eric McCoy said he regretted any harm to Iraqi civilians, "But their leader is the one who decided their fate."

Though the cruise missile's 1,000-pound warhead is fairly small by comparison to the payloads of modern bombers, it has the advantage of being fast, hard to detect or shoot down and immune to nervousness. More importantly, it's a robot. It can attack targets that might be deemed too dangerous for human pilots.

Bill gave the crew advance notice of the attack late Wednesday afternoon, several minutes after the crew completed one of the vessel's most intensive general quarters drills since arriving in the Gulf.

Bill said he received a cable from VADM Stanley R. Arthur, commander of naval forces in the Gulf. He read the message to the ship's 1,500-man crew:

"The next few days will set the course of the world for decades to come. If we must fight, we will. If we can restore freedom to Kuwait without

a fight, we will. For you and I, the choice is not ours to make. ... Now is the time to ensure that the final checks are made. Reach inside and put the all-too-normal fear to bed and replace it with calm, cool, collected thought. War is won by those who can think best and make the fewest mistakes. ... Good hunting, and Godspeed."

Bill's remarks were similarly terse.

"Gents, from all indications that I am getting, we have a very large potential to go to war this evening. That order has not been given, but barring any last-minute breaks in the diplomatic scene, which I do not expect, my best guess is that we will launch *Tomahawk* missiles north toward Iraq sometime on the midwatch tonight. ... What I want you to do now, having gone through our last drill, is to get some rest and be ready. We need to be flexible. We need to use our heads. We need to respond to whatever happens. Gentlemen, we are ready. ... I know that we all can count on you."

The captain's announcement was greeted by cheers, especially on the enlisted men's mess deck. But for several sailors joy was quickly overtaken by a more somber mood.

"It's better than just sitting here," said Mess Management Specialist 3rd Class Patrick Dunn. "This waiting is hard. It is stressful on the brain."

Disbursing Clerk 2nd Class Stephen Crim said everyone in his section of the ship cheered loudly. "It just brought morale straight up," he said. "We have been here for five and a half months and everyone has been asking, 'When are we going to do something.' People felt good that we finally were going to shoot." □

Rodrique and Ruby are civilian journalists assigned to the DoD press pool.

Let the Navy give you a BOOST

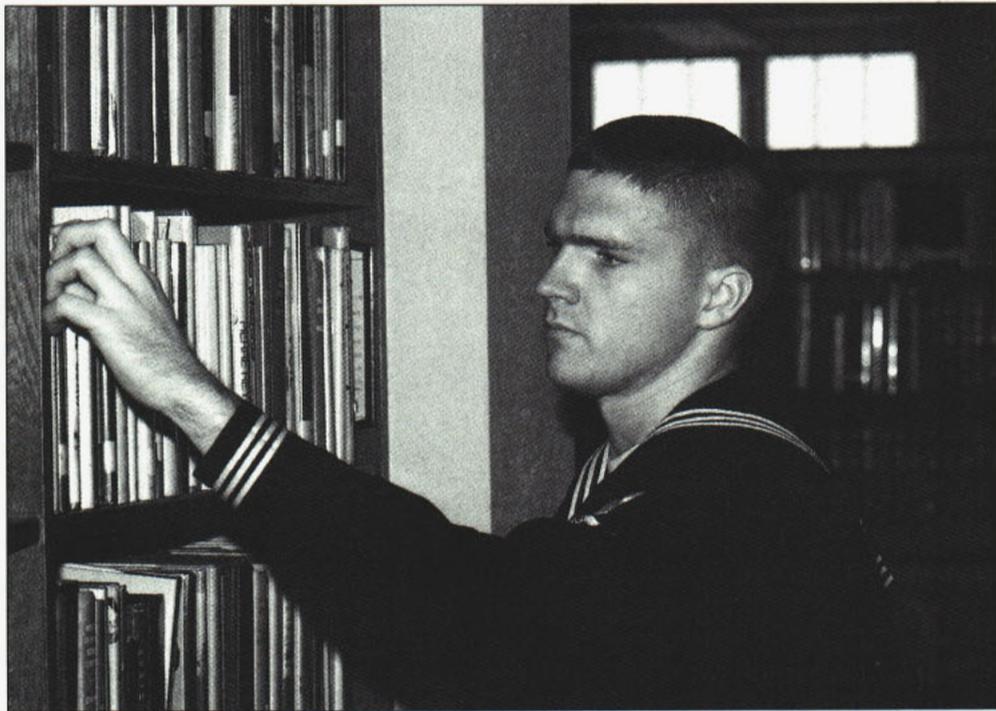
Gaining a leg up on the competition

Story by Jan Kemp Brandon, photos by PH2 Kenneth Robinson

College for some people is a given, for others it's not an option. Financial shortcomings or poor grade point averages are among the main reasons for keeping someone from obtaining a higher education. But, you've heard it said, "Where there's a will, there's a way." One way for active-duty sailors and Marines since 1969 has been through the Navy's Broadened Opportunity for Officer Selection and Training program.

BOOST is an upward mobility program for active-duty Navy personnel, naval reservists and civilian high school graduates, whose academic skills and credentials need improvement to be selected for a program leading to a Navy commission. It is also an important part of the Navy's affirmative action plan. "BOOST gives individuals the opportunity to pursue officer accession programs, for which some might not otherwise be competitive because they have had a disadvantaged environment or education," said CDR Milady "Bunny" Hixenbaugh, head of Officer Accession Education Programs at the Bureau of Personnel.

The BOOST school, located at Naval Training Center, San Diego, and under control of Chief of Naval



Education and Training, has a contract with San Diego Community College to provide the civilian-taught academic instruction while military instruction is conducted by military staff.

The nine to 12 months of high school college-prep courses provide academic training in English, reading, mathematics, physics, computer sci-

AW2 Mattingly finds BOOST is giving him that extra edge to achieve his goal of becoming an officer.

ence and chemistry. The academic preparation, combined with military physical training and discipline gives BOOST students first-hand knowledge of what to expect in the Naval

Reserve Officers Training Corps program at civilian colleges and universities, or at the Naval Academy in Annapolis, Md.

The program, according to ENS Angela Shoates, former BOOST student and bachelor quarters division officer at Naval Training Station, San Diego, is designed to improve skills and prepare students for college.

"BOOST was the turning point for me in determining what I wanted to do in my life," she said. "It was the key to being successful and getting the education that I wanted. There was a need for total involvement throughout the program. BOOST stressed total involvement — physically, mentally and emotionally. It was definitely the most challenging experience in my life."

Being selected for the program is the first step. The primary selection criteria, according to Hixenbaugh, is the academic and leadership potential needed to make it through college and become a good officer.

"BOOST applicants have drive,

motivation, self-discipline or other good officer qualities. They may be natural leaders, but they just didn't do enough in high school," she continued. "Maybe they dropped out, or didn't have the grades or didn't participate enough in extracurricular activities to get selected for NROTC or the academy. BOOST is for people who aren't currently competitive for NROTC or academy scholarships. BOOST is designed to give them that competitiveness, to bring up their academics — not just their grades, but their study habits — to teach them to take things more seriously and be more self-disciplined about school," Hixenbaugh said.

LTJG Edward Hutt, a 1983 BOOST graduate who flies SH-3s at Naval Air Station, North Island, San Diego, sees the positive results of the program.

"The program helped me a great deal. At the time my academic background wasn't what it should be, and going through BOOST allowed me to strengthen my skills in math, English

and science and enabled me to go on to college and do extremely well."

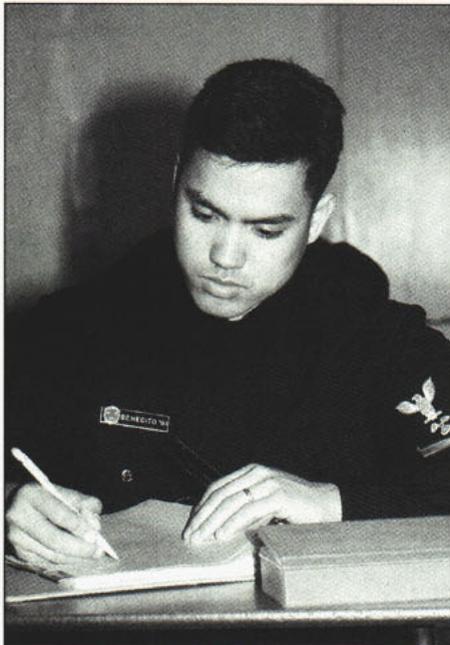
According to Shoates, the requirements for the BOOST program are becoming more stringent. Top performers — people who show initiative and have what it takes to become an officer — are among qualifying candidates. They must be U.S. citizens between age 17 and 21, although age waivers are available for active-duty personnel. Applicants having more than one year of college credit are ineligible for BOOST. Candidates must not have been previously enrolled in an officer accession program, must be enlisted in the Navy or Naval Reserve on active duty and have, or be willing to obligate for, at least 36 months additional service.

"A student who applies to BOOST from the fleet must have 36 months of obligated service when he enters the

BOOST students learn the Navy way of what it takes to become an officer.



Students learn about discipline and self-motivation—qualities needed for making it through BOOST and in the Navy.

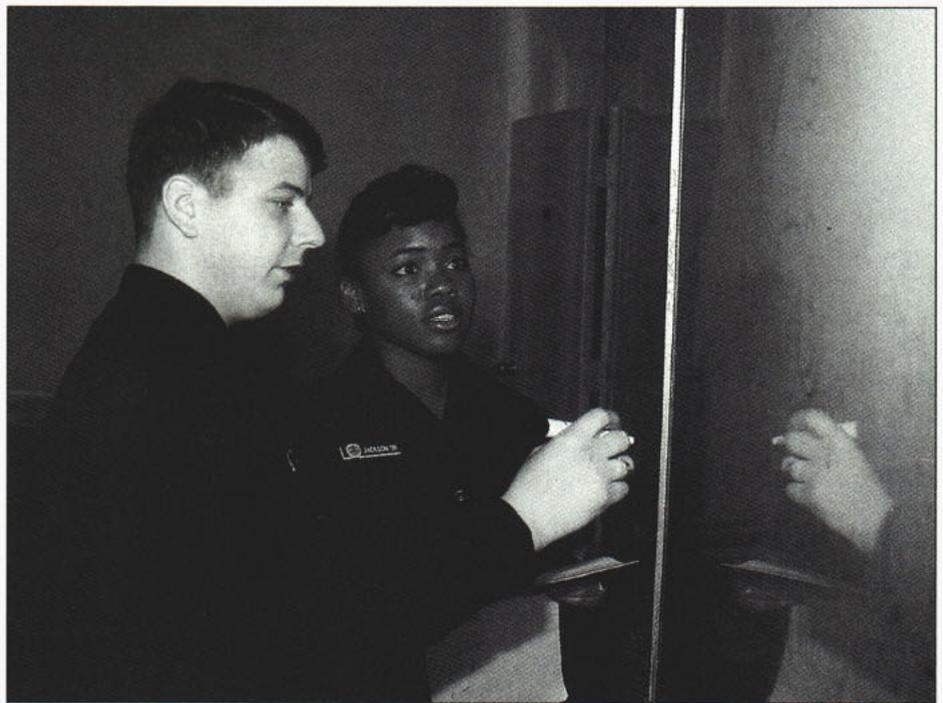


door," said CDR Larry Watson, officer in charge of BOOST at San Diego. "When they graduate and go to college, they will incur the standard NROTC obligations throughout the four years of college." See OpNavNote 1500 for eligibility and application details.

According to Watson, if you attend NROTC right out of high school, you are not obligated your first year. But a student who has graduated from BOOST is obligated that first year.

Watson estimates that the Navy's investment per person is approximately \$6,000. "That doesn't include the salary and allowances the student receives as an active-duty service member or the salaries of the military staff. It doesn't include the buildings we occupy, the maintenance of those buildings or the barracks that students live in," explained Watson.

The advantages BOOST offers seem to outweigh the obligations, and the extra edge BOOST gives students enables them to apply the scholastic



and leadership skills they have learned to matriculate from NROTC universities or the academy.

"It definitely does that," said Shoates. "We are definitely expected to know more — expected to have a little more self-discipline and to be the leaders within NROTC units. We were the leaders and we were there to guide the other students that didn't know anything about the Navy. We were definitely there to give some naval experience."

Shoates graduated from Point Loma Nazarene College in San Diego in only three years. "Don't ask me how I did it. I was going in full gear at the time I was at college. All I could think about was that I had something to do," she said. "BOOST was so challenging that I had to create a challenge in college," Shoates continued. "So, a lot of the survival instincts I developed in BOOST — learning how to deal with heavy schedules and managing my time — paid off. After being challenged so hard by BOOST I learned how to challenge myself."

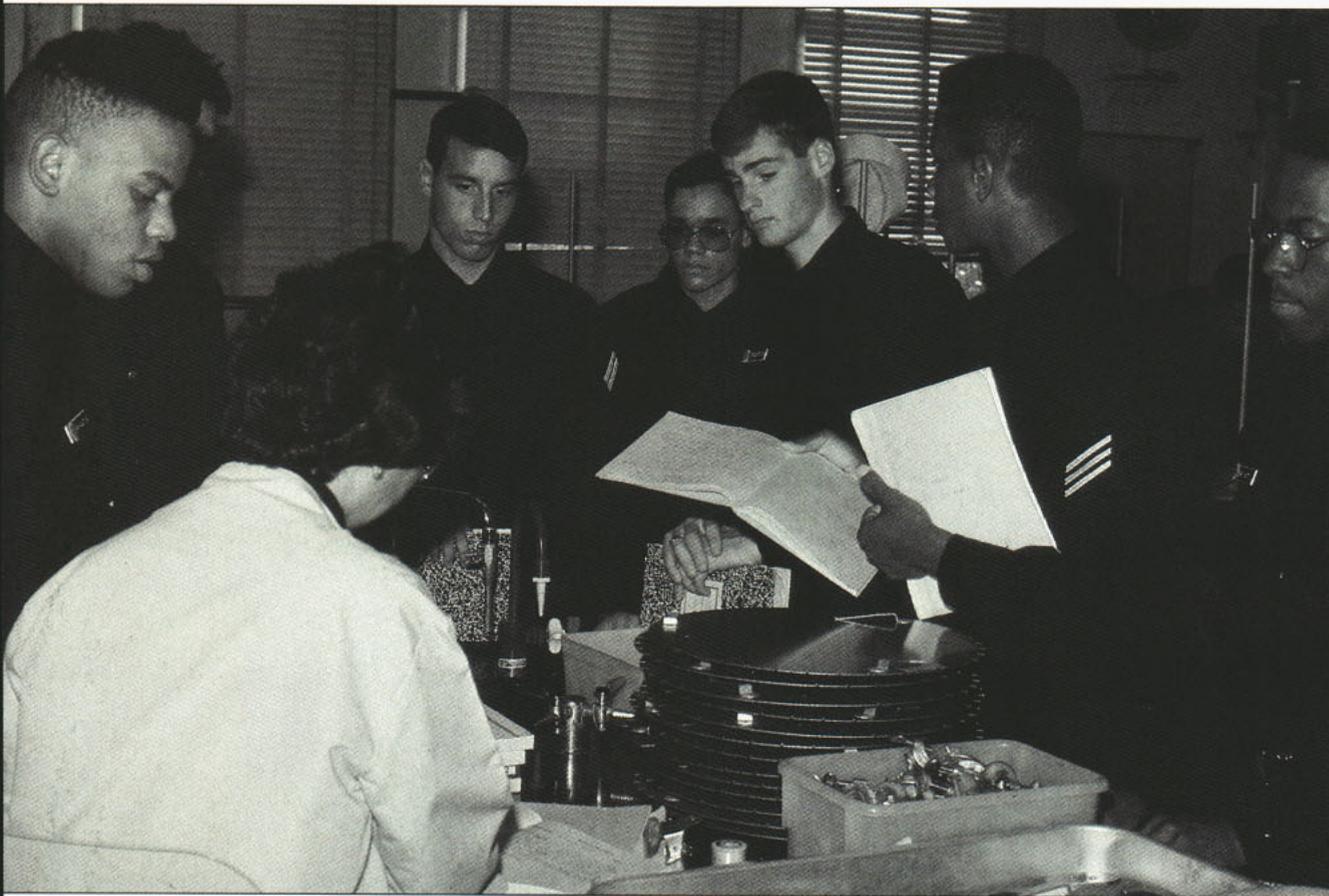
BOOST, according to Hutt, along with being prior enlisted, gave him the advantage over other students because, "A lot of the requirements put on midshipmen in college are not just academic. You're also part of the NROTC program, and there's a lot of

extra demands on you. Someone coming out of high school might not understand how the military works. If I had gone to college without the [BOOST] experience, I doubt that I would have made it through," he said. "I would have had low grades and would only have made it if someone had taken an interest in me and pushed me. BOOST really gave me the tools to do well in college."

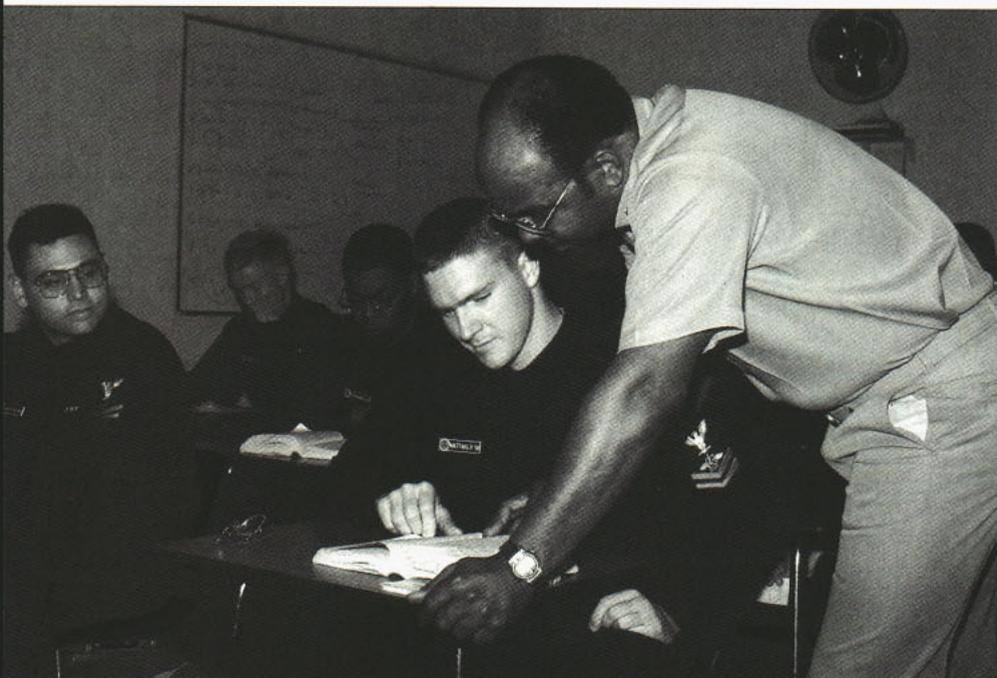
Hutt believes the Navy is looking for people who are motivated toward education and a commission. "A person who is in good physical health, a person who has not been in trouble while in the Navy, who has performed well and has no Article 15 hearings, is a good, solid sailor who has impressed his chain of command with his leadership potential and his desire to improve himself."

Having just a desire to improve yourself may not be enough. According to Shoates you've got to have drive.

"I learned self-discipline from my high school coach, Margaret Gamble. She was very demanding. In individual sports, success is based on your personal performance. So, I recognized the things that I had to do long before I got involved in the program," she said. "BOOST filled in the holes, and gave me the things I needed to successfully complete college. For people like my-



Above: Students prepare for the rigorous college-level academics ahead. Left: CDR Watson provides individual instruction during class.



success because, "it prepares people to compete academically at universities all over the country. There are probably about 42 percent of the people in this country who, after entering a college, ever graduate from one," said Watson. "There are various reasons for that. Some of them are not prepared financially, some of them are just not prepared academically for it. Getting through college also requires personal motivation, regimentation and discipline. At BOOST, we help people develop that regimentation and discipline as well as give them the academic credentials they need to be successful in college — to focus on an objective and do what is necessary to accomplish it." □

self, who know what they want out of life, it [BOOST] can definitely get you on the road and possibly make you a more powerful leader," Shoates continued. "The skills I learned there can be used for the rest of my life."

Operator 2nd Class Craig Mattingly, a current BOOST student, believes the program is giving him the skills that he will need to pursue a naval commission. "It is helping me to accomplish my goal to become a naval officer."

Watson views the program as a

Brandon is a staff writer for All Hands. Robinson is assigned to Public Affairs Center, San Diego.

Aviation Anti-submarine Warfare



Navy changes

*“Yes, sir” and “Aye, Captain”
aren’t synonymous anymore.*

Story and photos by JOC(SW) Terry Briggs

The crew of the rescue, salvage and towing ship *USS Opportune* (ARS 41), based at Little Creek, Va., can't call their skipper "The Old Man" anymore.

While *Opportune* was pierside in Naples, Italy, Dec. 27, 1990, LCDR Darlene M. Iskra relieved CDR Edgar J. Jones to become the first female commanding officer of a U.S. Navy

ship.

"This is just another milestone showing the rapid progress and widespread contributions of Navy women," said Chief of Naval Personnel VADM Mike Boorda. "We're running out of 'firsts' quickly, and soon these kinds of assignments will be routine for women." Boorda also cited other recent milestones in the Navy, including

the first women to command an operational aircraft squadron and a naval station, as well as the first women to report as command master chiefs afloat.

Iskra is 38 years old and a native of San Francisco. She graduated from San Francisco State University in 1974 and entered the Navy through Officer Candidate School in 1979, the same

year the repair ship *USS Vulcan* (AR 5) made the Navy's first deployment with women sailors aboard. Iskra is a special operations officer and was among the first group of women to graduate from the Naval School of Diving and Salvage in 1980.

The Navy first authorized women to serve at sea in 1978. The 13 years it has taken to produce the first woman ship's captain is just about right, said Iskra.

"Being in command of a ship takes a lot of experience and a lot of training," she explained. "You can't take someone who has only been in the Navy for two or three years and put them in a commanding officer position. You have to grow them."

For the Navy, her assuming command made history. For Iskra, it's just part of her career path. "This is right on track for me," she said. Her previous two tours were as executive officer of *USS Hoist* (ARS 40) and *USS Pre-*

Left: LCDR Darlene M. Iskra beams while pierside in Naples, Italy, after taking command of *USS Opportune*. Below: Iskra explains the use of the ship's decompression chamber.



"I think that women have shown they can do any job they're asked . . . that's especially true of the sea-going Navy. I personally would like to see women on any ship. Women who go to sea do so because they want the challenge."

server (ARS 8). Having spent 10 of her 12 years in the Navy on ships, Iskra said she feels that sea time was an important factor in her selection — that, and being aggressive.

In 1983, while she was assigned to shore duty in Coronado, Calif., the Navy opened more sea-going billets for women. "I had to stomp on my detailer's desk and say, 'I want a ship,' because I knew if I didn't terminate shore duty and go back to sea, I was never going to be where I am now.

"I think that women have shown they can do any job they're asked to do. That's especially true of the sea-going Navy. I personally would like to see women on any ship in the Navy.

Women who go to sea do so because they want the challenge. The limitation [of assignment to ships] should be looked at and done away with. Women are very close to the front line in the Army and Air Force, but the Navy holds them back. I don't think that's fair."

Being the only woman on board *Opportune* is made easier by the fact the CO has a private stateroom and head. Unlike other Navy ships that had to be reconfigured to accommodate women sailors, the 40-year-old *Opportune* was designed for an all-male crew.

The crew will have to make a few minor adjustments though, such as saying "Yes, ma'am" instead of "Yes, sir," according to Senior Chief Damage Controlman Bill Watson, *Opportune's* damage control assistant.

The 2,045-ton, 213-foot *Opportune* carries a crew of approximately 100, which until recently were all men. Even with the addition of one woman on board, *Opportune's* mission of rapidly providing firefighting, dewatering, battle damage repair and rescue towing or target towing assistance to combatant ships will not change.

"I don't think some of the guys are used to a female CO," said Iskra. "They'll soon find out that it doesn't matter." □

Briggs is assigned to Naval Support Activity Naples, Italy.

Neurosurgery at Fleet Hospital 5

Story by JO2 Michael Dean, photo by HM2 Jim Moyer

Everything is ready. All surgical instruments have been sterilized and laid out. The patient has been scrubbed and shaved. Back-up blood is at the ready. The patient waits outside the operating room on a gurney as an enlisted anesthesia technician administers an IV. These are normal procedures for an operation at any naval hospital.

Two Navy neurosurgeons wash up to prepare to remove the patient's slipped disc, but as they undress to don their green scrubs, something is different — the uniforms they take off are desert camouflage instead of the traditional Navy blue.

The table on which CDR (Dr.) Mark K. Stevens and LCDR (Dr.) Gerald T. McGillicuddy will operate is one of six at Navy Fleet Hospital 5 in Saudi Arabia.

The facility is fully equipped with everything necessary to allow the doctors to perform the first neurosurgical operation at an activated fleet hospital.

Designed to provide full resuscitation and prompt medical care to multi-service forces operating in Operation *Desert Shield*, Fleet Hospital 5 is a 500-bed facility constructed of 356 "temper tent" sections and staffed by more than 900 Navy medical and support personnel.

While the hour-long procedure was completed without a hitch, it took close coordination with other hospital departments to ensure proper diagnosis of the patient's problem.

When the patient reported to the hospital in early December 1990, he complained of pain in the back of his right thigh and calf and said the bottom of his foot had been bothering him since he fell while getting off a truck. The duty doctor recognized a nerve problem and contacted the hospital's neurosurgery department.

Stevens and McGillicuddy felt the patient's symptoms indicated a slipped disc, and tests performed by the

hospital's radiology department confirmed their diagnosis, allowing the doctors to identify a herniated disc pinching a nerve in the patient's spine.

While this type of back injury often heals itself with bed rest and time, this test showed a huge ruptured disc — surgery was needed. Since they had the necessary equipment, Stevens and McGillicuddy set up a time to perform the operation.

The operation itself was a rather straightforward procedure. The patient was taken to the operating room and placed under general anesthesia, turned in the prone position with his face down on the operating table and positioned in a semi-crouch position with his back on top.

The doctors then made a 2-inch incision, retracted muscles on either side of the spine to expose the lamina, or archway, of the vertebra.

"We removed a little bit of bone, opened up the yellow ligament and identified the nerve that was being pinched. With him it was very easy because of the large size," Stevens said. "We moved the nerve aside carefully and removed the disc. We then entered the disc

space where that disc came out and cleaned out any loose fragments."

Once the nerve was free, loose fragments cleared and bleeding controlled, the doctors closed the incision.

"The patient was awakened and a quick neurological exam was performed. Then the patient was taken to the recovery room," Stevens said.

The operation was a success.

"We were very pleased the operation went very well," Stevens said. "We had enough tools and we were able to do the job without any difficulties." □

Dean and Moyer are assigned to Fleet Hospital 5.



Fleet Hospital 5's first neurosurgery operation.



West Africa Training Cruise

*Barnstable County
crewmembers visit and
teach during annual
goodwill gesture*

Story by CDR Christopher Nemeth and JO1 Bill Egan

During July and August 1990, USS *Barnstable County* (LST 1197) carried a shipload of good will and training skills to eight nations along the West Coast of Africa. During a six-week period, the Little Creek, Va.,-based tank landing ship visited the Cape Verde Islands, Senegal, Gambia, Guinea-Bissau, Guinea, Sierra Leone, Ivory Coast and Ghana.

Once a year, a single U.S. ship is sent on the West Africa Training Cruise to strengthen ties with our counterparts across the Atlantic Ocean. The 525-foot *Newport*-class

Training cruise

tank landing ship fits the cruise's requirements well. Her diesel propulsion plant can cruise for one and-a-half months without refueling. A 9,000-square-foot tank deck can be used to carry cargo and equipment and to deploy amphibious vehicles. Heavy-duty cargo booms can lift pallets of materials onto the simplest of piers.

As *Barnstable County* crossed the Atlantic Ocean, crew members were busy with normal aspects of everyday life at sea — general upkeep, training evolutions and drills. Once they reached port, their entire perspective on Africa changed.

"I thought all Africa would be like [what] we see in movies and on TV," said Boatswain's Mate 3rd Class John Spears. "I didn't realize that people live like this — just trying to survive day-to-day."

For many of the sailors, visiting the eight developing nations was a culture shock. When they headed ashore, they experienced life with unpotable water, erratic electrical

service at best, mostly unpaved roads and a poverty level that's difficult to imagine.

But at the same time, they found nations rich in culture and native crafts, vibrant and colorful costumes, beautiful beaches and friendly people.

During WATC, the ship's crew trained with its West African counterparts in engineering, navigation, search and rescue and basic amphibious operations.

Because of their small size, most West African navies have adopted a Coast Guard-style mission. Each patrols coastal waters to protect territorial fishing rights, prevent contraband trade and help vessels in distress. With these missions in mind, U.S. Coast Guard LCDR Phil Heyl and CWO Chuck Jones held classroom sessions in each port on navigation, drug traffic interdiction and search and rescue. On occasion, they also got under way to help improve coastal patrol skills.

A 50-man Marine detachment from Camp LeJeune, N.C., equipped with four amphibious assault vehicles, demonstrated how their "amtracks" land troops on a beach. Marine infantry squads also demonstrated the finer points of small group tactics on some unusual grounds, from tennis courts to soccer fields.

The ship's engineering department conducted informal

Preceding page: MA1 Howard Shipman of San Antonio, Texas shows African "ship riders" how to load *Barnstable County's* .50-caliber machine guns. **Below:** Native dancers entertain *Barnstable County* sailors at a reception in Conakry, Guinea.



Photo by PHC John Fleming

question and answer sessions on diesel maintenance in *Barnstable County's* engineering spaces.

Ship riders from countries on the WATC itinerary tried their hand at standing watches, damage control drills, fire fighting and small arms use during the transit from Little Creek. For many, *Barnstable County* was the largest ship they had ever sailed in. The two weeks at sea gave the embarked guests a chance to learn more about their American counterparts and to meet officers from other African navies.

But military training is only one aspect of each WATC. In each port, the ship hosted a wardroom luncheon and ship's tour for senior U.S. and host-government officials. Soon afterward, hundreds of Americans and local citizens clambered aboard for tours. In some ports, embassy staff members helped translate Navy jargon into French or Portu-

guese. Nearly every visitor left sporting a blue and white WATC painter's cap or blue and gold LST 1197 ball cap.

Caps weren't the only gift *Barnstable County* brought. Her tank deck bore 51 pallets of materials donated by individuals and organizations through Project *Handclasp*, a program designed to distribute these items to countries in need. Basic foodstuffs, elementary schoolbooks, medical and hygiene supplies provide the essentials for daily life. Manual sewing machines — quaint by U.S. standards — brought smiles to the faces of community leaders who knew they would provide a means of teaching job skills. In each port, seven pallets of *Handclasp* materials were presented on behalf of the American people.

By noon of the first day in each port, a gang of *Barnstable County* crew members would gather eagerly around the quarterdeck ready to scramble ashore — not for liberty, but to start local community relations projects. Between 15 and



Photo by PHC John Fleming

Left: The sea and anchor detail on the starboard bow of *Barnstable County* makes final preparations for tying up at the port of Conakry, Guinea. **Below:** Residents of Freetown, Sierra Leone, make their way through the city's hilly streets in the midst of the rainy season in Equatorial West Africa. **Bottom:** A crew member videotapes local children in a grass hut village near Banjul, Gambia.

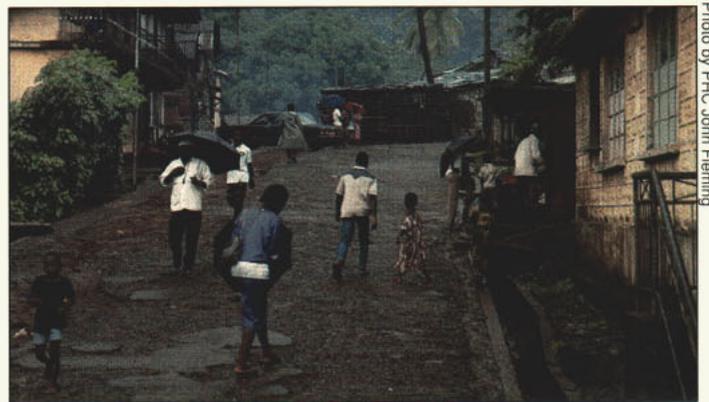
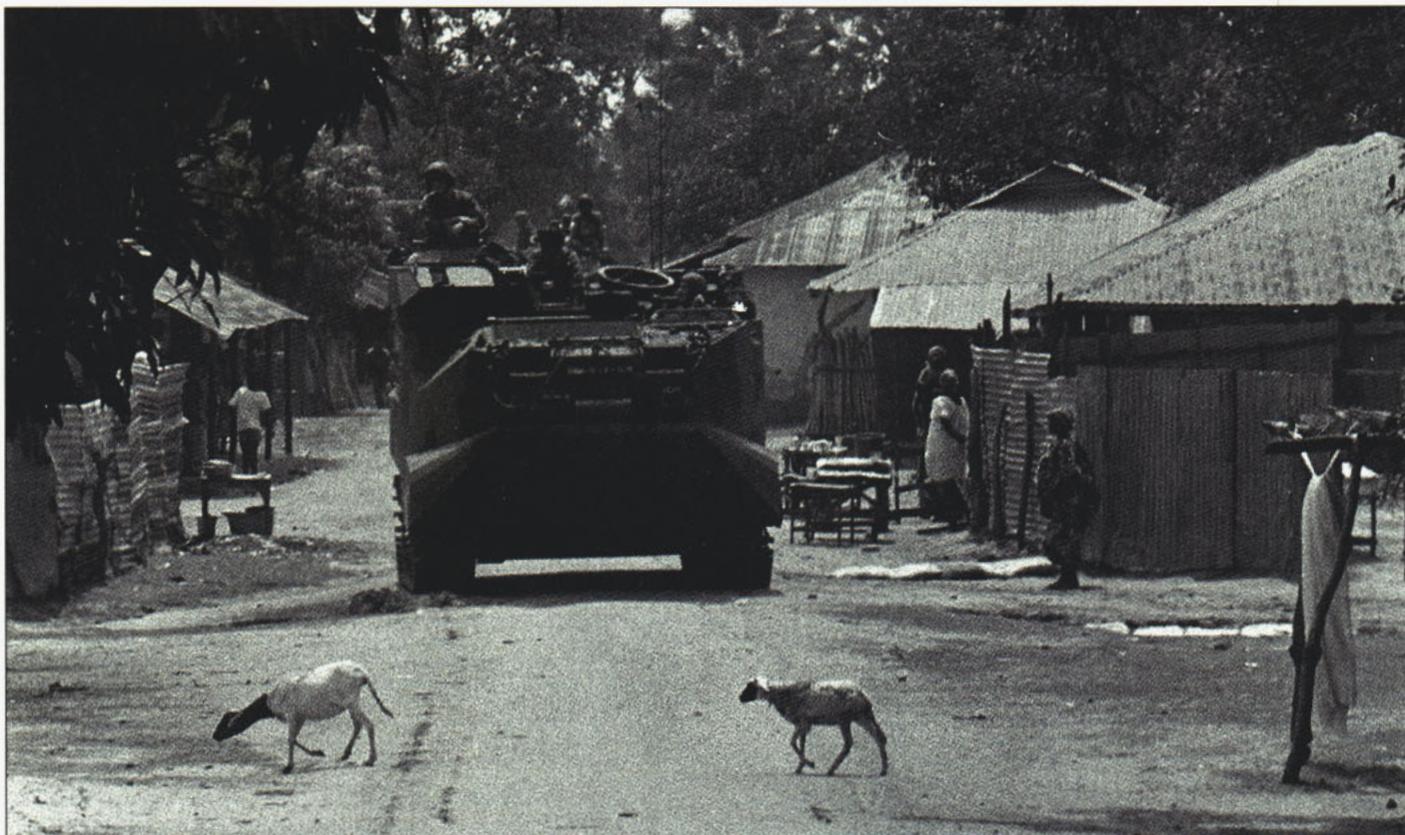


Photo by PHC John Fleming



Photo by PH1 Bill Egan



20 volunteers routinely donated their time to help local citizens. They painted a one-room schoolhouse in the Cape Verde Islands, a YMCA utility building in Senegal, a school in Guinea-Bissau and a clinic in Guinea. But their biggest feat came near the end of the cruise when they installed a playground at the Yopuogon Orphanage outside of Abidjan, Ivory Coast. The volunteers began building the set, complete with slide, swings, climbing rope and a fireman's pole, in *Barnstable County's* tank deck after the ship departed Little Creek.

A Navy Seabee detachment also pitched in, teaching construction techniques and building new structures in a number of ports, including a six room addition to a Cape Verde adult education center.

At the same time, *Barnstable County* sailors and Marines enjoyed meeting the people. Marine Corps Lance Corporal Matthew Barney said he especially liked the people of Gambia.

"I was walking down the street when a little girl, about 2 years old, took my hand and walked along with me while her mother followed behind with a big smile on her face," Barney said. "We walked that way for about two blocks. I'll never forget it."

Lance Cpl. Shaffer Wimbish said he enjoyed liberty in Cape Verde. "The people were very friendly and wanted to walk around with you and be your tour guide. They didn't want money; they just wanted to be your friend."

Fire Controlman 3rd Class John Garrity visited local markets and bargained for native crafts. "They have a wide variety of wood carvings and baskets," said Garrity. "The native fabrics were really colorful souvenirs."

A Marine assault amphibious vehicle drives through a village near Banjul, Gambia. A 50-man Marine detachment demonstrated assault techniques to their African counterparts during the West African Training Cruise in July and August.

Spears said he'll always remember Freetown, Sierra Leone, a city established by the British for freed slaves.

"It had a wonderful, historic feeling about it," said Spears. "And the countryside surrounding it is lovely — the mountains, the waterfalls and the white-water rivers rushing under the road as you head out of the city."

Most crew members agreed, that despite the heat and lack of amenities ashore, WATC was a rewarding experience and a wonderful opportunity to sample the West African culture.

"This is my second WATC," said Storekeeper 2nd Class Tim Sheridan. "I enjoyed meeting people from the different countries. It's fascinating to walk through the villages and experience the different cultures and see another way of life."

The West Africa Training Cruise sets sail every summer. The deployment is a unique example of Navy skills — in both doing well and doing good. □

Nemeth is assigned to Fleet Imaging Command Atlantic, Norfolk. Fleming and Egan are reservists assigned to Public Affairs Center Norfolk Det. 208, Jacksonville, Fla.

PortSCom

Setting high standards in Persian Gulf

Story by JO1 John Verrico and
Christine McKinnon

Secure communications are vital to all military maneuvers. Communication links via secure telephone lines are available in most foreign ports, but in some underdeveloped areas, such as the Persian Gulf, secure communication becomes a problem.

But not anymore. A new system called Port Secure Communications, or PortSCom, has changed all that.

"Before the program was developed," said CDR Marie Gozzi, a Reserve member of the PortSCom development team, "we literally had people who would have to drive three to four hours to get to a military facility to use secure communications. With the new system, all you need is a telephone jack," she said.

Naval Control of Shipping office tasked Reserve CDR Alan Grinspoon in 1986 to find a way to solve the port secure communications problem. Working on drill weekends and mostly on his own time, Grinspoon and a group of hand-picked reservists designed, developed and implemented the PortSCom system.

According to Grinspoon, Navy Reserve RADM William P. O'Donnell, with the NCS program, is the main reason PortSCom has succeeded. "Without his encouragement and support, PortSCom would have been impossible," he added.

When Operation *Desert Shield* began in August, PortSCom was in its final stages of development. At the same time, Grinspoon was evaluating the system software during his drill weekend.

"Ten of us were mobilized immediately under CDR Grinspoon," said Gozzi. "We had five complete systems

on the way to the Persian Gulf within a week."

NCS's mission is to provide the safe and timely movement of free-world merchant ships in time of war or national emergency. To accomplish their mission, adequate and timely secure communications between ports manned by NCS personnel must be available.

To address that need, Grinspoon's system uses the new DoD Secure Telephone Unit or STU-III technology in conjunction with portable laptop computers.



LCDR Stewart Warren operates the new communication system.

The system had specific design criteria, including low cost and easy use and maintenance. It had to be portable and capable of using the latest technology, yet use "off-the-shelf" equipment that does not require specialized design. Most important of all, it had to be fleet compatible, using computer software and systems already in use by other fleet units.

The final system was a gem. Costing less than \$7,500 per system, PortSCom uses a portable laptop computer, the STU-III secure telephone, portable ink jet printer, a 57-megabyte hard drive with MS-DOS and various computer software programs. The entire system, with a supply of floppy disks, operating instructions and car-

rying cases, weighs only 45 pounds and can be transported as airplane carry-on luggage.

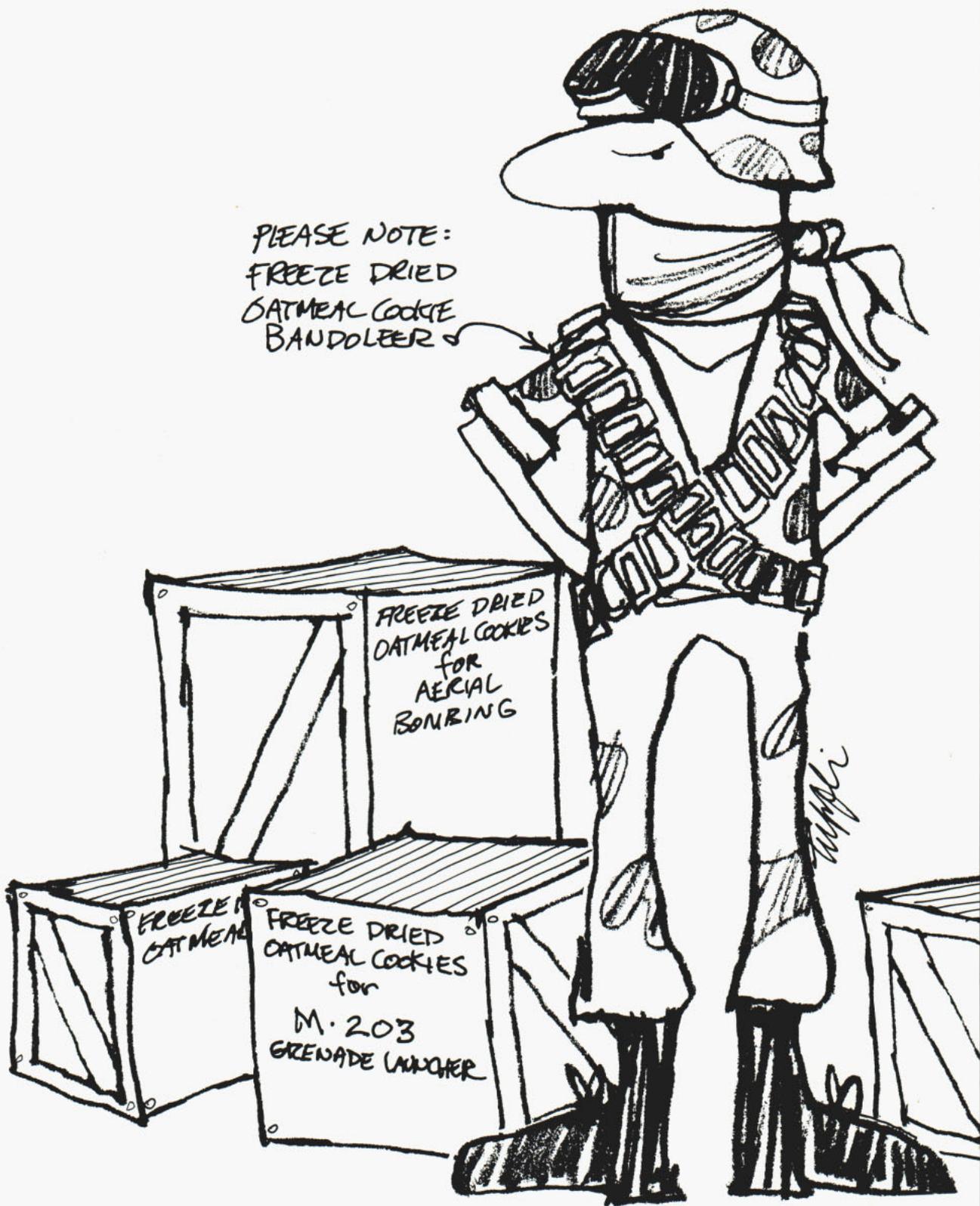
The system works so well that an almost identical system is being deployed to the active Military Sealift Command offices. Originally, the system was meant only to solve port communications security problems, but the PortSCom staff is discovering other uses as well. It is a cost-effective way to link military ships to shore, thus complementing existing Navy communications. It can also work through satellites and operate anywhere. Several aircraft carriers will deploy PortSCom to the Gulf for logistic support purposes and it now supports Middle Eastern and other overseas sites.

"It's more useful than a fax machine or voice communications," said Gozzi. "The data goes directly between computers through the STU-III's, and unlike a fax machine, you have the enormous capabilities of a computer rather than just a copy of what is sent. Unlike voice communications, there's very little risk of misunderstanding, and the message is sent at a significantly higher speed." Time is money — especially when you're linked through a satellite.

The PortSCom group, which may support as many as 170 systems worldwide during Middle East operations, will continue long into the future.

According to Grinspoon, "There is an enormous amount of untapped talent in the Reserve community and PortSCom is an example of what can be accomplished when that talent is harnessed." □

Verrico and McKinnon are assigned to Military Sealift Command public affairs office.



PLEASE NOTE:
FREEZE DRIED
OATMEAL COOKIE
BANDOLEER

FREEZE DRIED
OATMEAL COOKIES
FOR
AERIAL
BOMBING

FREEZE
DRIED
OATMEAL

FREEZE DRIED
OATMEAL COOKIES
for
M. 203
GRENADE LAUNCHER

suppli

Operation Desert Shield

Oatmeal cookie grumble

Story by Sgt. Tony Sinagra

Marines have always been resourceful. Throughout their 215-year history, leathernecks have taken great pride, not only in their combat prowess, but also in their uncanny ability to make seemingly useless objects into functional ones.

But now Marines are faced with what is perhaps the greatest challenge yet to their legendary resourcefulness — what to do with the oatmeal cookie bars found in the familiar, pre-packaged "Meals, Ready-to-Eat."

About one-half-inch thick and three inches long, the rectangular, sand-colored cookie can be found in certain MRE packages, seemingly posing as a dessert. Since its actual ingredients aren't listed on the package, an inexperienced person would probably assume

that these block-like munchies are made with the ingredients found in a normal cookie — things like flour, wheat, sugar and perhaps some oatmeal thrown in for good measure. But Marines who have actually eaten one will, almost unanimously, dispute that assumption.

"I think it's made out of sawdust," said Corporal John Calvillo, of 3rd Tank Battalion, 1st Marine Expeditionary Force. "You know, like low-grade presswood with a little sugar."

"I have no idea what's in an oatmeal cookie bar," said Sergeant Ray Binney, a military policeman with the 1st Marine Division. "It could be toxic waste, compressed sand or maybe old fish tank gravel." But Binney added with certainty, "I do know that I'm never going to eat one again."

Indeed, the general tongue-in-cheek consensus among Marines here is that this alleged food item should, under no circumstances, be eaten. But

as always, Marine Corps versatility has once again surfaced to save the day.

"Just because you can't eat them doesn't mean you can't use them for something else," said Lance Corporal Matt Perry, an armorer. "They're great for sharpening dull bayonets," offered Perry. "They're even better than soapstone."

Other Marines and sailors have come up with additional satirical uses for this culinary pariah:

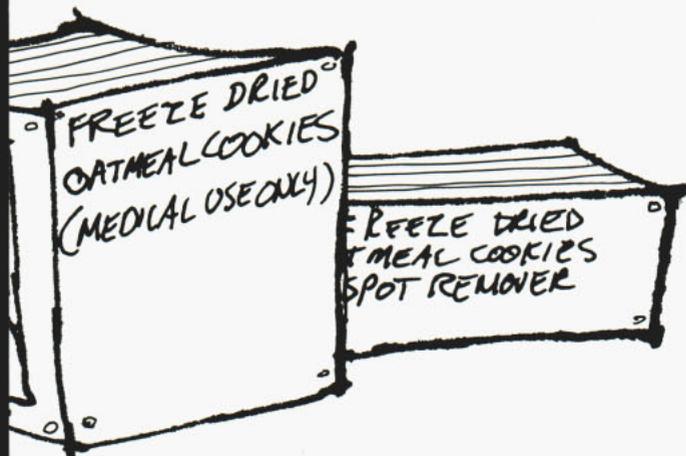
General construction and carpentry — Both Seabees and Marine combat engineers claim oatmeal cookie bars are quite effective as a replacement for wood shims, moldings and other assorted building materials. According to one sea-story, a group of Seabees built an entire hardback tent frame out of oatmeal cookie bars.

Survival uses — Marine survival experts have reportedly trained their students to use cookie bar shavings to build smoky fires in the event they get lost in the desert. They warn, however, that these fires should not be used for cooking because of the potentially hazardous fumes the shavings give off.

Insect repellent — Mashed and mixed with water, the oatmeal cookie bar turns into a poultice that, when smeared on the body, repels even the most bloodthirsty insects.

Administrative uses — Yeomen have allegedly started using these often-shunned snacks to erase pencil, pen and even heavy felt marker errors.

Spot removal — Some Marines



Cookie Grumble



have reported oatmeal cookie bars are excellent for removing stubborn stains like grape juice and motor oil from clothing. Simply rub the cookie bar briskly against the spot, and watch it disappear. Sailors discovered unwanted tattoos can be removed the same way (though this should be done under medical supervision).

Medical uses — Corpsmen claim that an oatmeal cookie bar used in suppository form is a sure-fire cure for severe dysentery. They added that it may also be eaten for the same effect. But the medical staff hastened to point out that orally ingesting the cookie bar could be even more unpleasant than the malady itself.

Tactical uses — Marine infantry-

men have also found a number of functions for this much-maligned munchy.

"Oatmeal cookie bars are far superior to sand bags for building bunkers and lining the edges of fighting holes," said one infantry officer with a smile. "They're virtually bulletproof."

A gunnery sergeant claimed that he has breech-loaded and successfully fired oatmeal cookie bars from both the M-79 and M-203 grenade launchers (please check with your unit armory before attempting this). Other hard-core Marines insist on keeping handfuls of cookie bars in the cargo pockets of their utilities.

"Oh, I'm not planning on eating them," said one lance corporal. "I'm saving them for close combat — in case

my bayonet breaks." Indeed, the command, "Prepare to throw cookie bar!" may someday be heard on the battlefield along with, "Fix bayonets!"

A young private first class suggested perhaps the most ingenious use yet for the "dessert from hell."

"We should drop about a million of these suckers on the Iraqi forces occupying Kuwait," he said. "Can you imagine what that would do to their morale? They'd be out of there within 24 hours."

Leave it to the Marines to make the most of an unpalatable situation.

Sinagra is assigned to the public affairs office, 1st Marine Expeditionary Force.

Here's how the cookie crumbles

What are they made of ... and why?

Story by JO1 Sherri E. Bashore

Oatmeal, granulated sugar, vegetable shortening, flour, eggs, water, corn syrup, baking soda, salt and vanilla extract — the same ingredients found in a "normal cookie." The only difference in the recipe for an oatmeal cookie bar and the one your grandmother followed is that the military version contains a food mineral premix of nutrients.

But what makes the oatmeal cookie bar in the "Meals, Ready-to-Eat" so difficult to eat? According to Gary Shults, chief of Product Development and Engineering Branch, Food Engineering Directorate, U.S. Army Natick Research Development and Engineering Center, Natick, Mass., it's the lack of moisture.

"It has less than 3 percent moisture which makes it harder than a commercial granola bar or oatmeal bar," he said. "The reason we have it [so] dry is shelf life. Commercial products are good for eight to 12 months, and that just won't do in a situation such as Operation *Desert Shield*."

All the ingredients are mixed together and baked into 1-ounce cookies. After baking, each cookie is crumbled and pressed into a bar that meets the requirements of being ready to eat, easy to pack and not crumbly.

"The oatmeal cookie bar was originally developed for the 'food packet assault,' a one-per-day issue for Marines and Army troops going into reconnaissance [emergency-type] situations," he said. "The bar itself is inherently dry. To get the required three-year shelf life from this product we had to reduce the moisture.

"We ran the products that are in the MREs, through an extensive field test — up to 30 days — and they came out

highly acceptable when used according to the operational concepts under which they were developed."

Since the beginning of troop mobilization for Operation *Desert Shield*, researchers at the Natick lab have received correspondence, both pro and con.

"I have probably 100 letters [concerning the cookie and other products] sitting on my desk that we are evaluating, all coming from *Desert Shield*. They go from highly complimentary to derogatory," Shults said. "It all depends on the morale and the attitude of the individual writer."

Shults believes what he is hearing from the troops is based on the frustration and monotony of eating the same food for an extended period of time.

"Once you've eaten the same 12 menus over and over for two or three months, you get tired of them. You start picking things apart. It's not the product itself. It's the fact that if you eat chicken a la king five times a week, you can't expect to still like it in two months," he said.

There are nutritional reasons for this compressed dessert being part of the Marines' diet. Variety is the key factor. "The oatmeal cookie bar was put into the MRE for its calorie content, which is quite high, and also for the fact it is high in fiber. Fiber is one of the things deficient in the original MRE menu design," Shults said. "It is highly nutritious. It's a very good bar, providing a lot of minerals and calcium."

Help is on the way for those desert rats who can't stomach what is referred to as "the dessert from hell." During the November-December 1990 time frame, the Defense Logistics Agency, responsible for distributing Class 1 subsistence to all service members participating in *Desert Shield*, began ship-

ping more brand name products to supplement the MRE.

"Most units are not eating MREs three times a day like they were at the beginning of the operation. I think the food is improving and it is of good quality. Additionally, some of the MREs that they were consuming were quite old," Shults said.

Initially, according to Shults, older MREs were sent to the desert. The older the ration — the less appetizing it is. New MREs, being shipped to most of the *Desert Shield* units, are more acceptable.

"We are in weekly contact with Army Central Command in Dhahran, [Saudi Arabia], and they are getting very favorable comments on the MRE and the quality of food we are giving them," Shults said.

It's a given fact that nothing compares to home-cooking, and Natick researchers fully expect some negative comments. But for every negative comment, there's a positive one.

With the time and isolation involved with deployment, imaginations can run wild. The survival, medical and administrative uses for the now infamous oatmeal cookie bar may be added to the many satirical lists of "helpful household hints" sometimes published in newspapers and magazines.

With that in mind, Shults says, "Most of the uses the Marines came up with, have not been heard of. However, whoever reads the article may go out and see if it *will* take out pencil, magic marker and oil stains. I'm sure it won't, but at least they are thinking about us." □

Bashore is a staff writer for All Hands.

Valiant Blitz

7th Fleet joint exercise

As tensions mounted in the Middle East following Iraq's invasion of Kuwait Aug. 2, people around the world watched as the U.S. and allied nations sent hundreds of thousands of troops and their equipment to the region in record time. The media diligently reported on the buildup of both ground and naval forces, and always the question arose, "Are we ready for war?" The answer from the U.S. Navy has consistently been a resounding, "Yes."

Reporters wondered aloud how we could be so certain and looked quizzical when told that operations during Desert Shield were not much different from routine day-to-day operations conducted by sailors year-round.

The reason for this contrast is multifold. Any sailor can tell you there's something special about working and living aboard ship. You develop an intimate knowledge of your vessel, from the way steam hammers down a particular pipe in your berthing compartment to the sound the propulsion

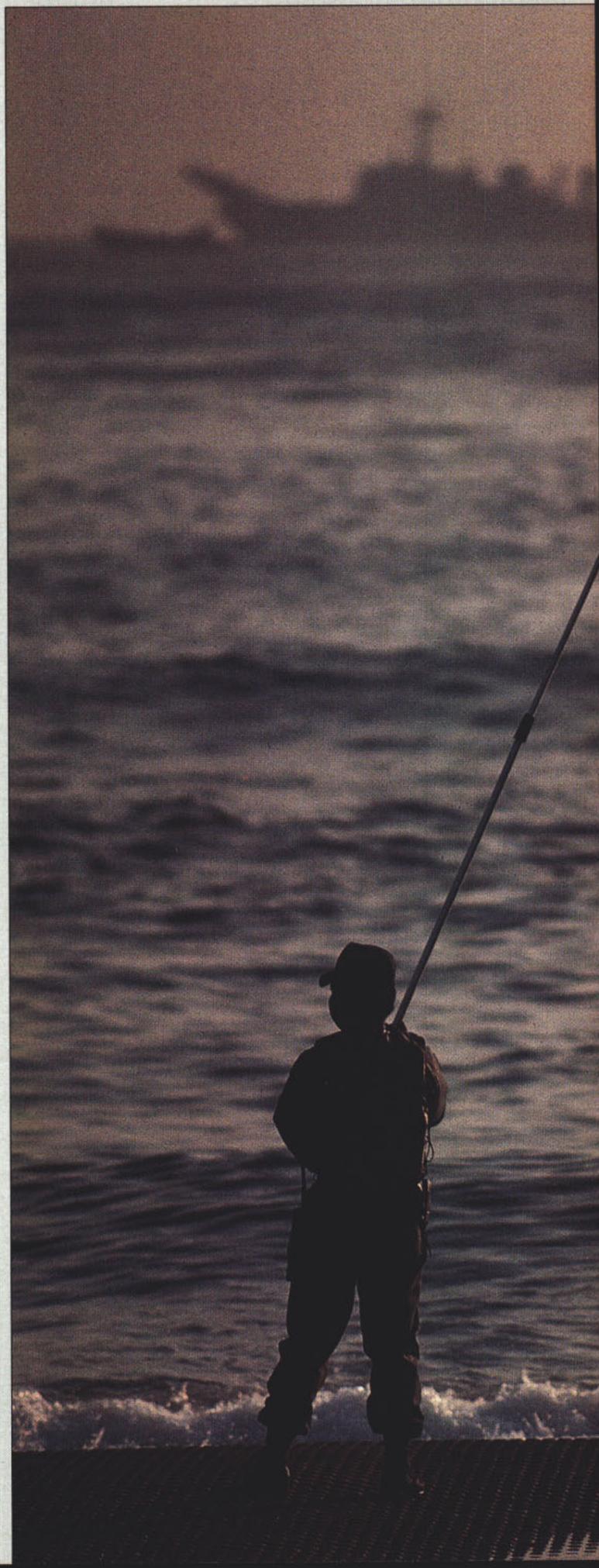




Photo by PH1 Ted Salois

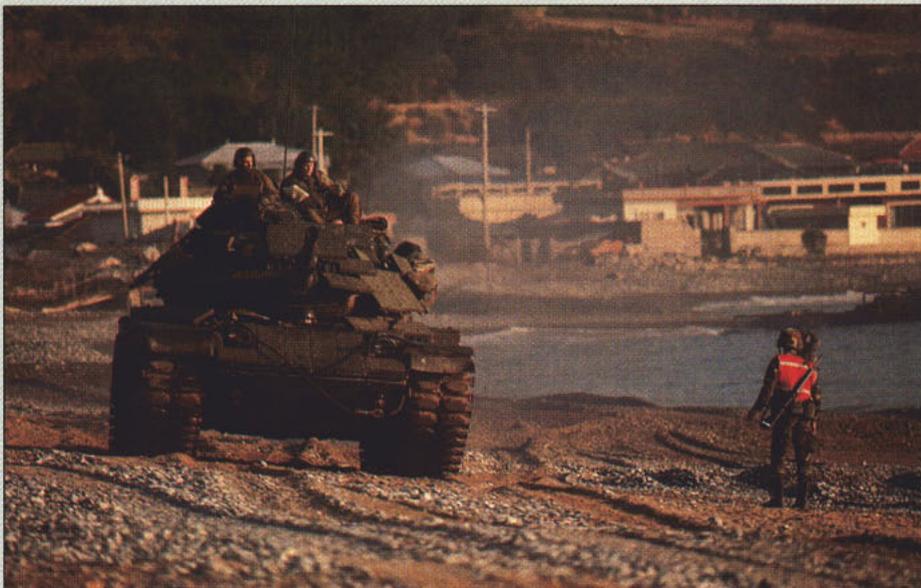
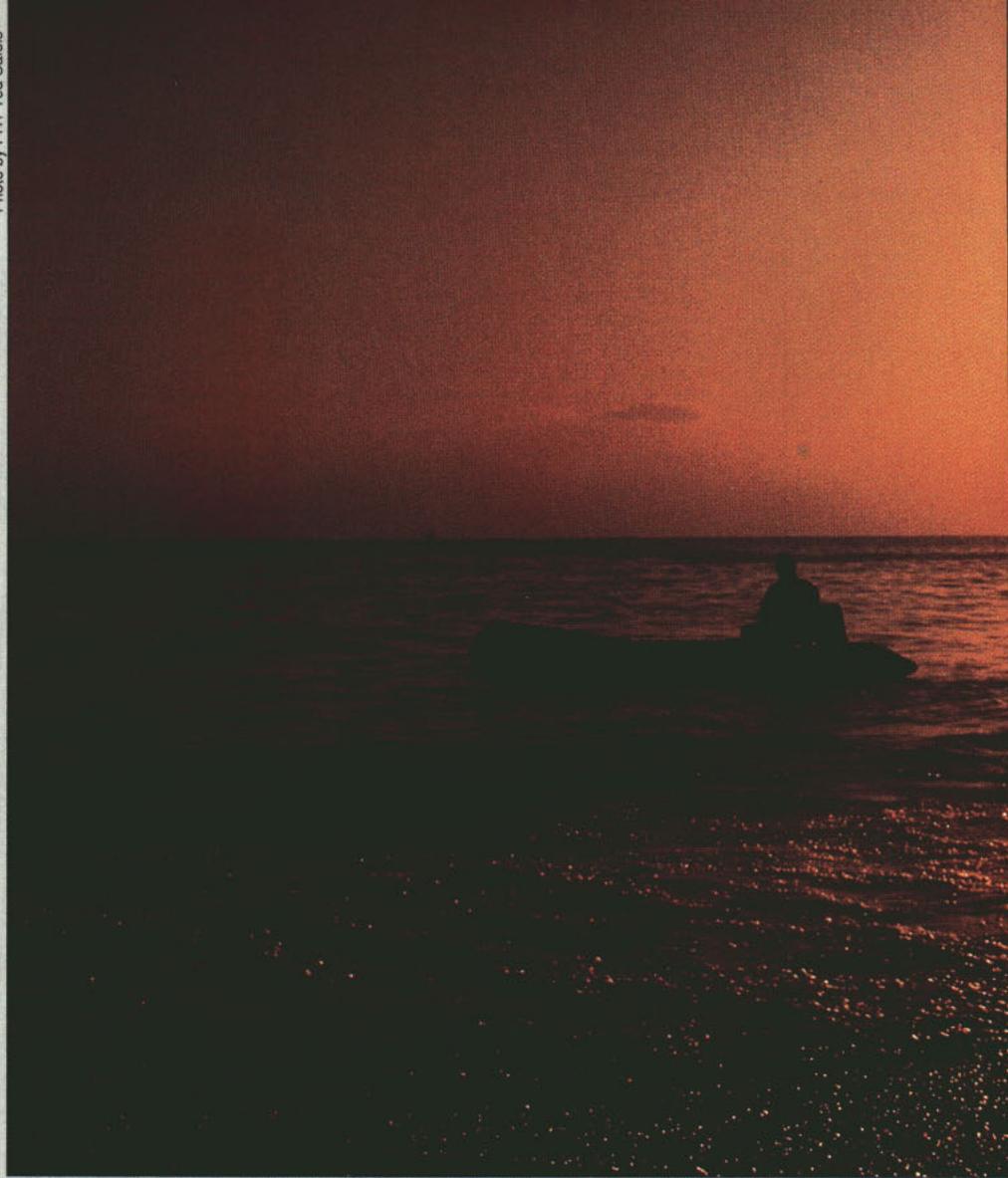


Photo by PH1 Ted Salois



Photo by PHC Carolyn E. Harris

Left: A beach-group member signals to a landing craft on their way to shore from amphibious ships on the horizon. Top: A U.S. Marine tank heads along Tok Sok Ri beach after coming ashore aboard a utility landing craft. Bottom: A Marine readies a machine gun in preparation for D-day Exercise *Valiant Blitz* '90.



Right: A U.S. Navy SEAL team boards rafts and return to ships on the horizon during *Valiant Blitz '90*. Below: U.S. Marines disembark a CH-46 *Sea Knight* helicopter at Pohang Air Field.





plant makes when underway. Any variance from the norm is a cause for alarm.

This knowledge, multiplied by thousands of sailors, is one reason we stand ready. Another reason is training. Sailors are always training. In short, we train to fight. Every day of a naval career presents realistic training experiences — the first day of boot camp, routine preventive maintenance checks or large scale exercises — all have elements of training. All can develop new skills or hone established ones.

So sailors are used to training. Training exercises are part of that everyday routine that keeps us prepared for war. One such exercise occurs each year off the coast of the Republic of Korea. Valiant Blitz gives units of the U.S. 7th Fleet an opportunity to work with ROK forces to hone those skills necessary to defend the Korean peninsula. All Hands took a look at recent Valiant Blitz exercises, examining that element — the training — that keeps us ready. — ed.

Just hours after pulling out of the port of Pohang in the Republic of Korea, crew members of USS *Duluth* (LPD 6) were called to general quarters. The ship was under at-

tack by hostile forces. The crew responded quickly, jaws clenched with grim determination. The enemy advanced with confidence only to be repelled by the crew's courage. Their efforts had paid off. Democracy was safe — and Exercise *Valiant Blitz '91* was underway.

A joint-combined routine military training exercise, the *Valiant Blitz* series of exercises are vital to protecting our interests, according to RADM D.R. Conley, commander of 7th Fleet amphibious forces.

"Exercise *Valiant Blitz* is very important because it provides an opportunity not only for U.S. forces to train together, but for combined training operations with Republic of Korea forces as well."

Amphibious ships have always played a part in the exercises. But *Valiant Blitz* combines many elements, requiring more than just the "gators." Destroyers, frigates, oilers, battleships and aircraft carriers have all played roles in the annual exercise. Also involved were the U.S. Army, Air Force and Marine Corps, and the Korean navy, air force and marine corps.

Designed to enhance the operational readiness of participating units and to promote cooperation between the naval forces of the two countries, the annual exercise gives sailors



and Marines a chance to practice the most complex of maritime operations — the amphibious assault.

During *Valiant Blitz '91* participants staged air and surface assaults and held anti-surface and anti-air warfare training in the East Sea and at Tok Sok Ri near Pohang for eight days.

According to Conley, teamwork and cooperation were the hallmark of the exercise. The Navy-Marine Corps team smoothly executed the amphibious landing while, cover for the Marines was provided by aircraft of the U.S. Air Force, Marine Corps and ROK Air Force, as well as simulated naval gunfire support.

Anti-surface and anti-air protection for the amphibious task force was provided by U.S. and ROK destroyers and frigates.

As part of the exercise, U.S. Army medevac and Marine Corps CH-53 helicopters performed deck-landing qualifications to hone skills for both the pilots and the ships' crews.

"The Army pilots rarely get to work around a ship, and the Marines rarely get to do night landings," said LT J.R. Scott, senior air officer aboard *Duluth*. "For the crew, it broadened the scope of the types of aircraft we work with. The pilots gained experience for the future. Most importantly, we accomplished the mission of gaining that experience safely."

A year earlier, during *Valiant Blitz '90*, the amphibious assault provided the highlight of the exercise with more than 6,000 Marines storming the beaches at Tok Sok Ri and

Sailors man their guns aboard a ROK tank landing ship as it reaches the shoreline at Tok Sok Ri beach near Pohang.

at Hwasan Ri, about four kilometers north.

CH-46 and CH-53 helicopters ferried Marines farther inland after an initial beachhead was formed and the Marines used the exercise for force-on-force fighting, which allowed them to test their strategy in a real-world scenario.

The exercise also included the beaching of tank landing ships and the use of other amphibious troop and cargo delivery systems.

Safety is a primary concern throughout all phases of the exercise. Sailors on all ships received valuable training in areas such as engineering maintenance, operations safety, damage control, navigation communications and underway fuel replenishment.

"Cooperation for *Valiant Blitz '91* has been outstanding, as have been the previous exercises in the series," Conley said. "It just shows our capability to come together and reflects a high degree of training. The units involved met my highest expectations."

Though on paper it was only an exercise, to the sailors and Marines who were part of it, *Valiant Blitz* was much more. For them, it was a valuable experience they can lean on if the alarm for general quarters ever sounds. □

Compiled from reports by JO1 Todd H. Willebrand and JO3 J. Vincent Dickens, both of the 7th Fleet public affairs representative's office.

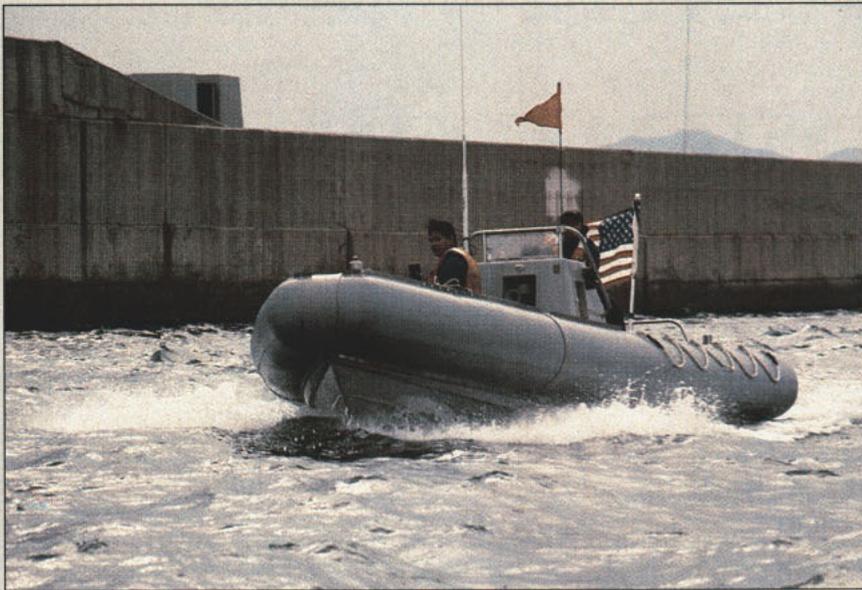


Photo by PHC Carolyn E. Harris

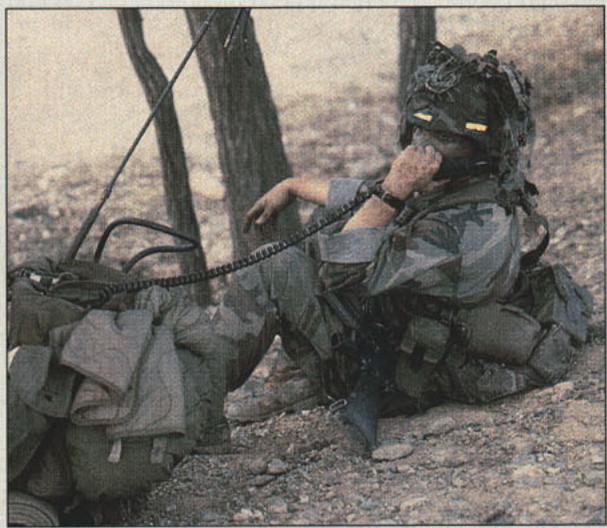


Photo by PHC Carolyn E. Harris



Photo by PH1 Ted Salois



Photo by PHC Carolyn E. Harris

Top left: A rigid hull inflatable boat maneuvers through the choppy waters off Pohang. Top right: ROK marines take a break after defending the beach in a pre-dawn assault. Left: Smoke and flames from simulated mines buried along the shoreline burst skyward at Tok Sok Ri. Above: U.S. Navy SEAL dry suits are silhouetted against the sky at their beach base camp.

Devotion of Navy women committed in bronze

Story and photo by JO1 Annabelle St. Germain

Pins and badges twinkled on black sashes and garrison caps — small remnants of devotion — studded memories of World War II.

On the largest circular granite map of the world, Navy women of all ages and eras walked, searching out familiar faces and taking pleasure in meeting new ones — their eyes and smiles glowing, sharing in reflective satisfaction.

For more than 60,000 active-duty women in the Navy today and countless others who served throughout naval history, October 13 was not only the Navy's 215th birthday, it was the day a bronze bas-relief sculpture was dedicated to honor all Navy women, past and present, at the Navy Memorial in Washington, D.C.

This bronze bas-relief is the second of 22 sculptures that will be added to the outside of the Memorial and the first to be fully funded. Designed by artist Serena Litofsky, the sculpture depicts officers and enlisted women working on the bridge of a ship. The Women's Officers' Professional Association and the Navy Women's National Convention Association campaigned to raise \$50,000 for the sculpture.

Principal speaker at the dedication ceremony was RADM Roberta L. Hazard, the nation's highest-ranking, active-duty woman officer and director

for personnel readiness and community support on the staff of the deputy chief of naval operations at the Bureau of Naval Personnel. Hazard praised the many historic contributions patriotic women have made, from the War of 1812 to the present. As a career Navy woman, she expressed her delight in the changes and expansion of women's opportunities.

"We have come to accept as increasingly commonplace — women in aviation; women as doctors and dentists; women at sea — both enlisted and offi-

cer; women in command of shore installations, aviation squadrons and ships at sea; women as warrant and limited duty officers — experts in their field; women as flag officers participating in the search for pathways to peace and security; and women as astronauts pressing the very boundaries of space."

The sculpture, honoring all Navy women past and present, will be on display at the Navy Memorial. The artwork was dedicated on the Navy's 215th birthday.



Hazard expressed those overall contributions in the meaning of the sculpture for all Navy women.

"I wish somehow we might capture the diversified background of our Navy women — past and present, enlisted and officer. I wish we could depict the gamut of races, nationalities and religions we have represented, the diversity of our talent and the varied ways in which that talent has been applied on behalf of this wonderful country and our great Navy. But we can't.

"Tapestries are hard to make in bronze. And so, as you will see, we have elected to capture the essence of women's service in a depiction that the American public will identify as quintessentially Navy — namely service at sea aboard ship.

"To those women, both enlisted and officer, who may find that the depiction does not capture your activity in the Navy or mine, let me say that it does capture what the Navy is about and the undeniable fact that women

have supported and facilitated, both directly and indirectly, the Navy's mission of peace-keeping and war-winning at sea throughout history."

Work continues on the 20,000-square foot Navy Memorial Visitors' Center which is scheduled to open later this year. □

St. Germain is the editor of Navy Recruiter magazine.

An artist's perspective

Story by JO1 Annabelle St. Germain

When sculptor Serena Litofsky was commissioned to do a bronze bas-relief depicting women in the Navy, she took her camera and traveled to Norfolk with two retired Navy women to find out what women in the Navy do. What Litofsky found was the diversity of Navy women's jobs.

"I found women diving, flying, swabbing floors and scraping walls. We didn't know exactly what we were going to do. What I was looking for, as I took the pictures and asked them [Navy women] questions, was something that would click — that would represent all women," Litofsky said. "We wanted to show women on the job — integrated as equals in the Navy."

Things began to click for Litofsky when she boarded a submarine tender, USS *Emory S. Land* (AS 39), which is 40 percent "manned" by women. On the bridge she saw women and men working together.

"I felt that this view of women on the bridge of a ship would be acceptable to most women," Litofsky said. "I believe the women retirees who could not go on a ship would have approved."

And they did approve. Women like retired CDR Ruth L. Erno, the chairman of the memorial dedication com-

mittee, was one of the retirees who accompanied Litofsky on her Norfolk trip. Erno, who joined the Navy in 1942, said, "To me it's very thrilling. It's like having a baby — to see it become a reality."

Retired Chief Petty Officer Lois Brown also entered the Navy in 1942 and is a plank owner of the Navy Memorial. "I thought it was really remarkable," She said. "I wasn't allowed to go on a ship except when it was in dry dock. It's beautiful. It's more than a memorial — I think it should be an incentive. In my day we didn't have all the opportunities women have now. Our group paved the way. I love the Navy. If I could go back tomorrow to do something for it I surely would," Brown said.

RADM Roberta L. Hazard, the nation's highest-ranking, active-duty woman naval officer and director for personnel readiness and community support on the staff of the deputy chief of naval operations at the Bureau of Naval Personnel, praised Litofsky's genius during the dedication ceremony and described her work as a labor of love.

Litofsky majored in art at the University of California at Los Angeles and

has a Master of Fine Arts in sculpture from The American University. She is married and has four grown children. In her Maryland studio, Litofsky works in stone, plaster, clay, wax and all organic materials which she feels are best in constructing natural form.

Litofsky said she felt "tuned in" to the women in the Navy theme because of her work as a sculptor — a traditionally male-dominated profession which she broke into with some difficulty. "It requires a lot of upper body strength and strong hands," she said. "My hands are small, but they're very capable."

Pleased to do the sculpture because she really admired the women she met, Litofsky said, "I liked their lifestyles and the choices they had made, and if I were younger, I'd consider doing the same thing."

Litofsky is currently working on another bas-relief for the Navy Memorial to represent the Navy's role in Vietnam. She said it would probably be ready for dedication by summer. □

St. Germain is the editor of Navy Recruiter magazine

Desert Shield/Storm Chronology

Jan. 1 - USS *Missouri* (BB 63) arrived in the Gulf of Oman.

USNS *Mercy* (T-AH 19) recorded 1,000th helicopter landing.

Jan. 2 - Six anti-ship mines discovered floating in Gulf during December, all destroyed. Investigation of origin/date of deployment continues.

Jan. 4 - Spanish frigate intercepted and diverted Soviet-flagged cargo ship *Dimitriy Fermanov* in Northern Red Sea. Navy personnel from USS *Mississippi* (CGN 40) discovered improperly-manifested military equipment on board.

Jan. 6 - USS *Saratoga* (CV 60) transited the Suez Canal en route to Red Sea for the fifth time, a record canal transit by any Navy ship during a single deployment.

Jan. 9 - Anti-ship contact mine discovered in Arabian Gulf, the 9th in last week. USS *Missouri* explosive ordnance disposal team retrieved, destroyed.

Jan. 10 - Eight-ship Amphibious Task Force entered Arabian Gulf to conduct routine operations, led by USS *Nassau* (LHA 2), task force carries complement of nearly 10,000 sailors and Marines.

Jan. 12 - U.S. Congress approved joint resolutions authorizing the use of force against Iraq.

USS *Ranger* (CV 61) carrier battle group arrived on station in the North Arabian Sea.

Amphibious Group 3 (with 5th MEB embarked) arrived in the Arabian Sea. Eighteen ships joined the main amphibious group to create the largest task force since the Korean War.

USS *Midway* (CV 41) carrier battle group re-entered the Arabian Gulf.

Jan. 14 - USS *Theodore Roosevelt* (CVN 71) carrier battle group transited the Suez Canal and arrived on station in the Red Sea.

Jan. 15 - USS *America* (CV 66) carrier battle group transited the Suez Canal and arrived on station in the Red Sea.

USS *Ranger* (CV 61) carrier battle group arrived on station in Arabian Gulf.

Navy ship strength in region - 108.

Seventeen anti-ship mines discovered in Arabian Gulf since Dec. 21, 1990. Sixteen are believed to be of Iraqi origin.

Jan. 16 - At 7 p.m. (EST), the White House announced that, "the liberation of Kuwait has begun." The offensive action against Iraq, code named Operation *Desert Storm*, was carried out under the provisions of 12 U.N. Security Council resolutions and resolutions of both houses of the U.S. Congress. Following President Bush's address to the nation, Secretary of Defense Dick Cheney and JCS Chairman Army Gen. Colin Powell announced hundreds of U.S./coalition air strikes on missile and anti-aircraft targets in Iraq and Kuwait to, "destroy Saddam Hussein's offensive military capabilities." Cheney reported, "initial attack appears to have gone very, very well."

Jan. 17 - Powell reported *Tomahawk* cruise missiles, "were extremely effective." Iraqi *Scud* missile fixed-sites destroyed, targeting *Scud* launchers; Iraqi planes destroyed, but "Iraqi Air Force is still intact." The United States engaged in air-to-air battles with Iraqi aircraft; Iraq fired multiple SAMs and anti-aircraft artillery with little or no effect; Iraq's elite Republican Guard units were attacked in Iraq and Kuwait; focus was on disrupting/destroying command and control network.

Jan. 18 - USS *Nicholas* (FFG 47), in operations with U.S. Army helicopters and a Kuwaiti patrol boat, engaged and neutralized Iraqi forces firing on coalition aircraft with anti-aircraft artillery and shoulder-fired SAMs from 11

Kuwaiti oil platforms in the Northern Arabian Gulf. Five Iraqis are killed, 3 wounded and 23 taken as POWs.

Jan. 19 - Navy A-6s and A-7s successfully deployed a Stand-off Land Attack Missile against an Iraqi target for the first time, and a submarine is deployed to fire a *Tomahawk* cruise missile for the first time in war.

DoD announced the deployment of European-based U.S. *Patriot* surface-to-air defensive missiles, with American crews, to Israel to assist defenses against *Scud* missiles.

Jan. 21 - The United States warned Iraq will be held accountable for mistreatment of American prisoners of war after Iraq announced captured Americans will be placed at strategic target sites as "human shields."

USS *Theodore Roosevelt* carrier battle group arrived on station in the Persian Gulf region.

Jan. 23 - SecDef Cheney and JCS Chairman Powell assessed the first week of Operation *Desert Storm*: Objectives are being achieved and campaign has achieved air superiority over Kuwait and Iraq; two of Iraq's operating nuclear reactors have been destroyed and Iraq's ground radar/air defenses are being neutralized. Air-to-air engagements are no match. Iraq still has significant military capability and may be "hunkering down." Iraqi responses expected include air strikes, more Scuds, ground attacks or terrorism. The air campaign will continue as part of overall land, air and sea campaign - the goal being to "cut off the Iraqi army and kill it."

Jan. 24 - U.S. Navy A-6s attacked and destroyed an Iraqi *Spasilac* mine-layer. An A-6 sank an Iraqi *Zhuk*-class patrol boat and another Iraqi mine-sweeper hit an Iraqi mine while attempting to evade A-6 fire. Twenty-two survivors were taken from the sea by a helo from USS *Curts* (FFG 38), near the island of Jazirat Qurah and the island was reclaimed.

In the first air-to-air engagement between Saudi Arabian and Iraqi aircraft, a Royal Saudi F-15 downed two Iraqi F-1s armed with *Exocet* anti-ship missiles and bombs.

Jan. 25 -Iraq dumped several million barrels of oil into the Persian Gulf from the Sea Island crude oil tanker loading terminal, off the coast of Kuwait. Described by DoD as "an act of environmental terrorism," the spill is approximately 20 miles long, 3 miles wide, 3 feet deep and threatens to foul the intakes of Saudi Arabia's desalinization plants as well as the Gulf.

Jan. 26 - DoD announced 20,000 sorties have been flown as the air campaign's focus shifts from strategic interdiction to battlefield preparation, with targeting on military storage facilities, military production facilities, Republican Guard troop fortifications and *Scud* launchers.

DoD announced that at least a dozen Iraqi MiG-29s, F-1s and a dozen transport aircraft landed in an undisclosed location in Iran, a declared neutral country.

- An estimated 120 million gallons of oil continued to spew into the Persian Gulf from the Sea Island Terminal, and the oil slick is now 31 miles long and 8 miles wide. OASD(PA) Pete Williams refuted Iraqi allegation that the United States or coalition members sabotaged the facility and caused the spill.

U.S. Marines staged the biggest artillery attack of the war, firing a battery of 155-mm Howitzers at Iraqi troops six miles inside Kuwait.

Enemy Prisoners of War update: 110 in U.S. facilities awaiting processing to Saudi Arabian EPW camp.

Jan. 27 - DoD announced that U.S. Air Force F-111s attacked pipelines feeding the Sea Island Terminal with GBU-15 laser-guided bombs to stem the flow of oil into the Persian Gulf.

Jan. 28 - The status of seven U.S. air crewmen has been redesignated from Missing to Prisoner of War.

- DoD announced that a total of 80 Iraqi aircraft have relocated to Iran.

Aircraft ferrying was characterized as "possible defections" as a consequence of air campaign that has achieved air superiority and neutralized Iraqi counterattack.

Jan. 29 - U.S. troops number more than 490,000. More than 27,000 sorties have been flown as air campaign targeting priorities continued to be command and control, airfields, *Scud* locations, lines of communication, Republican Guard areas and battlefield preparation.

In the first major ground confrontation, Iraq mounted a four-pronged raid across the Kuwaiti border. Near Al Wafra, U.S. and coalition forces engage a mechanized battalion with *Cobra* gunships and fixed-wing aircraft, and repulsed the attack - 10 tanks destroyed, three light armored vehicles lost. North of Ras Al Khafji, just before midnight, another Iraqi battalion crossed the border. U.S. AC-130s and *Cobra* helicopters destroyed four tanks, 13 vehicles. Fighting continued for control of Khafji through the night. Forty more Iraqi tanks crossed the border, and engaged U.S. Marine light armored infantry. Attack was repulsed, but 11 Marines were killed in action, the first ground-combat casualties of the operation.

U.S. Marines of the 13th Marine Expeditionary Unit deployed from USS *Okinawa* (LPH-3), assaulted and captured Umm al Maradim Island, 12 miles off the coast of Kuwait. Marines planted the Kuwaiti flag, and destroyed anti-aircraft weapons and artillery stored on the island. This is the second island reclaimed for the Kuwaiti government by the coalition.

The fire at the Sea Island Terminal was extinguished and the oil flow has stopped.

USCentCom officially began the first transfer of 36 Iraqi EPWs to Saudi Arabian control.

Jan. 30 - DoD categorically summarized operational status:

Targets: Twenty-six leadership targets have been struck with 60 percent severely damaged or destroyed. One-fourth of Iraq's electrical generating facilities are inoperative, 50 percent

adversely affected. Twenty-nine air defense systems have been hit by more than 800 sorties.

Air-to-air combat: Twenty-nine Iraqi aircraft have been destroyed with no coalition losses.

Airfields: Thirty-eight of 44 targeted airfields have been bombed in more than 1,300 sorties (some multiple strikes). At least nine airfields are inoperative. More than 70 hardened aircraft shelters have been destroyed, forcing Iraqi aircraft to hide in residential areas, move to roads or fly to Iran.

Bridges: Thirty-three of 36 targeted bridges have been bombed in more than 790 sorties. Kuwaiti theater of operations have been isolated by strikes on railroad and highway bridges. Iraq's resupply efforts have been degraded from 120,000 to 2,000 tons a day.

Strategic locations: All 31 targeted nuclear, chemical and biological facilities have been attacked with more than 535 sorties. All nuclear facilities have been destroyed. More than half of the biological and chemical facilities have been heavily damaged or destroyed.

Republican Guards: Elite forces have been the target of about 300 air sorties daily.

Naval operations: Navy sorties total more than 3,500 from six carriers and more than 260 *Tomahawk* cruise missiles have been launched. Iraqi naval operations have been severely degraded.

Scuds: - Thirty fixed sites and all major Iraqi missile production facilities have been destroyed. *Patriot* missiles have engaged 33 *Scuds* - all destroyed.

After a protracted battle in Ras al Khafji, Iraqis were forced out of the town with the help of U.S. Marine *Cobra* gunships.

Approximately 60 enemy vessels have been sunk or damaged.

Jan. 31 - DoD announced that more than 30,000 sorties have been flown.

Naval combat air patrols, surface surveillance, strike and mine search operations continued. Thirty-seven mines have been located and destroyed. □

Waste not ... want not

Navy commands turn solid waste into precious resources.

Story by JO1 Chris Price

Recycling is quickly becoming a common occurrence, and all Navy commands and activities will soon be required to start recycling scrap metal, high-grade paper, corrugated containers (boxes) and aluminum cans.

According to Gary Edwards, the hazardous and solid waste program manager for Naval Facilities Engineering Command in Alexandria, Va., "The Navy is facing a potential crisis in solid waste disposal. Landfills are closing, and costs for disposal are increasing."

The amount of solid waste generated by the Navy has increased from 158 million tons in 1986 to 181 million tons in 1988. The Navy doesn't want to be in the landfill business — the least desirable method for disposal of solid waste. We have started closing Navy-owned landfills wherever possible, recycling or incinerating all applicable waste, and then using local community landfills for the remainder.

Recycling is now mandatory in 30 states, and the federal government will add new solid-waste management criteria with this year's reauthorization of the Resource Conservation and Recovery Act. In addition, a revised OpNavInst 5090.1A highlights the Navy's Environmental and Natural

Resources Program.

Navy personnel worldwide are taking giant steps to clean up and preserve the environment. Fleetwide involvement in environmental projects, such as Earth Day held in April 1990, are positively affecting the appearances of bases, oceans, lakes, streams and even entire cities. Increased Navy awareness through education, plus the willingness of command personnel to assist in even the smallest effort, is starting to pay off both environmentally and financially.

Already, commands are seeing additional funds in their Morale, Welfare and Recreation budgets simply from collecting recyclables such as cans, scrap metals, paper, glass and an assortment of other items.

Families residing in some Navy housing areas have also been asked to come up with innovative ways to reduce the amount of waste generated by individual households. The 600 military families living in base housing at Naval Air Station Brunswick, Maine, separate paper, cardboard and glass in individual containers picked up by contractors. Housing Director Rich Howard sends out monthly newsletters asking residents to participate in the recycling effort.

"There has been little enforcement



Above: A tractor trailer holds 15,000 pounds of aluminum cans awaiting recycling at Norfolk's Naval Base. Top right: Plastic is baled for recycling. Right: Crews sort through piles of garbage.

involved with the program," Howard said. "Everyone has been more than willing to do their share as responsible citizens."

Air station commands are involved in recycling. "We have four dumpsters on base that are specifically used for cardboard," said Cheryl Spencer, the facility's support service contract manager-in-charge of recycling cardboard. "The only difficulty now is getting people to take the plastic and stuff out of the cardboard boxes."

Brunswick's goal is to lengthen the life of its landfill, preserve the environment and eventually save money through the sale of recycled materials.

The Defense Reutilization and Marketing Service, a worldwide organization within DoD, works with military activities that have ongoing recycling programs, helping them identify and segregate DoD recyclables for a larger dollar return. DRMS sells the material, and returns 100 percent of the proceeds to the originator.

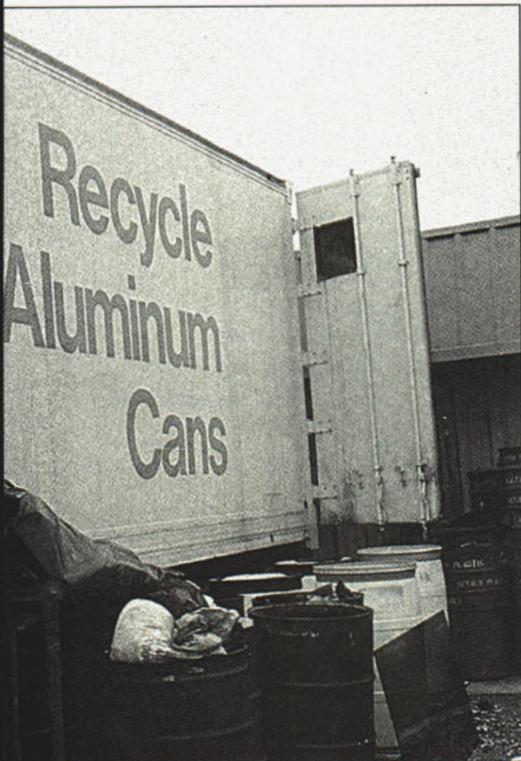


Photo by JO2(AW) Sanford Palmer



Photo by JO2(AW) Sanford Palmer



Photo by JO3(SW) Robert Shunk



Individual concerns of Navy personnel contribute greatly to the worldwide environmental effort.

\$400,000 that went to the base recreation program. Funded were an expansion to the child care center, where a "Wee Can" recycling project exists; two base picnic parks and a recreational vehicle campground for 30 vehicles.

"We're getting everybody involved," said Delaney of his 20,000 active-duty military, retirees and civilian personnel on board. Delaney's recycling center was built adjacent to the auto hobby shop, making it convenient for anyone who wants to junk a car — a \$60 profit to the base — to do so.

Naval Construction Battalion Center, Gulfport, Miss., also collects aluminum, silver, scrap metal, newspaper and white paper for recycling. Personnel are awarded cups, T-shirts and jackets based on every 200 pounds brought in for recycling. A thousand pounds of material earns a T-shirt, and 1 ton of material earns a jacket. NCBC's MWR department rewards participants with MWR Recycling Coupons which can be used at MWR-sponsored base activities.

LT David Horne of Naval Amphibious Base, Little Creek, Va., was tasked by his commanding officer to begin a recycling program — so he visited NAS Jacksonville for some ideas. Horne was given a \$55,000 grant which he used to purchase 2,200 bins for the installation's curbside collection program, a 22-foot collection trailer, processing equipment for cans, glass and cardboard, and large plastic domes with compartments for recyclable materials.

Horne has trained 15,000 base personnel to separate their recyclable materials. "We're the first naval installation in this region to have a full recycling program," Horne said. "We're setting the pace here right now. Recycling benefits the base by saving landfill disposal fees and by raising

Before opting to dispose of items through qualified service contractors, DRMS first considers reusing them within DoD or other federal activities, donating them to qualified recipients or selling them to the general public. DRMS offices worldwide receive more than 12,000 items of excess military equipment each workday.

A common misconception about recycling occurs when people think that recycling entails only collecting and turning in materials for reuse or profit. This step is only part of the process. Because the Navy uses a tremendous amount of paper, creating an enormous waste stream that ultimately ends up in a landfill, many commands have begun purchasing recycled paper.

While recycled paper costs more now, its cost is expected to diminish once a market is established for this paper. Recycling statistics indicate that the production of 1 ton of recycled paper uses one-half the energy and water as paper from virgin pulp, creates 75 percent less air pollution, creates 35 percent less water pollution, saves 17 pulp trees, reduces solid waste going to landfills and creates five times more jobs in producing it.

The U.S. Environmental Protection Agency favors the purchase of paper products such as scratch pads, computer paper and envelopes made from recovered materials. The EPA also provides the Navy with a list of mills and vendors of recycled paper.

During the spring and summer of last year, it wasn't unusual for personnel aboard Naval Air Station Jacksonville, Fla., to see Commanding Officer CAPT Kevin F. Delaney decked out in dungarees and digging in dirt, helping his people plant nearly 15,000 trees and shrubs. Delaney, known locally for his exuberance in everything he does, has dedicated himself to improving both the environment and the quality of life for sailors assigned to the air station.

At the core of his Environment and Quality of Life Improvement Program is a recycling center, where four full-time personnel collect materials such as computer cards, computer paper, newspaper, aluminum and steel cans, pallets, sonar buoy casings, plastics and car batteries.

The heavier metals are recycled through their local DRMO. Brig prisoners sort computer cards and paper, and temporary duty personnel do daily pickups at the center. Commands delivering materials to the center get tickets provided by MWR for drawings for round-trip air vacations anywhere in the United States, bowling passes, free meals and free golfing.

During the first year of operation, 9,500 station personnel recycled more than 2,000 tons of material, resulting in a \$350,000 income to the base. This year's waste hauling contract cost the government \$20,000 less than last year's — a direct result of recycling. Jax's 1990 recycling efforts yielded

money through the sale of recyclable materials."

Naval Weapons Station Charleston, S.C., has a unique method for collecting scrap aluminum and copper in its housing department. Aluminum siding, carport trim, copper flashing and other recyclable materials are removed from houses undergoing renovation and carried to a common laydown site. The material is loaded into segregated containers and sold to the highest bidder determined by telephone bids solicited on the day of the expected sale.

Recycling at the weapons station is an important fund-raising process for improvements and additions to MWR facilities. Profits from its aluminum can collection allowed a youth soccer team to attend an out-of-state tournament with all expenses paid.

Recycling railroad track is the weapons station's largest on-going effort. Removal of railroad track is contracted out, based on the length of the rail taken up, including all associated hardware — spikes, tieplates, switches and bumpers.

The station also collects scrap brass from ammunition shell casings found on the firing range. Spent shotgun shells are sold to local gun shops for reloading. Additional income is generated from scrap lead found in the worn out batteries from golf carts, trucks, cars, buses and forklifts. Once collected, the materials are placed on pallets and banded for transport to a local buyer.

According to Edwards at NavFac, the ideas mentioned above have become part of everyday practice for Navy personnel and base housing residents.

"Source reduction and recycling is a part that each of us can play in protecting our environment," he said. "By working together, we can realize our goals and turn solid waste into a resource." □

Price is a staff writer for All Hands

Growing problem, aggressive approach

Story and photo by JO2(AW) Sanford N. Palmer

Naval Base Norfolk's aggressive Resource, Recovery and Recycling Program reached new heights in its battle against trash. The base was overwhelmed by the amount of trash accumulated each week and sought a way to minimize this waste. In 18 months, the base has saved \$800,000 by reducing the amount of waste.

"Naval Base Norfolk is committed to reducing solid waste by saving resources, recovering materials that can



be reused and recycling all applicable materials," said J.J. Hoyt, Norfolk's recycling programs manager.

The majority of commands, including ships, located at the complex participate in the program. The program handles everything from aluminum cans, paper, plastic and glass to corrugated cardboard and mixed metals. The rubbish is channeled through two processing centers — the sort-floor facility, a converted incinerator plant used to sort through garbage, and the aluminum recovery facility — to be separated, baled, boxed or crushed.

Plastic collected in Navy housing is baled at the aluminum recovery facility. Office paper is collected and delivered by local commands to the sort floor. Glass and glass bottles are collected on base from the club system, crushed into small pieces to reduce transportation costs, then shipped.

But the main source of trash is the numerous garbage dumpsters located

on base. Trucks bring the dumpsters to the sort-floor facility where two shifts of civilian contractors work 18-hours-a-day, six days-a-week. Trucks pull into the facility every 15 minutes throughout the workday. As they enter the open bay and dump their loads, crews sift through the trash, sorting and separating the rubbish into various piles for further processing. As each load is dumped, crews work feverishly through the piles, a process repeated 60 times a day. They handle 3,500 cubic yards of trash daily.

At the aluminum recovery facility, cans, glass and plastic are crushed and compacted in preparation for shipping. Some of the plastic from the base was recycled into picnic benches, now located around the base, as part of the installation's beautification program.

The totals for Norfolk's recycling efforts are staggering. As much as 25 million pounds of trash were handled in the first year of the program; 5.7 million pounds of mixed metals were handled in 1990; 300,000 pounds of cardboard are recycled monthly; and every 10 days, a tractor trailer containing 15,000 pounds of crushed aluminum cans is sent to a company in Memphis, Tenn., for recycling.

The base has surpassed goals set by DoD and federal and state directives governing the amount of trash required to be recycled. They've recycled 28 percent of their garbage, and in so doing, surpassed a DoD goal of 10 percent yearly by 1992, and the state of Virginia's goal of 25 percent by 1995. After a mechanized garbage plant is built, the base expects to recycle 40 percent of its trash. □

Palmer is attached to the public affairs office, Naval Base Norfolk.

Spotlight on excellence

Master chief has much in store

Story by JO3 Laura Krugman

"A person can go as far as he or she wants in the Navy, and don't let anyone tell you they can't," said Master Chief Ship's Serviceman (SW) Cheryl Harris in May 1987 after she made senior chief in only 12 years.

Now, those words continue to hold true for the 33-year-old sailor who recently donned master chief anchors during a frocking ceremony held on board the Charleston, S.C.-based submarine tender USS *Holland* (AS 32). Wearing the rank of master chief in just 15 years is an outstanding achievement in itself, but with the promotion Harris also became the first woman master chief ship's serviceman in the Navy — a milestone she strived for.

"It's been one of my goals since I made E-8," Harris said. "I wanted to be the first E-9. There were two of us up for it, and I knew the other SHCS was a very strong contender. So, I just worked hard for it and was very happy to make it."

Harris is the leading chief petty officer of S-3 Division on board *Holland*. Overseeing the operation of two barber

shops, two ship's stores, the laundry, dry-cleaning and the vending machines are her primary duties, as well as maintaining the division administratively. But a "go-getter" like Harris doesn't keep her leadership talents strictly within the boundaries of S-3.

"She's an outstanding example for women on the ship," said LCDR John Higgins, *Holland's* assistant supply officer, commenting on Harris' fast promotion. He also noted her qualification as an officer of the deck in port and Enlisted Surface Warfare Specialist, as well as her role as one of the ship's fire marshals and repair locker leaders. "It shows the confidence the command has in her ability," he said.

Harris' husband Richard, a retired chief yeoman, has been a major supporting factor in her climb up the Navy ladder, along with her two children. She feels that having a successful career and close family ties go hand-in-hand.

"As an 'SH', I've been fortunate in having a well-rounded career, from starting out in a commissary and exchange to the staff at the Navy Resale



U.S. Navy photo

Above and below left: Being the first female master chief ship's serviceman in the Navy makes SHCM(SW) Cheryl Harris a role model for all young sailors working their way up through the ranks. She is seen here with SHSN Araceli Reyna in *Holland's* ship store.

and Services Support Office Headquarters and then going to sea on *Holland*.

"Of course, sometimes it can be frustrating," she said. "But my husband and kids are very supportive of me, and we all get through it. When I made master chief, Richard was as pleased as if it had happened to him."

Harris was also a key player in *Holland's* successful performance during a supply management inspection conducted last year. "Morale in her division is high," Higgins said, "and people work harder because of the high standards she sets."

Ultimately, Harris would like to be in charge of the ship's serviceman's "A" school in Meridian, Miss., or stay in Charleston and be a member of the fleet assistance team providing support to other ships' S-3 divisions. No matter where her path may lead, Harris hopes to continue to better herself and be a role model, not only for women, but for all sailors working through the ranks.

"In the 15 years I've been in the Navy, it's been obvious that roles are opening up for women," she said. "What I'd like to tell those coming up is just don't be discouraged if you don't achieve something the first time — and don't be afraid to ask questions if you don't understand something."

"Just keep working hard and go for it." □

Krugman is assigned to USS *Holland* (AS 32) public affairs office.



U.S. Navy photo

Bearings

Harriers take off, land on Guadalcanal



The attack jet approaches the amphibious assault carrier USS *Guadalcanal* (LPH 7) astern and lines up. Gear down and flaps set, the barrel-chested aircraft aligns its nose with the bright yellow line painted down the left side of the flight deck.

Crewmen watch as the jet floats to a stop in mid-approach and then begins its unnatural vertical descent for a landing on the flattop. With a solid thump, the plane hits the deck and the massive engine quickly winds down.

Below decks, other men uncover their ears as the scrape of chains and the thudding boots of running men

race above.

The rattle and roar of the AV-8E *Harrier* "jump jets" filled all the passageways of "Guad" Oct. 22-26, 1990, as Marine Corps pilots flew deck landing qualification takeoffs and landings.

As *Guad* sailed off the North Carolina coast, the jets flew in from Marine Corps Air Station Cherry Point to help familiarize the pilots and crew with the operation of the aircraft.

"It's actually easier to work with *Harriers* than helicopters," said Aviation Boatswain's Mate (Handler) 1st Class Justin Allen. "When they land, PriFly [Primary Flight Control] does all

the talking to them, you just watch. Moving them around the deck and getting them off [it] is the hard part."

Allen, a landing signalman, explained the process involved with helping *Harriers* take off. A landing signalman "checks their vents and flaps, winds them up, checks them again, and lets them wind down. Next, a 'blue shirt' [an aircraft handler] holds up a small chalkboard giving the pilot weather and wind information. The pilot salutes, you swing your arm forward and they're gone."

Harriers use water vapor injected into their engine's exhaust to build thrust. The added punch is unleashed through swiveling vents located along the fuselage, on the ends of the wings and in the nose section. The unique design allows the jet to land or takeoff vertically and then fly forward like conventional aircraft. ■

— Story and photo by JO2 M.L. Montague assigned to USS *Guadalcanal* (LPH 7) public affairs office.

Marjorie Sterrett kin on board award winner 'Big E'

When the aircraft carrier USS *Enterprise* (CVN 65) was named a winner of the Marjorie Sterrett Battleship Fund Award, at least one crew member knew it was an accomplishment he would never forget.

Airman Thomas Raun, a member of *Enterprise's* flight deck division, is the great-grandson of the award's namesake, Marjorie Sterrett.

"When I first heard the announcement that the ship won the award, I couldn't wait to tell everyone that it was named after my great grandmother," said the 20-year-old Raun. "But when I went into the berthing

compartment to tell all the guys, they didn't believe me. I had to show them copies of old newspaper clippings to prove I wasn't making the story up."

The clippings told the story of 13-year-old Marjorie Sterrett and the now infamous letter she wrote to the editor of the *New York Tribune* in 1916. This letter became a symbol of America's preparedness effort:

"Mama gives me a dime every week for helping her. I am sending you this week's dime to help build a battleship for Uncle Sam. I know a lot of other kids would give their errand money if you would start a fund."

Marjorie's idea swept across the nation. Spearheaded by the *New York Tribune*, more than 100 newspapers from coast-to-coast ran the letter. Nearly 1.6 million Americans, mostly children, sent in their dimes. One of

the most notable contributors was Theodore Roosevelt, who not only contributed a dime for each of his grandchildren, but also an additional 60 cents for six grandchildren "not yet born."

Now, nearly 75 years later, an award in the name of that patriotic little girl is presented annually to a Navy ship on each coast which displays the highest degree of operational readiness.

"I am very proud of what she did," smiled Raun. "It's a really neat feeling to be able to say that an award my ship has received is named after a relative — I don't think anyone else can say that." ■

— Story by JOSN Donald Kennedy assigned to USS *Enterprise* (CVN 65) public affairs office.

Bearings

Typhoon rips up Philippines, joint effort restores region

During the early hours of Nov. 13, before the normal flurry of activity could get under way at Cebu City, Republic of the Philippines — a major tourist attraction and shipping center — *Typhoon Mike* made landfall with 140-knot winds and heavy rain. In its wake, boats were capsized, power lines downed, and half a million islanders suddenly became homeless.

The loss of power meant no water was available to residents, since the water system relied on electric power. Damage to Mactan Bridge, linking the cities of Mactan and Cebu, meant alternate transportation measures had to be undertaken by ferrying people and supplies on the water until the bridge could be repaired. Hospitals had no power. People needed water. Even the American Consulate in Cebu was unable to communicate with the outside world for nearly 30 hours following the typhoon's impact.

"That's why the governor of Cebu asked for United States emergency assistance," said American Consul Mary Amaral. "The U.S. Navy brought in linemen to assist the Visayan Electric Company in getting the power back up as soon as possible. The cooperation was more than anyone expected. The spirit, willingness and determination of the people behind the effort overcame transporta-

tion, communication and other obstacles we faced."

The people behind the effort included Filipino civilian electricians and Seabee reservists from Naval Station Subic Bay Public Works. The Seabees were transported down to Cebu aboard the amphibious transport dock, and "mother ship" of the entire operation, *USS Duluth* (LPD 6).

"We all worked well together," said Chief Construction Electrician Brian Lamo, the Navy crew leader for the electrical repair team. "People were being extremely courteous and helpful." The bright yellow repair trucks the team drove caught the attention of many Cebuanos, who were curious about the workers' progress.

"We told them this was a big job and will take some time to get done," Lamo said. "But the guys enjoyed it because it gave them a chance to do real line jobs and help the people of the city."

Duluth's chaplain organized another group of volunteers from the ship to help rebuild the roof of the Cebu City Medical Center. The ship also dispatched amphibious landing craft and three smaller "Mike" boats to assist in ferry operations, especially for vital materials and fuel trucks needed on Cebu.

"The crew and those attached to us are upbeat about helping out," said



CAPT John C. McKinley, *Duluth's* commanding officer. "Now we have an opportunity to be a part of this humanitarian effort."

Along with the island's restoration effort, hundreds of books were donated to local schools through the Ramone Aboitiz Foundation and Project *Hand-clasp*. "We'd like to extend our gratitude on behalf of all the Cebuanos," said RAF President Roberto Aboitiz. "For those who could not afford what has been donated, this fills a void."

As power was restored, street by street for residences and businesses, Cebu and Mactan people looked forward to the next group of tourists to arrive, the next shipload of merchandise to transit their ports, and for life to return to normal, thanks to the Navy answering the call for help.

Cebu Governor Emilio R. Osmena responded to Americans working hand-in-hand with Filipino authorities and technicians by saying, "This is a significant area where the historical friendship of our two peoples is clearly manifested." ■

— Story and photos by JO2 Roger Dutcher assigned to 7th Fleet public affairs.

Above: Seabees called in from Reserve units string power lines in a residential area of Cebu. **Left:** Public Works Center's Filipino civilians and Seabee reservists combine efforts to upright poles and cables to restore power to Cebu City.



Bearings

“Firehawks” fly primary mission in support of *Desert Shield*

Members of Naval Air Reserve Point Mugu, Calif., Helicopter Combat Support Special Squadron 5 “Firehawks” have had their sea bags packed for months, with gear loaded on pallets and aircraft standing by, waiting for the call to load up and move out.

“We were the first Naval Reserve Force squadron to receive orders to Operation *Desert Shield*,” said HCS 5 Commanding Officer CDR Charles A. Erickson before departing with Detachment 1 for the Persian Gulf. “Along with our sister squadron, the HCS 4 ‘Red Wolves,’ we are the only Navy assets, regular or Reserve, whose primary mission is to provide a dedicated combat search and rescue capability for Operation *Desert Shield*. Our deployment highlights the important and integrated role the Selected Reserves play in today’s overall military

force structure.

“The ‘Firehawks’ possess a unique combination of assets,” Erickson explained. “We operate the most modern helicopter in the Navy inventory, and our air crews have the highest level of experience in the CSAR mission. We fly the Sikorsky HH-60H aircraft, and with these birds of prey, we fly under the cover of darkness, through rugged terrain or over flat desert, to retrieve downed pilots. We are ready and well-prepared to perform our mission.”

Erickson said the role of reservists

grows in importance to the area as more troops are deployed to the Middle East. He also said that support for the operation comes from every conceivable direction.

“We are supporting the troops in the Persian Gulf with this detachment, and we receive the support of the staff still at Point Mugu,” he said. “And our families support us 100 percent.” ■

— Story by J.L. Bright, public affairs officer, Helicopter Combat Support Special Squadron 5, Point Mugu, Calif.

HCS-5 “Firehawk” AMH1 William Smith positions an HH-60H helo aboard an Air Force aircraft at NAS Point Mugu, Calif., for deployment to Operation *Desert Shield*.



Photo by JO1 J. Parker

USS *Wisconsin* displays its firepower to dignitaries

Commander of the Qatari Emiri Air Force Colonel Ahmad Sultan, the U.S. Ambassador to Qatar Mark G. Hambley and several other Qatari and U.S. military liaison officers recently had the chance to visit the battleship USS *Wisconsin* (BB 64) deployed to the Persian Gulf in support of Operation *Desert Shield*.

After a briefing on *Wisconsin*'s capabilities, Sultan and Hambley received an operational overview of the flexibility a modernized battleship brings to the region. As one of several senior allied commanders in the gulf region, Sultan's interest in *Wisconsin* is understandable. The Qatari Emiri Navy

is a coastal force made up of corvettes and patrol craft which could rely on *Wisconsin* as an “armored oiler” for refueling and resupplying them.

A *Wisconsin* firepower demonstration followed, including a dramatic display of the dreadnought's capabilities to defend herself against high-speed cruise missiles and aircraft with her close-in weapons system and the ability to put ordnance rapidly on target against both air and surface threats with her secondary battery of five-inch, .38-caliber guns.

But the real highlight of the gunnery exercise was the firing of the Iowa-class battleship's nine 16-inch, .50-

caliber naval rifles — the largest operational guns in the world. Fireballs spewed as bright as the midday sun and concussions sounded like sonic booms as the main battery guns hurled projectiles weighing as much as a small car 23 miles from the ship.

In an age of telephone diplomacy, Sultan's visit provided an important insight into the battleship's interoperability. ■

— Story by LT Robert D. Raine, public affairs officer, USS *Wisconsin* (BB 64).

Bearings

Seabees "can do" spirit wording changes slightly in Gulfport

The anxious young couple stood before Pastor J.T. Wright of the Congregational Christian Church of Weaubleau, Mo. Twenty-year-old Chris Cauthon had tears in her eyes, but it's not unusual for a bride to be misty-eyed at her own wedding. Equipment Operator Constructionman Apprentice Todd Baker, 19, was tense, but a young groom is expected to be a little apprehensive.

What was unusual about this otherwise typical marriage ceremony was that Cauthon and Baker had to part company soon after exchanging vows and saying "I do." Cauthon went home alone to the house they just rented, while Baker left with orders in hand to report to Reserve Naval Mobile Construction Battalion 24, Gulfport, Miss., for 20 days of Special Reserve training in preparation for possible recall in support of Operation *Desert Shield*.

The wedding wasn't meant to be a hurried, last-minute affair. Invitations for family and friends to attend a Nov. 3 church wedding, with all the traditional trimmings, were sent well in advance, and the young Baker



couple hoped to have a leisurely honeymoon before Todd returned to work on his father's dairy farm.

However, Saddam Hussein had plans of his own in trying to alter the map of the Middle East, which ultimately affected the young American twosome. After Baker received his orders to report to RNMCB 24 on Oct. 20, the realization of possible separation for months set in and pushed the wedding date up. Cauthon was determined to marry Baker before *Desert Shield* grabbed him first. Consequently, in less than a week, and just hours before departing for RNMCB 24,

Cauthon and Baker were hastily married, with hardly time for a farewell kiss, let alone a honeymoon.

CDR James M. McGarrah, skipper of Battalion 24, got wind of the couple's plight and arranged for Baker to have a special weekend pass during the next 20 days in Gulfport. But even though the time was available, the money for a honeymoon was not. That's when the rest of the officers and men of RNMCB 24's "Dixie Doers" decided to help out.

They all pitched in for a honeymoon fund to fly Baker's bride to New Orleans while Baker drove down to meet her for a cost-free weekend stay in a hotel.

Baker learned that the battalion had a well-deserved reputation for getting things done, as evidenced by their receipt of the Navy "E" five times and their efforts on behalf of him and his new wife. He laughed after suggesting, "My new Seabee motto for RNMCB 24 is, 'We build, we fight, I do!'" ■

— Story and photo by JO2 Bob Harvey, public affairs representative for Reserve Naval Mobile Construction Battalion 24.

Naval officer tutors others in fight against illiteracy

We all know illiteracy is a major problem in the United States today, but LT Alexander Weatherall is doing something about it — he's fighting the problem as a tutor for the Henrico County Adult Education Center in Richmond, Va.

"A lot of people take education and the ability to read for granted," explained Weatherall. "When I read in a local newspaper that Henrico [County] was looking for volunteers to teach reading, I felt it would be a good use of my extra time. Now, after 16 months of sticking with the program, I realize

that it's rewarding to see a fellow human being reading for maybe the first time in his life."

Weatherall says that teaching is a first for him as well, but he also thinks his outgoing personality helps his students succeed.

"I'm not shy," he admits. "I look for the person's positive side to come out. You have to be enthusiastic to want to learn and show steady progress." Weatherall has taught one man who dropped out of school at age 14. "Now, at 31, this man has taken it upon himself to redress old shortcomings."

Seeing his progress has encouraged Weatherall to stay in the program. "This man is intelligent and extremely motivated," says Weatherall. "There's a box outside the classroom, [marked] 'Don't be wasteful. Throw your cans in the box.' My student saw it, pointed and read, 'Don't be wasteful. Throw your cans in the box.' Sixteen months ago, he couldn't have done that." ■

— Story by JO1 Raul Beaney assigned to Navy Recruiting District Richmond, Va.

Bearings

Navy oceanographic survey team rescues 40 from burning hulk

Forty Indonesians nearly lost their lives while salvaging materials from a ship, grounded on a desolate reef in the Flores Sea, Indonesian archipelago, when it suddenly caught fire. USNS *Harkness* (T-AGS 32) and embarked Oceanographic Unit 5 were surveying the nearby area when they spotted the blazing hulk and came to their rescue.

According to witnesses, the salvage team had cut into the vessel's framework which ignited a fuel-fed blaze that chased the scrap metal hunters to the ship's stern. There they impatiently waited for the return of their supply boat, due back a few days later.

A hydrographic survey launch coxswained by Boatswain's Mate 2nd Class Jeffrey D. Miller was the first to reach the scene.

Billows of smoke rise from a burning cargo ship grounded in the Flores Sea. Oceanographic Unit 5 and USNS *Harkness* rescued 40 Indonesian salvage workers after the blaze chased the scrap-metal hunters to the reef-locked vessel's stern.

"We were doing a small boat survey a few miles from the grounded ship," Miller said. "It obviously had been there for a few years, so we didn't expect anyone to be aboard. But at about 11 a.m. we saw smoke coming from the ship and we started joking that somebody was trying to get her underway."

Harkness crew members also saw the smoke and radioed for the small boat crew to investigate by taking a closer look.

"As we came up to the ship we saw 30 or 40 people gathered at the stern," Miller continued. "There was a continuous flame shooting from the ship. The smoke was getting thicker, and we could see the people wanted to get off pretty badly."

As the survey launch neared the ship's starboard beam, salvage workers began leaping into the water to escape the dense smoke. The launch crew scooped up the swimmers and then backed off, fearing a mass exodus that could overload and endanger the



Photo by ET3 Crystal Forrider

Indonesian salvage workers huddle on a cargo ship's stern, waiting to be rescued after the grounded vessel caught fire.

36-foot, specially-designed craft. *Harkness* then launched a personnel landing craft to pick up the remaining salvage workers.

"When they got aboard *Harkness*, they were given mattresses, blankets and food for the transit to Maumere," Miller said. Maumere is located on one of the few islands in the survey area that is large enough to have an airport — and a police station.

"We found out later," Miller added, "after we dropped off the salvage team, the authorities arrested their head man for salvaging on a vessel without the proper permits."

The teams of *Harkness*-Oceanographic Unit 5 and USNS *Chauvenet* (T-AGS 29) Oceanographic Unit 4 have alternated duties of surveying the ocean floors in the Indonesian area since 1978. ■



Photo by ET3 Crystal Forrider

— Story by PH1 Ted Salois assigned to 7th Fleet Public Affairs.

News Bights

CAPT Michael D. Haskins of Angels Camp, Calif., became the 74th commandant of midshipmen in Annapolis, Md., during a recent change of command ceremony in the U.S. Naval Academy's Dahlgren Hall.

Haskins relieved RADM Joseph W. Prueher, who now commands Carrier Group 1, homeported in San Diego. Both are academy graduates, Prueher with the Class of 1964 and Haskins with the Class of 1966.

Before returning to the academy to become its commandant, Haskins was a postgraduate student at the Naval War College, Newport, R.I. This is the second time that Haskins has returned to the academy. In 1972 he taught in the academy's history department.

In his new position as commandant of midshipmen, Haskins is responsible for the military and professional development of the 4,500-member Brigade of Midshipmen.

* * *

The Naval Research Laboratory, Washington, D.C., has developed a new low altitude/airspeed unmanned aircraft. *LAURA* is a five-year program, funded by the Office of Naval Technology, to address the need for an autonomous plane to carry electronic warfare payloads for long flight endurance at ship-like speeds.

The aerodynamic research involved in developing *LAURA* required the plane to be as small as possible and to fly as slowly as possible over long periods of time. Ideally, the plane could match or complement a ship's speed and path, cruising, for example, at 20 knots. One unique aspect of *LAURA* is that, unlike other aircraft, it takes off and lands faster than it flies.

LAURA can launch, land and fly itself. It can carry reconnaissance, radio link or other electronic payloads that need to be carried off-board ship and yet move with the fleet. Although *LAURA* is an instrument carrier for flight research, it is also designed to meet the tactical requirements of being stored onboard ship and launched out of a small container. *LAURA* has exceptionally good flight performance despite its special constrained package.

* * *

Two naval reservists from Patrol Squadron 65 have been commended by the Federal Aviation Administration for their part in the rescue of some stranded mountain hikers.

LT Michael Sheedy and LT Shawn McCabe were on a squadron flight over Mt. Whitney, Wash., when they re-

ceived an SOS radio distress signal from an unknown source.

The call indicated there were people stranded somewhere on the vast upper ridges of the mountain. It also gave them a sketchy reference to a lightning strike. Sheedy and McCabe made numerous attempts to contact the stranded group for more specific information, but were unsuccessful. They then contacted the local sheriff's department.

A search and rescue group later found the stranded hikers, who had taken refuge in a metal-covered stone building during a severe thunderstorm. Lightning had struck the shelter, killing one person instantly and injuring many others. Medical personnel stated that all of the hikers had received an electrical shock.

A letter to VP 65 from the Federal Aviation Administration in Palmdale, Calif., said that without the rapid response of Sheedy and McCabe, there would have been further fatalities.

"Thanks to their awareness and vigilance," the letter said, "Mr. Sheedy and Mr. McCabe are to be commended for their part in this successful, lifesaving mission."

* * *

Coastal hydrographic survey ship USNS *John McDonnell* (T-AGS 51) was christened in ceremonies held Dec. 13, 1990.

McDonnell is one of two coastal hydrographic survey ships currently under construction at Halter Marine, Inc., in Moss Point, Miss.

When completed, *McDonnell* will begin collecting bottom depth data in foreign waters. This data will be used by the Defense Mapping Agency for production of bathymetric charts available to mariners worldwide. The ship will be able to collect shallow water data between 10 and 600 meters deep and deep water data down to 4,000 meters. Other capabilities include precise navigation and the ability to launch, tow and recover scientific packages and process data aboard ship.

McDonnell is 208.2 feet long, has a 45-foot beam, and when fully loaded, a draft of 14 feet and a displacement of 2,000 long tons. She has a sustained speed of 12 to 16 knots and a survey speed of 3 to 12 knots. She will carry a civilian crew of 23 with 10 scientists from Commander, Naval Oceanographic Office.

The ship is named for the late CAPT John Richard McDonnell, who was named commanding officer of the U.S. Navy Oceanographic Office in 1971 and supervised its move from Washington, D.C. to the Gulf Coast. □

Mail Buoy

"We were there"

Sitting out here in the Red Sea on board USS *Saratoga* (CV 60), I have just read your November 1990 issue of *All Hands*. I was disappointed for the second month in a row in your treatment of the *Saratoga* Battle Group. Nowhere in your magazine could I find mention of *Saratoga's* Battle Group role in shipping interdiction in the Red Sea. You clearly show USS *John F. Kennedy* (CV 67) transiting the Suez Canal for *Desert Shield*, September 1990 Chronology, but you fail to mention that *Kennedy* was transiting the canal to relieve *Saratoga's* Battle Group.

To give you some facts that you seem not to have, USS *Saratoga* Battle Group made a record-breaking transit of the Atlantic Ocean in early August. We then transitted the Suez Canal for the first time on the 21st of August to relieve USS *Dwight D. Eisenhower* (CVN 69) and to allow her to return home only one week later than planned from a normal deployment. We maintained station in the Red Sea and conducted interdiction/flight operations until we were relieved and transitted the canal for a second time on the 22nd of September. We made one three-day port call in Izmir, Turkey, and then participated in *Display Determination* for the rest of September and the beginning of October. We visited Istanbul, Turkey, for a debrief of *Display Determination* from 14-18 October and then retransitted the canal for a record-breaking third time in one deployment. We have again maintained station in the Red Sea until the present.

As you can see, we have played a large part in Operation *Desert Shield* and we have not received much coverage from your magazine. I can tell you that everyone in *Saratoga's* Battle Group, from the crew of *Saratoga*, the personnel of Carrier Airwing 17 and the crews of the escort and support ships are of the best quality that the Navy has and deserve all the recognition that you can possibly give them.

— PN1 D.W. Morgan
Strike Fighter Squadron 81 (VFA 81)
FPO Miami, Fla.

We wish to point out a few discrepancies in your article "Corpsman!" in your November 1990 issue of *All Hands*. First, on August 31 when the group of 800 personnel left Naval Hospital Portsmouth, Va., there were already a group of approxi-

mately 175 personnel attached to the air detachment and advance party, setting up Fleet Hospital 5.

The air det. and advance party had set up approximately 50 percent of Fleet Hospital 5 prior to the arrival of the main body. These personnel were not all corpsmen. They consisted of Seabees, YNs, PNs, MSs, RMs, ETs, SKs, SHs, MAs, GMs and SNs. These people deserve the same recognition as the corpsmen of Fleet Hospital 5.

Also it should be noted that not all the personnel attached to Fleet Hospital 5 are from Portsmouth, Va. They come from other medical treatment facilities.

We thank you for your article on Fleet Hospital 5.

— Support personnel, Fleet Hospital 5
1st MEF
FPO San Francisco, Calif.

I am writing to you on behalf of the 400+ plus dedicated professionals serving on USS *England* (CG 22). I understand the need to keep the *Aegis* mystique in the public eye. I fail to understand why it must be done to the detriment of those who serve on other vessels.

In your article, "Control of the air," November 1990 issue, your writer states that USS *Antietam* was the third variable. My question is who handled the job when she wasn't there? Who set up most of the procedures? Who was the AAWC when *Antietam* was in port? Who spent more time in the Northern Gulf and more time on the leading edge of "harms way?" *England* was there first, was out in front always and her sailors deserve recognition for their contributions.

For a publication to tout that they are for "All Hands," I find it somewhat appalling that you are not that well informed as to what actually happened. You do not have to neglect all "other" hands in order to advertise the merits of those associated with a Navy program. If *Aegis* is all you care about — Change your name to the *Aegis* Banner.

— STCM(SW) R. A. Deisher
USS *England* (CG 22)
FPO San Francisco, Calif.

I was very happy to read the November 1990 issue of *All Hands* especially since it featured the Navy's role in Operation *Desert Shield* both aboard ship in the Gulf and serving with the Marine Expeditionary Force in the desert of Saudi Arabia. I was, however, disappointed that there was

little mention of the Seabees throughout the magazine and I'd be willing to bet that any Marine attached to the MEF will attribute to the Seabees' vital role in Operation *Desert Shield*.

Four Seabee battalions, NMCB 4, NMCB 5, NMCB 7 and NMCB 40 were called to deploy in support of Operation *Desert Shield*. NMCB 4 was deployed to the Caribbean and barely halfway through an eight-month deployment there, NMCB 7 was also at the halfway point of a seven-month deployment to Okinawa and NMCB 40 was just beginning a seven-month deployment to Guam. But being Mobile Construction Battalions means having the ability to redeploy at anytime in support of contingency operations.

When the call came, all four of these battalions of Seabees prepared their air detachments for immediate redeployment and, by the last week of August, NMCB 5 and NMCB 4 both had air detachments with complete Table of Allowances of construction tools and equipment "in country." Also, a regimental staff (ComCBPac Forward Deployed) formed as the NCF's chain of command with 1st MEF.

You show Fleet Hospital 5 in your magazine, but little mention of the two Construction Battalion Units (shore duty commands) that deployed with them nor the fact that NMCB 4 Air Detachment aided in construction of the hospital in Saudi Arabia.

You also show a picture of Navy Chaplain LT Shivers conducting services for Marines and sailors. Seabees from NMCB 4 Air Detachment attend his services each Sunday, and he has said to me that because of what he has seen of NMCB 4 and the Seabees in Operation *Desert Shield* he wants to be assigned to a Seabee command.

On page 35 you show a picture of a football game that is a traditional Sunday pastime in Saudi Arabia. The game has been playfully dubbed by Marine and Seabees, as "Scud Bowl." Scud Bowl I was a match between the Seabees of NMCB 4 and the Combat Engineers of MWSS 174. The tents you show in the background were lumber strongback tent frames constructed by the Seabees of NMCB 4.

Throughout the vast scheme of Operation *Desert Shield* the Seabees are here. We, the Naval Construction Force, are very proud of our accomplishments here and would be happy that the rest of the Navy know we are here because I know

Mail Buoy

the Marines appreciate our efforts.

— ENS Scott W. Lowe (CEC)
AOIC NMCB 4 Air Detachment
FPO San Francisco, Calif.

•All Hands is sorry any unit feels slighted by our coverage. Unfortunately we can't be everywhere and write everything. With our limited staff we rely on submissions from the units participating. Releases don't have to be written by a journalist or public affairs officer, but must be released through the command. Good photographs are highly sought. Let the world know what your command is doing through All Hands. — ed.

Once, twice...

I was embarrassed twice when I read the July 1990 issue of *All Hands*.

First, there was a picture of the shuttle boat operated by NSA New Orleans. That boat is a disgrace to the Navy. The rub rail is hanging off like tinsel on a Christmas tree and the stern looks like the boat was used in a demolition derby. This boat is in a "high-viz" location and certainly does not reflect Navy pride and professionalism to the general public.

The second source of embarrassment was the fact that *All Hands* chose to run the picture. I guess the people responsible for your magazine have no idea what a sharp boat should look like. That boat certainly is not one.

— HTCM Thomas E. Lahey (retired)
Tiverton, R.I.

•As mentioned in the article, the boat pictured shuttled sailors on the Mississippi River, making runs every 15 minutes, 12 hours-a-day, five days-a-week. It may not be the prettiest vessel afloat, but does reflect the great Navy tradition of getting the job done. — ed.

Reunions

• **Patrol Squadron 8 (VPML 8/VP 8)** — Reunion April 11-14, 1991, San Diego. Contact John P. O'Brien, 6702 Willow Creek Road, Bowie, Md. 20720; telephone (301) 464-1276.

• **Patrol Craft Sailors Association** — Reunion April 18-21, 1991, New Orleans. Contact Robert H. Lister, 10546 Ferncliff Drive, Baton Rouge, La. 70815; telephone (504) 272-2886.

• **Patrol Squadron 72 (World War II)** — Reunion April 23-26, 1991. Contact N.K. "Sport" Little, 2435 Pleasant Hill Road, Pleasant Hill, Calif. 94523; telephone (415) 935-3139.

• **U.S. Naval Test Pilot School** — Reunion and symposium April 27, 1991, Cedar Point Officers' Club, Patuxent River, Md. Contact Reunion Coordinator, U.S. Naval Test Pilot School, Naval Air Test Center, Patuxent River, Md. 20670-5409; telephone (301) 863-4107 or Autovon 356-4107.

• **USS Quincy (CA 39) 1936-42** — Reunion May 1-5, 1991, Seattle. Contact Grady F. Mesimer, 1525 Mercury St., Merritt Island, Fla. 32953; telephone (407) 453-6760.

• **USS Pasig (AW 3)** — Reunion May 2-4, 1991, Virginia Beach, Va. Contact Howard Prickitt, 860 Sunlight Drive, York, Pa. 17402; telephone (717) 757-6859.

• **USS Mustin (DD 413) and USS Hornet (CV 8)** — Reunion May 5-9, 1991, Lake Tahoe, (Stateline), Nev. Contact Chris Medeiros, 20780 4th St., No. 10, Saratoga, Calif. 95070; telephone (408) 867-6034.

• **USS Lexington (CV 2) Club** — Reunion May 8-11, 1991, Pensacola, Fla. Contact Walt Kastner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752; telephone (714) 681-1101.

• **USS Tinosa (SSN 606)** — Deactivation ceremony, May 10, 1991, New London, Conn. Contact MMCM(SS) Silvernail, Submarine Squadron 10; telephone (203) 449-2720 or Autovon 241-2720.

• **USS Mahan (DD 364)** — Reunion May 12-15, 1991, Newport, R.I. Contact Calvin L. Shugart, 746 North Broad St., Lexington, Tenn. 38351; telephone (901) 968-2248.

• **USS Franklin D. Roosevelt (CV 42) Air Wing** — Reunion May 16-19, 1991, Pensacola, Fla. Contact John Crossley, 10740 Bridge Creek Drive, Pensacola, Fla. 32506; telephone (904) 456-8823.

• **South China Patrol - Asiatic Fleet** — Reunion May 16-19, 1991, Washington, D.C. Contact Walter Ashe, 40 Sherwood Drive, Asheville, N.C. 28804; telephone (704) 258-2446.

• **USS Leonis (AK 128)** — Reunion proposed. Contact Gilbert Sandler, 6104

Westcliff Drive, Baltimore, Md. 21209.

• **USS Shaw (DD 373)** — Reunion May 16-19, 1991, Norfolk. Contact Charles Lape, P.O. Box 230, Sipesville, Pa. 15561; telephone (814) 443-9794.

• **USS General H.W. Butner (AP 113)** — Reunion May 17-19, 1991, Dayton, Ohio. Contact Jerome De Wine, 1010 Meadow Lane, Xenia, Ohio 45385; telephone (513) 372-6279.

• **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 San Jacinto (CVL 30)** — Reunion May 23-27, 1991, Washington, D.C. Contact J.C. Lohr, 738 Campbell Drive, Belpre, Ohio 45714; telephone (614) 423-7373.

• **USS Ticonderoga (CV/CVA/CVS 14 and CG 47)** — Reunion May 23-26, 1991 New Orleans. Contact Joe Medico, 13987 Stetson Court, Magalia, Calif. 95954; telephone (916) 873-3477.

• **USS Block Island (CVE 21/CVE 106), Air Squadron 55 and her escorts** — Reunion May 30-June 2, 1991, Norfolk. Contact James E. Cochrane, 3100 Lynnhaven Drive, Virginia Beach, Va. 23451; telephone (804) 481-3103.

• **USS Florence Nightingale (AP 70)** — Reunion May 30-June 2, 1991, Nashville, Tenn. Contact Luigi Risetto, 409 Mills Drive, Benicia, Calif. 94510; telephone (707) 745-2483.

• **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.

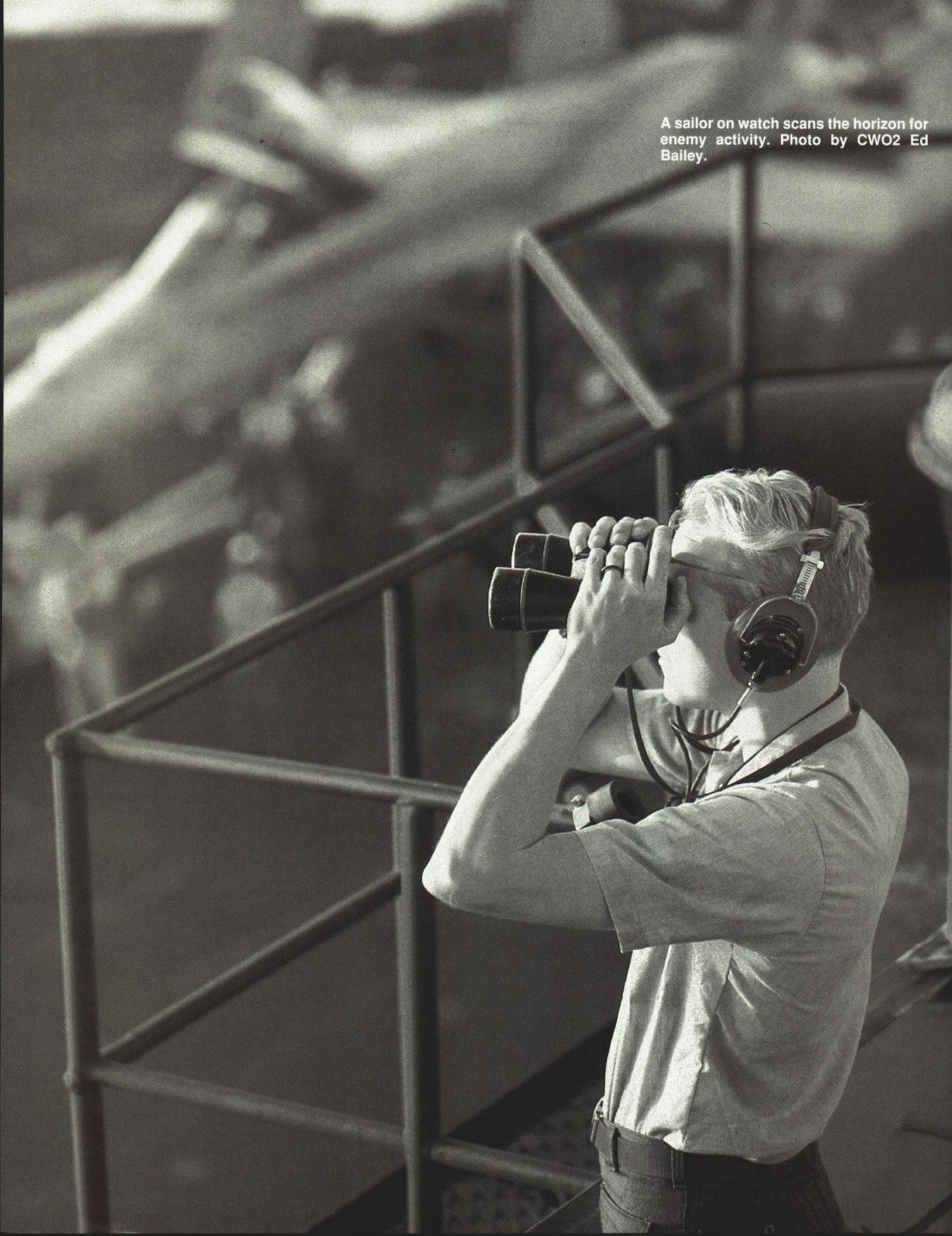
• **USS Yukon (AF 9) World War II** — Reunion proposed May 1991, Springfield, Mo. Contact George J. Cox Jr., 7 Bugle Court, Howell, N.J. 07731; telephone (201) 363-7794.

• **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 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. □

A sailor on watch scans the horizon for enemy activity. Photo by CWO2 Ed Bailey.





***Valiant Blitz* • See Page 26**