

ALL HANDS

MAY 1992



Bob
on the run

USS Iwo Jima sailors raise their hands in victory during the P-250 pump competition — one of several events held at Naval Station Norfolk's damage control olympics. Photo by JO1 Tom Logan.



Secretary of the Navy
H. Lawrence Garrett III
 Chief of Naval Operations
ADM Frank B. Kelso II
 Chief of Information
RADM Brent Baker
 CO Navy Internal Relations Activity
CAPT Jolene Keefer
 XO Navy Internal Relations Activity
LCDR Pamela A. Moulder
 Command Senior Chief
JOCS Robert C. Rucker
 Director, Print Media Division
LTJG John Wallach

All Hands Editor

Marie G. Johnston
All Hands Assistant Editor
JO1(SW) Joe Bartlett

All Hands Staff

JO1 Lee Bosco
JO1 Steve Orr
JO1 Chris Price
JO1 Sherri E. Bashore
PH1(AW) Joseph Dorey
JO2 Andrew I. Karalis
JO2 Jonathan Annis
Patricia A. Swift

Production Associates

Michael David Tuffli
Leroy E. Jewell
William E. Beamon
DM1 Steven J. Eversole
DM3 Keith Wilson

NIRA Staff

Distribution: Garland Powell, RM1
 Ken Mumford; Plans and Policy: LT
 Rob Raine, J.D. Leipold; Budget: Betty
 Williams; Editorial: Jan Kemp Brandon,
 JO1(AW) Linda Willoughby, Catherine
 Bird; Administration: SK1 Jeff Bryan,
 Gwen Hawkins, Sandra Gray and
 YN3 Michelle Schaefer.

All Hands (USPS 372-970; ISSN 0002-
 5577) (Number 902) is published
 monthly by Navy Internal Relations
 Activity: 601 N. Fairfax St., Suite 230,
 Alexandria, VA 22314-2007. Second-
 class postage paid at Alexandria, VA
 22314, and additional mailing offices.

Subscriptions: Superintendent of Doc-
 uments, U.S. Government Printing Of-
 fice, Washington, DC 20402.

Postmaster: Send address changes to
All Hands, 601 N. Fairfax St., Suite 230,
 Alexandria, VA 22314-2007.

Editorial Offices: Send submissions
 and other correspondence to: NIRA,
 Print Media, Attn: Editor, 601 N. Fairfax
 St., Suite 230, Alexandria, VA 22314-
 2007. Phone (703) 274-6208 (AV 284-
 4455) for editorial; (703) 274-5953 (AV
 284-4315) for distribution.

Message: NAVINRELACT WASHING-
 TON DC.

Authorization: The Secretary of the
 Navy has determined that this publica-
 tion is necessary in the transaction of
 business required by law of the Depart-
 ment of the Navy. Funds for printing
 this publication have been approved
 by the Navy Publications and Printing
 Policy Committee.

NIRA also publishes *Captain's Call Kit*,
Navy Editor Service, *Navy Family Life-*
line, *Navy News Service* and *Public*
Affairs Communicator.

ALL HANDS

MAGAZINE OF THE U.S. NAVY
 MAY 1992 — NUMBER 902
 69TH YEAR OF PUBLICATION

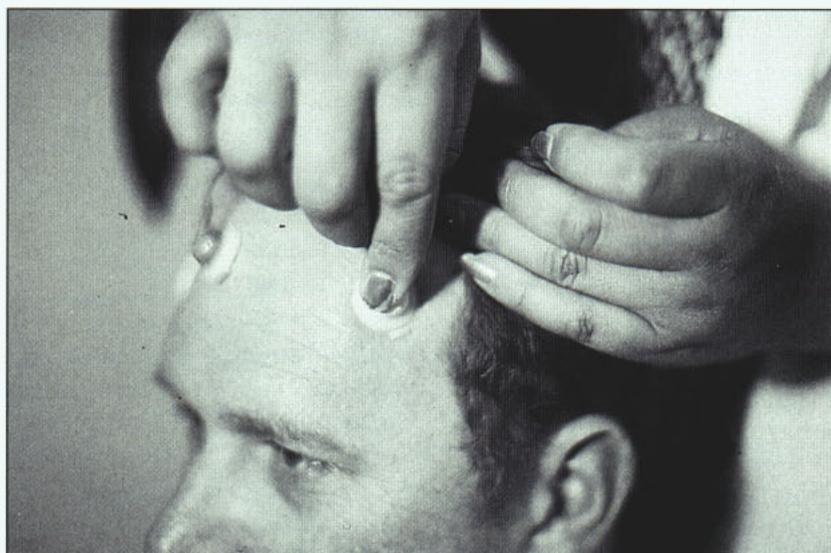


Photo by JO2 Jonathan Annis

Biofeedback — Page 34

4 Exodus at sea
 A human flood from Haiti

8 Saved from the surf
 Moinester provides a dry deck

10 Downsizing the Navy
 New policies outlined

13 Repeat Performances
 ENCORE tracks first-termers

16 The Navy's lifeline
 20 years of fleet support

18 First at the helm
 NFAF master still has sea legs

20 Pushing for the USA
 Ensign rides Olympic bobsled

28 Gloves of gold
 Sailor slugs way to Barcelona

30 A stable future
 Providing calm after the *Storm*

34 Positive feedback
 Hi-tech stress treatment

36 Holding the Pacific
 The U.S. prevails at Coral Sea

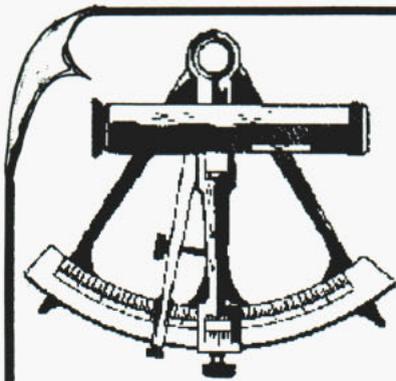
38 The soul of *Lexington*
 A fighting lady loses her life

41 Testing the testers
 How accurate is accurate?

2 From the charhouse / **44** Spotlight on excellence
45 Bearings / **47** Mail Buoy, Reunions

Front cover: USA II's four-man bobsled team glides around the track at the XVI Olympic Winter Games. Photo by PH1(AW) Joseph Dorey. See story Page 20.

Back cover: Upper left: The U.S. hockey team put up a valiant effort against the Unified Team but lost its bid for a medal. Right: Spectators line the ski slopes for women's alpine skiing in Meribel, France. Lower left: A U.S. skier flashes by in the women's giant slalom. Photos by PH1(AW) Joseph Dorey.



From the charthouse

DNA repository established

DoD has authorized the establishment of a DNA repository to aid in the identification of remains of all service members.

"The establishment of this repository may very well mean that we will no longer have an 'unknown soldier' from future battle casualties," said Army Major Victor Weedn, Chief of the Armed Forces Institute of Pathology, DNA Identification Laboratory.

The DNA repository will consist of preserved blood samples and oral swabs from all service members. Plans call for specimens to be collected from service members upon entry into the military. It is estimated that specimen collection for the entire active-duty military population will be completed during a five-year period.

DNA specimens will be collected and stored by the military, but testing will take place as necessary. "Each specimen will

be treated . . . with confidentiality and respect," Weedn said. The repository will be used to identify human

remains, particularly from incidents such as airplane crashes or military conflict.

Navy integrates recruit companies

Naval Training Center Orlando, Fla., Recruit Training Command (RTC) implemented a pilot program in February in which the Navy trained the first mixed gender recruit companies. A total of nine companies participated in the program.

The first training group, consisting of five recruit companies, began training in early February and graduated in April. The second training group, consisting of four companies, began boot camp in late February and is scheduled to graduate this month. Collectively the pilot program affects nearly 530 men and 360 women recruits.

RTC Orlando's integrated program was developed after a Navy Women's Study Group made the recommendation to the Secretary of the Navy in April 1991. The study group suggested that the Chief of Naval Education and Training (CNET), in Pensacola, Fla., "develop a pilot program for recruit training that teaches women and men how to work together in teams, which fosters

mutual, professional respect."

RTC Orlando Commanding Officer CAPT Kathleen Bruyere commis-

sioned a team of officer and enlisted women and men in August 1991 to study the concept of full integration and to structure a plan for carrying out a pilot program. The program was approved in December 1991 by CNET VADM Jack Fetterman and by Commander Naval Training Center Orlando RADM Len Oden.

RTC Orlando trains an average of 27,000 recruits each year; approximately one-third are women.

Navy Campus offers tuition help

The Tuition Assistance (TA) program is a financial cost-share program which pays up to 75 percent of a sailor's tuition at an accredited college or university.

TA is authorized with the following constraints:

- Undergraduate courses — 75 percent of a maximum \$125 per credit hour, not to exceed \$285 per course.

- Graduate courses — 75 percent of a maximum \$175 per credit hour, not to exceed \$395 per course.

- High school completion courses — fully-funded under TA.

For more information, see your Navy Campus education specialist or refer to OpNavInst 1560.9.

You've got a friend

When personal crises occur, knowing someone is willing, able and available to offer support when needed helps a great deal. Your command support team could help you lighten the load.

A command support team consists of spouses of personnel assigned to a command. It should be both supportive and helpful in maintaining the well-being and morale of the command — families



CHAMPUS limits outlined

CHAMPUS (Civilian Health and Medical Program of the Uniformed Services) cost-sharing of medically or psychologically necessary mental health care received from civilian sources is subject to certain rules and limits. Here's a rundown of some of the major guidelines for CHAMPUS-covered mental health care.

Yearly limits

For inpatient mental health care provided on or after Oct. 1, 1991, limits are as follows:

- For adults age 19 and over — 30 days per fiscal year, or 30 days in one admission to an inpatient mental health care facility.
- For children age 18 and under — 45 days in a fiscal year, or 45 days in a fiscal year in one admission.
- For inpatient mental health services provided by residential treatment centers — 150 days in any fiscal year, or 150 days in one admission.

The patient's age at the time of admission determines how many days of inpatient mental health care CHAMPUS will cost-share.

The day limits may be waived for reasons of medical or psychological necessity. As in the past, civilian providers of mental health care must request waivers for their CHAMPUS-eligible patients from the CHAMPUS mental health review contractor.

Advance approval required

Admissions to residential treatment centers, or non-emergency hospital admissions for inpatient mental health care, must be authorized in advance by the CHAMPUS mental health review contractor. The contractor must also approve the continuation of inpatient services within 72 hours after an emergency admission.

For more information about the rules governing mental health care under CHAMPUS and before you seek such care, contact the Health Benefits Advisor at the nearest uniformed services medical facility. □

in particular.

The CO's and XO's spouses, Ombudsman, Key Wife/Fac-Team members and Command Master Chief's or Chief of the

Boat's spouse fill important leadership roles on the support team and are willing volunteers who create a positive spirit in the organization. Such

enthusiasm benefits younger spouses and enriches the cohesiveness of command families.

As always, sensitivity, confidentiality and open lines of communication are crucial in sustaining good relationships among support team leaders.

Each command is distinct in its makeup. The presence of friendly and interested support leaders is important, particularly if the ship or command deploys.

These team members want to share their experiences with others and be helpful to the families and single personnel, especially those recently entering the military lifestyle.

MSC names female Force Master Chief

Master Chief Avionics Technician (AW) Janece Dickerson relieved Master Chief Navy Counselor (SW) Jackie R. Mondie as the Force Master Chief for Military Sealift Command, the first time a woman has held one of the 40 Chief of Naval Operations-directed command master chief billets.

Dickerson enlisted in the Navy in 1974 as an aviation electronics technician and is qualified as a plane captain on several types of aircraft, including the C-130 and the C-12.

She was advanced to mas-

ter chief after 17 years of service.

NEX comment cards

Do you have a comment, complaint, compliment or suggestion about your Navy Exchange (NEX), Auto Service Center or Navy Lodge? NEX officials would like to hear.

Customer comment cards can be found in your local NEX. You can evaluate merchandise, prices, selection, store cleanliness, check-out efficiency and employee friendliness and knowledge.

The postage-paid cards are evaluated and analyzed. A quarterly report is then sent to the field, giving NEX officers-in-charge the ability to know what their customers' needs are and develop ways they can make shopping at the NEX better.

If you have a specific inquiry, you will receive a personal response from the NEX Command Customer Service Department. Patrons can also call a toll-free line at (800) 628-3924 to voice a concern or a comment about NEX services. □





In the New World Order, some Old World crises still rear their heads to upset a peaceful planet, as was the case Sept. 30, 1991, in the island nation of Haiti.

A military coup that ousted President Jean-Bertrand Aristide sent thousands of Haitians seaward through the Windward Passage, the often turbulent waters separating Haiti and Cuba. Not since the 1980 Mariel Boatlift, when economic migrants from Cuba attempted to reach U.S. shores, had the U.S. Coast Guard and Navy been involved in such a massive search-and-rescue operation.

Since the 210-foot U.S. Coast Guard Cutter (USCGC) *Steadfast* (WMEC 623) spotted a 30-foot sailboat carrying 19 Haitians Oct. 28, 1991, nearly 15,000 migrants have been intercepted at sea aboard overcrowded and ill-equipped vessels, and brought aboard U.S. ships for transport to Guantanamo Bay, Cuba (Gitmo).

Haitians began arriving at Gitmo Nov. 13, 1991. When *Steadfast*, USCGC *Confidence* (WMEC 619), USCGC *Dallas* (WMEC 716) and USCGC *Tampa* (WMEC 902) arrived at Gitmo with more than 1,500 Haitians aboard, station personnel had already begun preparing their isolated outpost for the population boom. As Operation *Gitmo* began, the station geared up for the human flood in an effort that rivaled field preparations in the Saudi desert for Operation *Desert Shield*.

Island personnel from public works, supply, safety and medical departments joined base chaplains to offer the newcomers support.

Within 12 hours of notification, public works crews renovated berthing, galley and sanitary facilities at Camp Bulkeley. Modifications to medical facilities were made to treat migrants as they came ashore, and Marine Corps, Air Force and Seabee engineers began to construct a

Photo by PAZ Robbin Plessler, USCGA

Exodus at sea

A human flood from Haiti puts U.S. forces to work



Opposite page: Haitian migrants crowd a Jacob's ladder aboard USCGC *Mohawk* after interception in the Windward Passage. **Above:** A typical scene during the exodus as U.S. small boats struggle to transport Haitians from their overcrowded, unseaworthy craft. **Right:** More than 500 migrants were housed in USS *Pensacola's* well deck as they awaited the completion of tent cities at the U.S. Navy base at Gitmo.

humanitarian center and tent cities to house the guests. Public works fabricated more than 12,000 steel tent stakes during the project.

As the repatriation battle raged in the U.S. courts, cutter after cutter was forced to pull into Gitmo. Seven Coast Guard ships were so packed with people that they could no longer safely patrol without endangering their embarkees. To alleviate the overcrowding, USS *Tortuga* (LSD 46) housed more than 800 Haitians, while USS *Moinester* (FF 1097) assisted in at-sea rescues, offering a dry deck to nearly 200 people. Meanwhile, the flood of Hai-

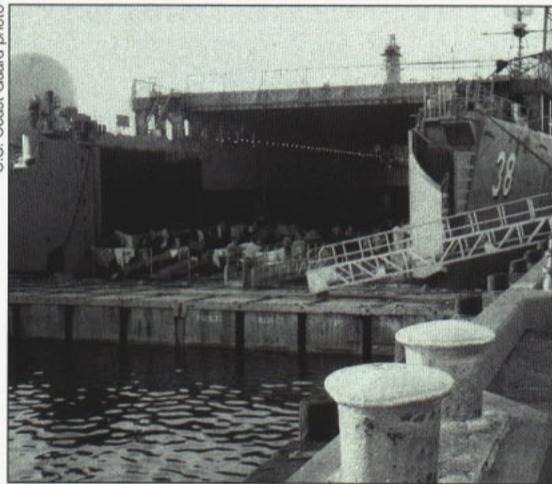
tians continued, with U.S. ships intercepting nearly 500 people each day.

While U.S. Immigration and Naturalization Service (INS) agents interviewed migrants, the ships' crews worked to keep the embarkees comfortable, offering medical assistance, food, clothing and shelter.

As the U.S. State Department toiled to work out a solution to the exodus, a 1,700-member joint task force (JTF), headed by Marine Corps Brig. Gen. George H. Walls Jr., arrived at Gitmo, and took over the day-to-day management of the migrant camps and augmented medical and security forces. Medical personnel from naval hospitals in Bethesda, Md.; Portsmouth, Va.; Newport, R.I.; Charleston, S.C.; Oakland, Calif., and San Diego headed to Gitmo to provide additional medical and dental services for the growing population.

Gitmo personnel worked throughout the operation. The island's

U.S. Coast Guard photo



Branch Dental Clinic staff treated emergency patients prior to the establishment of a field facility commanded by JTF specialists.

By early December, Gitmo and JTF personnel completed tent cities that could house up to 10,000 people. Migrants aboard *Tortuga*, *Moinester* and the cutters were transferred ashore as USS *Pensacola* (LSD 38) delivered another 700 Haitians.

Right: A U.S. Navy physician administers medical care to a Haitian woman after arriving at Gitmo. Below: In the crowded tent cities, Haitians used donated goods to maintain day-to-day life as their future hung in the diplomatic balance. Below right: Gitmo and joint task force personnel constructed two huge tent cities to shelter Haitian migrants from the Caribbean sun.

Each arriving Haitian was screened by a corpsman and doctor, making sure that those who needed care got it and ensuring that those who didn't need care stayed healthy.

Like most people assigned to Gitmo LT (Dr.) H. Tucker Webb, an optometrist, didn't worry about the political issues. During the traditional season of peace, Webb and fellow "Gitmo-ites" brought the Christmas spirit to the islanders, providing shelter, food, medical care and a respite from the turmoil that plagued their country.

"Helping the Haitians is just another great example of how well the U.S. military can come together to provide total care to a nation in need," Webb said. "I don't think they could have ended up on a better



Photo by PHIL REILLY / BROWN, USCIB



Photo by JOTISW / Gregg L. Shazza





Photo by PA2 Telfair H. Brown, USOC

Above: Recently repatriated Haitian migrants await transportation back to their villages from Port au Prince, Haiti. Coast Guard vessels returned more than 500 daily from their temporary shelters at Gitmo.

Photo by J01(SM) Gregg L. Shaza



island when it comes to the care they have received."

That care included a donation drive headed by Gitmo Chaplain (CDR) Bruce Martin for clothing, toys and games needed by the unexpected guests. Many of the men, women and children living in the camps fled with only what they could carry. Gitmo personnel and their families responded well to the drives, but the need was too great. Commands in Norfolk organized a stateside clothing drive, moving donated items to Gitmo in early December.

Even with workloads stretched to the limit, Gitmo opened its heart to the Haitians. Volunteers spent hundreds of hours collecting, sorting and distributing donated T-shirts, shorts, dresses, sandals, dominoes and stuffed animals.

"These people are very thankful for what they do have," said volun-

teer coordinator Sunny Lee.

Known for their commitment to continued education, Gitmo personnel and family members taught Haitian children elementary classes in addition to donating clothing, food and toys. Volunteers flocked to contribute in any way they could.

Gitmo chaplains were calming influences on the migrants, demonstrating that the U.S. military was different from the one they just left in Haiti. They held services daily while Haitians were still housed aboard the Navy and Coast Guard ships in port, with well decks aboard *Pensacola* and *Tortuga* serving as sanctuary for both shelter and spiritual support. Chaplains supported Americans as well, "walking the perimeter" with JTF and Gitmo personnel, strained by arduous duty schedules during Operation *Gitmo*.

As Coast Guard ships ferried Haitians back across the Windward Passage for repatriation, Gitmo personnel remained on-station to support the remaining residents. Without hesitation, they continued to work together to aid those in need.

"The Haitians' situation was frustrating for me to understand," said Hospital Corpsman 2nd Class Jody Craycraft, "but it must be even harder for them to understand."

During the past two years the Navy-Marine Corps team has assisted in removing civilians from war-torn Liberia and Somalia, helped the Kurds in the aftermath of Operation *Desert Storm*, provided humanitarian assistance to the victims of a deadly cyclone in Bangladesh, and aided Americans and Filipinos displaced by the eruption of Mount Pinatubo. The Haitian mission is yet another demonstration of the flexibility of the maritime force structure — ready and reliable to complete the mission, no matter where the call. □

Compiled from DoD press conferences and on-scene Navy and Coast Guard journalist reports.

Saved from the surf

Moinester's crew provides Haitians a dry deck

Story by JO1 Steve Orr

In late November 1991 the frigate USS *Moinester* (FF 1097) was steaming near Guantanamo Bay, Cuba (Gitmo), when lookouts spotted a 40-foot sailboat in distress.

"We were going south for training and patrol," recalled CDR Pierre Vining, *Moinester's* commanding officer. Although the frigate's crew didn't realize it at the time, there were 198 Haitians aboard the sailboat — 158 of them were crammed below decks. "They had no water, no sanitation," Vining said. "Many of them were sick; they hadn't eaten in four days. None of them knew anything about sailing."

Once the call went out through the ship that *Moinester* would be embarking the Haitians, the crew sprang into action. Search-and-rescue (SAR) swimmers from Helicopter Anti-submarine Squadron (Light) 34 grabbed their gear and stationed themselves forward and aft. Boatswain's mates from *Moinester's* 1st division prepared ladders and launched the captain's gig. Crew members who were familiar with the Creole dialect acted as interpreters.

"I translated instructions from our ship to the Haitians on how to handle their sailboat so we could maneuver alongside," said Storekeeper 1st Class (SW) Rudy Tavernier. "I told them to remain calm and to follow the instructions I relayed to them."

A pilot's ladder was lowered over *Moinester's* side, but in the rush to leave the sailboat, the Haitians nearly capsized their craft, and several people fell overboard.

"The SAR swimmers were in the water and had control of the situation in about 10 seconds," Vining said. One of the two swimmers, Aviation Anti-submarine Warfare

One of hundreds of crowded sail-powered craft used by Haitian migrants to flee through the Windward Passage.

Operator 3rd Class (AW) Mike Hansen, dove in as six Haitians began to float behind the ship.

"I saw one woman who went completely under [the] water," Hansen said. "By the time I got to her, she was about 10 feet down. I pulled her to the surface and started pulling her back to the ship. I didn't even know she was breathing until she reached around and grabbed hold of my arm."

"Thanks to their quick actions and the actions of the crew, everyone in the water had hold of some sort of life gear in less than a minute," Vining said.

As the Haitians were brought aboard, *Moinester's* 300-man crew was suddenly faced with several challenges. Where were the newly-embarked visitors going to stay? What were they going to eat? Several crewmembers began working on solutions to these and other problems as soon as the sailboat was brought alongside.

One of the first priorities was treating the Haitians for the numerous medical problems associated with malnutrition and dehydration.



Photo by PAZ Teller H. Brown, USCG

USS *Moinester* offered shelter to nearly 200 Haitians while in Gitmo as Guantanamo Bay and JTF personnel rallied to build tent cities for the migrants.

"They were all basically skin and bones," said Chief Hospital Corpsman (SW) John Branigan. "We sectioned off the flight deck, setting up cots and tents. We treated the most serious cases first. Some of them had been injured in the panic to leave the sailboat. We gathered blankets, checked vital signs and kept close watch over the most seriously injured."

When *Moinester* pulled into Gitmo about 12 hours after discovering the Haitians, the most seriously-injured woman was transferred to medical facilities ashore. Branigan, along with HM3 Michael Carolus and Fireman Apprentice Eric Lassiter, spent almost three days without sleep, treating the Haitians and monitoring their condition.

Meanwhile, *Moinester's* crew set about to make their guests as comfortable as possible. The 197 Haitians who remained eventually spent a week aboard. A large custom-made tarpaulin was stretched over the flight deck to ward off the sun's heat, and showers and portable heads were set up. A stereo was rigged for the guests' enjoyment, and the crew donated clothing to replace the tattered rags many of the Haitians wore.

An important issue was diet. "For the week they were aboard, we kept a close watch on what they ate," Branigan said. "I got together with MS1 [Mess Management Specialist 1st Class] Michael Fender, the galley supervisor, and mapped out a suitable diet for them since they had gone so long without food. We started with bland foods like peanut butter, grits, tea and coffee, and worked our way up to stronger foods." Before the Haitians left the ship, they had progressed far enough to share Thanksgiving dinner with *Moinester's* crew.

"Although we had to feed nearly 200 extra mouths per meal for a week, there were plenty of stores aboard to feed them," Fender said. "The galley staff was eager to meet the challenge of feeding everyone, and the Haitians were grateful for what we gave them."

"After a while, the Haitians started getting a little restless," said Chief Master-at-Arms (SW) Michael Reid, who coordinated much of *Moinester's* efforts. "We decided to set up some activities for them, including card games and church services. We also did our best to keep them informed of what was going on.

"After a couple of days, we were able to establish a routine that meshed with the routine of the ship. They had set meal hours, taps and sick call. It made them feel closer to our sailors. When they finally left the ship, it was like losing part of the crew."

"Most of the crew turned out to send the Haitians off," Vining added. "There were handshakes and hugs. While they were aboard, we had no trouble at all, because the

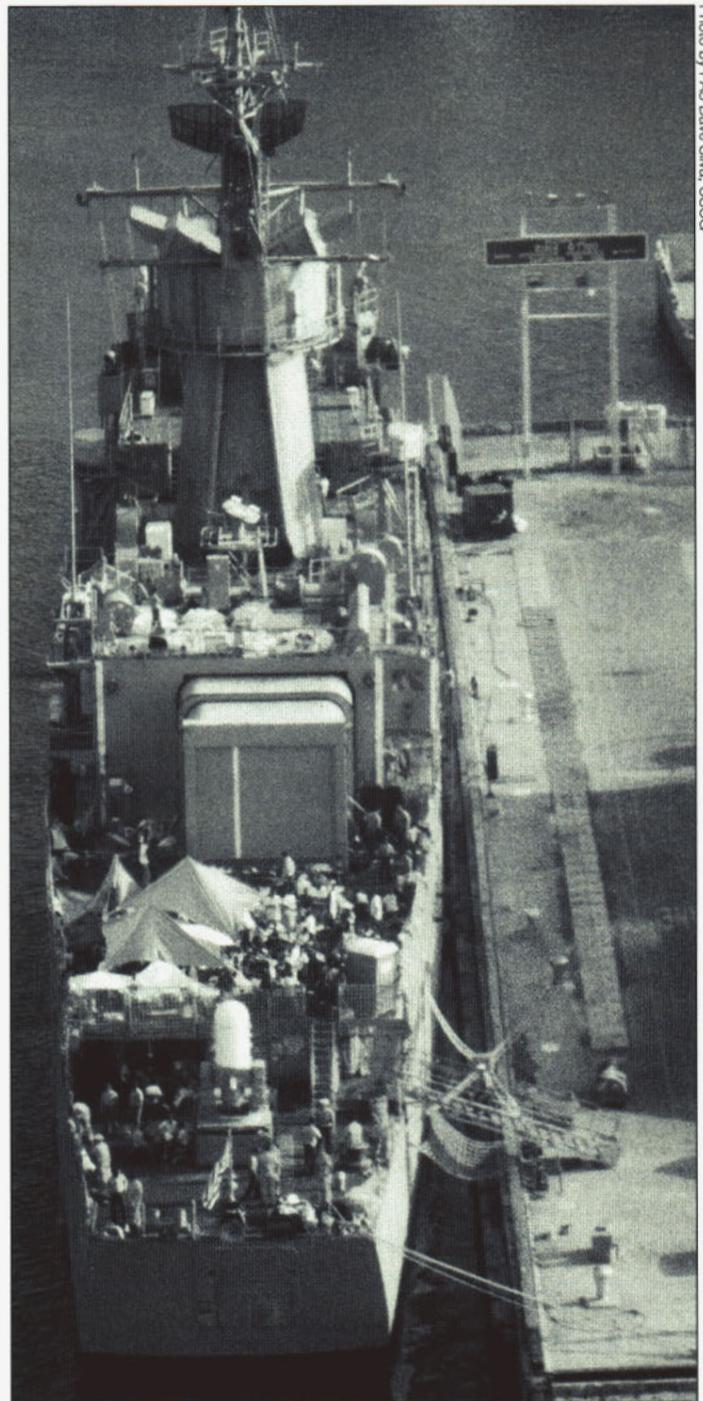


Photo by PA3 Dave Silva, USCG

crew convinced our guests of our good intentions."

While *Moinester* hosted one boatload of Haitians, Vining pointed out the efforts of other military units involved, especially those at Gitmo.

"Gitmo did a great job," Vining said. "They kept us fully informed and gave us everything they could to help us take care of the Haitians. They deserve a special tip of the hat."

Focusing back on his own crew, Vining said that he felt proud of the men of *Moinester*. "One of the delights of command is watching the team pull together. Everybody just jumped right into the middle of it and made things happen. It was totally their show." □

Orr is assigned to NIRA Det. 4, Norfolk.

Downsizing the Navy

New policies outlined



U.S. Navy photo

The Bureau of Naval Personnel (BuPers) has introduced a number of policy changes to protect the careers of Navy men and women until they are eligible for retirement. Among the changes, which were detailed in recent NavAdmin messages, are new procedures for first-term reenlistments and extensions. These include voluntary early-out opportunities; slightly reduced enlisted and officer advancement opportunity; selective early retirement (SER) boards for E-7/8/9 and warrant officers; and some reduced high-year tenure (HYT) points beginning in 1993.

Explaining these policy changes, Chief of Naval Personnel VADM R.J. Zlatoper emphasized that the cornerstones of the Navy's manpower strategy are unchanged. "Navy leadership is firmly committed to maximum possible stability for career Navy personnel, adequate pay and benefits, a better quality of life for sailors and their families and recruiting high-quality youth to enter the Navy. With such high reenlistment rates in recent months, we've had to make some tough decisions to keep these commitments, and to keep us on glideslope for required reductions without involuntary separation of mid-career personnel."

To meet the requirement to reduce the size of the Navy from

571,134 to 551,400 this fiscal year, and to 501,200 by 1997, the Navy already has taken many steps to reduce the number of people in uniform without forcing out career sailors or jeopardizing readiness.

Previous steps have included reduced accessions of new sailors and officers to minimal levels necessary to meet fleet requirements; offering waivers of time-in-grade requirements for retirement of chief, senior chief and master chief petty officers, as well as some officers; holding SER boards for captains and commanders in 1990 and 1991; adjusting bonus programs to encourage careers in skill areas where the Navy has the greatest needs; requiring first-term sailors in CREO 3 ratings to have BuPers approval for reenlistment; and offering voluntary separation incentives (VSI) and special separation benefits (SSB) to 13,360 first and second class petty officers in more than 45 overmanned skill areas.

However, high rates of enlisted and officer retention and fewer than normal retirements made additional actions necessary. According to the Master Chief Petty Officer of the Navy (MCPON), AVCM(AW) Duane R. Bushey, "Several of the items contained in this revised plan are recommendations that were made from sailors in the fleet, which

Sailors should look closely at the options offered in the voluntary early-out programs.

includes commanding officers, executive officers, command master chiefs and the white hats. I traveled extensively seeking inputs on how to draw down by 70,000 sailors."

One of the senior enlisted leaders who made inputs through the Chief of Naval Operations Master Chief Advisory Panel was AVCM(AW) Allan Williams, command master chief, Naval Base Norfolk. "The plans and forethought put into this program, and the changes we see now, are there to protect career designated sailors — to see that they have the opportunity to get a full career in the Navy. I think we are heading in the right direction."

Two new policies — based on inputs from MCPON visits, detailer trips and discussions with Navy commanders — are expected to increase the number of people leaving the Navy voluntarily this year. The first is an early-out program which allows sailors to separate up to 90 days prior to their end of active obligated service (EAOS), subject to the command's endorsement and BuPers approval.

A second early-out program applies to both officers and enlisted personnel assigned to units being decommissioned or moved. These

Summary of Navy policy changes

The following Navy policy changes are designed to protect mid-career personnel and to ensure the right mix of skills and experience are maintained as the Navy reduces in size to meet congressionally-mandated end strength levels. Sailors are encouraged to discuss questions or concerns with their chain of command and career counselors.

Reenlistment of first-term personnel. Effective Feb. 25, 1992, commands must have authority from BuPers to reenlist first-term personnel. CREO group, progress toward advancement, military conduct, warfare qualifications and other factors will be considered. Most extensions must be approved by BuPers or EPMAC. Refer to ENCORE Program (NavAdmin 021/92).

"Early out" opportunities. Authorizes separation for sailors with an EAOS of Dec. 29, 1992, or earlier, up to 90 days prior to EAOS, with approval at CO level (NavAdmin 030/92). Officer and enlisted personnel assigned to commands being decommissioned or moved may request early separations of up to one year.

Voluntary Separation Incentive(VSI)/Special Separation Benefit (SSB). Annuity or lump sum compensation packages available to 13,360 first and second class petty officers in 47 over-strength skill areas if they volunteer to leave the service. (NavAdmin 004/92 and 026/92).

Selective Early Retirement (SER) Boards. Convened in 1990 and 1991 for retirement-eligible captains and commanders, SER boards in August/September 1992 will consider Fleet Reserve and retirement-eligible chief warrant officers and chief petty officers with at least two years in rate. Number selected for retirement by June 1993 will be determined by voluntary retirements and

legal limits on senior enlisteds and officers. (NavAdmin 036/92).

High-Year Tenure (HYT) Policy. Revises maximum active-duty time based on paygrade, effective for Navy members in 1993 (NavOp 06/92):

| Paygrade | Old HYT | New HYT |
|----------|---------|---------|
| E-9 | 30 yrs. | 30 yrs. |
| E-8 | 28 yrs. | 26 yrs. |
| E-7 | 26 yrs. | 24 yrs. |
| E-6 | 23 yrs. | 20 yrs. |
| E-5 | 20 yrs. | 20 yrs. |
| E-4 | 10 yrs. | 10 yrs. |

Advancement opportunities. About 5 percent lower for promotion to lieutenant commander, commander and captain, and 10 percent lower for enlisted personnel while vacancies are limited by high retention and manpower reduction requirements.

E-8/E-9 Advancements. Effective June 1, 1992, advancements to E- 8/E-9 will occur in monthly increments based on vacancies, to allow the Navy to remain within the inventory limits authorized by law. This will have no effect on frocking policy. (NavAdmin 029/92).

Time-In-Grade (TIG) Waivers (E-7/E-8/E-9). Members of the CPO community may request retirement/transfer to the Fleet Reserve after serving one year time-in-grade. (NavAdmin 002/92)

TIG Waivers (Officers). Captains and commanders may request retirement upon serving two years vs. three years TIG. Officers with prior enlisted service may request retirement with eight years vs. 10 of commissioned service (NavAdmin 042/91). □

personnel have the option to request separation up to one year prior to their EAOS. As Bushey said, "The sailors asked for this one, and got it."

Other policy changes will affect entry to the Navy's career force. In a program called ENCORE (Enlisted Navy Career Options for Reenlistment), all first-termers will need BuPers authorization, as well as their commanding officer's approval, to reenlist. Reenlistment requests will be evaluated according to rating, time to advancement, CO's recommendation, military conduct, critical Navy enlisted classifications (NECs) held, warfare qualifications earned and other factors. This is expected to help build a high-quality force with the right mix of skills for future years.

"We want to keep our quality sailors and give them the career opportunities many others have enjoyed," Bushey explained. "If you don't make the cut for your rating, you may be offered reenlistment in a similar rating and be given training. If you have not performed well, you may be denied reenlistment."

A related change makes more reenlistments possible by limiting extensions for first-term sailors. Commands will have the authority to approve extensions for certain medical reasons. Extensions to complete deployments will have to be approved by the Enlisted Personnel Management Center; all others will require BuPers' approval.

In a change to advancement policy, recruits entering the Navy after

Sept. 30, 1992, will have to complete all time-in-rate requirements before any automatic advancement to E-4, except for those meritoriously advanced by virtue of their "A" school class standing. MCPON said this policy change, "was strongly encouraged by commanding officers and the CPO community." The change will not affect those in the Navy with automatic advancement contracts, or those entering boot camp before October.

With vacancies for advancement currently limited by high retention and manpower reduction requirements, BuPers is predicting somewhat lower advancement opportunity in the next few cycles.

Officers' opportunity for promotion to lieutenant commander, com-

mander and captain will be approximately 5 percent lower, and enlisted advancement opportunity will be about 10 percent below recent levels. Also, selectees for senior and master chief petty officer will be advanced in monthly increments depending on vacancies and congressional limits on the percentages of E-8s and E-9s. This will delay some E-8/9 advancements previously scheduled for June, but will not affect frocking policy or current time-in-rate requirements.

Zlatoper said that these steps will ensure the Navy can continue with regular promotion cycles and avoid more lengthy delays between selection and actual advancement.

To meet congressionally mandated ceilings on the number of senior enlisted personnel (E-8/9) and

Reduced accessions have affected both officer and enlisted communities.



U.S. Navy photo

officers, the Navy is expanding the SER process to retirement-eligible chief petty officers, senior chief petty officers, master chief petty officers and chief warrant officers.

Boards will convene Aug. 31, 1992, for E-9s and Sept. 8, 1992, for E-7 and E-8 personnel. The effective date of retirement or transfer to the Fleet Reserve for all selected personnel will be not later than June 30, 1993. Bushey explained that this date was selected to meet Navy reduction requirements "while giving those individuals maximum possible time to make transition plans and for any of their children to complete the school year."

Like regular selection boards, SER boards will consider only documented performance and communications received from eligible individuals. The number to be selected for retirement will depend on end strength limits and the number of voluntary retirement/Fleet Reserve requests received before the boards are convened and, as in the past, will be kept to the absolute minimum number necessary. According to Bushey the boards will ensure that only the best managers remain in the Navy because "a few members of the CPO community are not maintaining very high standards and are not very professional."

In another change to increase retirements and create vacancies for advancement, HYT points will be lowered to 20 years for E-6, 24 years for E-7 and 26 years for E-8.

"We have opted for HYT gates that are the most lenient of the other services," explained Bushey. "There will be a transition period to give everyone affected the chance to plan ahead." The soonest anyone affected will be required to retire is September 1993.

Commenting on the expanded SER process and changes to high-year tenure, Atlantic Fleet Master Chief ABCM(AW) Ronald L. Carter

said, "As many of us move on to start second careers, we are investing in the future of the Navy by providing promotions and upward mobility for other people. The young sailor will see that upward mobility."

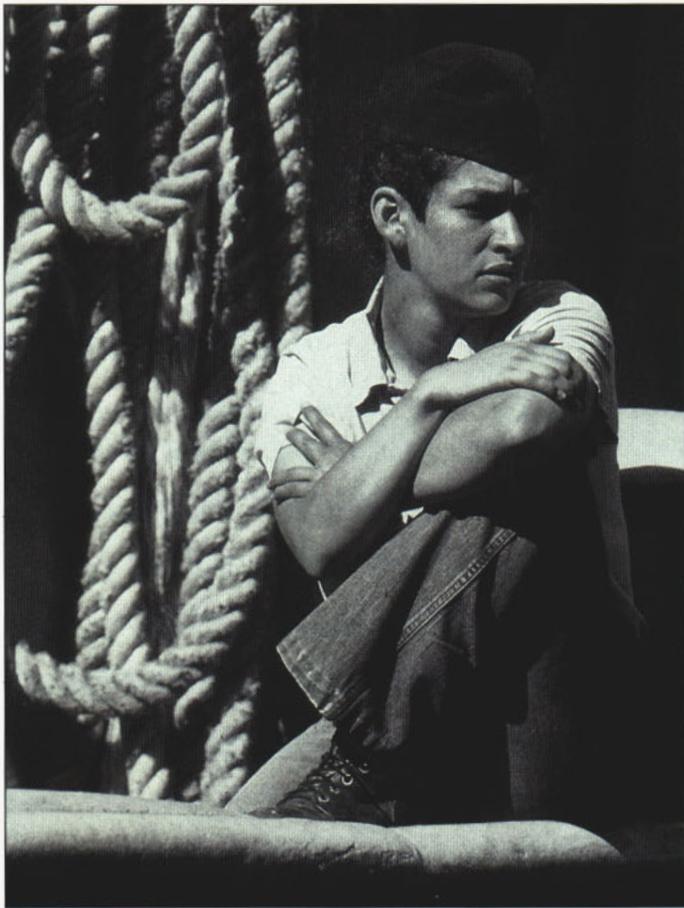
Along with these changes, Zlatoper said BuPers will continue to adjust selective reenlistment bonuses (SRBs), aviation continuation pay (ACP) and other bonuses "to make best use of available funds, and to ensure continued congressional support for these programs." Based on current retention rates and requirements, changes for FY93 may include curtailment of short-term contracts for ACP and elimination of remaining bonuses for naval flight officers.

Zlatoper explained that the decision was made to announce all of these policy changes in one package so that Navy people can plan ahead with full knowledge and confidence in the service's manpower strategy.

"These changes will enable us to avoid some very bad alternatives, such as involuntary separation of career personnel before they are eligible for retirement, or stagnation of advancement opportunities," Zlatoper said. "We'll implement these changes in a common sense fashion and, when we are back on our drawdown glideslope, advancement opportunities will improve and actions such as SERs will be unnecessary."

Carter added words of encouragement for young sailors. "The fact is we are not going to break faith with career service members. To front-runners with more than six years committed to the Navy, I say, 'Hang on, do your job, meet all the standards and full steam ahead!'" □

Story compiled by the public affairs staff, Bureau of Naval Personnel, Washington, D.C.



U.S. Navy photo

Repeat performances

BuPers tracks first-term reenlistments to shape the future

Story by JO1 Sherri E. Bashore

Commands recommending reenlistment of first-term sailors need to get authorization from the Bureau of Naval Personnel (BuPers) using new procedures outlined in the Enlisted Navy Career Options for Reenlistment (ENCORE) program. ENCORE assists BuPers with tracking first-term personnel in specific ratings and Navy Enlisted Classifications (NECs). This tracking system will ensure that while the Navy gets smaller, quality sailors will enter the career force with the right mix of skills to meet future requirements.

According to VADM R.J. Zlatoper, Chief of Naval Personnel, these procedures in ENCORE "ensure that our best sailors in each skill area will have the opportunity to enter the career force as we restructure to a smaller, high quality Navy force." He said that those who perform well, progress towards advancement, and make early decisions to reenlist will have "the inside track."

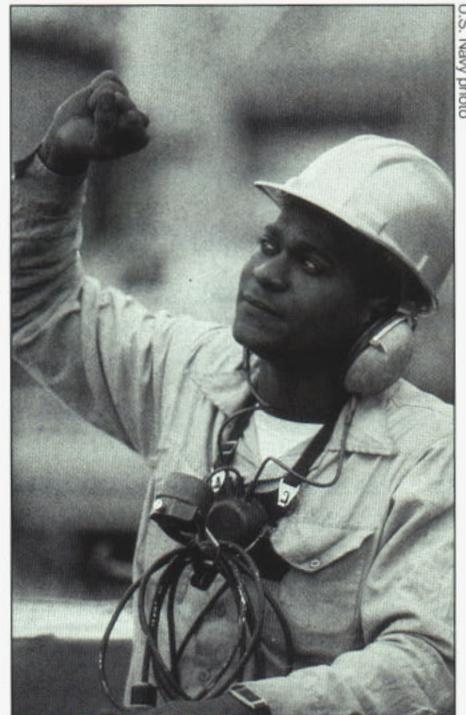
The Defense Authorization Act of FY91 dictates what the armed serv-

ices must do to draw down the military force. "Congress gave us the direction," said CAPT Jerry O'Donnell, director, enlisted plans and career management division, BuPers. "The act states that the services must have procedures in place to do the following: reduce new accessions, and we've done that; reduce retirement eligible people — officers have had a selective early retirement board for two years now, this year we are doing one for E-7s, 8s and 9s — and control entry into the career force. This is when you are looking at ENCORE."

First-term personnel are defined as sailors on their first enlistment or extension thereof with less than six years of service at the time of their EAOS (end of active obligated service). "There is a fine point there," O'Donnell said. "If you came in with a four-year obligation and later on

Understanding the concepts of direction produces effective leaders. Knowing which direction to take is one element first-termers must consider as they contemplate reenlistment.

you extended two years, you are a careerist, because you [extended beyond] your initial obligated service." Careerists are not required to request reenlistment under ENCORE.



U.S. Navy photo

Local commands can authorize extensions of enlistment for the first-term sailor only for treatment of a pre-existing medical condition. "Extensions can also be granted by EPMAC (Enlisted Personnel Management Center) as part of the pre-deployment manning process to complete a cruise or deployment, based on each command's manning.

"We are doing [ENCORE] so that people who have chosen to make a commitment beyond their initial obligated service are protected until they are eligible for retirement. We don't want to get into a position where we have to tell people with 15 years, 'you've got to go home.'" O'Donnell said.

O'Donnell recommended that all first-term sailors with an EAOS after March 31, 1992, submit their requests for reenlistment as early as possible.

"You can put in a request up to the day [you're scheduled to] leave [the Navy], and the local command can give you up to two months past your EAOS to go through the ENCORE process," O'Donnell said. "Requests can be submitted up to one year before your EAOS."

BuPers will use the "ranking system," and make a decision whether or not you can reenlist beginning at your nine-month EAOS window.

The evaluation and ranking criteria are assembled in a specific order which favors the "fast tracker." This ranking system outlines a first-term sailor's achievements according to the following priorities: paygrade; selected paygrade; passed not advanced (PNA) points toward the next cycle; CO's recommendation for advancement; eligibility for Good Conduct medal; critical NEC holder; warfare designation; time in grade; months of sea duty; and total active military service.

The system is not based directly on evaluations. "We look at achievement. That's what the ENCORE

'fast tracker' is based on. A person who achieves faster is the person who will be ranked above someone else. However, there is a correlation between good performers and good evals," O'Donnell said.

Sailors requesting reenlistment under ENCORE are compared to their peers in the same rate, or those with whom they are detailed. If you are detailed by your NEC — then that's who you are competing with.

ENCORE requests should be submitted to BuPers by using the Diary Message Reporting System (DMRS).

ENCORE "Fast Tracker"

1. Paygrade
2. Selected paygrade
3. PNA'd exam for next rank
4. Recommended for advancement
5. Qualified for Good Conduct
6. Critical NEC holder
7. Warfare designation
8. Time in present paygrade
9. Months of sea time
10. Total active military service

DMRS is a totally automated, fill-in-the-blank type message sent in from command career counselors. BuPers establishes a monthly quota of how many sailors can reenlist in a particular rating or NEC.

"We are spreading the quotas across the year [according to when] people [enlisted]. There are more quotas in the summer, because that's when more people came in," he said. "Roughly 50 percent of first termers are reenlisting. You proportionately spread it on the number of EAOSs in each month. The quotas that are not used are rolled over to the next month.

"[First termers] get looked at every month until [their] EAOS. If people are leaving and not using the quotas," O'Donnell said, "we give it to someone who is behind them. The earlier you submit a request for reenlistment, the better [because] your request will get more looks."

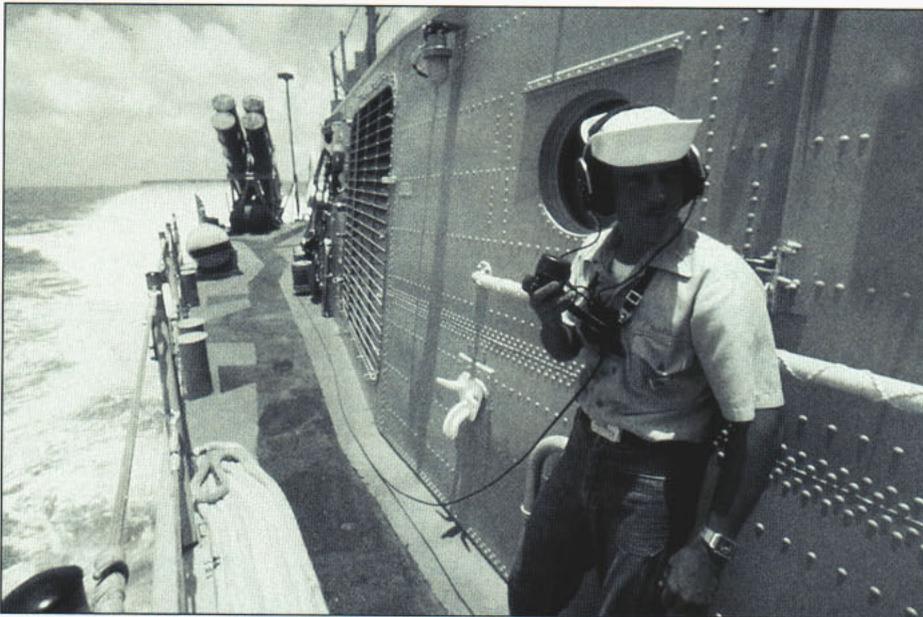
A lot of time and research has gone into making the program a success — one that will meet the requirement of keeping quality people.

"We had help from the Center of Naval Analysis — the Navy's 'think tank,'" O'Donnell said. "We went back to 1980 and looked at people in various ratings — engineering, aviation, clerical and submariners. We ranked according to [the ENCORE] system to see how they would have done," he said. The study was based on where they are today — whether or not the right people would have been selected to reenlist. "The people who were in the bottom quarter — where you might have to tell somebody to change rates because you don't have a quota — are in the bottom quarter today."

"If we did a 10 percent reduction in 1980," said CDR Carl Morris, ENCORE project manager, "would we have denied reenlistment in rate to anyone in the top 50 percent today? There was only one person out of 5,000 people we looked at that moved from the bottom quarter up into the top 50 percent."

"So the system generally predicts success," added O'Donnell. It is a system that has been used for CREO (Career Reenlistment Objectives) 3, or overmanned ratings. "The bottom line is, good performers are going to stay in the Navy."

One change that assists sailors and their career counselors with keeping track of ENCORE requests is in the EDVR (Enlisted Distribution Verification Record), prepared monthly by command administration offices. Beginning in June, all EDVRs will have a reenlistment section.



U.S. Navy photo

The amount of time spent at sea is one facet of the ENCORE fast tracker.

"It will show career counselors those first termers in the 15-month window of their EAOS. Counselors should start talking to [first termers] about an ENCORE request," O'Donnell said. "It will also list the status of any pending ENCORE requests — received, approved or disapproved." BuPers is also looking into putting ENCORE requests into the BuPers Access system, enabling career counselors to put their computers on-line and quickly check the status of an ENCORE request.

If a sailor's status changes in any way after submitting an ENCORE request, those changes should be added to the original request. "If an individual desires to change rate, makes rate or if they PNA, those are the types of changes they should submit," O'Donnell said.

When a first-term sailor requests conversion to a new rate, that sailor must be fully qualified to convert to that new rating. O'Donnell said there will be no waivers. "The career counselors have to make sure all additional information goes forward to the bureau," he said. "There is a remarks section in the diary message

where you can write a paragraph or command endorsement. You can also list what requirements have been completed for the conversion rate.

"Most people are allowed to reenlist in rate. It all depends on how many people want to reenlist. The idea is to get the right number of people in a rating or particular skill. There are requirements that men and women [must fill]. Those requirements are based on keeping an even sea/shore rotation and the number of billets that are open to women under the law. We are trying to get the right number of people in the Navy — into the career force. We are trying to get the right number of people in the skills we need as we get smaller."

ENCORE requests will give BuPers an accurate count of the number of people asking to reenlist in a particular rating. "It will help the managers manage. The only people who have a real cause for concern are those in CREO 3 rates. We have a new edition of the CREO message; a list of rates that are expected to become CREO 3 in the future, based on trends." That message will advise sailors who are trying to change rates

where the opportunities are, and the good skill areas to pursue. "It also regulates conversions and it will tell you if your skill is overmanned," O'Donnell added.

"We will have ENCORE only as long as we need it. The notion is that we need to know the number of people that are going into the career force," O'Donnell said. "When the danger of us breaking the bank with people has passed, there is no need to have this system."

"We are trying to get better as we get smaller. It is a system to keep quality people," O'Donnell added. "We can keep track of retention levels. It gives us a dynamic means to watch and adjust ratings as necessary."

Zlatoper emphasized that ENCORE will be implemented with fairness, concern for individuals, and serious consideration for command inputs. "We're moving to these procedures only in reaction to our manpower reduction requirements and high retention. The good performers who want to make the Navy a career will still have that opportunity," he said. "At the same time, ENCORE will give us another means to balance the number of sailors who are not yet retirement eligible." □

Bashore is a staff writer for All Hands.

To obtain a copy of the PC DMRS to assist in writing ENCORE messages, write to:

**EPMAC Code 31
4400 Dauphine St.
New Orleans, La.
70159-7900**

**(A/V) 363-5495
(504) 948-5495**

The Navy's lifeline

Naval Fleet Auxiliary Force: 20 years of fleet support at sea

Story by Nancy Breen

What ships have black, gray, blue and yellow-striped stacks and are found wherever U.S. Navy fleets operate? They are Military Sealift Command (MSC) Naval Fleet Auxiliary Force (NFAF) ships — the lifelines to virtually all Navy combatant ships. On May 4, 1992, MSC's NFAF celebrated 20 years of providing this tireless support to the Navy's gray-hulled fleet.

Although MSC's predecessor, the Military Sea Transportation Service, was created in 1949 as the single managing agency for ocean transportation, there was a provision that it would also serve as an operating force of the Navy — which did not become a reality until the early 1970s.

In 1971, a study group was formed at the direction of then-Chief of Naval Operations (CNO) ADM Elmo R. Zumwalt Jr., to determine how military manpower and Navy money might be saved by greater use of MSC and U.S.-flagged commercial ships to support the fleet. The study



Photo courtesy of Military Sealift Command

MSC for many years, could substitute for uniformed Navy men in fleet support ships, better employment of Navy seagoing personnel could be achieved with Navy men in warships and civilian mariners crewing selected units of fleet service forces.

“A greater use of MSC and U.S.-flagged commercial ships saved Navy manpower and money for the fleet.”

concluded that with the advent of an all-volunteer force, the high cost of training sailors made it imperative they be assigned to complex fleet warships whenever possible. It also determined that if Navy civilian mariners, who had been sailing with

Following the study, a series of tests called “Charger Log” were conducted, and the Navy oiler USS *Taluga* (AO 62) was decommissioned and transferred to MSC. *Taluga* was overhauled to include refurbishment of equipment, gear

and refueling rigs, modification of crew quarters and removal of armaments. She was manned by a 105-man civilian crew of professional seamen hired by the government and augmented by a 16-man military department (MilDep). The MilDep sailors, because they were thoroughly familiar with Navy ships, tactics, doctrine and procedures, handled visual and radio communications with other Navy fleet ships.

The conclusions of the CNO study were confirmed by USNS *Taluga*'s (T-AO 62) record of accomplishments. She garnered accolades from far and wide, including from VADM James Holloway, then-7th Fleet commander, when he proclaimed her professionalism and operational tempo as “higher than most mobile logistic force ships.”

Taluga's transfer to MSC in 1972

was followed by many other auxiliary support ship transfers including tugs, ballistic missile resupply ships, an ammunition ship, a stores ship and other oilers. Most of today's 44-ship Naval Fleet Auxiliary Force was either built or purchased specifically for MSC.

Seven tugs, named after American Indian tribes, were constructed for MSC and came on line between 1979 and 1981. Not the small harbor tugs most envision, these are 226-foot oceangoing tugs similar to commercial supply tugs which serve the offshore petroleum industry, but with extra features necessary for Navy operations. In addition to regular towing duties, they are also used for salvage and diving work, conducting search and rescue missions, participating in naval exercises, providing firefighting support and assisting in the clean-up of oil spills and ocean accidents. MSC's tugs have crews of 17 civilian mariners and a MilDep of four.

In the early 1980s, MSC added three ex-British *Lyness*-class combat stores ships to its force: USNS *Sirius* (T-AFS 8), USNS *Spica* (T-AFS 9) and USNS *Saturn* (T-AFS 10). Purchased from the Royal Fleet Auxiliary, MSC's British counterpart, these 524-foot ships have been described as "floating supermarkets." Each ship can hold enough food and other stores to support 15,000 people for a month. They also have fuel transfer capability. These ships have crews of 124 civilians and a MilDep of 45.

In the mid-1980s construction of

the 677-foot *Henry J. Kaiser*-class fleet oilers was started. Named for prominent American industrialists and shipbuilders, they are the largest oilers in the Navy. Eight oilers in this 18-ship class have been delivered so far to replace the aging oilers



Opposite page: MSC ship USNS *Joshua Humphreys* (T-AO 188) steams alongside USS *John F. Kennedy* (CV 67) in the Persian Gulf. Above: Civilian mariners secure dry stores in a sling hooked to a highline for transfer to the receiving ship.

built in the 1940s and 1950s (scheduled for deactivation by the end of 1992). With a cargo capacity of 180,000 barrels of fuel, the primary mission of these ships is to refuel U.S. Navy ships at sea and deliver personnel, supplies and mail while under way. These ships have crews

of 95 civilians and a MilDep of 22.

Also in the mid-1980s the first of MSC's 18 ocean surveillance class T-AGOS ships was delivered. Jointly designed by Naval Sea Systems Command and MSC, these 224-foot ships track submarines by means of a passive underwater sensor. MSC recently took delivery of its first SWATH (Small Waterplane Area Twin Hull design) T-AGOS ship designed for smoother operation in rough seas. Three additional ships of this configuration are scheduled for completion by 1993. T-AGOS ships are the only ships in MSC's NFAF operated solely by contract mariners rather than civil service mariners, and they carry no active duty Navy personnel. These ships usually carry a crew of 17 to operate the ship and seven civilian technicians from the Naval Space and Warfare Systems Command who operate underwater sensor system equipment.

MSC's NFAF is a bridge between the uniformed sailor and our country's merchant marine. Its implementation has saved millions of dollars and thousands of military billets. Its existence and performance have enhanced the mobility and striking power of the Navy by ensuring that warships always have the fuel, supplies, intelligence data, assistance and support they need to do their jobs and, in so doing, have made a tremendous contribution to U.S. national security. □

Breen is a public affairs specialist for Military Sealift Command, Washington, D.C.

Photo courtesy of Military Sealift Command

First at the helm

NFAF's master still has his sea legs

Story by Sylvia Rosas

If you had to visualize the prototypical Military Sealift Command (MSC) civilian mariner, you might envision Captain Lawrence Nasset, the first master of a Naval Fleet Auxiliary Force (NFAF) ship. After a distinguished 30-year seagoing career in the Navy, where he retired as a commander, Nasset spent an additional 10 years with MSC. He now lives in San Diego.

Nasset's maritime career began when he enlisted in the Navy in 1936. He was promoted to chief quartermaster before receiving a direct commission as a naval officer in 1944. He subsequently served on a number of ships as navigator, as well as various tours as an instructor at the Navy's Combat Information School and the Pacific Fleet Training Center. During his career, Nasset commanded two ships — provisions replenishment ship USS *Pictor* (AF 54) and the survey ship USS *Prevail* (AGS 20). While on *Pictor*, he supported naval fleet units that assisted in the early atomic testing in the South Pacific, and as commanding officer of *Prevail*, he surveyed the Strait of Gibraltar.

Taluga was the first ship under MSC control to provide direct fleet support to Navy combatant ships. Its success assured that MSC would become deeply involved in the operation of many more ships providing this important logistic function.

Nasset's maritime career began when he enlisted in the Navy in 1936. He was promoted to chief quartermaster before receiving a direct commission as a naval officer in 1944. He subsequently served on a number of ships as navigator, as well as various tours as an instructor at the Navy's Combat Information School and the Pacific Fleet Training Center. During his career, Nasset commanded two ships — provisions replenishment ship USS *Pictor* (AF 54) and the survey ship USS *Prevail* (AGS 20). While on *Pictor*, he supported naval fleet units that assisted in the early atomic testing in the South Pacific, and as commanding officer of *Prevail*, he surveyed the Strait of Gibraltar.

As master of the first NFAF ship, Nasset was intricately involved in transitioning *Taluga* from a



Capt. Lawrence Nasset, the first NFAF master, surveys fleet tug USNS *Navajo* (T-ATF 169) in San Diego.

Navy-crewed to a civilian-crewed vessel.

Asked what, if any, problems he had encountered in making the changeover from an all-Navy crew to an all-civilian crew, he affirmed, "Not a one. The fact of the matter is that after an initial training period and shakedown, our civilian mariners did as well, and in many instances, actually did the job better and faster than the all-Navy crews who had done it before.

"You see," he added, "it's a lot easier to train an experienced mariner, often former active-duty Navy, than it is to take a brand spanking new seaman or seaman apprentice and teach him or her the fine points of underway replenishment.

"Furthermore, each military detachment took care of

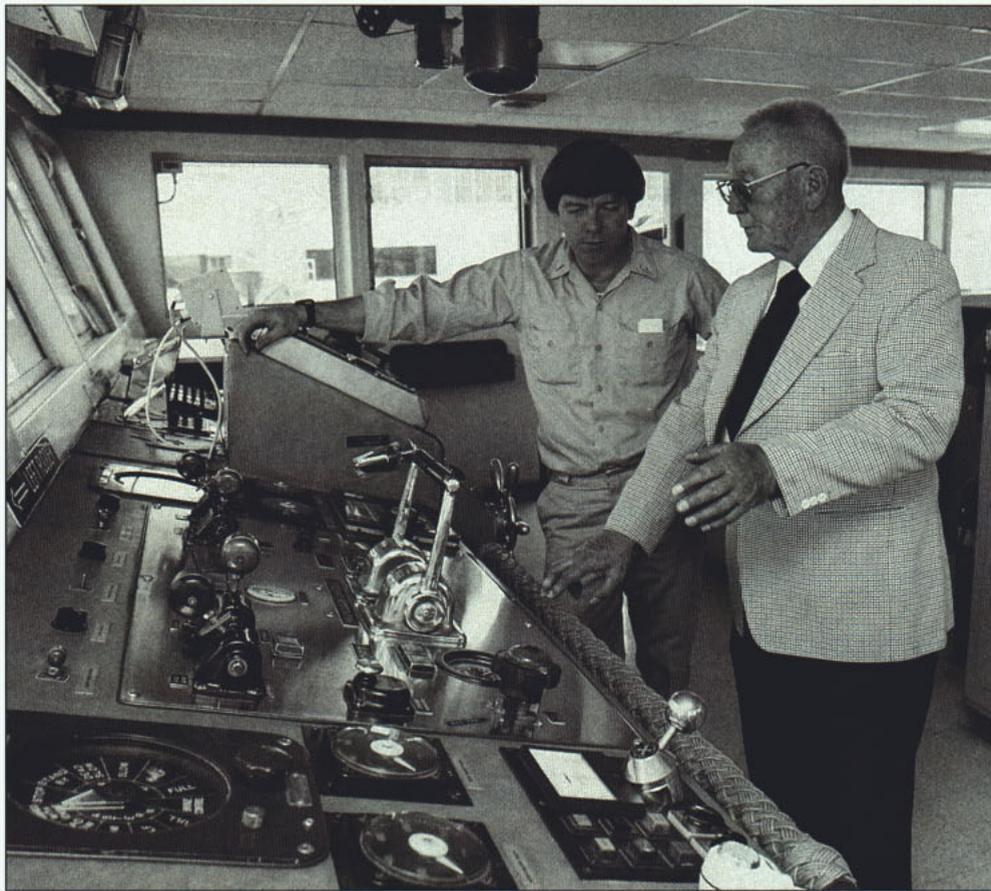


Photo courtesy of Military Sealift Command

Third Mate Ralph W. Whalen shows Nasset the latest in bridge innovations aboard *Navajo*.

our underway gunnery drills and practices. This freed us up to be able to bring our people to a point of excellence much faster, leaving us free to focus and execute our primary mission — conducting underway replenishment for our combatant ships.”

Nasset believes the NFAF is still the same high quality repository for good and dedicated mariners, but a few things have changed since he first began duty on *Taluga* in May 1972.

“Underway replenishment has essentially stayed the same since 1940,” asserted Nasset. “The biggest change has been in the kind of terminal fittings that are used. The old flange fittings took about 10 minutes to connect because they had to be bolted on. They were also inherently more risky than the later Robb couplings and still later, probe fittings.

“With the old flange bolts, you [braced] yourself to the hose end in order to get it bolted in properly. So, if you were not quite as experienced as you needed to be, you could get an oil bath you hadn’t been expecting. The Robb coupling was an important improvement since what was involved was making one coupling fit with another. This reduced the underway replenishment preparation time to two to three minutes.

“Probe fittings slam into a recipient line and open only after the couplings are securely connected. The probe fitting made the underway replenishment set-up an almost instant evolution, and was much safer — though

you can never take safety for granted anytime you are working on the side of a ship.”

Nasset also believes the educational opportunities for young people in the maritime profession are much better today than when he was sailing. He does, however, have some basic advice to pass on to today’s young professional mariner.

“Learn the basics, even if you have many electronic and mechanical aids to help you make good decisions or do it for you,” he said. “It’s still important to be independently knowledgeable about how to make things

“Learn the basics, even if you have many electronic and mechanical aids.”

work aboard a ship without these aids.

“You now have a number of ships that have electronic navigational devices. But there is something special about being competent and proficient in taking a manual reading yourself. First, it extends a proud tradition of seamanship to yet another generation, and some ships still do not yet have these fancy devices. So your knowledge and skill can make the critical difference.” □

Rosas is a public affairs specialist with Military Sealift Command, Washington, D.C.



Pushing for the USA

An ensign rides with the Olympic bobsled team

Story and photos by PH1(AW) Joseph Dorey

For sailors, representing America is nothing new. However, it is not often that we get the chance to "carry the flag" in battles where victories are measured in medals, not territory, and losses are marked by hundredths of seconds instead of casualties.

For ENS Robert D. Weissenfels, representing the United States at the XVI Olympic Winter Games in Albertville, France, was the completion of a childhood dream.

Weissenfels, 23, co-captained the 12-man U.S. bobsled team that competed with two sleds, USA I and USA II, in both two and four-man bobsleds. As a side pusher for the USA II four-man bobsled team, he was among some of the world's best athletes in a sport he knew little about only two years ago.

"I've always thought the bobsleds were one of the more interesting sports in the Winter Olympics," Weissenfels said, "I always wondered whether I could do it."

After lettering in football and track at the U.S. Naval Academy, Annapolis, Md., the 1990 graduate became an assistant football coach at the academy while awaiting orders to flight school. While competing at an armed forces track meet in the fall of 1990, Weissenfels was approached by the coach of the U.S. bobsled team. The team was recruiting athletes from around the country in its drive to build a medal contender for the 1992 games.

"I thought there was no way I had a chance," Weissenfels said. "I was going to flight school and it wouldn't work out. But one of the other athletes said, 'Go ahead, give it a try,' so I did."

Intrigued by the invitation, Weissenfels went to the bobsled track in Lake Placid, N.Y., for a series of strength and agility tests during the winter of 1990. He did well enough in a March 1991 competition to be invited to the Olympic trials in July at Lake Placid. There he was selected to compete as a pusher in the 1992 Winter Games.

Weissenfels had since been transferred to Naval Air Station Pensacola, Fla. Due to an overload of students, his start date for flight school had been pushed back to November 1991. At that point, Weissenfels asked for an extension on his flight school date to March 1992 to compete on the World Cup circuit and in the Winter Olympics.

Participating in the Olympics was always on Weissenfels' mind. As a youngster growing up in Richland, Wash., he earned national recognition in track and field competition.

"When he was 9 years old, he said he was going to the Olympics," remembered Weissenfels' fiancée, Kelly Loss, also of Richland. "He never thought it would be in bobsledding, but he made it."

"I always anticipated that [my participating in the Olympics] would be in track and field. After awhile that dream kind of faded away. In the last two years that dream came alive again."

Weissenfels, the Navy's 1991 Male Athlete of the Year, remembers his first ride in a bobsled with some amusement. It was during a practice run in a two-man sled in Calgary, Alberta, Canada, in late 1990. He rode with a driver who had only been on a few runs that season, so it was supposed to be a slow ride.



Opposite page: The USA II team launches their sled at the icy start line during the first day of the four-man bobsled competition. ENS Robert D. Weissenfels is the No. two side-pusher on the right. Above: Weissenfels was the only U.S. military participant in the 1992 Winter Olympics.

Weissenfels was told to keep his head up to get a better perspective of the experience.

"They told me to watch the whole time I was going down," said Weissenfels. "We went through the first three curves with no problem. Then on the fourth curve we really started to accelerate, and my head hit the bottom of the sled. I tried to look

back up. Then we went through another curve and the same thing happened. At that time I decided I'd just stay where I was."

A little over a year later, Weissenfels found himself striding into the Olympic arena in Albertville as part of the U.S. Olympic team.

"That was a great experience, just being there, and knowing you were representing your country in international competition," Weissenfels said of the opening ceremony.

That ceremony brought home the realization of what he had accomplished. "When the Olympic torch came over the hill, that's when it hit me," he said. "That was the most memorable moment for me. I had reached my goal."

The winter resort of La Plagne, France, hosted the 1992 Olympic bobsled competition. The mile-long bobsled track spirals down a moun-



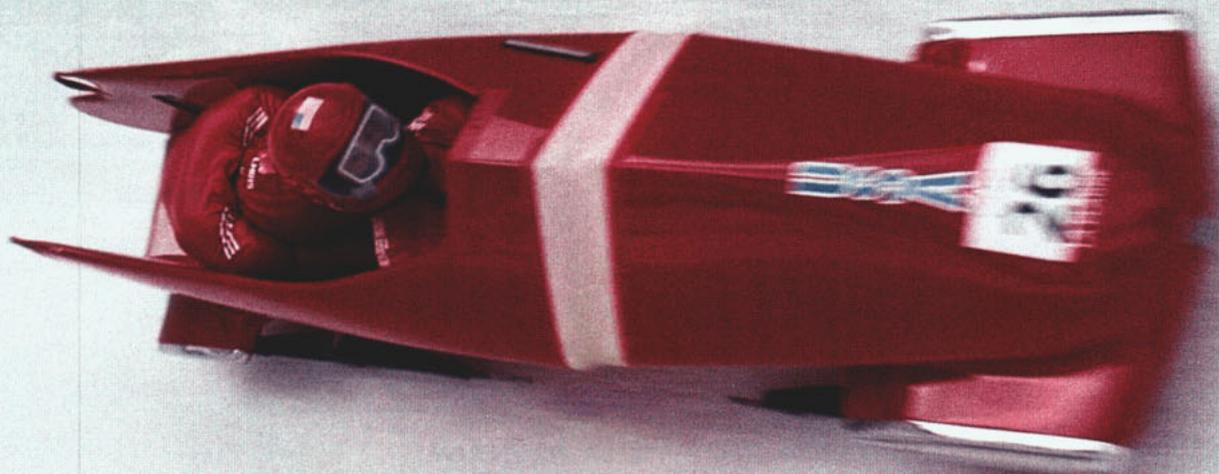


Opposite page top: USA II team looks toward the clock at the finish line. Left: Weissenfels and his teammates make minor adjustments to their sled's runners between heats. Below: The Swiss team's bobsled flies across the La Plagne track in front of a group of fellow countrymen.

tain some 400 feet as thousands of spectators crowd along its edge, sometimes only a few inches away from the sleds.

The atmosphere around the track on competition days can be electrifying. As the loud speaker blares "*bob a piste*" — bob on the run —, the crowd scurries toward the track, hoping to get a look at a national champion. The sleds snake their way around the track apprising onlookers of their approach with an increasing rumble. Like an errant missile slash-





ing across the ice at 90 mph, the sleds offer onlookers little more than a blurry glimpse.

For the men on the sleds, the ride lasts about a minute. Besides the driver, most keep their heads down for aerodynamics, but some sneak a glance. "You can look a little bit, but you're going so fast, I don't want to see how fast I'm going," said Jeff Woodard, Weissenfels' teammate.

"It's scary," said Woodard, describing the ride. "It's like going down the worst roller coaster, times 10. All you have between you and the wall is fiberglass. If you come out of a curve too abruptly, bang! Just like that you hit the wall. That's a major headache."

"There're always places where you're not fully on the ice," said Weissenfels. "Sometimes you come off curves late and you'll be on two runners, that's when the thought flashes through your mind, 'What am I doing?'"

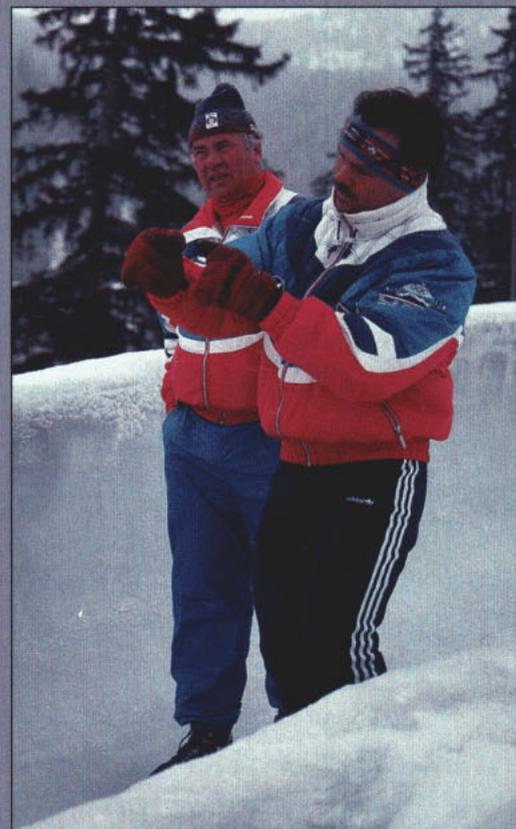
During the Olympic competition, some teams had a few precarious moments of their own. When a two-man sled from Puerto Rico over-

turned near the top of the run, an eerie silence fell over the track. The crowd watched helplessly as the sled skimmed along the ice with its captives clinging inside. When it finally stopped, the riders had an appointment at the hospital.

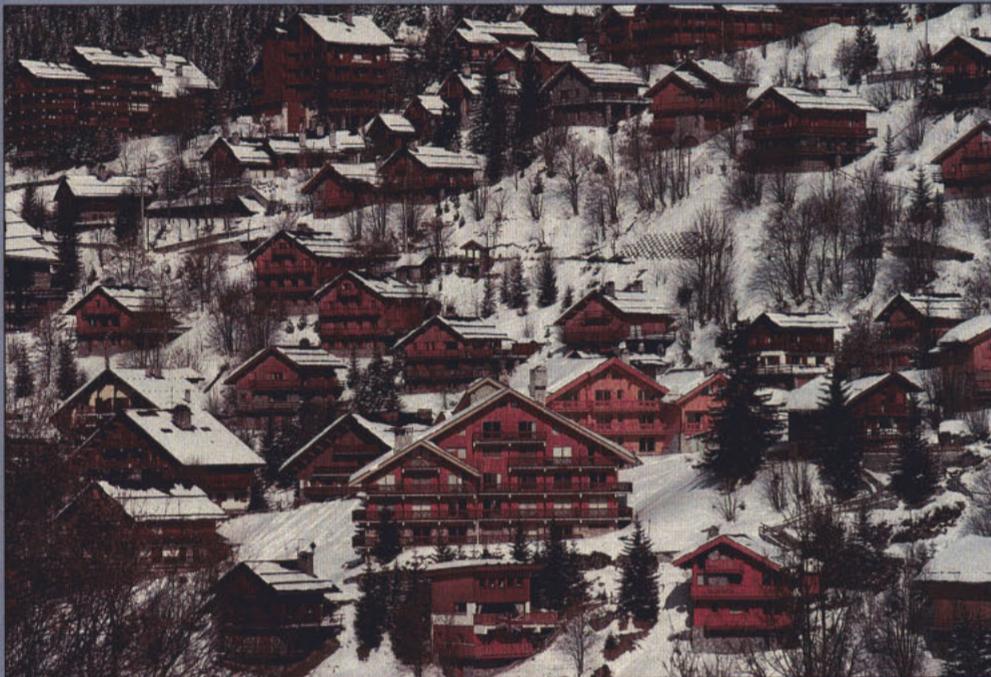
Virtually all the riders have known the terror of crashing, Weissenfels said. As the brakeman in a four-man sled during a practice run last year, his sled overturned.

"It's a weird feeling when you crash," Weissenfels said. "You sit on two runners for a minute, and then everything's quiet. All these lights go off [in your head] and you know something's wrong. Then all of a sudden, slam! You're on your side and the ice hits you in the face. It's like a big avalanche right next to your ear. You can smell burning fiberglass."

"You do everything you can to pull yourself into the sled so your head's not sticking out. You go through the curves and experience "gs" in places you never have before. It seems like it takes forever to stop. It's a very enlightening experience



Top: USA's two-man sled makes a practice run. Above: USA II driver Chuck Leonowicz studies the track with coach Meinhard Nehmer before a race.



Left: Villas in Meribel overlook the women's Alpine ski course. Below: Weissenfels with his fiancée, Kelly Loss.



Above: Mexico's four-man bobsled team climbs out of their sled after a crash during a practice run.

and one that I don't relish a whole lot," he said.

Bruises are common for bobsleders whether they crash or not. Traveling up to 90 mph, they endure gravitational forces up to four g's. Riders are equipped with knee and elbow pads, and there is a thin layer of padding glued inside the sled.

"A lot of times you get bruises on your thighs, knees and shoulders," said Weissenfels. "You have to brace yourself with your elbows and knees on the inside of the sled." While loading, the riders sometimes get spiked in their legs and arms from their teammates' shoes.

Some tracks on the World Cup circuit are rougher than others. The La Plagne track is new and fairly smooth. But the track at Lake Placid is old, and Weissenfels compared a run there to playing an entire football game.

"I've gotten several bruises at Lake Placid," Weissenfels said. "The way the track is designed, you have to hit the wall. And sometimes you hit it awfully hard."

Weissenfels had trained and competed as a brakeman during the 1991-92 World Cup season. The brakeman sits in the last seat on the sled, the easiest to climb in since there's nothing to hop over. About a month before the Olympics, he was moved to the number two seat in the



four-man sled as a side-pusher. His versatility allowed him to make the change easily.

"Bob's the type of guy who can be put in any position and he'll come through. From the brakes, or from the side, he came through each and every time. He's the only guy who's been able to do that," Woodard said. "The side-pushers need more finesse than the brakeman because of the way they have to sprint and then jump into the sled."

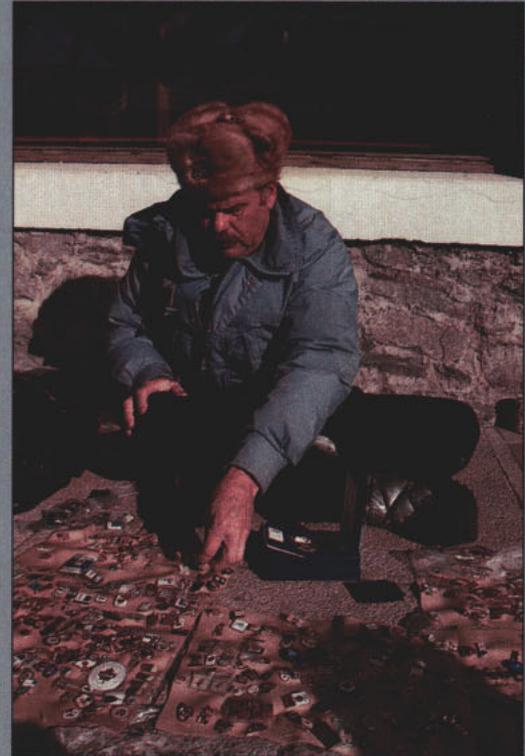
According to Chuck Leonowicz, USA II's driver, the effort of the pushers at the race's start is critical.

"That's the race. If you don't have a good push, you're finished," Leonowicz said. "This track multiplies the push time by three. If you're behind by five hundredths of a second on the push, at the end, you'll be behind by a minimum of 15 hundredths. You could be the best driver in the world, but if you don't have a good push, you're in trouble."

Once the pushers and brakeman have loaded onto the sled their job is



Left: Hockey and ski spectators fill the streets in Meribel. Below: Buying and trading Olympic pins is a profitable business around all of the Olympic sites.



Above: Spectators crowd the bobsled track only inches from the competitors. Right: A spectacular show officially ends the XVI Olympic Winter Games at the closing ceremony in Albertville.



not over. They must still be aware of the sled's position on the track. With their heads down most of the time, they count the curves and feel their way around the track. It is important that they stay in sync with the sled to ensure the fastest run.

"If I think the sled is going to the right and my body leans that way, and then all of a sudden it goes the other way, my whole body is thrown against the sled and will cause it to move in the curve," Weissenfels said. "That could cost you hundredths of a second — if it doesn't cause you to tip over and wreck."

The 1992 Olympic four-man bobsled competition was held over two days with two runs per day. After the first day, Weissenfels' team was in 14th place, more than a second behind the leaders. The ensign's disappointment was beginning to show.

"We didn't push to our potential today," said Weissenfels. "It's going to take two unbelievable runs to make it to the top three. I think we

have something to prove to ourselves. We're not going to give up."

For Weissenfels' father, Ron, who along with 11 other family members made the trip to La Plagne, watching his son compete was exciting enough.

"I got goose bumps," said the elder Weissenfels about the Olympic experience. "Bobby just keeps doing something new and better than the time before. He's always been competitive. This is just another example. Yesterday was my birthday, so this has been a treat in itself, even if we don't come away with a medal."

Although USA II's first run the next day was second only to the leading sled from Austria, there was too much time to make up. Weissenfels' team finished 11th in the 31-sled field. USA I finished 9th. The U.S. two-man sleds finished 7th and 24th. The drought continued for America, which has not won a medal in Olympic bobsledding since 1956.

Still the results were encouraging to USA's coach John Philbin. "I

think it's one of the strongest showings we've had. Our major goal in the last three years has been to have the fastest push times in the world. We're one of the teams in that hunt. We'll be among the medal contenders in 1994 without a doubt."

In all likelihood, the 1994 team — competing in only two years due to the revised schedule of alternating the Winter and Summer Games — will be without Weissenfels. With a Navy career in aviation ahead of him, it will be hard to find the time.

"The '94 games are very close, but I have flight school, and that's my first obligation. That's what's most important to me. It's always been my dream to fly," he said.

The Olympic flame may be out, but a part of that spirit will remain with Weissenfels. "This is by far the most fulfilling experience of my life," he said. "But I have a career to get on with. I haven't forgotten how much I owe the Navy." □

Dorey is a photojournalist for All Hands.



Gloves of gold

A sailor slugs his way toward Barcelona

Story by JO2 Rich Giannecchini
and JO2 Michael Buckingham



Photo by PH2(AW) Lance Kirk

With the Winter Games concluded in France, eyes now turn to Spain, the site of the XXV Olympiad, and a boxer from USS *Theodore Roosevelt* (CVN 71) is putting up a fight to be with the world's finest athletes this summer in Barcelona.

Boatswain's Mate 3rd Class Sean Fletcher, a member of the Navy Boxing Team, has his sights set on gold in '92. The top-ranked amateur in the nation's 119-pound class, Fletcher captured gold medals at the Armed Forces Championships and the National Championships in Colorado Springs, Colo., this year. The Armed Forces gold guaranteed the boxer an automatic berth at this June's Olympic trials.

An only child, the 24-year-old Orange, N.J., native was never alone. Some of his closest friends growing up were his cousins, one of whom, Ray Williams, continues to be his major supporter. Encouraging "Fletch" in an unorthodox way, Williams often tells Fletcher that he's not prepared to fight his opponent. Sean turns this into momentum and drive.

"He's always telling me I'm not ready to fight," Fletcher said. "It's kind of a negative approach, but it

gets me going." After winning a fight, Williams often calls his charge to congratulate him. "He'll call me up to say, 'I knew you could do it. You won just to prove me wrong,'" Fletcher added.

Long before the Armed Forces tournament and the nationals, Fletcher had a different reason for boxing. He said it all began at age 12.

"I saw the school bully working out with a speed bag one day, and I thought to myself, 'that's how I can beat him.'" That's when Fletch started training. Since that day, he has traveled a road lined with success, encouraged by supporters like his history teacher at Clifford J. Scott High School. "Mrs. McGrady told me I could be successful at whatever I set my mind to doing," he said.

After five years of boxing for the Police Athletic League team at Irvington, N.J., coach Kirk Swindell kept nudging him to go on, but Fletcher joined the Navy. Although he was aware of the Navy's team when he enlisted, he said he did not join the Navy to box.

"I had boxed for five straight years before joining the Navy, and I was a little burned out," Fletcher said.

"I had boxed for five straight years before joining the Navy, and I was a little burned out. As soon as I saw [the team] working out, I got the fever all over again."



Photo by PHZ(MW) Lance Kirk



Photo by JO1 B.R. Brown

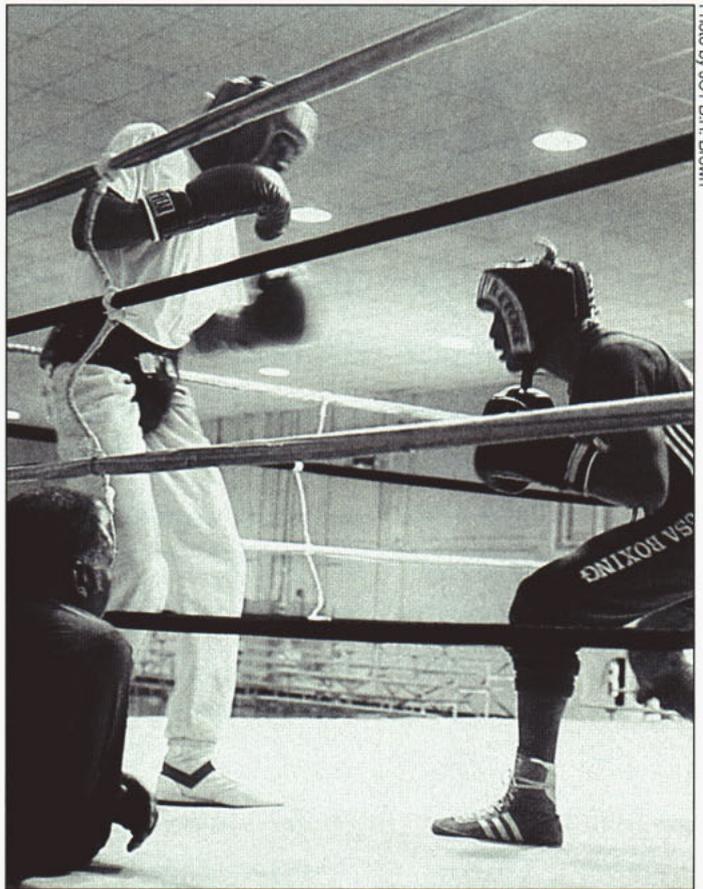


Photo by JO1 B.R. Brown

Opposite page: BM3 Sean Fletcher follows through during a sparring match with another Navy boxing teammate. Top left: "Fletch" jabs a speed bag faster than the camera's eye. Top right: Fletcher prepares to dodge an opponent's blow. Above: As with Navy training, flexibility is the key to victory.

However, after returning from a Western Pacific deployment, Fletcher went out to the gym at Naval Amphibious Base Little Creek, Va., and saw the Navy team practicing. "As soon as I saw them working out, I got the fever all over again."

That fever has been kept alive through his family's support — the real key to his success. "Without their encouragement, I would have stopped boxing several

years ago." Unfortunately, Fletcher's family won't be able to be in the arena to watch him try for the Olympic team, but that's not a problem for him. "I know they're with me in spirit," he said.

Of all the people who have influenced him, Fletcher would most like to have his biggest fan there. It comes as no surprise that that fan is his mother.

"She's the loudest," he said, smiling. "I know I'll be able to hear her in the crowd over everybody else."

Fletcher focuses positively on his boxing future, carrying a certain air of confidence he can make the Olympic team. If hard work were a gauge of his chances, he would be a shoe-in for a medal. Late last year he and his teammates began intensive training at the U.S. Olympic facility in Colorado Springs. The secluded primer was in anticipation of a grueling tournament schedule, culminating at the Olympic trials.

"The coaches worked us hard, really hard," Fletcher said with a grin. "They had us boxing, running and weight-training all of the time. We were in a training mode seven days a week, so there wasn't much free time, but it was worth it."

Is a trip to Barcelona in Fletcher's future? It is said that actions speak louder than words. Though he's not saying it, his record of more than 200 wins is action that could place him in Barcelona representing his country — and his Navy — this summer. □

Giannecchini, Buckingham, Brown and Kirk are assigned to USS Theodore Roosevelt (CVN 71).

A stable future

NavCent: Providing the calm after the Storm

When the cease-fire went into effect after less than 100 hours of ground combat in the Persian Gulf War, the general perception was one of relief that the conflict was over. Today, more than a year after the first Tomahawk missile launches from ships in the Red Sea and Persian Gulf began Operation Desert Storm, U.S. naval forces remain on station, just as they have for more than 40 years. Sailors, Marines and Coast Guardsmen assigned to U.S. Naval Forces Central Command (NavCent) continue to patrol the waters of the Persian Gulf and the Red Sea, adding stability to this volatile region through their presence just "over the horizon." All Hands recently interviewed the NavCent commander, RADM Raynor A.K. Taylor.

AH: RADM Taylor, will you describe NavCent?

Taylor: In NavCent, the key word is naval, vice just Navy forces. It's a bigger picture than just the Navy because we have embarked Marines and Coast Guardsmen here in the Southwest Asian theater as well.

All total, that represents about 18,000 personnel aboard a carrier battle group, a Marine Amphibious Ready Group, the Maritime Interception Force in the Red Sea, shore-based patrol squadron detachments, explosive ordnance disposal (EOD) detachments, logistics commands, helicopter squadrons, replenishment ships, a repair ship, and ashore at Administrative Support Unit Bahrain and attached to the staff.

Currently, there are 29 ships assigned. The Area of Responsibility (AOR) runs from Afghanistan to Kenya and from Pakistan to Egypt. Thus, it includes the Red Sea, Arabian (Persian) Gulf, North Arabian Sea and the gulfs of Aden and Oman. So, you can see it's a very sizeable area. It's also a very "purple" theater.

AH: And by purple, you mean joint operations?

Taylor: Correct. The Air Force and Army are over in the desert. The Army is finishing up their operations, but the Air Force continues with about 5,000 people remaining in the theater, and that makes it purple. Every day our people are training with other service counterparts and with the nations of the region.

That kind of multiservice/multinational interoperability is what was built in Europe after World War II. There, it took us 10 years to build the kind of security arrangements we are building here. In Europe, what the [United Nations] calls "collective security" withstood the test of time. We've had peace in Europe for more

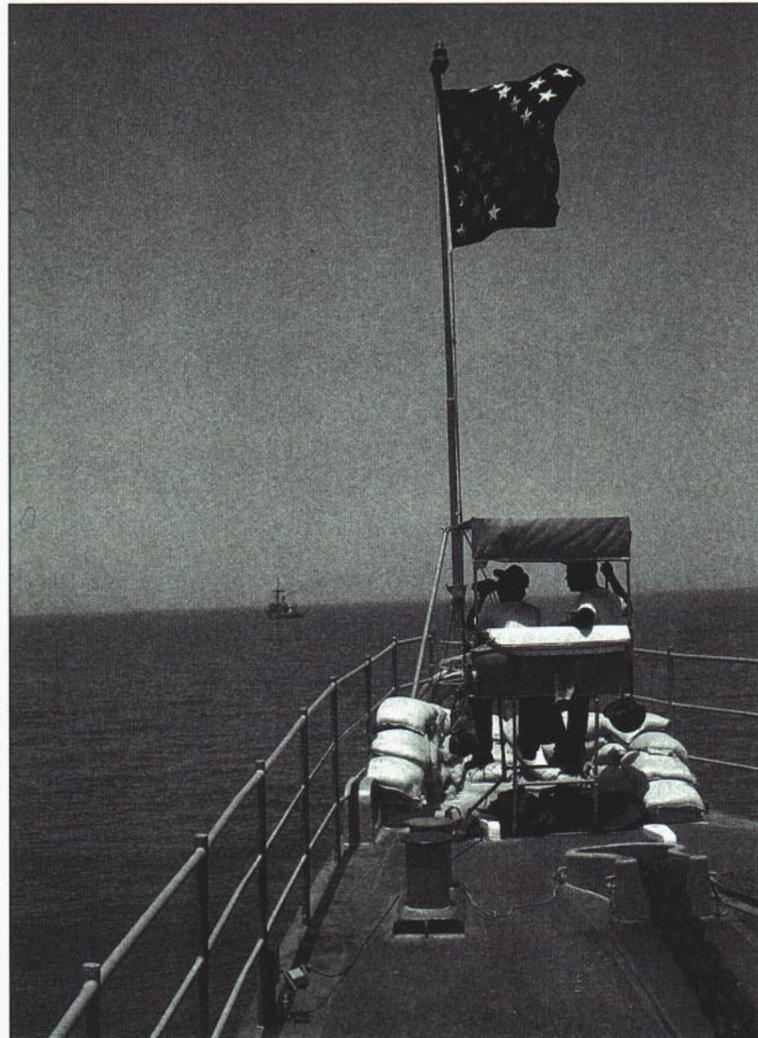


Photo by JOZ Andrew I. Karalis

than 40 years and have seen the collapse of communism and a reordering of both Eastern and Western Europe into a new, economically-growing community of nations. That's what we're starting to do over here.

AH: But won't the economic realities at home prevent us from filling the role of "world policeman?"

Taylor: Well, we are planning for that. As you point out, we have to build down here in the Gulf for reasons of national budget. Part of that building down is "cleaning up" after the war — storing, sending home or redistributing the materials that remain. But at the same time we're doing something greater. The whole is greater than the sum of its parts when you talk about the countries in this region. It's like night and day since the



Photo by JO2 Andrew I. Karalis

mine countermeasures; enforcing U.N. sanctions (against Iraq); and building Arab-American relations.

Presence... that's showing the flag. When I walk around in these countries, I talk to people and I hear, again and again, that they are glad to see our ships because those ships mean there is no security vacuum. Our ships are reminders that there is a commitment and a deterrence against adventurism. That confidence doesn't just come from word-of-mouth either. The shipping traffic is up above pre-war levels. The insurance rates are down to pre-war levels. Why? Because of presence. And not just the U.S. There are British, French, Australian and Gulf nation forces out here, and that raises the second and third points — readiness and training.

Working with the nations of this region, we are building the kind of readiness that will allow us to hold against any contingency, reinforce and then "roll up" the aggressor. That's how we built the security structure in Europe, and it's what we're doing here. That's why we train, train, train — so we're ready when contingencies happen. This area gives us tremendous training opportunities. It has every kind of terrain, climate and operational condition you might imagine. It is tough, realistic training, and training like that builds readiness. There are vast unpopulated areas here that our forces in Europe could only imagine. Multiservice and multinational operations, and building interoperability among our forces, spells cost-effectiveness. It's an opportunity that we can't afford to pass up.

Mine countermeasures (MCM) — the ultimate training opportunity. There are no "training aids" in the mine danger areas — the mine threat is real. Tell me that doesn't get your attention fast. Our MCM forces come in here, and right away they're looking for 1,800-pound bottom mines, or influence mines like the one that damaged USS *Princeton* [CG 59], or moored mines



Photo courtesy of USS Nimitz (CVN 68)

The key word in NavCent is naval, with 18,000 personnel aboard ship and ashore adding stability to this volatile region. At sea, U.S. warships patrol shipping lanes (opposite page), work with multinational mine forces (top), enhance readiness both aboard ship and in the air (above), and work with Gulf forces (below right) in providing collective security.

war — every country in the region is a part of this, and they want to be. They want that kind of regional security, similar to Europe's, that will guarantee a lasting peace. At the end of World War II, there wasn't a person around who would have bet we'd have peace there for more than 40 years, but we have.

That's our goal here, to build a strong, participative security structure that will maintain a sound and lasting peace.

AH: And how do our naval forces fit in that security structure?

Taylor: There are six things we're doing in this theater now which are the building blocks of that structure: presence operations; enhancing our readiness; training;

Photo courtesy of USS Nimitz (CVN 68)



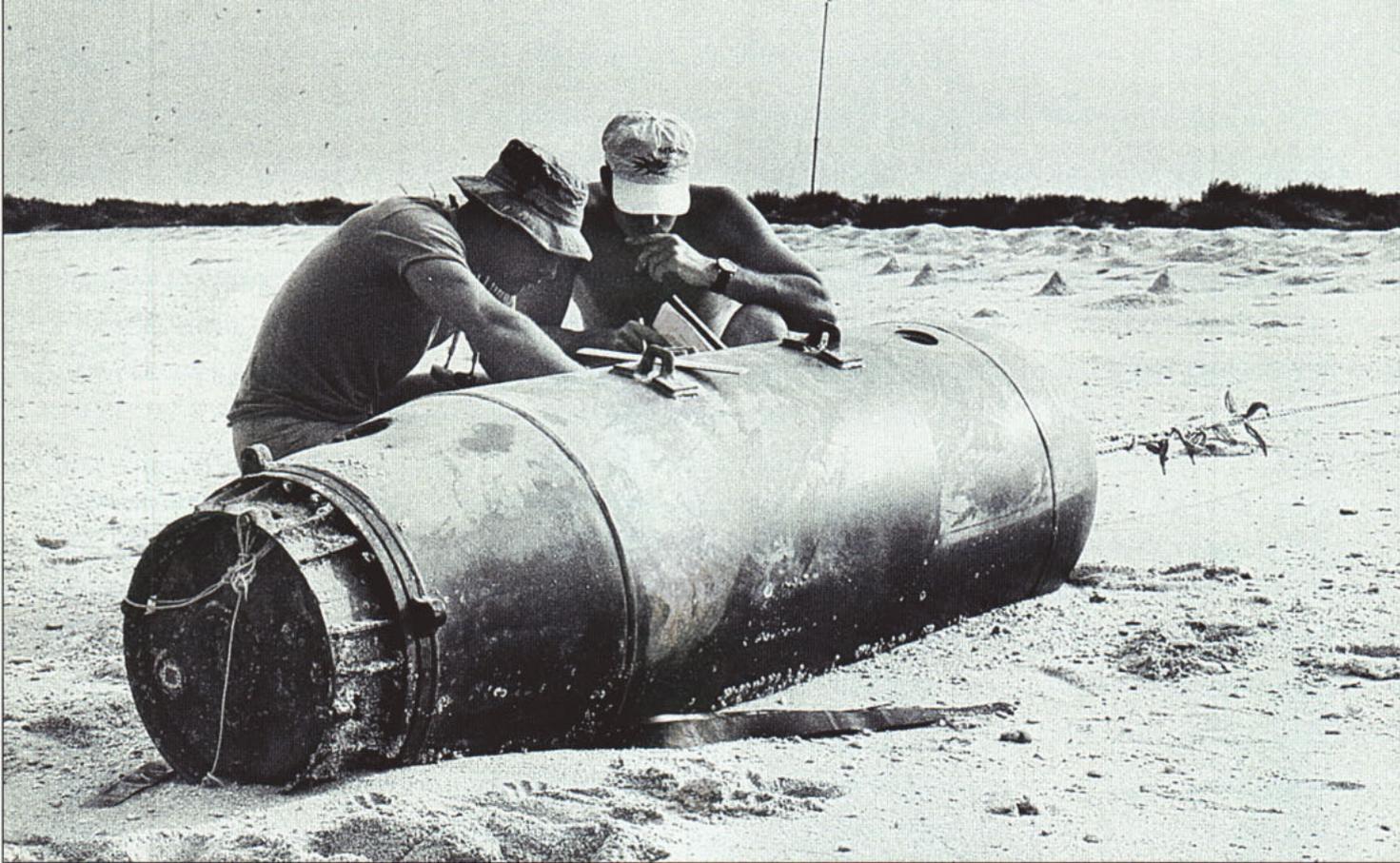


Photo by JO2 Andrew I. Karalis

Some bottom mines had only one click left on their detonators (above). The next ship passing over would have added another member to the Northern Gulf's graveyard (right).

similar to the one that exploded against USS *Tripoli* [LPH 10]. We've found every kind of mine — actuator, acoustic, magnetic, contact — it's all right out there.

I can show you 20 bottom mines that EOD burned out after the MCM force located them. Some of those things had only one click left on their detonators. The next ship [passing over] would have set them off. So, the threat is real, and it is sophisticated. We've pulled out 1,286 mines, and that's about 95 to 98 percent of what we calculate was out there. Because some mines do remain, we must remain vigilant when navigating.

U.N. sanctions — those will remain in place for the foreseeable future. We have four of our own ships: a DDG, two frigates and a support ship, plus the Australians and the French up in the northern Red Sea near the entrance to the Gulf of Aqaba. Canada and perhaps other nations will soon return to assist. They have Coast Guard law enforcement detachments aboard, and they are boarding ships headed into and out of the Gulf. When the merchants don't comply with U.N. regulations regarding what is permitted to go into Iraq — basically food and medical supplies — then our ships are turning them back or diverting them from their destination until they do comply. The MIF ships were also called on to help with the search and rescue mission in the aftermath of the Egyptian ferryboat *Salem Express* that went aground off the town of Safagah in mid-December.

As for Arab-American relations — this is the Arab World, the Muslim World; they are good people. We



Photo by JO2 Andrew I. Karalis

have an advantage in every sailor, Marine and Coast Guardsman who goes ashore. They are the very best ambassadors for building Arab-American relations.

AH: Are Gulf nations taking up the reins, gaining a more active role?

Taylor: They certainly are. Things are not perfect; we're still putting together the overall package. We are developing a firm, full exercise plan that will build interoperability and mutual trust. The countries in this region know that the West, and especially the Americans, came to the assistance of regional stability and stood up to protect Kuwait's sovereignty. They respect



Photo by J02 Jim Derrheim

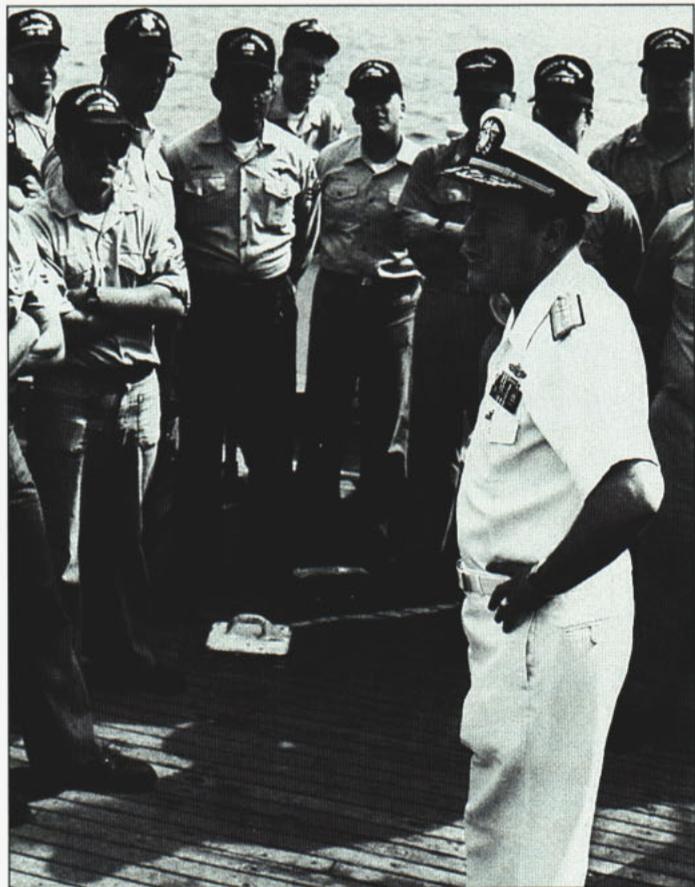


Photo by J02 Andrew I. Karalis

Left: Along with training, U.S. forces continue to enforce sanctions against Iraq by boarding merchants for inspection in the Red Sea. **Above:** NavCent commander, RADM Raynor A.K. Taylor, meets with sailors aboard USS *Adroit* (MSO 509).

that. They're more open to our presence ashore. Before the war, there were many limitations put on our ships going into port and with aircraft access. It's just beginning, but we are already conducting significant training with each country in the region now.

AH: What kind of exercises are we participating in?

Taylor: Well, I have to be careful here not to get ahead of things. Our exercises cover logistics, communications, early warning, "leap frogs" (multi-ship maneuvering), air combat maneuvering, mine countermeasures, amphibious operations — everything. The key is, this is a collective effort. Everyone is participating in one way or another. The goal is to build a strong, healthy, interoperative and reinforceable participative security structure here. The effort is indeed significant. We have put Marines ashore eight times in the past year, and provided over-the-beach training, live-fire and superb maneuver area work. Aviation training is also superb — both joint and [multinational] training that is being done nearly every day. Frankly, we have only just begun.

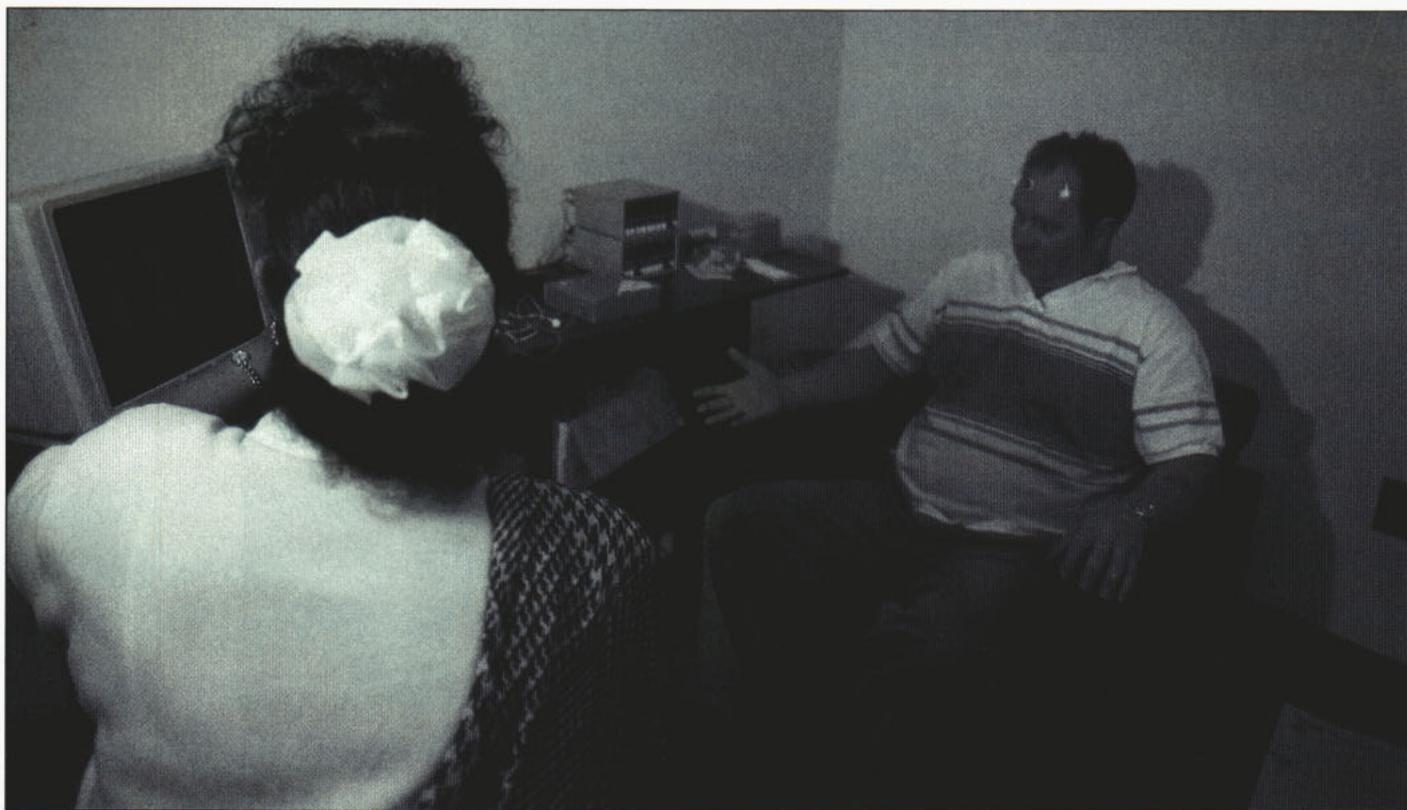
AH: What do you see for the future of this region and NavCent?

Taylor: I think we have to understand that this is not the Middle East of 1925, it's the Middle East of 1992. The people of this region have high aspirations. They have 250 years of proven oil reserves in this region, so they have economic power.

The citizens of this region are intelligent, savvy, worldly, aggressive, and they insist on being players in this New World Order in a big way. It is a force to reckon with, and it's a region of outright interest because we, as Americans, seek global security. You can't have global security without regional security.

To build regional security, you have to have cultural understanding and acceptance, and we're working on that every time a ship enters a port in this region. You have to have interoperability, and we're working on that with our multinational training and exercises. Finally, you have to have commitment, and that is why we have 29 ships and 18,000 sailors, Marines and Coast Guardsmen here as U.S. Naval Forces Central Command.

That's how you build security arrangements in which everyone has a stake. That is how you build participative security, and that is how you achieve the ultimate goal of lasting peace in this region. □



Positive feedback

Navy treats stress with high-tech science

Story and photos by J02 Jonathan Annis

For years, medical experts have recognized that deficient stress-coping skills can cause or aggravate many of the conditions that take a toll on Navy people, particularly those with high-risk, high-priority, and incidentally, high-cost job skills.

A commander placed on medical hold with extreme jaw pain, an airsick fighter pilot, a submarine sailor about to go on WestPac with a chronic cough — all were successfully returned to the fleet following “treatment” with an innovative stress management program using biofeedback instruments at the Submarine Base (SuBase) San Diego Family Service Center.

“Why at the family service center and not at [the hospital]? Because we do therapy here,” said Adrienne L.

Reid, the marriage, family and child counselor (MFCC) who coordinates the SuBase program.

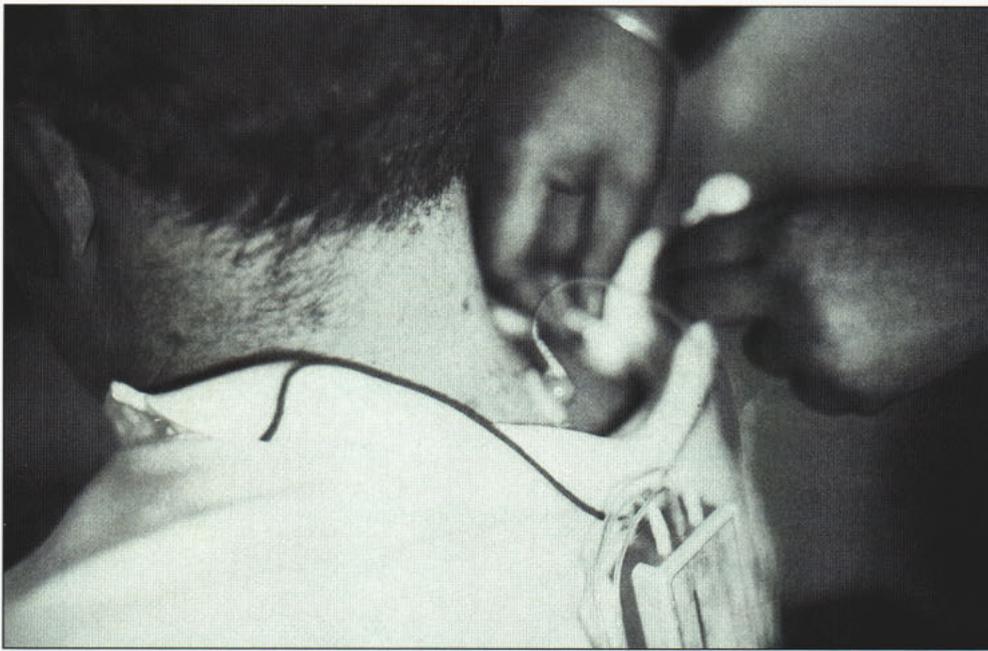
“It’s the state-of-the-art in stress therapy,” she said. “You might call it ‘therapy meets high-tech.’”

While it may be state-of-the-art, biofeedback appears nonthreatening. A standard home computer is linked through boxes which interpret signals from electronic sensors attached to a client’s skin. The client can see his or her stress levels on a monitor in full color — long red bars for high-stress response, medium green ones for normal and short blue ones for relaxed response. Smaller, independent indicators can be as simple as a device that emits a low-to high-pitched squeal when fingers are placed on its pads, or a thermometer strip around a finger.

During treatment, sensors placed on the skin measure the microvolt levels naturally produced by the body to tense the muscles, the temperature of extremities (like fingers), and the sweat-enhanced electrical conductivity of the skin, all of which are stress indicators.

Each case is different, but treatment usually begins with a profile mapping current responses to stress. The therapist begins to help the client identify the “triggers” that produce these responses, then helps the client learn relaxation techniques to reduce the negative impact of stress on his or her body.

The client gets a tape and computer printout of the session and practices relaxation techniques each day. The goal is to get to the point where the instruments are no longer needed to



Opposite page: Marriage, family and child counselor Adrienne L. Reid monitors AMH1 Charles Nix's stress indicators with SuBase San Diego's biofeedback computer. Sensors hooked to Nix's shoulders (above), forehead (left) and fingers send electronic impulses to the computer as he takes a thoughtful journey through the gamut of emotions.

In fact, biofeedback isn't a medical treatment at all, but it can be a very effective tool in therapy. Reid said traditional medical treatments can eliminate stress-related pain but do nothing to help clients respond better to the stresses of their situation when encountered again. This can leave clients dependent on outside intervention indefinitely, impairing their ability to perform or making them otherwise unfit for duty.

"The Navy has a strong reluctance to just give somebody pills," Reid said. "The clients haven't learned the skills they need to deal with the stress. I get calls from doctors who say, 'I'm so glad I found you. Finally we have a resource for this patient.'"

But according to Reid, the "only in California" stigma of biofeedback is beginning to wear off. "It has nothing to do with holistic medicine, faith healing or altered states. It's a painless, non-intrusive, effective treatment that puts the client back in control," she said.

In fact, interest in biofeedback is far from lacking. Reid said she sees

an average of 10 clients per week, each averaging six weekly, one-hour sessions in treatment, and the short time it takes to achieve results makes biofeedback cost effective.

Clients from local medical facilities, and some that are self-referred, participate in the program, where they can see, hear and continue to monitor and reduce physiological stress responses usually below their consciousness.

Funded by a grant in 1986, the program was created to encourage self-regulation and reduce tension in service members involved in domestic violence. Reid said that the program has done that by encouraging self-regulation and reducing tension, and now encompasses a variety of job-related disorders as well.

Tinnitus, a painful ringing in the ears, brought Aviation Structural Mechanic (Hydraulics) 1st Class Charles Nix, a helicopter mechanic of 15 years from Naval Air Station North Island, Calif., to the program.

Reid attached sensors to Nix's forehead, shoulders and hands as she explained the procedure. Nix was instructed to think of things that would take him on a journey through the gamut of his emotions — from a state of relaxation to anger and fear, and back. Reid monitored the colored bars and experimented with relaxation techniques until, by the end of the session, some had turned green or blue.

Nix was breathing easier and his shoulders had lowered noticeably following the session. He explained how he and other mechanics once used a multimeter to see who had the most electrical resistance in their bodies.

"I had the most," Nix said. "I'm not proud of it now that I know what it all means. In fact, I wouldn't care to win that contest again." □

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

reduce stress. Reid said the treatment is almost always successful.

San Diego's biofeedback program is one of two in the Navy. But despite its success, several myths continue to surround it.

Apparently, many potential clients recall with skepticism earlier mass-produced biofeedback "indicators" — the mood rings and love meters from the 1970s. The myth is that biofeedback is, at best, on the fringes of legitimate medicine.



II Holding the Pacific

The United States prevails at Coral Sea

The Battle of the Coral Sea transcends mere history in the hearts of Americans who remember the valiant sacrifice of the destroyer USS *Sims* (DD 409), fleet oiler USS *Neosho* (AO 23) and the courage of the fighting lady USS *Lexington* (CV 2). To Australians it forever remains an inspiring victory that saved their nation in the cause of justice. Each anniversary of the Battle of the Coral Sea is marked with great celebrations, hosted by Australians in Sydney, as well as in American cities wherever Australians are gathered.

Coral Sea was the first major naval battle in history in which the damage was done solely by opposing carrier-based aircraft. It was a prelude to the great victory in the Battle of Midway, and a strategic victory for RADM Frank Jack Fletcher's Task Force 17, built around his flagship carrier USS *Yorktown* (CV 5) and *Lexington*. The latter carrier, known affectionately as "Lady Lex," sortied April 15, 1942, from Pearl Harbor as the flagship of RADM Aubrey W. Fitch, commander of Task Force 11, and rendezvoused with Fletcher's *Yorktown* force southwest of the New Hebrides Islands on May 1.

At this time a powerful Japanese task force had been formed to win control of the Coral Sea and cut off Australia from the war. An invasion group of 11 transports carrying Japanese army troops and a destroyer squadron was to seize Port Moresby. A smaller invasion group was to seize Tulagi and set up a seaplane base, and a group built around a seaplane carrier was to establish a base in the Louisiades. These enemy invasion groups were protected by light carrier *Shoho*, four cruisers and a destroyer, along with a strike force that included the powerful Japanese carriers *Shokaku* and *Zuikaku*, screened by two cruisers and six destroyers.

On the morning of May 3, 1942, the *Yorktown* and *Lexington* task forces steamed 100 miles apart, turning north after Fletcher received word that Australia-based planes had sighted enemy transports debarking troops at Tulagi. By daybreak May 4, Fletcher was in striking distance of Tulagi. Three attack groups rose off *Yorktown* to hit Tulagi. Their bomb and torpedo hits sank the Japanese destroyer *Kikuzuki*, three minesweepers and



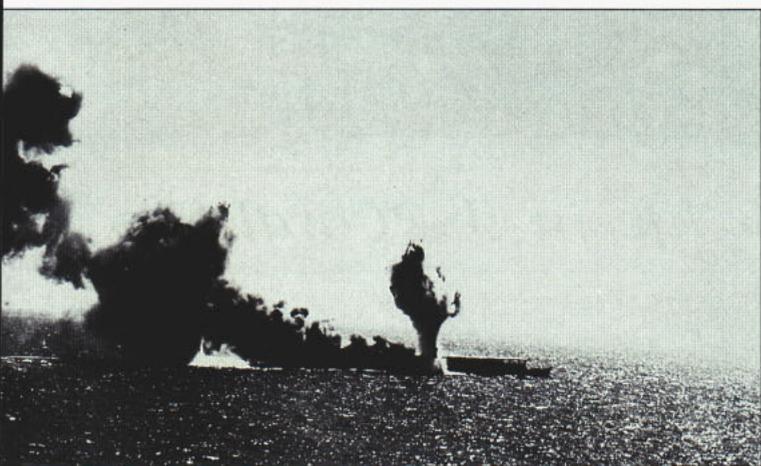
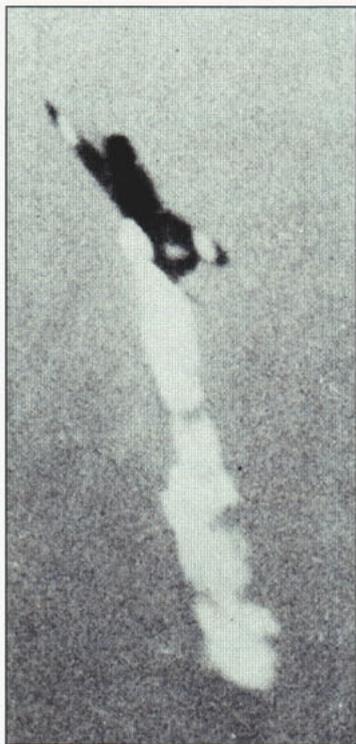
Above: *Lexington*, following her airwing's successful attack on Japanese aircraft carrier *Shokaku*. **Right:** Japanese carrier *Shoho* sinks after being hit by bombs from U.S. Navy planes. **Opposite page:** Flaming gasoline streams from a Japanese torpedo plane hit during its failed attempt to strike *Lexington*.

four landing barges. Five enemy seaplanes were also destroyed and a number of vessels, including the destroyer *Yuzuki* were damaged.

That same day a Royal Navy cruiser and destroyer force (Task Force 44) under British RADM John G. Crace joined Lex's task force, and by the morning of May 6, 1942, all the forces were merged into a single task force (Task Force 17) under Fletcher's tactical command. As dawn neared May 7, Fletcher dispatched an attack group of cruisers and destroyers under Crace to the Louisiades to intercept any enemy attempt to move toward Port Moresby, and Fletcher's carriers moved north into the Coral Sea in search of enemy covering forces.

Three hours later *Neosho* and her escort, *Sims*, were spotted by Japanese planes. After dodging bombs from 25 enemy planes, they were attacked again by 36 enemy dive bombers. *Sims* suffered three direct bomb hits, two which rocked her engine room, and she sank stern first with a frightful loss of life. *Neosho* took seven direct hits and became a lifeless hulk. She drifted until the afternoon of May 11, when her 123 survivors were taken off by the destroyer USS *Henley* (DD 391) before the fleet oiler was finally scuttled. While *Neosho* and *Sims* drew the planes off the Japanese carriers, aircraft from *Lexington* and *Yorktown* sent the Japanese light carrier *Shoho* to the bottom.

On May 7, 27 bombers and torpedo planes were launched from the still unlocated *Shokaku* and *Zuikaku*. These enemy planes made an uneventful



search for Fletcher's carriers, and were returning home when they were intercepted by *Lexington* and *Yorktown* fighters. Nine enemy aircraft were shot down in the ensuing dogfights. As twilight neared, six enemy planes mistook *Yorktown* for their carrier and attempted to join her landing circle — one was shot down.

The great carrier air battle of the Coral Sea began the morning of May 8, 1942, when a *Lexington* search plane made contact with Admiral Takagi's carrier strike force. Attack groups were immediately launched from *Yorktown* and *Lexington* against *Zuikaku* and *Shokaku*.

In the war's first American attack on a large Japanese carrier, *Shokaku* received two bomb hits from *Yorktown*'s planes, damaging her flight deck. This stopped her from launching planes and started furious gasoline fires. *Lexington*'s dive-bombers added another hit, leaving the enemy carrier with 108 men dead and 40 wounded. While their planes were attacking the Japanese, both *Yorktown* and *Lexington* prepared for a return

attack, when an intercepted message indicated that the enemy was aware of their location. Shortly after 11 a.m., the attack came. Seventeen enemy planes were shot down by the few planes available to protect Fletcher's carriers, but other enemy aircraft broke through and launched torpedoes on both sides of *Lexington*'s bow.

Two torpedoes hit her port side followed by a dive-bombing attack which scored three hits. At the end of the air battle she had a 7-degree list to port, three engineering spaces were partially flooded, several fires were raging and her elevators were out of commission. Meanwhile, *Yorktown* maneuvered to dodge eight torpedoes and came under attack by Japanese dive-bombers. The skillful hand of CAPT Elliott Buckmaster took her clear of several near misses, and she evaded all but one bomb which penetrated her flight deck — killing or seriously injuring 66 men. *Yorktown* soon brought her fires under control and escaped with damage which did not impair flight operations. The air battle was over by 11:45 a.m., May 8, 1942, and by 12:45 p.m. *Lexington* was on even keel, three fires were out and the fourth under control, and she was making 25 knots while conducting nearly normal flight operations.

At 12:47 p.m., *Lex* was shaken by a heavy explosion caused by gasoline vapors igniting below decks. CAPT Frederick C. Sherman and his men began a last fight of supreme courage to save their ship. As flames spread aft and internal explosions became more frequent, the danger of torpedoes and bombs detonating aboard seemed imminent. At 5:07 p.m. Sherman, fearing for the safety of his men, gave the order to abandon ship. Men went over the side in orderly fashion and were picked up by nearby cruisers and destroyers. Sherman was the last man to leave *Lady Lex*, now a raging inferno. The destroyer *Phelps* steamed within 1,500 yards and fired two torpedoes into her hull. With one last heavy explosion the fighting lady slipped beneath the waves.

The Battle of the Coral Sea was a tactical victory for Japan, but it was a strategic one of immeasurable value won by Task Force 17. Fletcher had blunted the enemy's thrust and turned them from their main objective — Port Moresby. Not one of their warships would ever safely pass the barrier of the Louisiades and Tulagi.

Shokaku, was so badly damaged she was out of action for the next two months, and the enemy's second carrier, *Zuikaku* suffered heavy plane losses, which kept her out of the way until June 12, 1942. Had these two powerful carriers and their veteran pilots been available for the historic carrier air battle of Midway, they might have supplied the margin for a Japanese victory. □

Story by the staff of the Navy Historical Center, Ships' Histories Section, Washington D.C. Photos courtesy U.S. Naval Institute.



The soul of

Lexington

Photo courtesy of U.S. Naval Institute

A fighting lady loses her life in the Coral Sea

Story and photos by JO1(AW) J.D. DiMattio

After the Japanese attacked Pearl Harbor, the Navy was on the defensive, and I distinctly remember a message came from Washington, saying, 'Try to damage the Japanese but do not suffer any losses yourself.' That was a tough situation for a man in charge of a fleet in the Pacific. So was the task of Lexington," recalled retired ADM James Dudley, as he reflected on the Battle of Coral Sea — four days that would spell the end of USS Lexington (CV 2).

Now 93, and the senior Lexington survivor, Dudley recalled the 96 hours that fill history books, sailors' minds and the world's memories. Despite the loss of life, the Battle of the Coral Sea stopped Japan's push toward Australia and proved the vital role of carrier aviation, charting future waters for carriers to come.

On May 4, 1942, navigator LT Dudley headed Lexington west toward the Coral Sea. In company with the aircraft carrier was another task group and three Australian cruisers — all prepared to wage war on Japan.

"At daybreak on May 5, our search planes found the [Jomard] passage that the Japanese invasion fleet had to pass through," recalled Dudley. "Our scouts located

Japanese carriers, cruisers and a great many transports north of the Louisiades Archipelago just north of the Coral Sea. If the Japanese were able to establish a base on the south side of New Guinea at Port Moresby, they would have access to Australia.

May 7 — "After two days . . . we located at least one carrier and several cruisers north of these islands. Through heavy rain and cloud cover our attack planes struck. CDR Bob Dixon, in charge of the scouting force, sent word back: 'scratch one flattop,' referring to the Japanese carrier *Shoho*.

"The strike was a success, but our planes had a tough time getting back. With radios and charts antique by today's standards, we had to give the pilots a number of different locations to meet up with the ship. All returned in spite of the weather," remembered Dudley. "The battle group received more good news. Scouting planes had found a huge battery of planes just 50 miles north.

May 7, 3 p.m. — "Our radar followed the rest of the Japanese planes to the east, and at about 30 miles we spotted them. At the same time we got a message from ADM [Chester] Nimitz. They had detected radio signals from Japanese carriers, but traffic was so heavy we got the message at 7:30 [p.m.].

May 7, 8:30 p.m. — The battle group made changes to its heading that brought it back to the same location it occupied 24 hours earlier. What the allies didn't know was that the Japanese carriers had maneuvered north and returned, so they were also in about the same position they were the day before. *Kawaneshi* seaplanes spotted the U.S. task force, prompting a massive launch from Japanese flight decks.

May 8 — "I was on the bridge right behind the steersman. As the navigator I was trying to make sure that the signals to the engine room and the steersman were exactly what the captain had wanted. I did see these planes when they came out of the clouds off the port side and they were strung out — 13 of them in a long line heading about parallel to us — and when they got up to us on our port bow, they started dropping their torpedoes.

"I suppose I should have been frightened, but I have no recollection of it since I had confidence in the great hull of *Lexington* to bring me home. I think many of the other sailors had the same feeling."

Bomber after Japanese bomber dropped their loads. One shell landed on the port side of the flight deck near the ammunition supply for the anti-aircraft guns at 11:25 a.m., causing the first of many explosions. For hours *Lexington* dodged and swerved from a great many of the torpedoes, but five found their mark.

"The first torpedo hit near the bow, and the flooding caused the ship to be down at the bow. But the real hit was when one torpedo went under where we stored the gasoline. It didn't explode, but it broke the top of the tank off and airplane gas flooded the compartments in the lower part of the ship."

May 8, noon — "The fumes got to a sparking motor in the forward distribution room. It set off an explosion of terrific dimension at 12:15. We were listing 5 degrees to port, and the damage control officer adjusted the fuel oil and fluids tanks so that [the ship] was brought back to an even keel."

During the attack, Dudley recalled that the *Lexington* sailors seemed to have a calm sense about them, and even kept their sense of humor.

"The damage control officer quipped to the captain, 'If we have to take any more torpedo hits, please take them on the starboard side because I can't trim the list on the ship if there are any more hits on the port side.'"

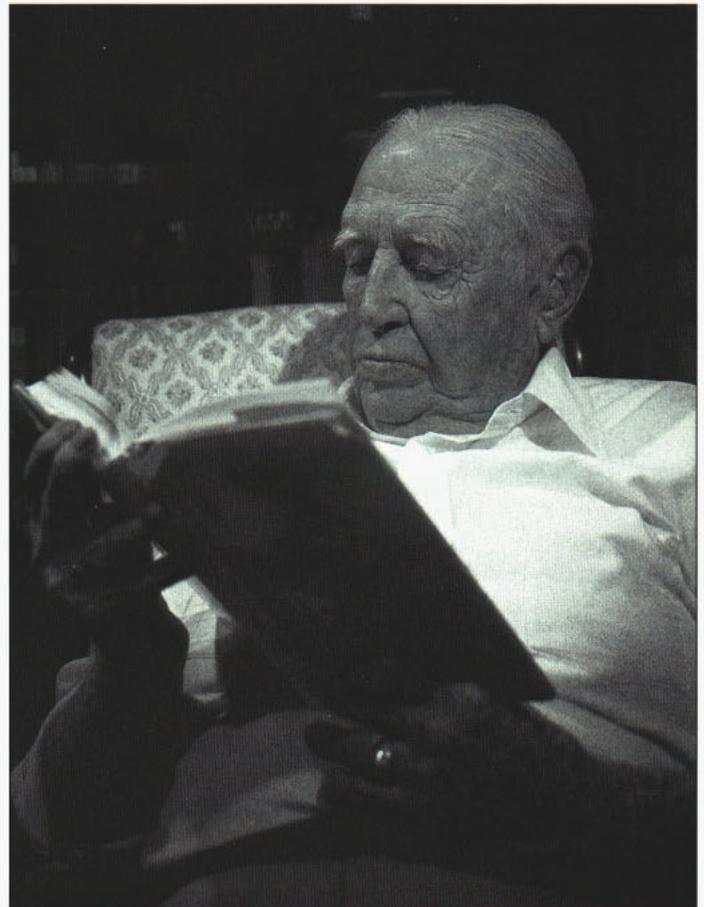
May 8, 12:30 p.m. — "We were actually in good shape. We outmaneuvered other attacks until the internal explosion took place. Throughout the entire afternoon,

from about noon on, it was as if the ship had the hiccups. Small explosions — then larger ones — came in 20-minute intervals. Fire was spreading and the gasoline was seeping out until it got enough oxygen and another explosion would occur. The heat was incredible.

"At 12:47 p.m. another major explosion took place. It seemed like the entire ship erupted. The entire crew in damage control central was wiped out. Destroyers came alongside and passed their fire hoses to our ship to assist, but it was to no avail — the pressure was weak because of the distance and height it had to travel."

May 8, 3 p.m. — Heat forced the evacuation of some of the engine room personnel. Paint on the bulkheads was getting so hot it ran down in streams. Smoke and poor ventilation caused more spaces to be evacuated. The danger to bombs and ammunition throughout the ship prompted RADM Frank Jack Fitch and CAPT Frederick Sherman to take action that would protect the crew.

May 8, 4 p.m. — "The ship was broadside to the wind and was being pushed across the water. RADM Fitch and CAPT Sherman agreed to abandon ship. Personnel were being lowered into lifesaving floats, and cruisers were picking up the survivors. [USS] *Minneapolis* [CA 36] received many of our badly wounded.



Opposite page: The last stages of the destruction of USS *Lexington*. Not a man was lost in abandoning the ship. Right: Retired ADM James Dudley, the senior survivor of *Lexington*, remembers the dramatic four days that ended the life of CV 2.

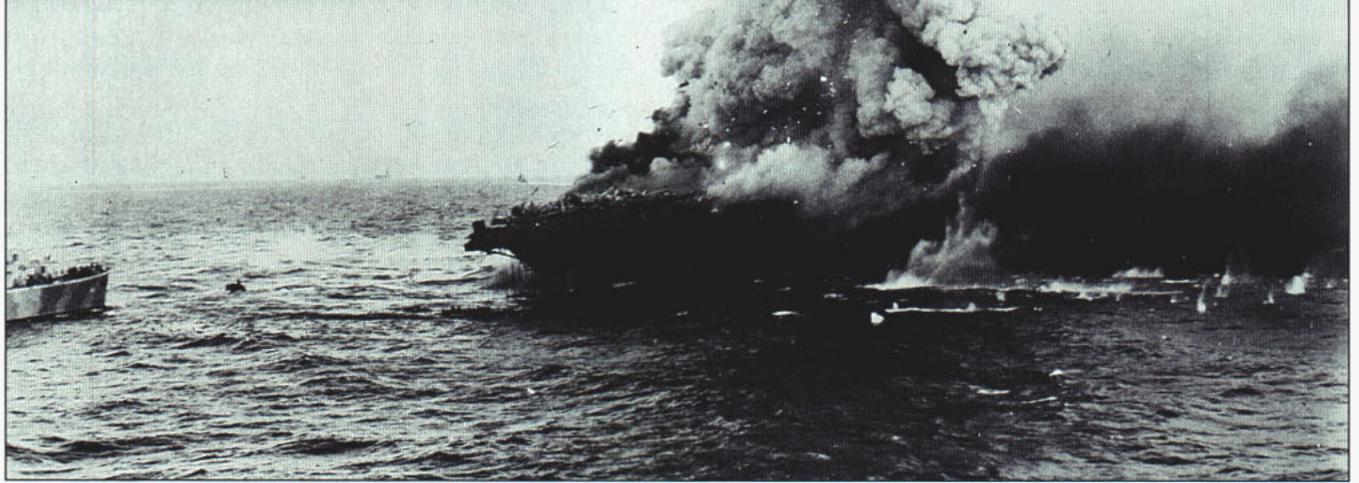
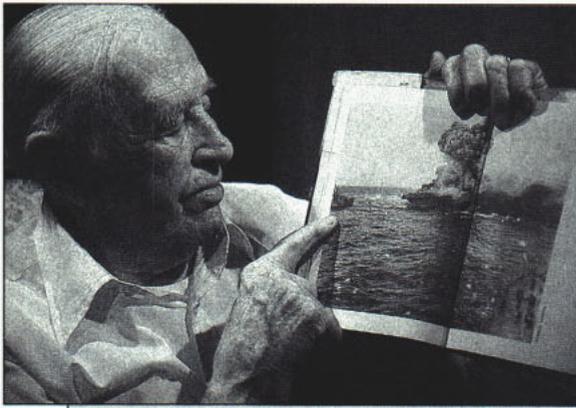


Photo courtesy of U.S. Naval Institute

Dudley looks at the photograph taken following a major explosion aboard *Lexington*.

"The injured had to be lowered over the side by looped ropes, but they made it. Sailors would take off their shoes prior to climbing down the ropes. All those shoes were lined up all the way down the flight deck — as if they were waiting for their owners to come back aboard and retrieve them at some time.

"The captain told me to abandon ship. [USS] *Hammann* [DD 412] was to port. Once in the lifeboat we thought we were doomed and would be crushed between the ships due to the heavy winds. They didn't collide but came so close that boards were put across the deck of *Hammann* to *Lex*, and *Hammann* took on 450 to 470 people.

"I was glad to be on board *Hammann* since she didn't have the violent hiccups that *Lexington* was having. *Hammann* backed clear, and then we heard and saw a phenomenal explosion on board *Lexington*."

Dudley recalled a sight that he says will never leave his mind. "One of the battle ports was blown off *Lex*, clear across the deck, killing one of the men who had been rescued from *Lex*."

Shortly after this burst, a new series of explosions shook the crippled carrier. "It was like being in the outfield of a baseball game where hundreds of fly balls were being hit right at you — only these weren't baseballs. The metal and debris could kill you, so everyone was running out of the way, constantly looking up to see where the next shower would be landing."

May 8, 7:30 p.m. — "The task force met and resolved not to leave *Lexington* in a burning rubble where a Japanese carrier could notice how badly she was hit." Dudley's blue eyes filled with tears as he relived the experience. "They ordered [USS] *Phelps* [DD 360] to go in close and fire torpedoes into *Lex*'s hull to make her sink.

"*Phelps* fired one barrage of three torpedoes on one side of the lady, and it didn't appear that *Lex* was going down. So *Phelps* went around to the other side and fired two more," Dudley said, his eyes drifting downward.

"At 8 p.m. *Lexington* slowly submerged. After she was down, an explosion that made all the others seem like small fireworks lit up the sky. The crew of *Phelps* thought they were going to lose their ship because the effects of the explosion was like a typhoon — the force of the waves made them feel they were going to capsize."

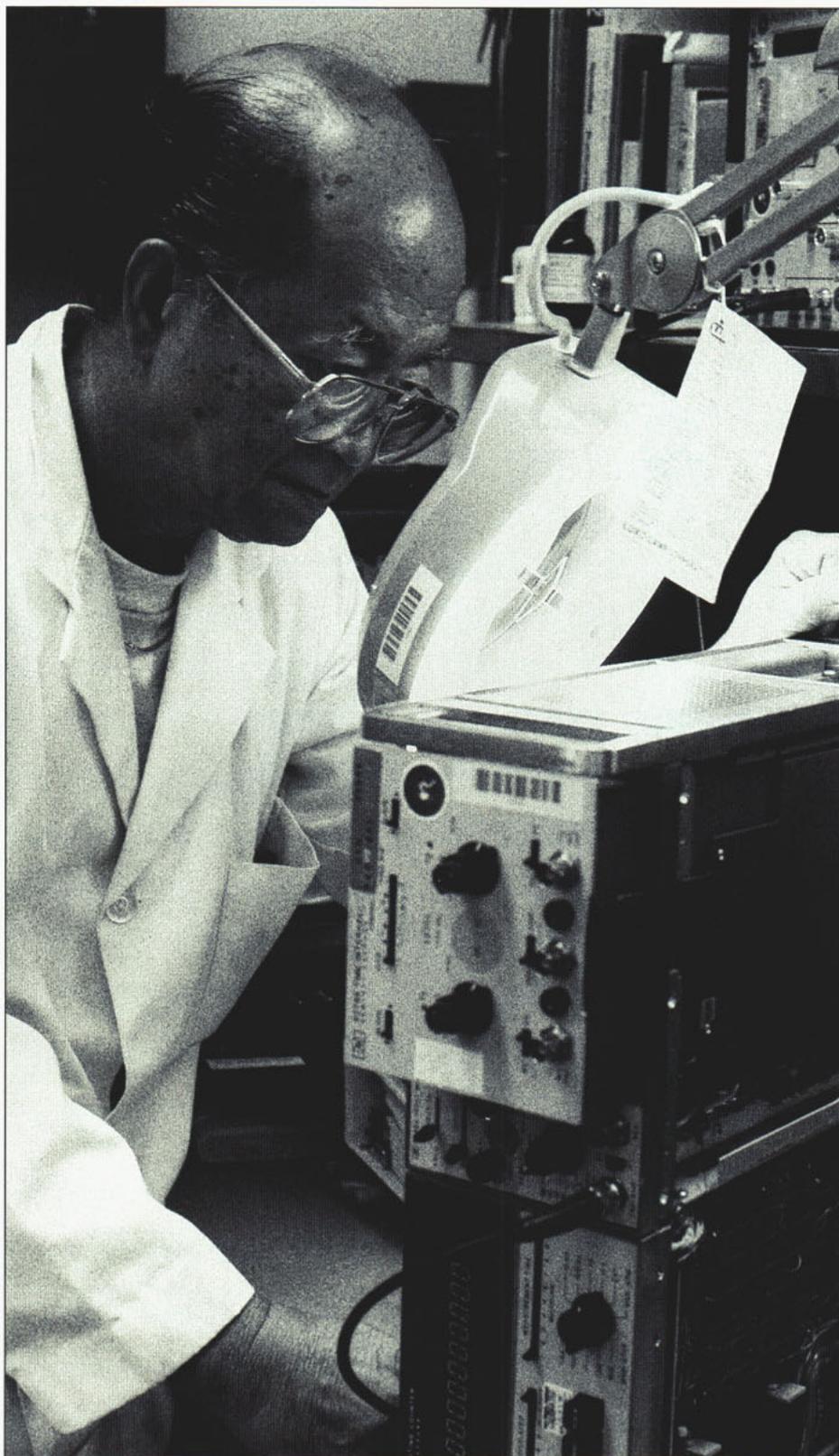
Dudley heard from *Hammann*'s officers that ships 20 miles away heard the explosion and felt the shock of the blast — *Lexington*'s last cry.

Of the ship's complement of 2,900, 28 officers and 118 enlisted men were lost during the two days of the Battle of the Coral Sea.

While *Lex*'s watery grave will have no memorial above her final resting place, her memory is kept alive by this 93-year-old survivor and others who, like him, witnessed America's fighting lady lose her life in the Coral Sea. □

DiMattio is assigned to Navy Broadcasting Service, Washington, D.C.

Testing the testers



How accurate is accurate?

Story and photos
by PH2 M. Clayton Farrington

An A-6 *Intruder* pilot streaking high above the South Pacific in control of 29 tons of carefully maintained airframe, engine, electronics and explosives, probably never thinks about the efforts of calibration technicians.

Yet, without the technicians at the U.S. Navy Calibration Laboratory at Naval Station Cubi Point, Republic of the Philippines, his flight would surely be impossible.

For anyone who tests equipment, whether an avionics technician, mess management specialist or master-at-arms, the seasoned staff of the laboratory works to ensure that the testing equipment used by their customers is as accurate as possible.

"If it has to do with measurement, we get involved," said Joe T. Reynolds, director of the laboratory.

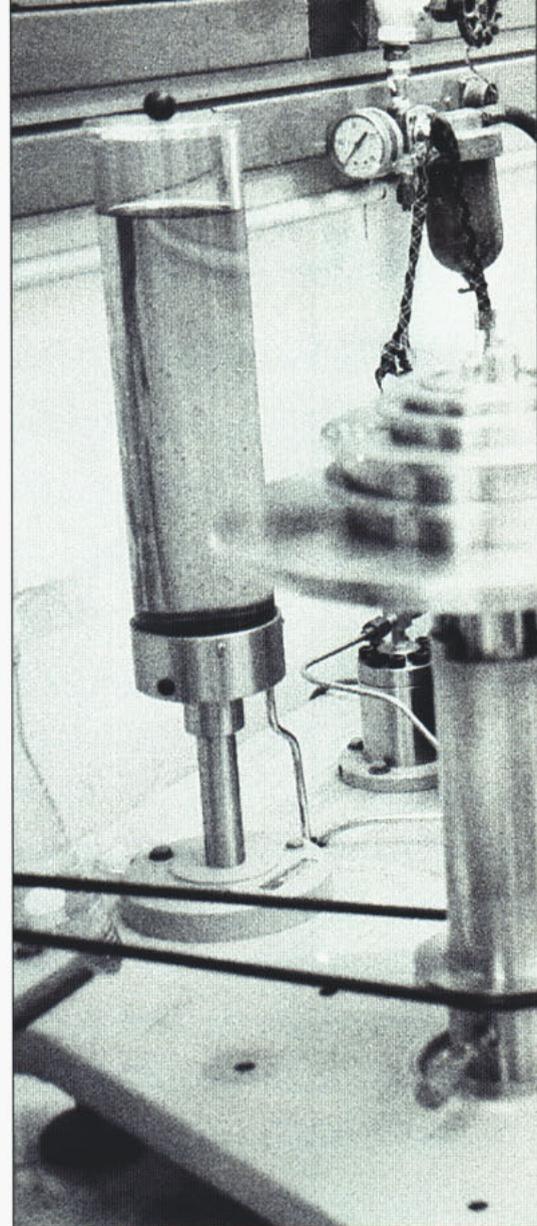
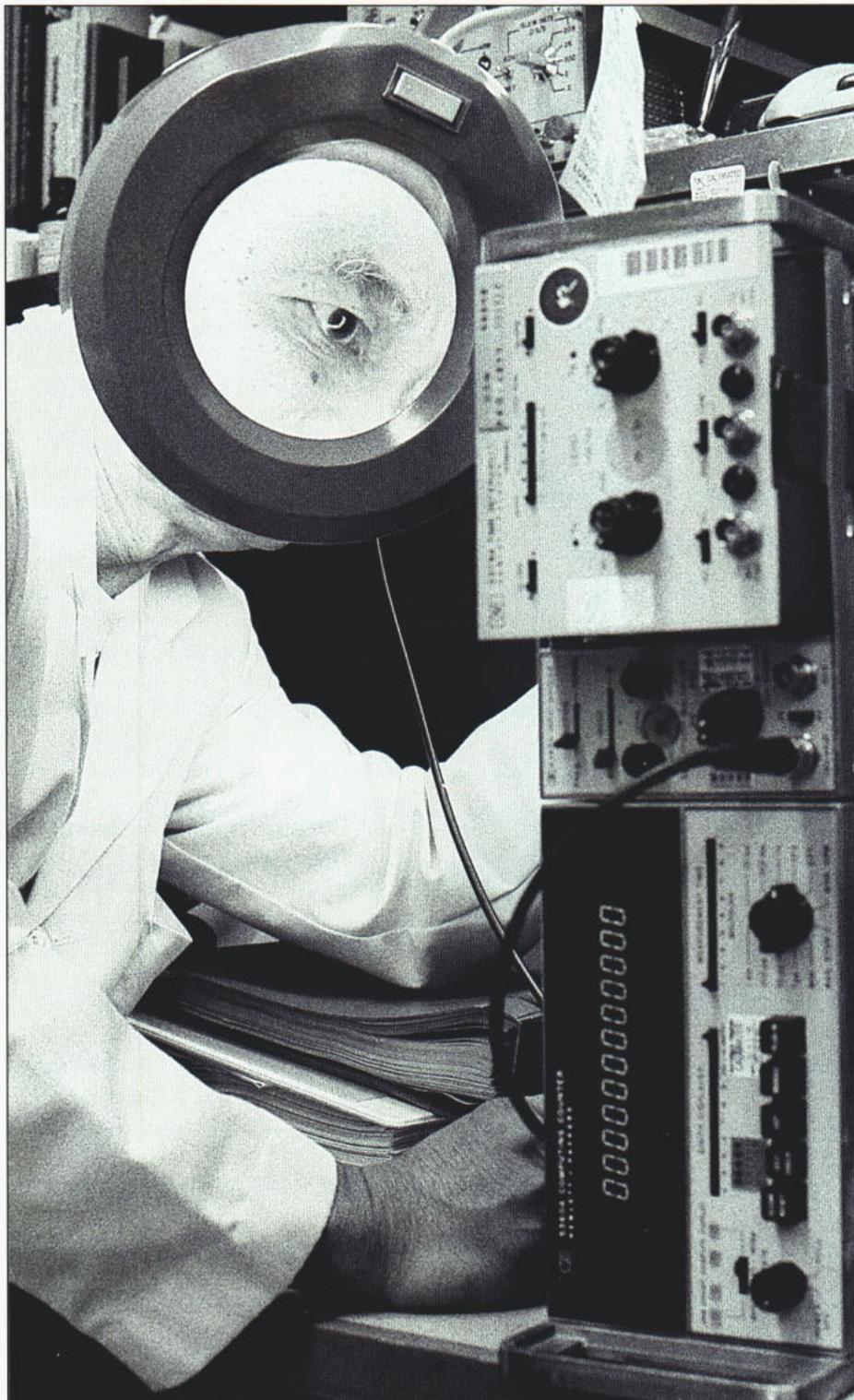
The facility, the largest of eight Pacific labs located from Alaska to New Zealand, performs more than 12,000 calibrations and repairs each year for more than 165 military and DoD activities spanning the 7th Fleet, U.S. bases throughout the Pacific Ocean and the armed forces of the Philippines and Indonesia.

"Even during Operation *Desert Storm*, when our laboratory was grappling with a 140 percent workload, the average repair turnaround time was 3.6 days," Reynolds said.

The staff uses super-sensitive instruments such as platinum thermometers, lasers and atomic clocks

Metrologist Vicente Laygo studies a computing counter before repairing it.

Right: Larry Rothrock calibrates gas and oil pressure gauges using the Ruska deadweight tester. The machine uses nitrogen and special density oil along with precision weights to test gauges before they are shipped back to the fleet. Below: Metrologist Vicente Laygo examines computing data.

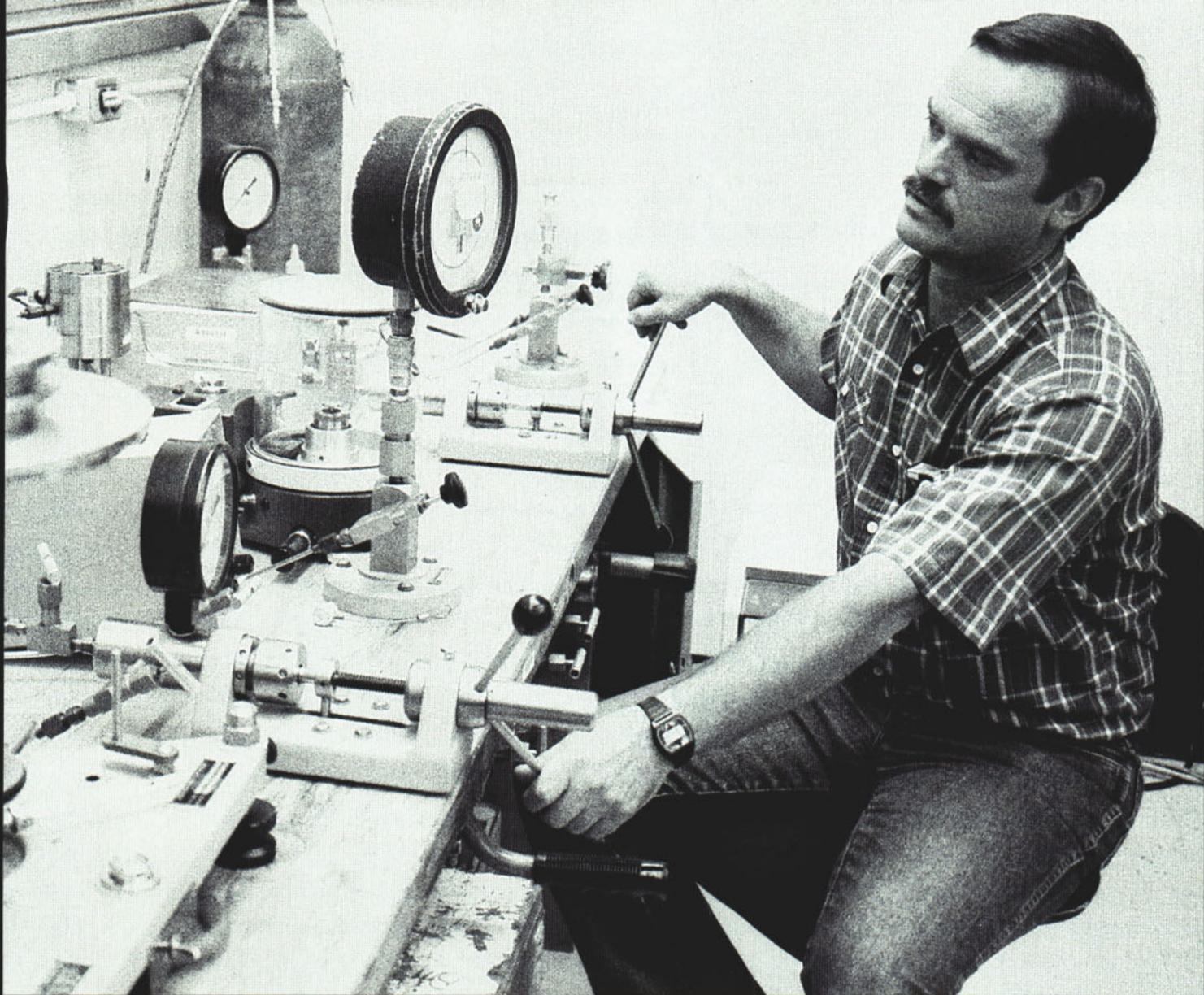


to test instruments which will in turn be used to test other instruments and machines throughout the Pacific.

"Our platinum thermometers are the ultimate in temperature measuring devices, accurate to a hundredth of a degree," said Barry Trudeau, the physical-dimensional sectional supervisor. "We use the thermometer to test jet engine temperature probes, but they are just as useful for testing pizza oven sensors."

Lasers at the facility are used in ultra-precise length and angle measuring, especially when it is important to find how a given temperature will affect the size of an object.

"Any given piece of metal is going to expand and contract with temperature, and with a sensitivity to one



hundred-thousandth of an inch, our laser will pick it up. In fact, you'd be surprised how much a metal object will change between 30 and 90 degrees Fahrenheit," said Reynolds.

For arresting gear personnel and landing signal officers who wonder how much stress their cables can take, the lab's 100,000-pound capable "stress machine" can tell them.

Instruments for measuring most types of radar and radio transmission are located in the electronic area of the 12,000-square-foot facility.

"We have a machine that produces ship and aircraft identification friend or foe (IFF) signals. Our specialists use it out in the fleet to make sure that the little black boxes on aircraft and the big black boxes on ships are working properly," said John Bales, an electronics technician.

"It's a complicated system, with codes changing every day. If the IFF system wasn't working properly, no one would know who's who in a conflict," he added.

The radar testers range from huge shipboard assemblies down to a simple tuning fork used for calibrating base police radar guns.

When verifying the performance of number-crunching modern computers, Vicente Laygo, senior metrologist (specialist in the field of weights and measures), relies on his cesium-based atomic clock. "After all, theoretically, it will only need a one-second correction after about 300,000 years," he said.

Since 1971, civilian metrologists have staffed the laboratory. The 29 working there today have an average of 20 or more years on the job.

Even with their experience and equipment, the laboratory isn't the last word on accuracy.

"We are a type 3 calibration lab," says Reynolds. "AIMDs (aircraft intermediate maintenance departments) are type 4 facilities and among our biggest customers. We send our weights on a regular basis to be re-certified at type 2 labs. Type 2 labs are larger and have more capabilities than us, but all of them are located in the United States. Type 1 labs hold precedence over them, and they are checked by the National Bureau of Standards near Washington, D.C., the No. 1 authority," he said. □

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

Spotlight on excellence

Franke talk on courage and skill

Story by JOCS Cindy Adams

During Operation *Desert Storm*, U.S. Navy aircraft carrier battle groups launched around-the-clock air strikes against Iraq in the battle to free Kuwait from enemy takeover.

Since then, Navy aircrews in the Tidewater Virginia area have received hundreds of awards for heroism and daring in direct combat action. But no less daring were Norfolk's helicopter pilots and aircrewmembers, who provided vital logistics support necessary to keep those battle groups operating.

One of these pilots is LT Kelly Franke, who earned both regional and national recognition as 1991 Pilot of the Year by the Naval Helicopter Association (NHA).

Franke is assigned to Helicopter Combat Support Squadron (HC) 2, based at Naval Air Station Norfolk. She is one of 10 Naval Air Force Atlantic helicopter pilots, aircrew and maintenance crew who received NHA's Region Four honors for outstanding performance. She accepted the national award in February at the NHA Symposium in San Diego.

Franke deployed twice with HC 2's "Desert Ducks" during Operation *Desert Shield/Storm*. Working from their Bahrain staging area, the Desert Ducks moved mail, people and supplies by helicopter — providing a vertical lifeline to ships at sea.

It wasn't a glamorous job. Keeping the battle groups supplied day or night, under any and all weather conditions, was at times harrowing. Cited for "inspirational" and "unparalleled" performance, Franke flew 664.2 accident-free flight hours

in 105 combat support missions. These missions included transporting Iraqi POWs and numerous logistics runs to the battle groups before Iraqi gun positions had even been cleared from sea-based oil platforms.

"We were always standing alerts," Franke said. "It was an all-day job. We flew long hours not knowing what would happen next." On one occasion, she led a night mission to rescue a Navy diver from a mobile dive platform in the Persian Gulf. It was impossible to land on the platform, and she hovered at 75 feet in a 20-knot tail wind while the crew hoisted the injured diver to safety.

Three months later, she averted disaster during an in-flight emergency in the northern Persian Gulf. Supplying several ships that day, her crew had off-loaded supplies aboard USS *Elliott* (DD 967) — their third delivery for the day. Ten minutes after leaving the ship, the helicopter lost auxiliary hydraulic pressure.

Loss of pressure requires the pilot to land as soon as possible, and with the nearest land 40 miles away, Franke decided to attempt an emergency landing on USS *Stark* (FFG 31). Battling for control of the aircraft in a 30-knot crosswind, which robbed the helo's tail rotor authority and forced the nose of the aircraft down, Franke aborted her attempt to land on the small deck. She skillfully recovered from a potentially disastrous spin and made a safe return flight to Kuwait, escorted by another ship's helo.

"It was more of a surprise than anything," Franke said. "We thought we had the winds to land on the



deck. It was scary and we were all shook up."

The escort pilot witnessing the incident praised Franke's "immediate and decisive" handling of the situation.

Franke, 26, has a well-deserved reputation for savvy that squadron officials say "far belies her years" in the behind-the-scenes role of keeping tons of supplies on the move to combat forces. The soft-spoken, self-assured pilot won the praise and admiration of officials, who felt she was "a must" for the prestigious title of Pilot of the Year.

Franke described the *Desert Storm* experience as "tough" and "demanding" — but an experience she wouldn't want to have missed. She has nothing but praise for her squadron's camaraderie and professionalism.

With almost five years of service behind her, Franke admits that she was surprised, however, to win the NHA Pilot of the Year award. "I was doing my part ... just like everyone," she says. "If I had to do it again, I would." □

Adams is assigned to the public affairs office, Commander Naval Air Force, U.S. Atlantic Fleet, Norfolk. Photo by PH2 John Bivera.

Bearings

Brother Program brings siblings together again at sea

It goes without saying that life at sea is hard and sometimes lonely. Many times, sailors don't know anyone on board when they arrive, and just finding their way around can be confusing and frustrating. But for some, shipboard life can be made easier by the Navy's Brother Program.

Fireman Apprentice Philip Mathewis and Operations Specialist Seaman Kevin Mathewis are brothers stationed aboard USS *America* (CV 66). Philip entered the Navy earlier last year and reported aboard while the ship was in Naples, Italy, for the holidays. He got there by filling out his "dream sheet" in boot camp and requesting his brother's ship. Through the Brother Program Philip's dream came true.

Philip reported to *America* only days after being married on Dec. 30, 1991, reluctantly leaving his new bride to go to sea. But at least he's not alone because of his shipmate brother.

The brothers are only two years apart and grew up in a large family in Cincinnati, Ohio. "We spent a lot of time together," Kevin said. "We were both good friends growing up,



and this ship is like a home away from home."

Both brothers' wives now live in the same town in Georgia.

Philip said, "It's very good to know when times get tough, I have my brother here for support. He also has been helping me find my way around the ship and getting me used to shipboard life."

When *America* returns to Norfolk this summer, the Mathewis brothers

FA Philip Mathewis and brother OSSN Kevin Mathewis enjoy some free time in *America's* crew lounge.

plan on relocating their wives to the Hampton Roads area. Continuing to keep their families close, they plan to be neighbors off the ship as well as on it. ■

Story by JO3 Steve Eifert, USS *America* (CV 66). Photo by PHAN Lewis Martin.

Spanish aviators make first Harrier landing on U.S. carrier

Two Spanish aviators from the carrier *Principe de Asturias* (R 11), performed their first landing of the AV-8A *Harrier* aboard USS *America* (CV 66) recently in the Mediterranean Sea.

"On a Spanish carrier," said LCDR Jose Palamino, one of the *Harrier* pilots, "I don't have much problem [landing] at all. I feel much more relaxed. Today there was pressure." However, the pilots' successful approach and landing gave no indication of any difficulties.

The pilots spent a day-and-a-half with *America* aircrews, conducting combat maneuvers with F-14 *Tomcats* and F/A-18 *Hornets*, and experiencing the thrill of carrier arrestment in the back seat of some of *America's* aircraft.

Commander Carrier Air Wing 1, CAPT Paul D. Cash, said that from an interoperability standpoint, the training enhances the flexibility needed for allied forces to continue to operate together.

"Probably one of the big things we

get out of it is that we get to build some friendships at the working level," said Cash. "Those things carry a lot of importance when those men go back to their homebases and share their experiences."

And what will Palamino share with his friends? "I'll tell them to come here and try this themselves," he said. "It's impressive to see how the best Navy in the world operates." ■

Story by AA Chris Roe, USS *America* (CV 66).

Bearings

Beached whale rides Navy C-2 to sunny Florida's Marineland

The "Rawhides" of Fleet Logistic Support Squadron (VRC) 40 played an unusual role in the survival of a pregnant pygmy sperm whale which beached itself recently at Virginia Beach, Va.

The stranded whale, normally a subtropic mammal, was found near death on the beach at the Back Bay National Wildlife Refuge in December 1991. She was rescued immediately by a specially formed "stranding team" from the Virginia Marine Science Museum (VMSM).

The whale, named "Noel" by her rescuers, was ailing from apparent liver damage and underwent treatment with antibiotics in a museum holding tank until her condition stabilized.

Meanwhile, museum officials decided that the whale and her future offspring's chances of survival would be better in the warmer waters of a larger tank at Marineland in St. Augustine, Fla. So they asked the U.S. Navy for assistance.

The Navy was able to fly Noel and the VMSM stranding team on VRC 40's previously scheduled C-2 *Greyhound* training flight from Norfolk to Florida.

Squadron crew members strapped a wood-framed, egg crate foam-lined cradle to the deck of the C-2 cargo plane and helped lower the 1,000-pound whale on a stretcher into the cradle to keep her upright during the nearly two-hour flight. The stranding team and crew kept attentive eyes on Noel's condition during the entire journey.

Susan Barco, a VMSM marine biologist, monitored Noel's breathing and heartbeat as the whale slowly started to calm down after takeoff.

It wasn't long before Noel's condition began to stabilize as she became accustomed to her new surround-



ings. Marine biologist Maylon White made sure Noel was comfortable and calm by constantly spraying her with water.

Upon arrival, there was a quick and smooth transition from the aircraft to an awaiting van, which took Noel to her new temporary aquatic home in Marineland.

Once there, Marineland officials said that Noel made the transition to her new watery environment very well.

"She was slow at first, but then she started moving around," said Dr. Bob George, a veterinarian from Gloucester, Va., and a member of the VMSM team. "I believe she's going to be OK."

Aviation Structural Mechanic (Structures) 3rd Class Jody Giordano said, "I felt really good that I had the opportunity to participate in this." Like everybody there, Giordano was on his feet during the entire flight

A pregnant pygmy sperm whale, named "Noel" by her rescuers, is watered down and monitored during a C-2 flight from Norfolk to Marineland in St. Augustine, Fla., by (from left) Virginia Marine Science Museum (VMSM) marine biologist Susan Barco, VRC 40 crew members AMS3 Jody Giordano, AO3 Grady Nations, and VMSM marine biologist Maylon White and Tom Pitchford.

helping marine officials monitor Noel's condition.

"I'm glad she made it alive," summed up another concerned VRC 40 crew member, Aviation Ordnanceman 3rd Class Grady Nations. "I felt good about being involved." ■

Story and photo by PH2 John Bivera, Fleet Imaging Command Atlantic.

Mail Buoy

Excellence addendum

• All Hands *inadvertently omitted Chief Radioman Michael J. Jones from the list of "Black achievers in today's Navy" printed in February. Jones was recognized by his command, Destroyer Squadron 24, for his work as the staff communications officer. "He has excelled at every task, continually discovering better ways to support the staff's role in the areas of command, control and communications." BZ, chief! — ed.*

Name names

I read with interest your article "Cold Storage" in the January issue of *All Hands*. I was deployed as the public works officer for Fleet Hospital 15/20, and as such, I was the final recipient of the 450 containers and 60 pieces of equipment which started the journey in Norway. The accomplishments of the Navy Cargo Handling Battalions (CHB) in support of our deployment were truly impressive — we could not have done our job without them.

However, I must take issue with one statement in the introduction to the article. The trucks which delivered the containers from the piers to the "dunes" were manned by personnel of Construction Battalion Hospital Unit (CHBU) 15/20. These Seabees worked around-the-clock shifts for nine straight days to move all the equipment the 15 miles from the port to the construction site. This was just the beginning of a 35-day stretch of maximum effort on their part to get Fleet Hospital 15/20 up and running. In view of the tremendous effort on the part of these 80 outstanding individuals, I felt I must point out your error. Hats off to the CHBs and the CBHUs!

—CDR D.K. Ault
Civil Engineer Corps

What the hull?

In regards to an article in the October issue of *All Hands* magazine, and one in the January issue, I would like to clear some confusion about two of the participating units in Operation *Fiery Vigil*.

In the January issue, a crewmember of USS *McClusky* (FFG 41) wrote about a mistake in the October issue which listed USS *Ingraham* (FFG 61) as FFG 41. The October article listed many partici-

pating units, but the article seemed to center on the efforts made by USS *Abraham Lincoln* (CVN 72)'s battle group, and *Ingraham*, which was indeed a member of this battlegroup. The confusion seems to have arisen from the fact that in addition to *Ingraham* and *McClusky*, USS *Gary* (FFG 51), and USS *Rodney M. Davis* (FFG 60) were also participating. With the hull numbers 41, 51, 60, and 61 all floating around (pardon the pun) at the same time, in the same place, the confusion is understandable.

Though the cameras seemed to be centered on USS *Abraham Lincoln*, I can tell you that being on *Ingraham* with 235 other crew members, 300 evacuees, 30-plus dogs and cats and one SH-60B for two days, was something that took a level of performance "above and beyond" the norm. It is something that we all take immense pride in having accomplished. Especially since we did it all safely, twice.

Fiery Vigil was the first undertaking on *Ingraham's* maiden deployment, and is now another success in the history of the most capable frigate afloat. I simply felt the need to finally clear up "who's who" in the Operation *Fiery Vigil* record books.

—ET2 Scott O. Fowler
USS *Ingraham* (FFG 61)

Reunions

• **U.S. Naval Aerial Photographic Interpretation Center (all classes)** — May 8-12, San Francisco. Contact Richard DeLancie, 1370 Taylor St., No. 10, San Francisco, Calif. 94108-1031; (415) 885-6271.

• **USS Fanshaw Bay (CVE 70)** — May 26-30, New Orleans. Contact Duane D. Iossi, 310 Edwards St., Fort Collins, Colo. 80524; (303) 482-6237.

• **B-1-5, The Baker Bandits and other Korean War Marines** — June 10-13, Colorado Springs, Colo. Contact Emmett Shelton Jr., 808 Caravan Circle, Austin, Texas 78746; (512) 327-1305.

• **USS Arkansas (BB 33) Association** — June 10-14, Providence, R.I. Contact John F. Bird, P.O. Box 1283, Port Aransas, Texas 78373; (512) 749-6925.

• **USS Denebola (AD 12)** — June 11-14, Louisville, Ky. Contact Frank Chapin, 111 Dyke Farm Road, South Portland, Maine 04106; (207) 774-7001.

• **USS Izard (DD 589)** — June 18-20,

Nashville, Tenn. Contact Sal A. DiGiovine, 49 Clements Road, Waltham, Mass. 02154-8207; (617) 894-1039.

• **USS Norton Sound (AV 11/AVM 1) Association** — June 24-28, Port Hueneme, Calif. Contact USS *Norton Sound* Association, P.O. Box 487, Port Hueneme, Calif. 93044; (805) 485-6144.

• **USS Whitehurst (DE 634) Association** — June 25-27, Knoxville, Tenn. Contact Roy E. Graham, Route 12, Box 258, Morgantown, W.Va. 26505; (304) 594-1986.

• **USS Ranger (CV/CVA 61)** — July 3-5, San Diego. Send a self-addressed stamped envelope to: USS *Ranger* Reunion, P.O. Box 49, Round Top, N.Y. 12473.

• **USS Ashland (LSD 1/48)** — July 8-11, Norfolk. Contact Milt Furgeson, 1540 E. Moore Road, Hillsdale, Mich. 49242; (517) 437-7205.

• **Fraternal order of UDT/SEAL** — July 17-19, Norfolk. Contact Don Tilton, P.O. Box 5365, Virginia Beach, Va. 23455.

• **USS Sylvania (AFS 2)** — July 17-19, Indianapolis. Contact John D. Pierce, 6631 Holloway Lane, Lansing, Mich. 48917; (517) 335-2927.

• **Fitting Out and Supply Support Assistance Center** — July 24, Norfolk. Contact LCDR C. Moore, FOSSAC (Code 04), P.O. Box 15129, Norfolk, Va. 23511-0129; (804) 445-2558.

• **NavComSta Londonderry** — July 27-Aug. 2, Londonderry, Northern Ireland. Contact Tom Porter, Navy and Marine Corps Intelligence Training Center, Code N133, Dam Neck, Va. 23462; (804) 433-8067.

• **U.S. Naval Radioman Association** — July 30, College Park, Md. Contact RMCM(SW) Rick Bourdon, 2701 S. First Place, Arlington, Va. 22212; (703) 521-1282.

• **USS John C. Calhoun (SSBN 630) Veterans Association** — July 30-Aug. 2, Charleston, S.C. Send self-addressed stamped envelope to: L.L. Pace, 1678 Colleen Drive, Orlando, Fla. 32809.

• **USS Brinkley Bass (DD 887)** — July 31-Aug. 2, St. Louis. Contact Bob Shetron, 347 W. Leaside, Glendora, Calif. 91740; (818) 335-8040.

• **Bedford Springs Radio School (Company 13-1944)** — July 1992. Contact Bruno Campagnari, 1809 Dugan Road, Olean, N.Y. 14760; (716) 372-1780.

Reunions

- **USS Little Rock (CL 92/CLG 4/CG 4)** — July 15-19, Buffalo, N.Y. Contact James Kays, 37 Bridge St., Ogdensburg, N.J. 07439; (201) 827-7455.
- **USS Topeka (CL 67)** — Aug. 6-8, Norfolk. Contact James W. Wilson, 1022 W. Abbott, Muncie, Ind. 47303; (317) 288-3949.
- **USS President Jackson (APA 18) Association** — Aug. 6-9, Portland, Ore. Contact Harry Dunford, P.O. Box 386, Lexington, Mo. 64067; (816) 259-2231.
- **USS Bon Homme Richard (CV/CVA 31)** — Aug. 14-16, Denver. Contact Ralph Pound, P.O. Box 1531, 410 Clark St., Tupelo, Miss. 38802; (601) 842-0572/8247.
- **USS Forrestal (CV/CVA 59)** — Aug. 17-23, Pensacola, Fla. Contact Art Billingsley, 505 Rose Ave., Fruitland, Fla. 34731; (904) 787-3763.
- **20th NCB** — Aug. 19-22, Waldorf, Md. Contact James Hensley, 5604 Exeter St., Churchton, Md. 20733; (301) 956-6323.
- **USS George A. Johnson (DE 583)** — Aug. 20-22, Philadelphia. Contact Joe Harrison, 2115 Armstrong Ave., Morton, Pa. 19070; (215) 532-8348.
- **USS Fort Snelling (LSD 30)** — Aug. 20-23, Minneapolis. Contact Larry Eckard, P.O. Box 5145, Hickory, N.C. 28603; (704) 256-6274.
- **USS Quick (DD 490/DMS 32)** — Aug. 21-23, North Canton, Ohio. Contact Ed DeSantis, 366 Oakpark N.W., North Canton, Ohio 44720; (216) 966-8420.
- **USS Thatcher (DD 514)** — Aug. 25-29, Silverdale, Wash. Contact Bob Hartley, 288 Roxalana Hills Drive, Dunbar, W.Va. 25064; (304) 766-7497.
- **111th Tactical Reconnaissance Squadron (World War II)** — Aug. 27-29, Gatlinburg, Tenn. Contact Roy D. Simmons Jr., 3730 Edgewater Drive, Nashville, Tenn. 37217; (615) 366-1191.
- **World War II Marine Parachute Units** — Aug. 27-29, Arlington, Va. Contact Dave E. Severance, P.O. Box 1972, La Jolla, Calif. 92038.
- **USS LCS (L) 1-130 Association** — Aug. 27-29, Colorado Springs, Colo. Contact Jeff Jeffers, P.O. Box 9087, Waukegan, Ill. 60079; (708) 360-0560.
- **USS LST 511** — Aug. 27-30, Alexandria, Va. Contact Al McCracken, 2400 Franciscan Drive, Pensacola, Fla. 32526; (904) 944-0474.
- **USS LCS (L) 128** — Aug. 27-30, Colorado Springs, Colo. Contact Bruno Campagnari, 1809 Dugan Road, Olean, N.Y. 14760; (716) 372-1780.
- **USS Hoggatt Bay (CVE 75), VC 14/88/99** — Aug. 27-30, Providence, R.I. Contact Del Canady, 5868 Argyle Way, Riverside, Calif. 92506-3513; (714) 787-8666.
- **USS Richmond (CL 9)** — Aug. 27-30, Madison, Wis. Contact Bill Shumway, 306 Woodlawn Circle, Madison, Wis. 53704; (608) 244-6717.
- **USS Petrof Bay (CVE 80) World War II** — August 1992, Dayton, Ohio. Contact L. Bud Haeuser, Box 278, Fountain City, Wis. 54629.
- **USS Cortland (APA 75)** — August 1992, Seattle. Contact Alvin E. Miller, 3425 Center Point Road N.E., Cedar Rapids, Iowa 52402; (319) 393-8152.
- **USS Custer (APA 40)** — Sept. 3-5, Portland, Ore. Contact Clyde L. Thomen, 6342 Walinda Court S.E., Salem, Ore. 97301; (503) 749-2708.
- **USS Clay (APA 39) and USS Elizabeth C. Stanton (AP 69)** — Sept. 4-6, Knoxville, Tenn. Contact John Brass, 403 E. 330 St., Willowick, Ohio 44095-3303; (216) 943-2079.
- **USS Daly (DD 519)** — Sept. 4-6, Nashville, Tenn. Contact Walter A. Johnson, 1 Edgewood Road, Windham, N.H. 03087-2106; (603) 898-6507.
- **USS Bumper (SS 333)** — Sept. 6-9, Indianapolis. Contact James E. Spears, 6212 S. Third St., Louisville, Ky. 40214; (502) 368-6707.
- **USS Idaho (BB 42) Association** — Sept. 7-12, San Pedro, Calif. Contact David C. Graham, P.O. Box 711247, San Diego, Calif. 92171.
- **USS Princeton (CVL 23) Association** — Sept. 9-12, Madison, Wis. Contact Sam Minervini, 251 Marlboro Road, Woodridge, N.J. 07075.
- **USS Endicott (DD 495/DMS 35)** — Sept. 9-13, Seattle. Contact Dean Wren, 11811 E. 60th St., Kansas City, Mo. 64133; (816) 356-4833.
- **USS Wisconsin (BB 64)** — Sept. 10-13, Milwaukee. Contact Jim Janz, P.O. Box BB-64, Rudolph, Wis. 54475-0116.
- **USS Gridley (DD 380)** — Sept. 10-13, Denver. Contact Walter J. Drelicharz, 9344 W. Kentucky Ave., Lakewood, Colo. 80226; (303) 985-9291.
- **17th and 120th NCB** — Sept. 10-13, Toledo, Ohio. Contact Mike Meade, P.O. Box 1, Raub, Ind. 47976.
- **USS Sevier (APA 233)** — Sept. 10-14, Scottsdale, Ariz. Contact George Pangborn, 20414 Skylark Drive, Sun City West, Ariz. 85375; (602) 584-5580.
- **USS President Adams (APA 19)** — Sept. 10-14, Portland, Ore. Contact Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; (804) 340-8551.
- **60th Seabees** — Sept. 11, St. Louis. Contact Clarence A. Hemmer, 10728 St. Francis Lane, St. Ann, Mo. 63074; (314) 427-5352.
- **USS Delta (AK 29/AR 9)** — Sept. 13-18, San Diego. Contact E.T. Sonnleitner, 1218 Jackson St., Oshkosh, Wis. 54901; (414) 235-1866.
- **USS Bordelon (DDR 881)** — Sept. 15-19, Baltimore. Contact John Burke, 302 Hawthorne Ave., Uniondale, N.Y. 11553; (516) 483-3962.
- **USS John Paul Jones (DD 932/DDG 32)** — Proposed summer 1992. Contact J.W. Turner, 520 Jason Drive, Lady Lake, Fla. 32159 or J.L. Laseter, 101 St. Andrews Drive, Ocean Springs, Miss. 39564-8426; (601) 875-9134.
- **Association of Gunner's Mates** — Proposed, Great Lakes, Ill. Contact Jack Photenhauer, 7217 Belmont Ave., Hammond, Ind. 46324; (219) 845-3747.
- **USS Norfolk (DL 1) 1954-70** — Proposed. Contact Richard A. Horne, 2820 Chichester Ave., Apt. A-8, Boothwyn, Pa. 19061; (215) 485-0914.
- **4th NCB** — Proposed, Tulsa, Okla. Contact Jack Swafford, 4103 E. 22nd St., Tulsa, Okla. 74114; (918) 744-8276.
- **50th NCB** — Proposed. Contact Robert Leathers, 116 Krest, Madera, Calif., 93637; (209) 661-7128.
- **63rd NCB** — Proposed. Contact Byron L. Carter, 555 Shady Lane, Boonville, Ind. 46701-9107; (812) 897-2661.
- **21st NCB** — Proposed. Contact Aubrey L. Berry, 4302 Shady Lane, Enid, Fla. 34746; (405) 234-9704.
- **23rd U.S. Naval Seabee Association** — Proposed. Contact George H. Manolakis, 474 Greenwood Lane, Kissimmee, Fla. 34746; (407) 397-0458.
- **25th Special Construction Battalion** — Proposed. Contact Albert Gray, 131 Route 87, Columbia, Conn. 06237.
- **302nd NCB** — Proposed. Contact Robert Totans, 25444 Mardone Drive, Willits, Calif. 95490.

ALL HANDS Photo Contest

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

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

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

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

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

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

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

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

Certificates will be awarded to 1st, 2nd and 3rd place winners as well as Honorable Mention in each of the categories. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AW) Joseph Dorey or JOCS Robert Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1992.

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

Single-image feature

- Black-and-white print
 Color print or transparencies

Photo story

- Black-and-white
 Color print or transparencies

Professional

Amateur

Name: _____

Rate/rank: _____

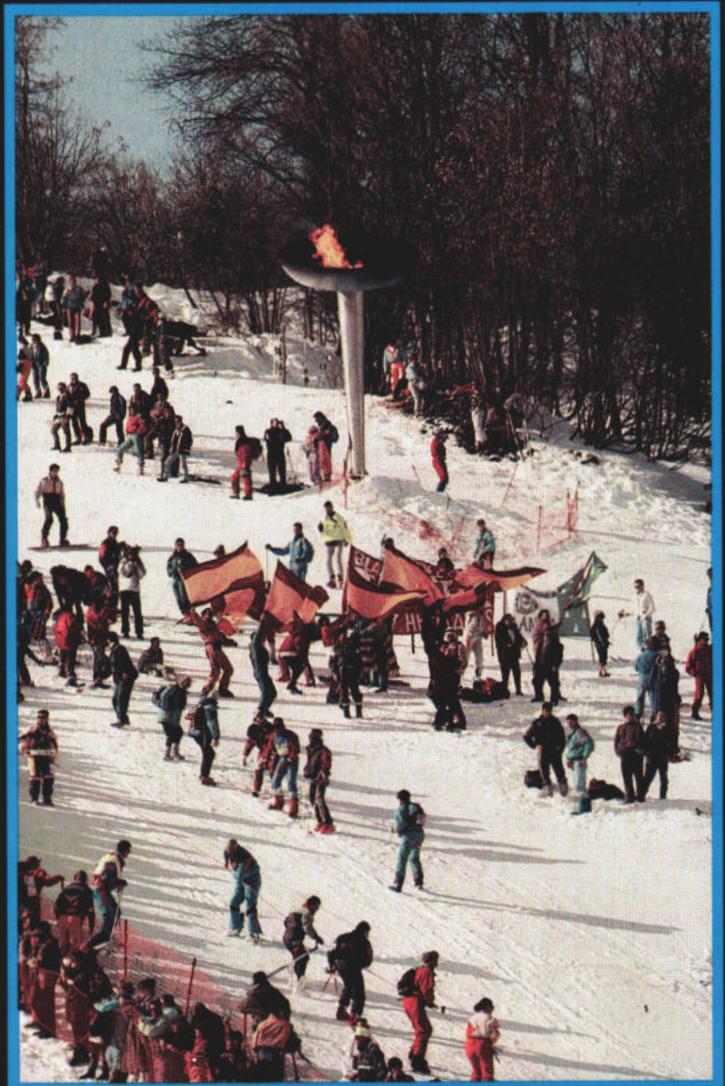
Command: _____

Address: _____

Phone: _____

Title of Photo: _____

Send entries to:
All Hands Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, Va. 22314-2007



WINTER GAMES ● Page 20