

ALL HANDS

MAGAZINE OF THE U.S. NAVY



**RESTORING
HOPE AND
DEMOCRACY
IN THE
CARIBBEAN**

**DECEMBER
1994**



Photo courtesy of Naval Facilities Engineering Command

Howard Gilmore Terrace in La Mesa, Calif., is an example of the quality housing the Navy provides its families through the Neighborhoods of Excellence program. (See story Page 8.)



Mount Baker team

MAC Mary Anderson and BM2 Randy L. Stoker of the Master-at-Arms force on-board the USS *Mount Baker* (AE 34), review the berthing assignments board to update it and to ensure its accuracy. See story Page 38.



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On the Covers

Front cover: HM1 Manuel Micu of Alameda, Calif., measures out dry goods being provided to citizens of Las Calderas, Dominican Republic. (Photo by JO1(SW/AW) Randy Navaroli)

Back cover: MR3 Greg L. Funk, from Garrett Springs, Kan., turns down a piece of carbon steel in the machine shop aboard USS *Cape Cod* (AD 43). (Photo by JO1 Ray Mooney)

Charthouse

Night detailing

Enlisted night detailing has moved from the second and fourth Wednesday of the month to the second working day after each new requisition hits the street. A requisition is a list of jobs soon available and is used by detailers to place Sailors in the best available jobs. This change, effective Oct. 1, 1994, makes more billet choices available during night detailing because the detailers will have fresher information to discuss with Sailors.

Night detailing dates for December 1994 are the 6th and 20th.

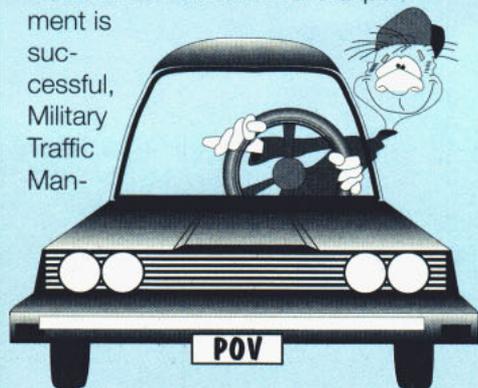
New DoD POV Shipment Policy

A year-long pilot privately-owned vehicle (POV) shipping program aimed at reducing damage, cutting costs, improving customer service and saving taxpayers money began Oct. 1.

Under the pilot program a single contractor is responsible for the vehicle from the time it's turned in for shipment to the time the service member picks it up. Current shipping procedures allow up to eight contractors to handle one automobile.

Turn-in and pick-up sites in the United States are located in Dallas, St. Louis and Baltimore. If the experiment is

successful, Military Traffic Man-



agement Command will consider expanding the program to other locations stateside and overseas.

Picking up the PACE

The Navy currently uses two contractors to provide courses through the Program for Afloat College Education (PACE). Central Texas College, Killeen, Texas, provides instructors for ships (PACE I), and Middlesex Research Center, Inc., of Bethesda, Md. delivers courses electronically, usually by interactive computer video (PACE II).

The PACE I courses are all credited by Central Texas College while the PACE II courses are credited by George Washington University, Washington, D.C.; the University of Oklahoma, Norman, Okla.; Coastline Community College, Fountain Valley, Calif.; and Richland College, Dallas.

To request PACE courses, command ESOs should contact either the Atlantic PACE office in Norfolk, [Charles Hobbs, DSN 564-4526 or (804) 445-4526]; or the Pacific Afloat Office in San Diego, [Jenny Humes, DSN 526-4927 or (619) 556-0680].

In FY93, more than 25,000 Sailors continued their education on 267 different ships. Although final figures are not available for FY94, there is no question that participation in PACE by both Sailors and individual ships is on the rise.

Evaluation Systems Under Review

The Chief of Naval Operations (CNO), ADM Mike Boorda, has asked Chief of Naval Personnel, VADM Skip Bowman, to spearhead a review of the current officer and enlisted evalua-

tion systems. Recommendations are due to the CNO by the end of December for officer fitness reports, and by the end of January for enlisted evaluations.

BUPERS will study the competitive ranking system; develop a ranking system with a clearly specified standard; reduce the number of grades available; and eliminate long narratives in favor of short declarative statements.

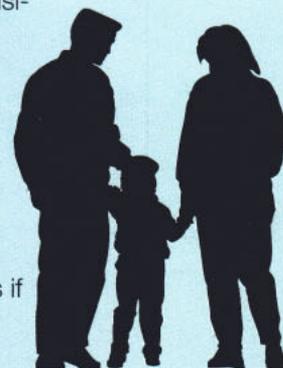
The same general evaluation categories now in use, such as leadership, equal opportunity, airman-ship, etc., are expected to remain.

Families retain base housing under home-basing agreement

Families who choose an unaccompanied overseas tour as a result of a home-basing agreement with detailers may now remain in military housing at the home base if that is where they already reside.

Families in this situation who wish to remain in base housing must request it as soon as possible after the service member receives orders, but not less than 30 days before the date of departure.

In addition, the home-basing agreement eliminates entitlements for relocation which family members normally use during the tour. Sailors remain responsible for family members and visitors in military housing while overseas, and housing must be vacated within 30 days if the home basing or





relocation agreement is broken.

For more information, refer to NAVADMIN 147/94 or contact the base housing welcome center.



Newest officer community formed

The Navy's newest officer community was inaugurated Oct. 4. Dubbed Special Duty Officer (Fleet Support), its officers will have the designator 170X.

The community will be a gender-neutral restricted line officer corps initially staffed by officers from the former General Unrestricted Line (URL) designator (110X).

The new community was formed as the role of women in the Navy changed due to the repeal of a section of the combat exclusion law. This caused a reexamination of the role of the general URL officer community.

More information will be available in a forthcoming NAVADMIN or from the Fleet Support Officer Community Manager at DSN 223-2308 or (703) 693-2308.

Sexual Harassment Prevention Advice Line Update

The Sexual Harassment Advice Line provides a source for Sailors, Marines and DoN civilians to call anonymously and ask questions about the Navy's sexual harassment policy. It

In passing

CAPT Mildred McAfee Horton, the first director of the WAVES (Women Accepted for Voluntary Emergency Service) died Sept. 2, 1994, in a nursing home in Berlin, N.H. She was 94.

In 1942, Horton took a leave of absence from her job as president of Wellesley College, Wellesley, Mass., to organize the WAVES. When she finished her tour of duty in 1946, she had risen to the rank of captain and was awarded a Distinguished Service Medal.

LCDR John W. Reagan, a member of the first group of African-American naval officers known as the "Golden Thirteen," died of cancer Aug. 31, 1994, at Scripps Memorial Hospital in Encinitas, Calif. He was 74.

Reagan enlisted in 1942 as an electrician's mate. He graduated from Officer Candidate School at Great Lakes, Ill., in 1944 and was commissioned an ensign. He served until he was released to inactive duty in 1954 at the grade of lieutenant commander.

also allows Sailors who might have been sexually harassed to call and ask for advice or counseling.

All calls are confidential. The content of the call is known only to the caller and the advice line counselor.

Phone numbers for the Sexual Harassment Advice line are (800) 253-0931, (703) 614-2735 and DSN 224-2735. It is manned from 10 a.m. to 6 p.m., EST. After-hours callers receive a recorded message, and will be called back if a message is left.

Officer continuation policy

The Bureau of Naval Personnel recently announced the details of the FY95 officer continuation policy.

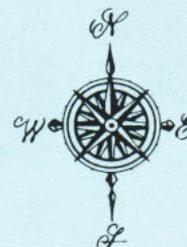
The policy should remain in effect until FY98 for the duration of the drawdown and ensures that officers qualified to remain on active duty are able to do so until retirement eligibility.

The policy primarily affects lieutenant commanders who have had a Failure of Selection (FOS) twice. It

allows these officers to continue until they either reach eligibility for the Temporary Early Retirement Authority (TERA) program or 20 years of service. Most lieutenant commanders with 15 years of service and who have been passed over twice must retire by Dec. 1, 1994. They will receive retirement benefits under the TERA program.

Other officers affected by the policy include previously continued nurse corps lieutenants with 15 years of service. This policy does not affect medical and dental corps officers because of critical skill requirements.

More information on the officer continuation policy is available in NAVADMIN 132/94 and on the Temporary Early Retirement Authority in NAVADMIN 133/94. †



CNO gives view of '90s Navy

Pay, housing, medical care top Boorda's list of priorities

Editor's Note: All Hands photojournalist JO2(AW) Michael Hart recently interviewed Chief of Naval Operations ADM Mike Boorda. The CNO discussed a wide range of topics relating to today's Navy and the future of the fleet – subjects important to Sailors everywhere.

AH: Do you foresee any changes to deployment lengths or is the Navy/DoD committed to our current OPTEMPO and PERSTEMPO levels?



U.S. Navy photo

Boorda: I am a strong believer in OPTEMPO and PERSTEMPO standards and limiting deployment lengths to six months or less. Six-month deployments and reasonable PERSTEMPO are not just humanitarian or social concerns, they're also readiness concerns. We simply can't deploy people too often or too long, or our most important ingredient to sustained readiness, our best Sailors, won't stay in the Navy.

A routine deployment in the U.S. Navy will remain six months. The only time deployments may be longer will be in a situation that is so clear, like *Desert Storm*, where all of us can see and understand the reason for a longer deployment.

What does concern me is what we do between deployments with our current tempo of operations in the "local" area. Many things contribute to local ops, including drug interdiction operations, required underway training (unit and battle group) and inspections. CINCLANTFLT and CINCPACFLT are working together and will jointly make recommendations to me for reductions that make sense in these areas.

AH: Because of downsizing and falling numbers of ships, will the Navy continue its forward presence mission or will it shift to responding to specific crises?

Boorda: Forward-presence is the essence of our business. Our Navy's mission during peacetime is to be forward, working and operating with our allies, like NATO, and with potential allies. Most importantly, being forward means we are ready to respond to or deter crisis as in our most recent experience with Iraq in the Persian Gulf.

AH: How important are our war-fighting skills and individual readiness?

Boorda: Our Navy and nation have a technological advantage over anyone we might happen to fight. But our real ad-

◀ ADM Mike Boorda



► **USS Hue City (CG 66) and USS John Lenthall (T-AO 189) during an underway replenishment off the coast of Haiti during Operation Support Democracy.**

vantage is our people. The dedication, abilities and knowledge of our people are key to our readiness. That's why we spend so much time and effort on training and retention. Having Sailors who know how to do their jobs well is the difference between our Navy and other nations who could become potential enemies. We have the best Sailors in the world.

AH: What are your most pressing quality of life issues right now?

Boorda: Pay, housing, and medical care. For example, I think it's time for us to seriously consider adopting VHA and BAQ for unmarried E-6s on sea duty. It's going to take a law change to do that, but it's something that must be considered.

We're putting more money into housing improvements than we ever have in the past and the Neighborhoods of Excellence Program is making improvements in housing areas and BEQs already. More needs to be done. But quality of life is more than these things. It's also being treated fairly on the job, having good leadership and top-notch equipment.

We have a lot of work to do to reach the level I believe Navy men and women deserve, but I think we're making progress.

AH: What will the Navy and DoD do to ensure Sailors get a fair pay adjustment in FY 96?

Boorda: The Secretary of Defense, Secretary of the Navy, Chairman of the Joint Chiefs of Staff and all the service chiefs are committed to finding the funds for a pay increase to the maximum extent authorized by the law next year. And we will do that.

AH: What do you think about the increase in active-duty pay deductions to support the Armed Forces Retirement Home?

Boorda: I think it's a bad idea. There is a law that says pay deductions can be increased up to \$1.00 if needed to fund the Armed Forces Retirement Home. Our Naval Home is running well within its budget. The 50 cent monthly contribution all enlisted members or members with significant enlisted service, like me, produces enough money to run the Naval Home.



Photo by LT Thomas D. Jostenson

What's happened is the Naval Home and The Soldiers' and Airmen's Home have been combined into one fiscal entity. This need for money has arisen because we've combined the two, not because the Naval Home is having any problems. It isn't.

AH: Soon after becoming CNO, you introduced the "Seaman to Admiral Program." What were your goals in starting this commissioning program? How popular is it based on the applications to the initial selection board?

Boorda: The Secretary of the Navy and I introduced the "Seaman to Admiral Program" to give young Navy people who, for whatever reason, didn't get a more traditional shot (college, NROTC, Naval Academy) at being a naval officer, an opportunity to become an unrestricted line officer. I wanted to look inside the Navy's enlisted force and say, "If you want to try to become an unrestricted line officer, you have a chance."

The numbers of selectees will be small, because I want this to be a very selective program. We'll manage the initial couple of years of the careers of selectees in a non-traditional way. These sailors are not going to get selected and go straight to college. They're going to get right to work as an officer. They'll get the basic officer training and then become unrestricted line officers, just as if they graduated from the Naval Academy, NROTC or OCS. After they've earned their warfare qualification, then we'll send them to college. We've got 50 openings a year and almost 1300 Sailors applied for the first selection process.

The question I sometimes get is: "Why can't I get an age

► EM1(SW) Charles Johnson of Philadelphia, studies for advanced damage control qualifications examination in the crew's library aboard ship.

waiver for this program?" The answer is that you must be young enough to serve a full career as a commissioned officer to be allowed to compete for promotions up through the highest ranks.

If you are over 27 years old, the time just won't be there to serve a full career and be young enough to have a reasonable opportunity to be selected in the later years. There are other very important commissioning programs that already exist for those who do not qualify because of age for Seaman to Admiral, including LDO and Warrant Officer.

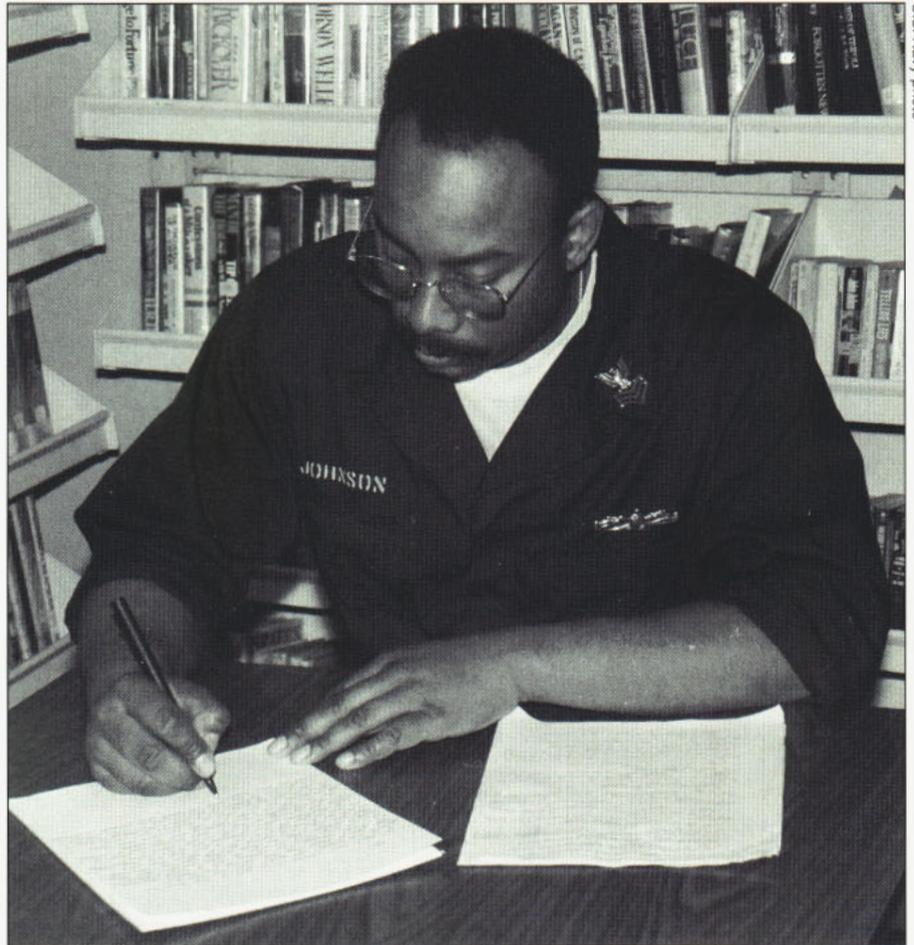
AH: BUPERS is designing a new system to write enlisted evaluations and officer fitness reports. What concerns did you have about the current system that led to this effort?

Boorda: I'm convinced that fitness reports and evaluations are so important to our people as our Navy becomes smaller and we become more selective that it is time for a change. I say that even though I don't know what the change is going to be. It will have to be a better system than the one we have now. We will not make change simply for the sake of change.

I've told the Chief of Naval Personnel that I would like to see a new officer fitness report recommendation by Dec. 31, 1994, and an enlisted evaluation recommendation by Jan. 31, 1995. I'm going to look at both proposals and make a recommendation to the Secretary of the Navy by mid-February.

The Secretary and I are looking for fitness reports and evaluations that produce honesty, generate teamwork and let selection boards decide fairly who should get promoted. We have a good system now. The Secretary and I agree we can make it even better.

AH: Are education programs such as Tuition Assistance (TA) and PACE safe in the decreasing defense budget environment?



U.S. Navy photo

Boorda: Yes. People who use PACE are motivated people who are trying to improve themselves. I really like PACE II, (See Page 2 "Charthouse") where you can work from sea duty in a way where watch standing and unpredictable schedules don't stop you from completing the courses. The PACE program doesn't cost our Navy all that much. We've got to look at available funds and make sure they get used properly for the TA program.

I did not have the benefit of a good education before I came in the Navy, and I used the old, old, GI Bill. It helped me get through college while I was on active duty so I'm committed to keeping the tuition assistance program as well as other programs that help motivated people help themselves.

AH: Since becoming CNO, you directed the development of a new physical readiness program for the Navy. What's the reaction in the fleet to the new program?

Boorda: From my discussions around the fleet, the new physical readiness program has been well-received. Passing the PRT was never really a big question, and we didn't change

the PRT requirements. What we were really after with the change is a healthy lifestyle. That's why we mandated some sort of exercise three times a week.

Because each command is different, we left it up to commanding officers to figure out how to make it happen. For example, Sailors on submarines are going to have a real hard time getting out to run while they're deployed. But you'll find exercise equipment on every nuclear attack submarine. On the other hand, if you're assigned to a shore-based billet, you're probably going to be out running, swimming or doing some other kind of aerobic exercise.

AH: If you were 17 years old again and newly enlisted in the Navy, what sort of schooling and follow-on duty would you choose, and why?

Boorda: That's a hard question because I now see it as a 55-year old looking back on a whole career. If I were starting all over again, I think I would want to be a quartermaster. I really like being around the bridge, and I like the work people do topside. If I weren't a quartermaster, I'd be a signalman -- once again outside and around the bridge. If I couldn't be one of those, I'd like to be a boatswain's mate or gunner's mate. These choices reflect what I've enjoyed most about the Navy -- being around ships, driving ships and being with shipmates.

AH: You've mentioned the phrase "Be all you can be." What recommendations do you have for Sailors to fulfill that goal?

Boorda: I think you should treat the job you're in as if it's the last job you're ever going to have, and do it to the best of your ability. What happens with a lot of Sailors, and I plead guilty to this during my career, is you really want something and strive to reach that singular goal.

About a week or two after attaining that goal, such as making petty officer 2nd class, you may be unhappy because now you want to be a petty officer 1st class. If you wanted to be a 2nd class so bad, why not enjoy it while you're there and spend your energy and efforts doing your job to the best of your ability? I bet you'd make first class quicker that way.

The route to chief petty officer is being great at what you're doing today and preparing for tomorrow, not just coveting tomorrow. I am not saying we should not set goals and strive to meet them. We should. But we should also take time to enjoy what we are doing and what we have now. Otherwise, you'll spend all your life chasing the next goal without enjoying the one you just reached.

AH: What would you like to tell Sailors about where the Navy is headed in 1995?

Boorda: We're nearly through the drawdown. The emphasis is shifting from asking people to leave to asking good people to stay in the Navy. Sailors can look for an advancement system and an evaluation system that doesn't make them head-to-head competitors but encourages even more teamwork and to be better than the standards -- to be something special. That's why I want to change the evaluation system. If that sounded like TQL, I meant it to.

You're in a Navy that is technologically advanced. That's because we are decommissioning older ships while buying small numbers of quality new ships, submarines and aircraft. We're going to be smaller, although not a whole lot smaller than we are today. We'll certainly be a more capable Navy. If you want to be a Sailor -- and by "Sailor" I mean from the CNO to a new recruit -- in that kind of Navy, I'm convinced you have an exciting future. †

▼ After lookout, SA Francis stands watch at sunset in the Central Mediterranean.

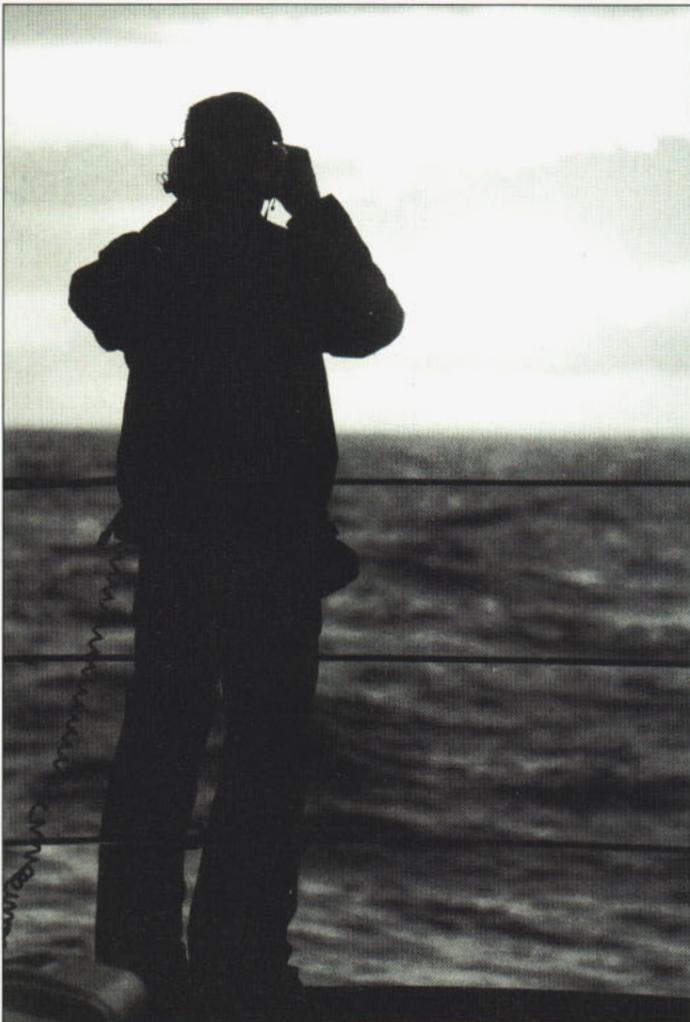
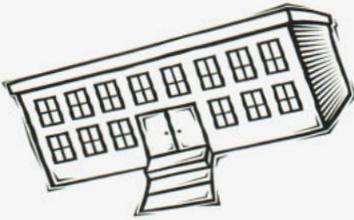


Photo by LCDR Craig T. Nelson



Turning housing into homes

Sailors enjoy renovations to living quarters

Story and photos by JO2(AW) Michael R. Hart



As Fire Controlman 1st Class (SW) Jeffrey A. Mohler, a student at Naval Guided Missile School, Dam Neck, Va., studies during lunch, the dead-silence in his room is a welcome change from the seemingly constant, yet necessary noises aboard USS *Underwood* (FFG 36).

The newly renovated BEQ room has a full-size bed, color TV, brand-new desk and night stand. But those aren't the things which bring a wide grin to the FC's face. Mohler is happier about having two things: a private phone and no roommate.

"When I joined in 1984, I lived in four-man rooms or open-bay barracks," said Mohler, a Key West, Fla., native. "That many Sailors in one room doesn't promote a good study environment. Now you've got a lot more privacy. It's nice to come from school and have a place to kick back and unwind. And you don't have to wait in line for the phone," he said with a laugh.

These barracks haven't always looked like hotel suites. They have undergone extensive rehabilitation as part of the Navy's commitment to improve Sailors' living conditions through the Neighborhoods of Excellence (NOE) program.

According to William McCay, NOE coordinator at Naval Facilities Engineering Command, Alexandria, Va., commanding officers, housing directors and bachelor quarters managers

“When my living conditions are good at home, work is automatically better. They go hand in hand.”

- EW2 Joseph A. Bjorge

worldwide are receiving additional funding to provide quality living facilities and improve customer service to Sailors and their families. The three areas showcasing this housing transformation are Norfolk, Pensacola, Fla., and San Diego.

A key strategy behind NOE, McCay said, is smarter investments in repairs and improvements, with professional planners evaluating existing homes and buildings for maintenance or replacement. They're also addressing other quality of life issues such as parking, landscaping and recreation areas - adding gazebos, exercise trails and playgrounds.

“Everyone in the NOE program wants to bring the quality of Navy housing to an equal or greater level than what you'd find in the civilian sector,” said James K. Affeldt, the architect in charge of NOE revitalization to family housing in Norfolk. “Approximately \$80 to \$85 million will be spent on renovations in this area through through the year 2000.”

According to John L. Desposito, director of facilities at NAS Pensacola, since renovations began about a year and a half ago, some housing areas have received vinyl siding, plumbing systems and new landscaping. Other improvements

◀ **The Mariner Village housing community in Pensacola, Fla., is a mixture of 300 two- and three-bedroom homes. These homes feature six different floor plans and a variety of exterior designs.**

include new electrical systems, additional bathrooms and automatic sprinkler systems. “We'll spend approximately \$46 to \$51 million on renovations between now and 1997,” said Desposito. “The improvements should give Sailors and their families more pride in their living quarters.”

Lillie S. Finkley, a Jacksonville, Fla., native, enjoys living in her three-bedroom house in Lexington Terrace with her husband, Aviation Boatswain's Mate (Aircraft Handling) 1st Class Willie R. Finkley, and their two children. “We were stationed in Pensacola in 1986 and this is a big improvement,” she said. Disbursing Clerk Seaman Mary L. Busbin, also a Lexington Terrace resident, agrees. “The way they've put the siding up and started landscaping adds beauty to the neigh-



▲ **Lillie S. Finkley, who lives in the Lexington Terrace housing area in Pensacola, Fla., is there for the second time with her husband, ABH1 Willie R. Finkley, and two children. “Housing here is a lot better now.”**

◀ **The beginning stages of renovations to some housing areas in Norfolk require lots of paint chipping.**



borhood," she said. The only disappointment Busbin, a Tifton, Ga., native, and her husband have with their one-bedroom house is they couldn't move in sooner. "We definitely need more housing. It's just better for everybody because you don't have to worry about paying rent. I wish housing were available as soon as you got to the base instead of waiting," Busbin said.

Over in the NAS Pensacola townhouses, Electronic Warfare Operator 2nd Class Joseph A. Bjorge, his wife, Dawn, and their two daughters are enjoying life in their home, which has seen some renovations with more on the way. "We've already gotten all new cabinets and carpet, and the walls have been replaced with new sheet rock," said Bjorge, who is stationed at Navy Education Training Program Management Support Activity, Pensacola.

This is the Bjorges' first time living in Navy housing. "I'm

impressed," said Bjorge, a Whitehall, Wis., native. "When my living conditions are good at home, work is automatically better. They go hand in hand," said the seven-year veteran. "The Navy is starting to invest money in housing and we're benefitting from it."

Another Sailor benefitting from these improvement has seen many types of barracks and family housing - good bad and in between. As Master Chief Hull Technician (SW) James Nash Jr. sips a soda and lounges on a plush, forest-green sofa in his bachelor quarters, he seems pleased with the surroundings. "Yeah, it's nice, real nice," said Nash, command master chief of Naval Guided Missile School, Dam Neck.

Nash's chief's quarters — with separate living and bedroom spaces — are furnished with a recliner, microwave, refrigerator, complete bedroom set, including full-size bed, color TV and private telephone. They also have a kitchenette with plenty of cabinets and counter space — even a kitchen table that seats three. "If you've got good living conditions for Sailors, they know that somebody cares about them," said Nash, a Chicago native. "It makes them feel better. Improving the barracks, as well as family housing, is important, because they're homes away from home."

Nash said the major improvements to the barracks and family housing says a lot about Navy leadership. "Somebody at the top realized that to keep our people happy and more productive, we've got to do something for them., †

Hart is a staff writer for All Hands.

➤ Relaxing in the lounge of the bachelor enlisted quarters at Fleet Combat Training Center, Dam Neck, Va., is more enjoyable now that it's renovated. The new style looks similar to what you'd find in civilian hotels.



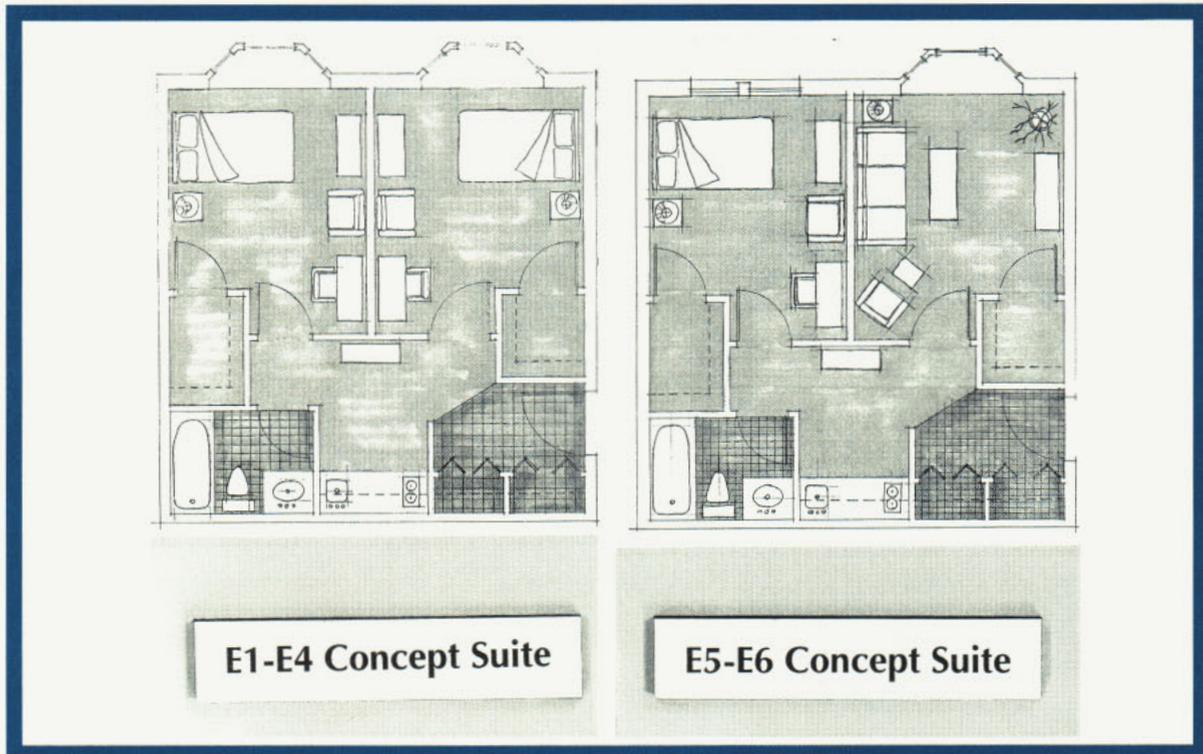
▲ HTCM(SW) James Nash Jr., command master chief at Naval Guided Missile School, Dam Neck, Va., goes over some notes in the living room of his bachelor enlisted quarters.

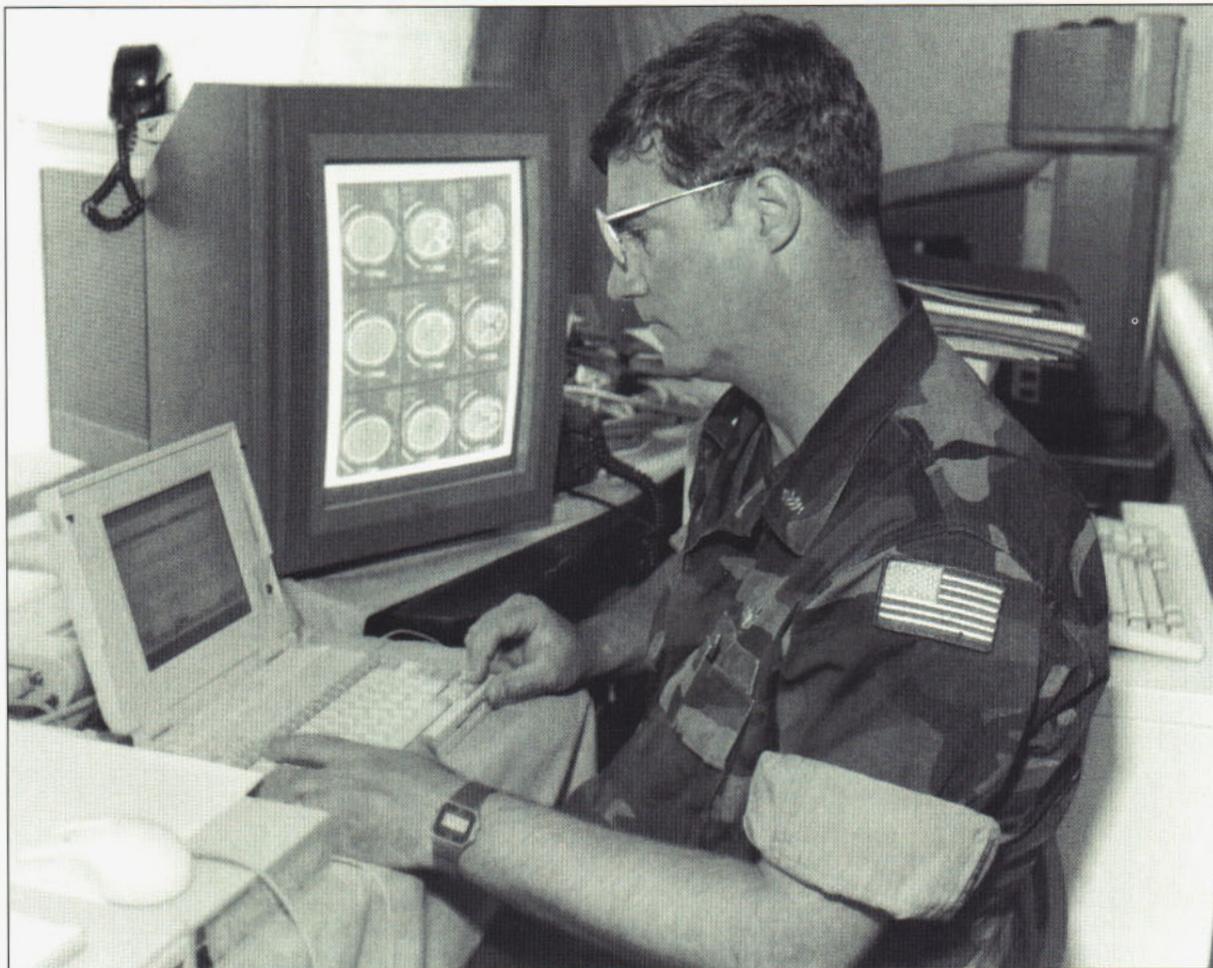
➤ FC1(SW) Jeffrey A. Mohler, a student at Naval Guided Missile School, Dam Neck, Va., squeezes in a little study time during lunch. The Key West, Fla., native enjoys his newly renovated barracks because "it's comparable to a really nice hotel room."





Layout of New Barracks Room





Where no medicine has gone before

Story by Patricia Swift, photos courtesy of BUMED

In the past, when Sailors at sea or on remote shores sustained life-threatening injuries or ailments, they frequently were medevaced to the nearest medical facility for further treatment and observation.

Now, thanks to an innovative concept called telemedicine, those emergency medical airlifts may become a thing of the past.

Telemedicine is a three-phased project composed of video teleconferencing, teleradiology and still imagery. The components, used separately or together, allow for real-time, long distance voice and image consultation, transmitting digitized X-ray images and photographic-quality still images.

Although the project is still in its testing stage, it has already proven to be an effective measure for countering emergencies, according to CDR Mike A. Greenauer, director for information systems at

National Naval Medical Center (NNMC) Information Management Center, Bethesda, Md.,

"There was a situation in Zagreb, Croatia, where an Egyptian soldier's leg was wounded and the doctors couldn't tell the extent of damage. Using teleradiology, stateside specialists viewed digitized X-rays sent from Zagreb, consulted with other physicians and prescribed a diagnosis within hours. End result – the patient didn't lose his leg, although he might have if the system hadn't been available," said the Rochester, N.Y., native.

The primary use of telemedicine is expected to be diagnostic consultation from remote sites. Because of its multiple features, it can also be used to store clinical images for future use and to support clinical education and training.

The video teleconferencing ability can also be used to boost morale. According to LT Jim Martin,





◀ LT Jim Martin examines digitized X-rays and consults with doctors stateside. Corpsmen can engage in face-to-face consultation, planning, status reviews, problem-solving and training sessions without leaving their facility.



▲ Still imagery enables doctors and corpsmen to exchange information and ideas, not only through spoken words, but through charts, graphs, chalkboards, viewgraphs, 35mm slides, video tapes and computer graphics.

telemedicine project officer at NNMC, when Sailors stationed in San Diego were deployed to Zagreb during the holidays, the command's morale, welfare and recreation Division brought family members to the California medical facility and set up live video teleconferencing sessions.

"Holiday greetings were exchanged as were the announcement of six new births," said Martin, New York City native. "It was great, everybody was crying and all the expected reactions were there. It was the way it was supposed to be."

"If the Navy gets its way, the system will be installed in all Navy medical facilities in the next two years," said Greenauer.

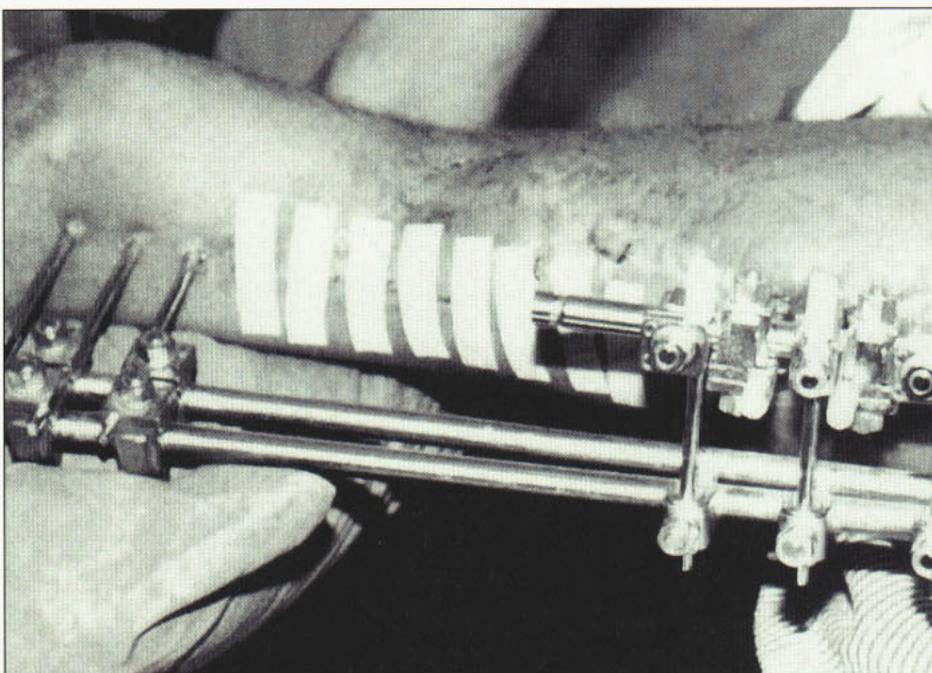
During a recent demonstration, Secretary of the Navy John Dalton echoed those sentiments as he listened, watched and spoke intently via teleconferencing to CAPT Robert Spriggs stationed aboard USS *George Washington* (CVN 73), CAPT Gregg Parker deployed to Zagreb, and CAPT George Gibson deployed to Guantanamo Bay, Cuba.

"If I'm hearing you all right," Dalton said, "this project can reduce medevacs; save time, money and limbs; increase readiness; and lessen the number of medical personnel who have to be deployed?"

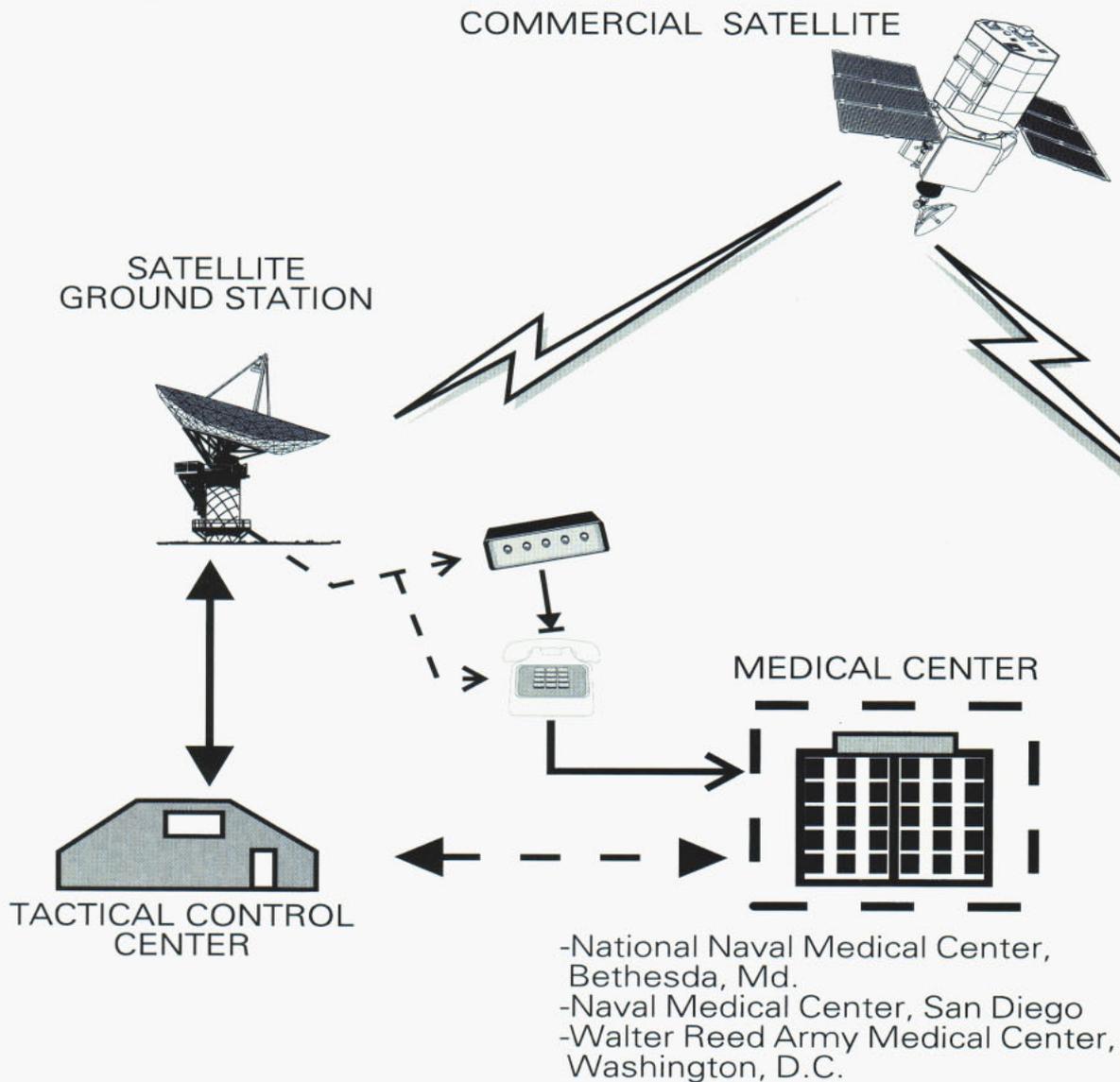
"That's right," they all agreed as their heads nodded and they gave a thumbs up.

"Telemedicine is a realistic project that can be implemented in the Joint DoD environment, to provide medical services in isolated battle zones" said VADM Donald Hagen, Surgeon General of the Navy. †

Swift is a staff writer for All Hands.



◀ This injury is the result of a mine blast. The allied soldier had complications with his femur. Doctors at San Diego viewed digitized X-rays and an additional 40 still images to determine the extent of damage. His leg was saved.



Advantages of

1. Filmless: With the elimination of X-rays, there won't be any chemical waste to dispose of at sea. This makes for a cleaner environment, more room on medevac aircraft and an end to overexposure to X-rays.

2. Language conversions: System has the capability of storing 30 different languages. However, all the questions are designed in a yes and no format.

3. Twenty-eight percent of all medevacs avoided: Time and travel once needed for major diagnosis is only a digitized X-ray away.

4. Potential to change the practice of medicine at sea: Transmissions of digitized X-rays and images save money, travel and lives and can be used for in-theater medical support.

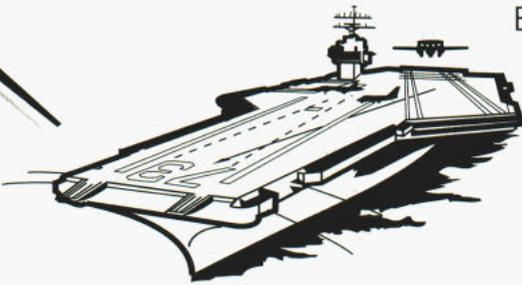
telemedicine

FORWARD UNIT



FORWARD UNITS

USS *George Washington* (CVN 73),
Fleet Hospital, Zagreb, Croatia,
U.S. Naval Hospital, Guantanamo
Bay, Cuba



Add-on Sites

USNH Sigonella, Italy
USNH Rota Spain
USNH Keflavik, Iceland
USNH Roosevelt Roads, Puerto Rico
NMCL Port Hueneme, Calif.
Navy Medical Information Management Center

telemedicine

5. DoD medical environment: Urban and rural health care, as well as remote or isolated settings can gain from telemedicine.

6. Difficult communication issues overcome: Instantaneous feedback is made possible by high-speed data lines, phone lines and satellites.

7. Forward deployed in all defense conditions: Maximize warfighting capabilities of deployed forces through the delivery of the best health care available regardless of physical location of patient or provider. †

Sailors help *Restore Democracy* in Haiti

Last summer, Sailors and Marines stood watch off the coast of Haiti, enforcing U.N. sanctions that cut most trade lines between Haiti and the world. It was hoped these sanctions would be enough to force Haiti's military dictator, who seized power from the country's first popularly-elected president, to flee, giving democracy a second chance. When the suffering of the Haitian people became intolerable last September, the United States, together with allies from around the world, decided to act.

With only a few scant hours remaining before a hostile invasion was to begin, word was sent to our troops that a diplomatic breakthrough had occurred and the invasion was aborted.

Haiti's military dictator lived up to his end of the bargain and left Haiti for a life in exile, allowing the triumphant return of President Jean-Bertrand Aristide who assumed office with calls for national reconciliation and a rejection of Haitian-on-Haitian violence. With Aristide's return, the U.S. intervention in Haiti was hailed as a major success and a clear demonstration of the capability of U.S. forces to affect events ... From the sea. †



Photo by PH2 John Skolowski

▲ Cpl. Craig Camp (left) and Cpl. Joe Cooper of Scout Sniper Platoon 2/2 survey the outskirts of Cap Haitian, Haiti. Lookouts are posted on "The Hill" 24 hours a day, keeping watchful eyes on the townspeople during Operation *Restore Democracy*.

► Beachmasters from the Beachmaster Unit 2, Team Alpha 2, guides a LCAC ashore to begin the backload and support the Marines and soldiers already ashore. The port of Cap Haitian is a vital link for supplies in support of Operation *Restore Democracy*.





Photo by IC2(SS) Bill Kennedy

List of Ships in the Caribbean area, Sept. 21, 1994:

- USS *Wasp* (LHD 1)
- USS *Nashville* (LPD 14)
- USS *Ashland* (LSD 48)
- USS *Hurricane* (PC 3)
- USS *Mount Whitney* (LCC 20)
- USS *America* (CV 66)
- USS *Dwight D. Eisenhower* (CVN 69)
- USS *Compte De Grasse* (DD 974)
- USS *Vicksburg* (CG 69)
- USS *Aubrey Fitch* (FFG 34)
- USS *Oliver Hazard Perry* (FFG 7)
- USS *Clifton Sprague* (FFG 16)
- USS *Monsoon* (PC 4)
- USS *Whidbey Island* (LSD 41)
- USS *Savannah* (AOR 4)
- USNS *San Diego* (T-AFS 6)
- USNS *Comfort* (T-AH 20)
- USNS *Leroy Grumman* (T-AO 195)
- USNS *Apache* (T-ATF 172)



Photo by CPL P.S. Rojstion

▲ U.S. Army Warrant Officer Mark Taylor, of the 319th Military Intelligence Battalion, looks over the side of USS *Mount Whitney* (LCC-20) as it departs Norfolk. USS *Mount Whitney* left Norfolk Sept.15,1994, en route to the Carribbean for Operation *Restore Democracy*.



Photo by IC2(SS) Bill Kennedy

▲ SN Glenda Lenox of Deck Division dons fire fighting gear at Repair Locker #7 during general quarters drills aboard USS *Mount Whitney* (LCC 20).



► UCT 1 Sailors bring a pier to life at the Dominican Naval Base in Las Calderas, Dominican Republic.

Seabee divers Can Do

Story and photos by JO1(SW/AW) Randy Navaroli

For the first time since World War II, the Seabees, or in this case a branch of the Seabees, built a pier from scratch. U.S. Atlantic Command ordered Underwater Construction Team One (UCT 1) to the Las Calderas naval base in the Dominican Republic, a Caribbean-

nation bordering Haiti, after a deal was struck with several island nations granting full access to any pier built by U.S. forces.

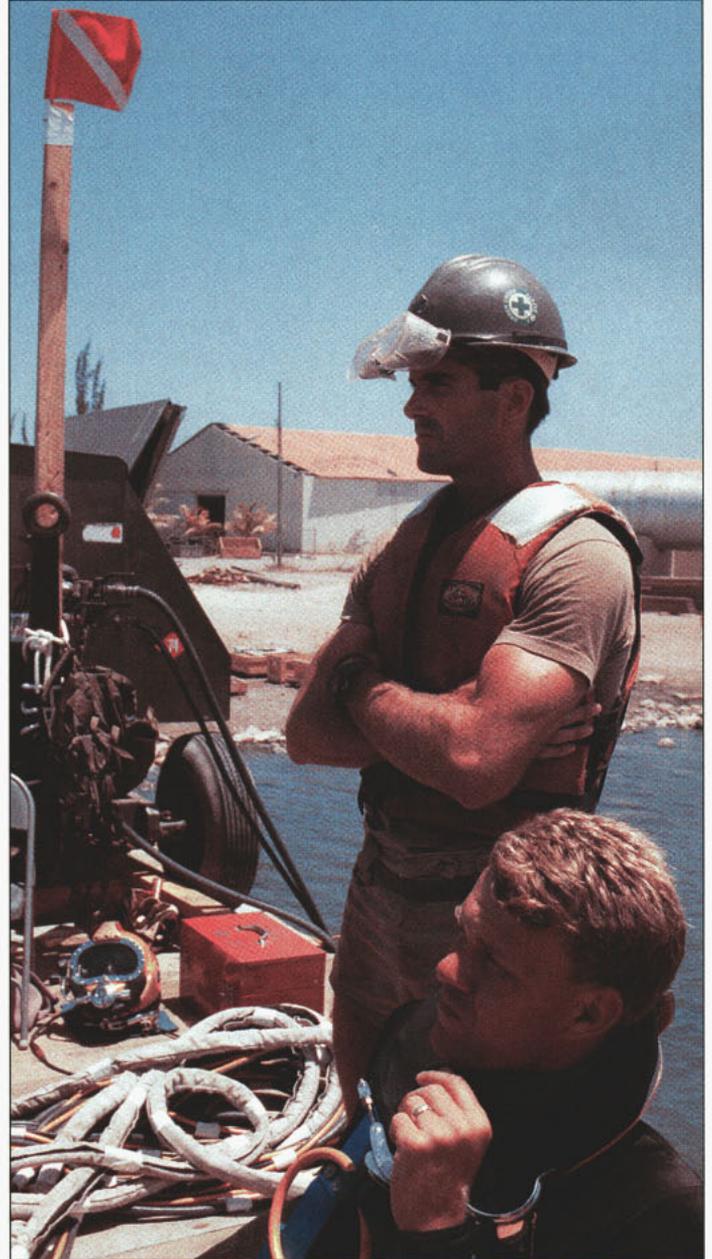
"It's like a big underwater erector set," said Equipment Operator 1st Class (SCW/DV) Lance Vandenbrand, project supervisor for the new pier which took three months to build. "The truth is, it was a lot harder than we thought. On paper it looked easy. It's good work, though, and we all like what we're doing down here," said the Grand Haven, Mich., native.

Safety is always paramount in any diving operation, but the UCT divers' senses were heightened after a UCT 2 diver was killed in a diving accident last year.

"Diving is inherently dangerous," said Steelworker 2nd Class (DV) Dan Trout of West Palm Beach, Fla. "It takes a



▼ Backup diver BU2(DV) Victor McClaugherty of Fairfax, Va., and his tender, SW2(DV) Charles Peel of Paris, Texas, stand by in case the main diver needs emergency assistance.



team effort to do any dive safely. Everyone plays a role, from the backup diver, who immediately enters the water if the main diver has any problem, to the communications operator, who is always in voice contact with the diver in the water.”

Completed without incident, the pier will now moor various Coast Guard and Navy vessels used primarily in the ongoing drug interdiction battle in the Caribbean basin.

“Since the end of the Cold War we’ve lost some of our original missions and picked up new ones, like building this pier,” said LT Scott Henson, UCT 1 operations officer.

Today, UCT divers are still a tough lot who share the determination of their equally daring counterparts. There are two UCTs, one at Naval Amphibious Base Little Creek, Va., and the other at the Seabee Center, Port Hueneme,

Calif. Each team is composed of 45 divers who are further broken down into three air detachments of 15 Sailors each.

These air detachments are typically spread around the world in places such as Britain, South Korea, Iceland and the Dominican Republic. It’s intensive sea duty often requiring 12-hour days, six days a week.

“Even though I consider myself a graduated beach bum, it’s still hard work, even when we’re at home,” said Con-

struction Mechanic 2nd Class (DV) William Perry, a UCT 1 diver from Jacksonville, Fla. “We’re almost as busy back in Little Creek completing PMS on our gear, stockpiling supplies, and finalizing plans and drawings for our next project.”

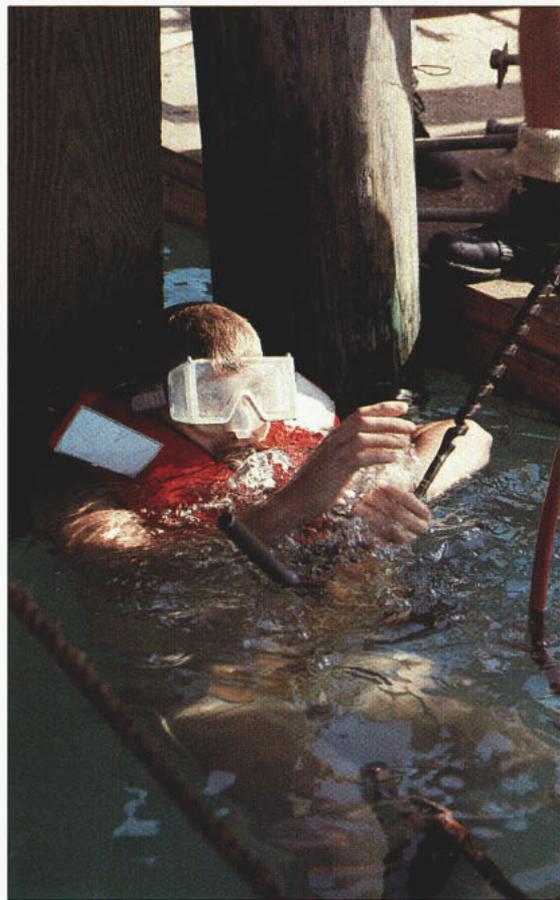
When they were initially activated in 1973, the teams were designed to conduct underwater surveillance, installation, maintenance and inspections of various equipment.

This new task provides unit members with invaluable training worldwide.

“I love being a member of this team,” said Builder 2nd Class (DV) Alec Mazur of Vernon, N.Y. “There are lots of opportunities to travel and work on different structures underwater and ashore. We’ve trained to build things like this pier, but never actually built one from the ocean floor up.”

The divers also welcomed the chance to work with Seabees from the battalions.

- HT2(DV) Bob Farr of Nashville, Tenn., drills holes in the underwater cross-bracing holding the pier together.
- SW3 Glenn Carter of Gulfport, Miss., (right), and BU2(DV) Alec Mazur of Vernon, N.Y., work on an outer joist to a pier piling.



“The truth is, it was a lot harder than we thought. On paper it looked easy.”

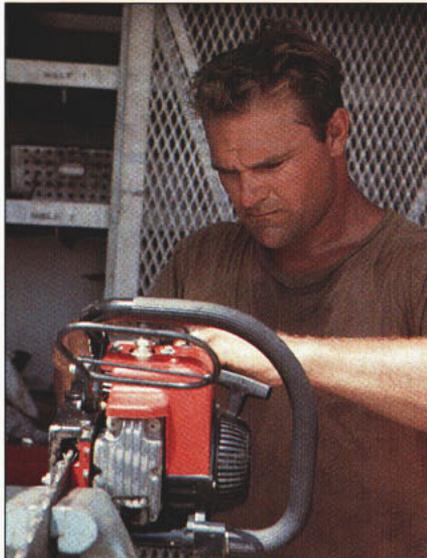
–EO1(SCW/DV)

Lance Vanderbrand

“We get a lot of cross-training this way and it makes the job go much smoother. Besides, we’re all Seabees first, divers second,” said Perry.

“It’s complicated, hard work and tiring, but well worth the experience,” said SW3 Glenn Carter of Gulfport, Miss., a Naval Mobile Construction Battalion 74 Sailor. “I’d work with them again, anytime.” †

Navaroli is a photojournalist for All Hands.



▲ CM2(DV) William Perry of Jacksonville, Fla., conducts PMS on a chain saw, one of the tools of the UCT trade.



Underwater Construction Teams

- Any Seabee can become a UCT diver
- Must be selected and attend diver 2nd class and basic underwater construction technician school
- Career progression may lead to diver 1st class and advanced technician course
- Entitled to dive pay
- AR + WK = 104
- Refer to MILPERSMAN 1410380 for more info.

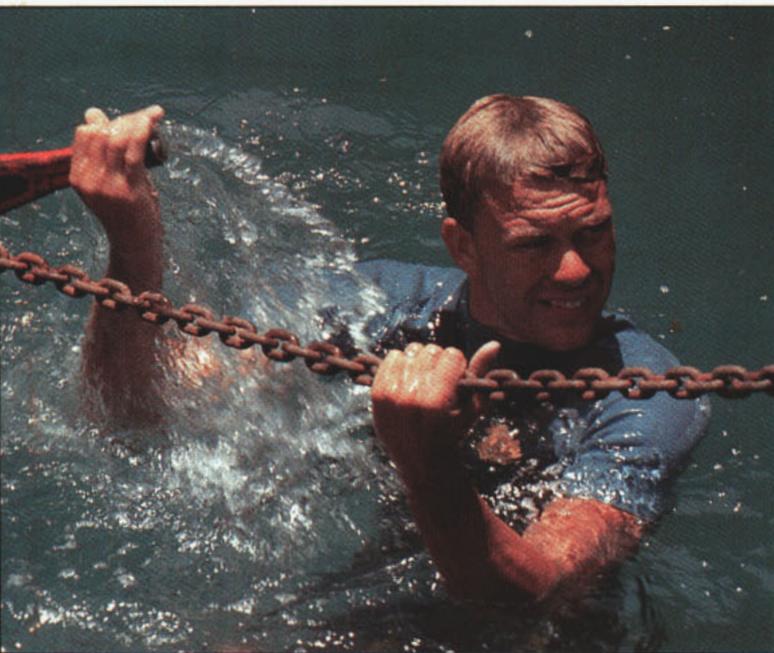
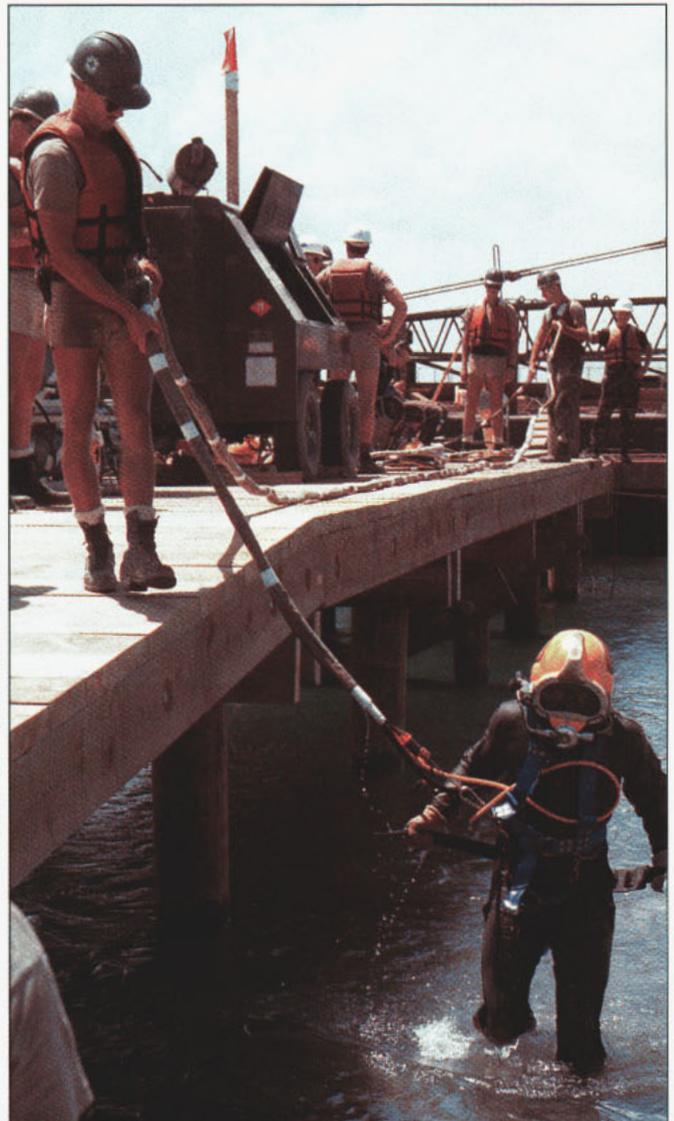


Photo by PH1(DV) William Krumpelman II.

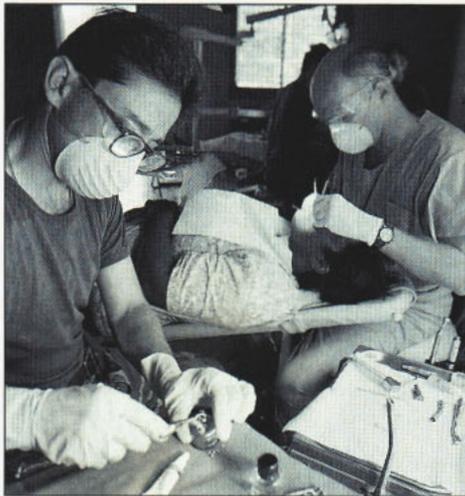
▲ E01(SCW/DV) Lance Vandenbrand emerges from the sea following a dive on the Las Calderas pier project.

▼ BU2(DV) Victor McClaugherty uses a chain hoist, frequently referred to as a come-along, to align pier pilings.

Reserve dentists and docs fill a need

Story and photos by JO1(SW/AW) Randy Navaroli

➤ LCDR Bill Fischer (background), and DT1 Michael Baca, of Azusa, Calif., perform overdue operative dentistry on a woman who resides in Las Calderas, Dominican Republic.



Medical and dental Naval Reservists from across the United States recently converged on the village of Las Calderas, Dominican Republic, providing free care and treatment for its citizens.

More than 30 dentists, doctors, nurses, corpsmen and Marines assigned to the 4th Medical Battalion and 4th Dental Company of the 4th Force Service Support Group, spent two weeks performing minor surgery and major dental work on hundreds of the residents of the hardscrabble, coastal plain which has limited medical resources available.

"I'm always overwhelmed with patients, but when the local population found out the U.S. Navy was here, they swamped my clinic," said Dr. Claudia Hernandez, the only local physician in Las Calderas. She willingly shared her knowledge of the treatment of tropical diseases with the reservists.

Overnight her patient load went from 20 consultations a day to nearly 100.

"You can't solve these kinds of problems in two weeks, but we're making a dent," said LCDR Jon Walsh of San Diego, the reserve medical unit's commanding officer.

Taffrail Talk

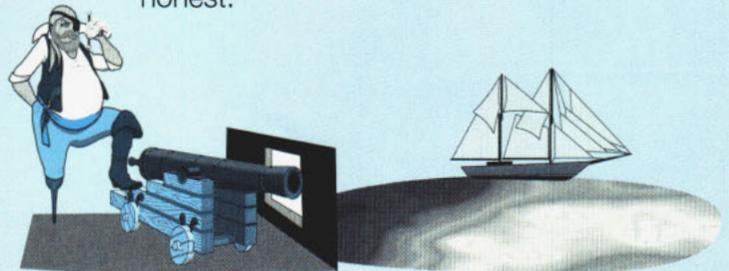
Above board

The expression "**above board**" used in referring to a transaction of a person's integrity is a deep water term. Its origin dates back to the days of Captain Kidd Morgan and other infamous gentlemen who plied their trade of piracy on the seven seas.

It was common practice for those sea rovers to disguise their ship as a friendly or harmless merchant vessel before approaching an unsuspecting prize. Their guns would be run in, the gun ports disguised and most of their crew hidden behind the bulwarks.

The moment the victim was lured within boarding or cannon range the trap would be sprung. Hoisting its true colors the pirate ship would run out her guns and the buccaneers armed to the teeth would pounce on their startled victims.

Therefore, a ship showing her true colors and crew above deck was considered to be **above board** or honest.



"Some of these people are in bad shape," said Chief Hospital Corpsman Otis Taylor of Bogalusa, La. "Sanitation is a big problem and the water supply is polluted. Consequently, these folks have some ailments we don't see too often back home."

The mission to the island took six months to organize. U.S. Atlantic Command, Norfolk, provided a portion of the funding, and Scripps Memorial Hospital in La Jolla, Calif., donated equipment, most of which stayed in Las Calderas when the reservists left.

"It feels great to help people who really need it," said HM2 Victor Coss of Nogales, Ariz. "Our presence may be temporary, but leaving some of the equipment behind means we have input into the future."

The 4th Dental Company, located just down the dirt road from the medical clinic, also treated a multitude of patients. The reserve dentists and technicians cleaned teeth, filled cavities and performed dental operations.

"Some of the patients' teeth are so deteriorated they have holes in them," said Dental Technician 1st Class John Guytum of Long Beach, Calif. "They put it off and, in many cases, don't have access to good dental care."

For many patients it was their first visit to a real



▲ HMC Otis Taylor takes the blood pressure of a young Dominican at the clinic in Las Calderas.

dentist and it showed.

"We're seeing some pretty unusual stuff," said LCDR Bill Fischer of Bonita, Calif., "But this opportunity allowed us to deal with things we don't usually see."

Navaroli is a photojournalist for All Hands.

Waiting for Ships

The phrase, "**when my ship comes in,**" is another sea-going expression gone ashore. It is often heard in referring to the day a person will be financially able to obtain something he or she wants.

This expression is believed to have originated in the early days of sail when ship owners sent their vessels around the world in search of rich cargo. In those days it took months and sometimes years to complete one of these trips and a great deal of money was required for provisions, supplies and the million and one other things needed for such a lengthy trip.

Ship owners often found themselves "financially embarrassed" when it came to ready cash, so they would go to the town money lender for financial backing. These gents were always ready to lend the money for a more than fair share of the profits and the ship owners would sign IOUs promising to pay the money back whenever their ships came in. †



Rating merger gets updated

Story by LT Dan Bates

If you've recently found yourself in a rating that may be disestablished or merged, the latest details about any changes under consideration are now available.

"We're looking at ways to improve life for our Sailors while doing the Navy's business better," said VADM Skip Bowman, Chief of Naval Personnel. "As technology advances and work requirements change, we're going to improve career opportunities for Sailors."

All mergers must be approved by Chief of Naval Operations ADM Mike Boorda and Secretary of the Navy John H. Dalton. If a rating merger or disestablishment is approved, the Navy executes a detailed implementation plan over an 18-month period. This transition period protects career opportunities for affected Sailors and allows for changes to occupational and advancement standards in time to revise rating examinations.

"One important message I want to get out to our Sailors is these changes will not occur overnight," said Bowman.

"If, and when changes are approved by the CNO and SECNAV, we pledge to help each Sailor make any required changes."

Sailors can expect advancement opportunities to remain the same or to increase after rating mergers or disestablishments.

The disestablishment of the weapons technician (WT) rating has been approved. With the removal of nuclear weapons from Navy ships, most WTs have already transitioned to other ratings.

Another proposal that could be approved in FY95 is the merger of the boiler technician (BT) and machinist mate (MM) ratings. The change will merge rating standards, but advancement opportunities will not be affected. For interested BTs and MMs, conversion to gas turbine technician

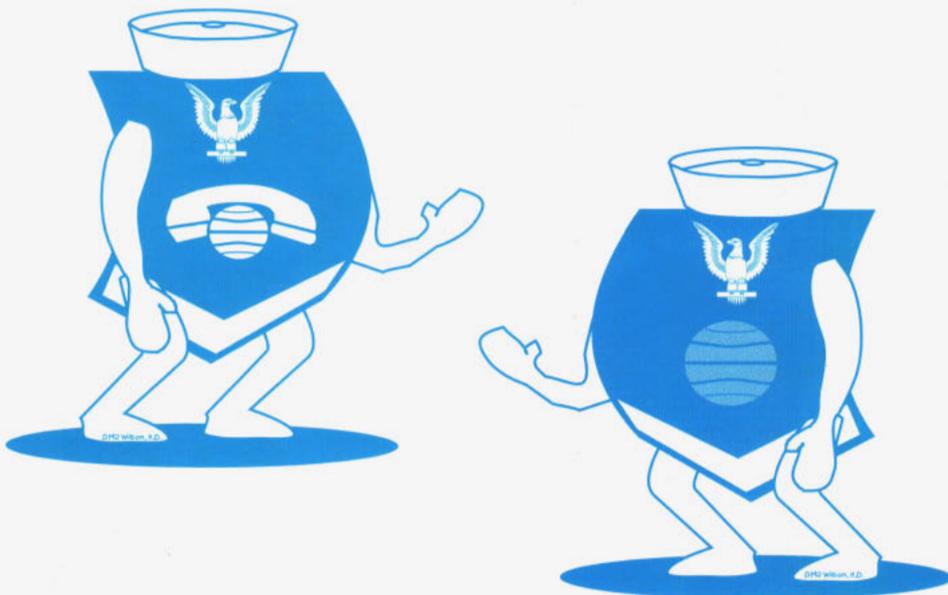
(GS) is available for some E-4s through E-6s.

Other proposals are: disestablishing the molder (ML) and patternmaker (PM) ratings, with Sailors converting to other engineering ratings; merging torpedoman-surface (TMSW) into gunner's mate (GM), and making the torpedoman's skills an Navy Enlisted Classification within the (GM) rating; and merging interior communication electrician (IC) into the electrician's mate (EM), electronics technician (ET) or gas turbine-electrician (GSE) rating.

In addition, proposals are under consideration to merge data processing technician (DP) with the radioman (RM) rating, and the ocean system (OT) ratings with the sonar technician-surface (STG) rating.

See NAVADMIN 196/94 for more information. †

Bates is a public affairs officer assigned to the Bureau of Naval Personnel, Arlington, Va.



Players impact on *Kincaid*

Story by JO1 Ray Mooney

Sometimes all it takes for success is to be a good listener and the leadership aboard USS *Kincaid* is doing just that; listening to the suggestions of the crew.

"What you're seeing here are improvements made at the deckplate level, some of them seemingly minor, others a little more significant," said LCDR Donald Babcock, *Kincaid's* executive officer. "Whether they're big monetary value or seemingly small, they all foster the environment that encourages improving the way we do business every day."

Giving the crew the freedom to implement their suggestions led to a pair of ship's welders repairing the ship's water storage facility. "Basically, it was just restructuring the fresh water tank, welding and reinforcing the frames," explained Hull Technician 3rd Class Dennis J. Sullivan, a native of Chicago. "It was warped and bent out of shape from fatigue."

That project saved the Navy more than \$320,000, the price bid by a civilian contractor.

Leading petty officers are open to suggestions from their seamen. LPOs can talk freely with their division officers. Division officers can exchange ideas with the XO or captain. From the top to the bottom and back, the doors of communication swing open.

"I feel very comfortable about it," said Operation's Specialist Seaman Jason C. Jones, a Lakeland, Fla., native. "From my chief, up to the XO or CO, I feel comfortable going up and talking to them. They might not always do what I suggest, but they'll listen."

Back on the ship's fantail, impacting the ship's duty section, is Hull Technician 2nd Class Johnny Sanchez, from Robbstown, Texas. He teaches new personnel to fight fires. "This is very important to perpetuating our five-section duty," he explained. Within a couple weeks of checking aboard, new crew members are qualified as fire party members. "We get the new guys and teach them the basics so they don't have any doubts in their minds. We get them their damage control qual and once they pass their test we incorporate them into the duty section." In a year, that could translate into 30 or 40 more evenings off



▲ SA Cesar Martinez, from Newark, N.J., learns to handle a hose from DC2 Lorren J. Brown, from Columbus, Ohio. Brown conducts firefighting training as part of *Kincaid's* I-Division. In just over a week, newly arrived personnel are fire party qualified and can be incorporated into the duty section to sustain the ship's five-section duty.

for each crew member.

"Without HT2 Sanchez's excellent hands-on work we probably wouldn't be able to sustain the five-section duty," Babcock said. "He has had a tremendous impact on the entire ship."

Check-in procedures have been cut from 26 steps to five by consolidating information. Quarterdeck procedures have been improved by reorganizing and updating the officer of the deck notebook. Sonar technicians have gone from being specialists in a field to being expert in a range of fields. Money has been saved by efficiently navigating supply channels in search of top-of-the-line equipment.

From a homework assignment that encourages new personnel to improve a process they are involved with every day, to the open lines of communication that exist throughout the ship, *Kincaid* Sailors make a difference. They have a say in things. They make an impact. †

Mooney is a San Diego-based photojournalist for All Hands.

Forward

Always on watch

▼ U.S. and Kuwaiti Marines take a break from tank maneuvers on the turret of a U.S. Abrams M1-A1 tank. Marines left to right: Lance Cpl. Patrick Whalen, Lance Cpl. Patrick Swint and Sgt. Juan Hidalgo.



▼ Kuwaiti M-84 tanks charge across a desert range practicing tactical maneuvers 15 miles from the Iraq border.



▲ Marine Lance Cpl. Gregory Smith from Atlantic City, N.J., radios to his tank driver.

Story and photos by PHC(AW) Joseph Dorey

With forward deployed units from both Atlantic and Pacific Fleets participating in nearly 75 exercises annually, the Arabian Gulf area remains under constant watch. As part of this vigilance, more than 2,500 U.S. Marines and Sailors recently teamed up with their Kuwaiti and British counterparts for *Native Fury*, the largest naval exercise ever conducted in Kuwait.

In a desert similar to their training area in California, Marines from 1st Tank Battalion, 7th Marines, practiced tank and infantry tactics with Kuwaitis, sometimes only 15 miles from the Iraq border.

"The Iraqis know we're here," said Lance Cpl. Patrick Whalen of 'C' Company. "And they know that we're always going to be here," added the Wichita, Kan. native.



▲ MPS ship *PFC James Anderson Jr.* offloads Marine assault craft at Shuaiba port.



▲ A traditional Arab dhow sits atop a memorial to the liberation of Kuwait in 1991.



◀ Pierside in Kuwait City, American, British and Kuwaiti sailors participate in a damage control exercise.

For Sgt. Juan Hidalgo of San Diego, communicating with the Kuwaitis was difficult. "There was a bit of a language barrier at first. You had to use hand and arm signals to show what you were talking about. But it didn't take long for us to catch on.

"And they were real friendly," Hidalgo added about the Kuwaiti tankers. "They wanted to trade anything."

The Marines and Kuwaitis also took time to compare the American *Abrams* M1-A1 tanks to the Kuwaiti Russian-made M-84 tanks. "These two tanks are kind of like comparing a Mercedes to a Pinto, with ours obviously being the Mercedes," said Hidalgo.

In Kuwait City, crews from USS *Oldendorf* (DD 972), HMS *Cumberland* (F 85) of the United Kingdom and Kuwait's *Istiglal* (P 5702) participated in a damage control exercise, designed to familiarize each other with their different fire fighting equipment and build some esprit de corps.

"If we ever have to run a rescue and assistance detail with one of these ships, we'll know what their equipment is like," explained Damage Controlman Fireman Recruit Edwin Gartin of El Dorado, Kan. "We learned a lot. We don't carry the same type air packs and hose fittings. But most of all, we had a lot of fun. I think the Kuwaitis were having a lot of fun also."

A few miles south of Kuwait City, in Shuaiba, Navy reservists assigned to Mobile Inshore Undersea Warfare Unit (MIUWU) 110 provided surveillance for the port and surrounding waters using radar and sonar.

"We have high value ships in the harbor," said LTJG Steve Zettel, MIUWU 110's communications officer. "It is our job to be the eyes and ears for the area."

The MIUWU operated out of a small van staged on the pier at the entrance to the harbor. "We work hand-in-hand with the port authority here," Zettel said. "We have a representative up in the tower with the port captain. So we're passing each other information."

As part of the Marine Expeditionary Force, MIUWU 110 is designed to be in a theater of operations within 72 hours from notification. Although the reservists



◀ DCFR Edwin Gartin, center, discusses damage control exercise with his British and Kuwaiti teammates.

are based in Portland, Ore. and the van is staged in Bahrain, the unit came together as scheduled.

"We're mobile," said Zettel, who lives in Dallesport, Wash. "The van can go by air, it can be driven in by truck or it can be placed on board a ship as containerized cargo. Whatever it takes, we'll get there."

Overseeing the U.S. Navy's forward presence in the Arabian Gulf is the responsibility of U.S. Naval Forces Central Command (USNAVCENT) in Bahrain. "We coordinate all the exercises and tactically set them up," said Master Chief Yeoman James Kemp, USNAVCENT Command Master Chief. "We're in the center of the Gulf area, so we have the tactical picture of what's going on.

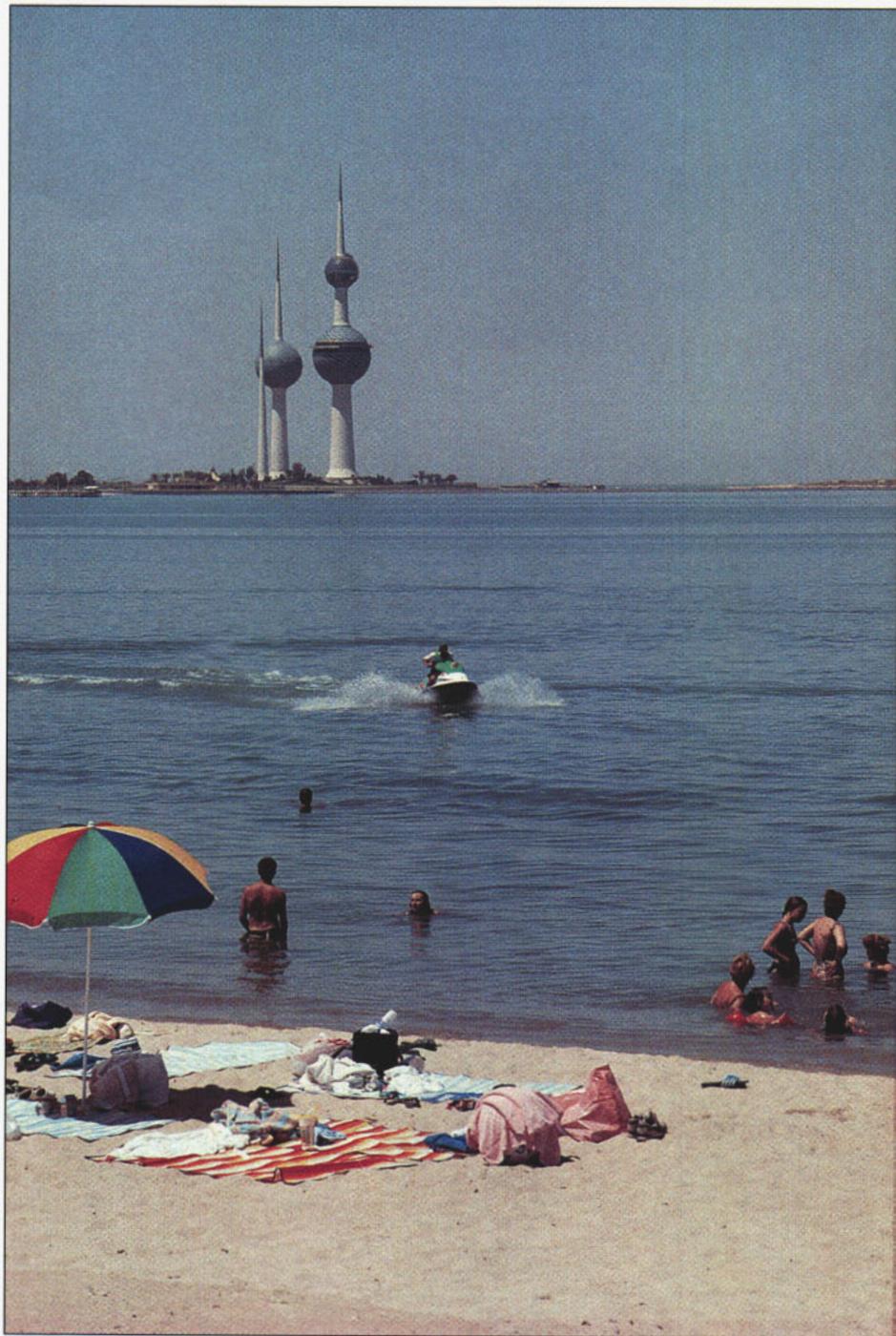
"We are able to keep an eye on Iran and Iraq," added Kemp, originally from Bellflower, Calif. "Our presence acts as a deterrent for any aggressive action in the area." (See Page 31.)

Although U.S. Navy activity is heightened during exercises like *Native Fury*, naval presence is continual throughout the year — and always on watch. †

Dorey is a photojournalist aboard USS America (CV 66).

➤ The mines that once laced the shore line along Kuwait City are long gone, allowing visitors to enjoy the beach once again.

➤ BM1 Noble Powell (left) from Aloha, Ore., radios a ship's identity from a Kuwaiti patrol boat outside Shuaiba harbor.





◀ STG1 Gordon Jaynes from Hibbing, Minn., monitors coastal activity on radar inside the MIUWU van.



▲ A young Kuwaiti couple in traditional Arab dress in Kuwait City.

Navy/Marine units respond to Persian Gulf threat

USS *Hewitt* (DD 966) was already off the coast of Iraq, within *Tomahawk* range, when Iraq's Saddam Hussein moved approximately 80,000 of his elite Republican Guard troops to within a few miles of Iraq's southern border with Kuwait.

President Bill Clinton responded by ordering elements of USS *George Washington's* (CVN 73) carrier battle group, including USS *San Jacinto* (CG 56) and USS *Barry* (DDG 52), both armed with *Tomahawk* cruise missiles, to steam from the Adriatic to the Red Sea. *George Washington*, with Carrier Air Wing 7 embarked, brings more than 80 tactical aircraft to the region.

Additionally, USS *Tripoli's* (LPH 10) amphibious ready group (ARG), with 2,000 embarked Marines, already in the Gulf, moved to the northern Persian Gulf. The ARG includes *Tripoli*, USS *Cleveland* (LPD 7), USS *Rushmore* (LSD 47), USS *Fort McHenry* (LSD 43) and carries the 15th Marine Expeditionary unit.

Other ships in the Red Sea/Persian Gulf area on Oct. 10, 1994, included USS *Kalamazoo* (AOR 6), USS *Rodney M. Davis* (FFG 60), USS *Reid* (FFG 30), USS *Leyte Gulf* (CG 55), USS *Hall* (FFG 32), USNS *Mars* (T-AFS 1) and USNS *Pecos* (T-AO 197). †

East meets West in Bahrain

Story and photos by PHC(AW) Joseph Dorey

Near an island in the Arabian Gulf, off the coast of Saudi Arabia, a U.S. Navy destroyer may pass traditional Arab dhows.

When the destroyer ties up, its crew is just as likely to come from San Diego or Norfolk. East sometimes meets west on the tiny island-country of Bahrain, only 25 miles long and 10 miles wide.

With an area of responsibility (AOR) that includes 19 countries and more than 10 million square miles of land and sea, U.S. Naval Forces Central Command (USNAVCENT) in Manama, Bahrain, plays host to thousands of Sailors from both the Atlantic and Pacific fleets each year.

"Our main purpose is command and control of all naval forces assigned to our AOR," said Chief Operations Specialist Robert Looney, operations LCPO at USNAVCENT. "We do that with state-of-the-art computer systems. We can get updates from all of our forces within five minutes."

USNAVCENT's AOR stretches from the Red Sea to Kenya and from Pakistan to the Arabian Gulf. All the information is sent to the Tactical Flag Command Center (TFCC). "The information is used by the staff to make tactical decisions on what's happening in the AOR

at any given moment," Looney said.

Working in the TFCC can be hectic according to OSSN Joel Esken. "We're not the people who press the button when we launch a *Tomahawk* missile," the Peoria, Ill., native said. "We're the ones who give the order. Our entire role is to make sure we are correct."

Living in the Arab world creates regular encounters of east vs. west in Bahrain. "The culture here is very different," Esken said. "But we try to fit in as much as possible. I think they respect us for that.

"When the Arabs are in a fasting period, we don't eat or drink out in town. We're only allowed to wear long pants and a shirt with a collar -- even

when it's more than 100 degrees out! And you do that out of respect for their culture," Esken said.

Although Bahrain is a hospitable place for families. Disbursing Clerk 1st Class Christeen Jean-Charles, originally from the West Indies and assigned to Administrative Support Unit, Bahrain, said the country has far exceeded her expectations.

Jean-Charles has two young sons living with her and said she doesn't fear for their safety in Bahrain.

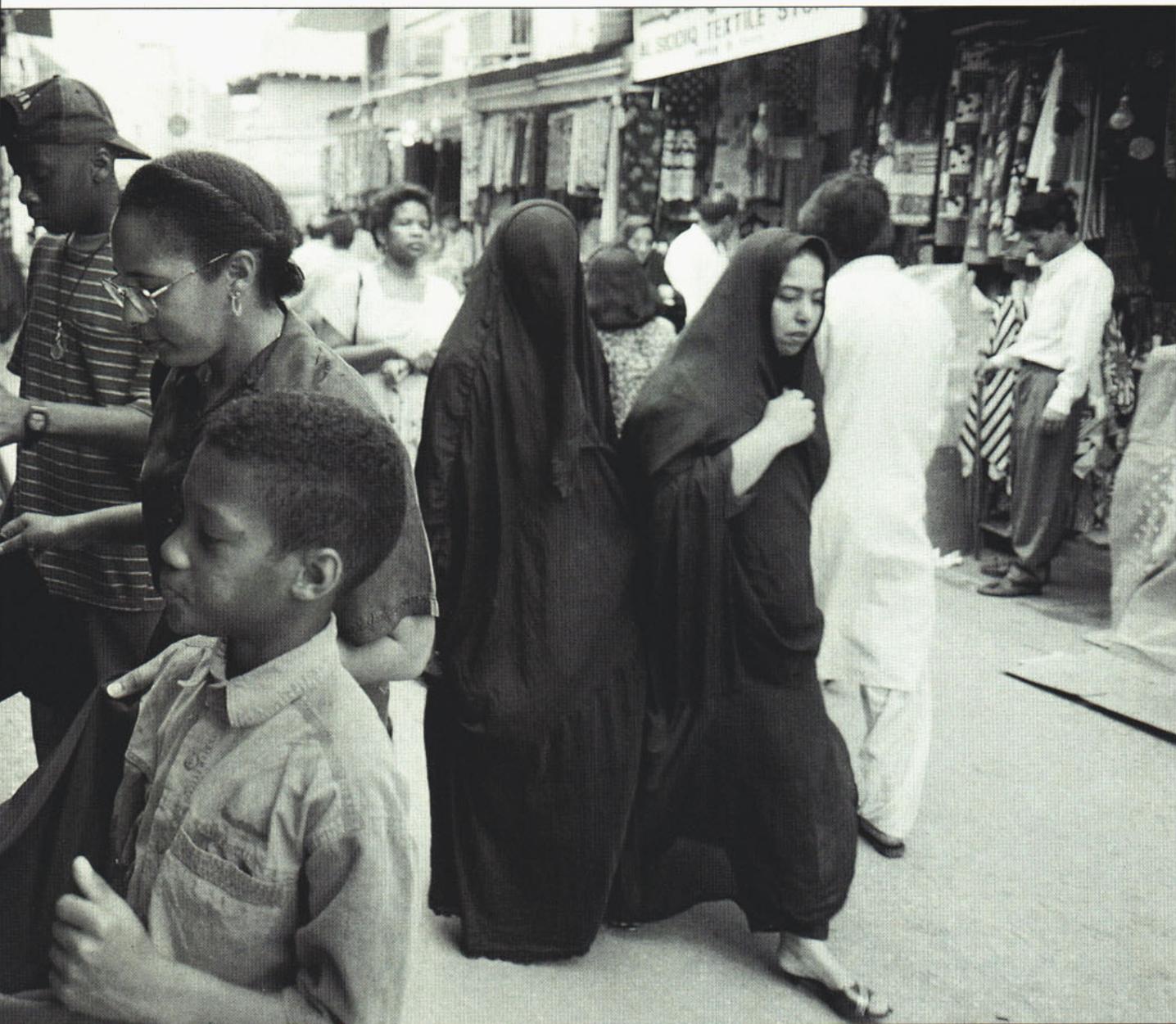


◀◀ A Bahraini fisherman repairs his net after fishing all night.

"I really don't have any worries about letting the children walk around," she said. "The crime rate here is very low. And the school doesn't have drugs or the guns like they do in the states."

In Bahrain, east coexists with west, sometimes contrasting but often complimenting each other — like an oasis in a desert. †

Dorey is a photojournalist aboard USS America (CV 66).



▲ DK1 Christeen Jean-Charles and her sons, Ronny (with hat) and Christopher, shop for fabric in the souk market place in downtown Manama, Bahrain.

◀ Inside the Tactical Flag Command Center, USNAVCENT maintains command and control of all naval forces in the Arabian Gulf area.



▲ While embarked aboard USS *George Washington* (CVN 73), an Army aircraft member with the 1/160 Special Operations Regiment loads a HumVee onto an MH-47 helicopter.

Photo by PHAN Steven S. Miller



Photo by PH3 Terry Beall

▲ Crew from the 20th Special Operation Squadron take their first look at the flight deck of USS *George Washington* (CVN 73) after making their first landing on the Norfolk-based carrier.

► Two MH-53s with the Air Force's 20th Special Operations SQD from Hurlburt Field, Fla., prepare to touch down aboard USS *George Washington* (CVN 73) during a joint special forces operation.

Joint ops: they don't just happen

Story by JO1 John Barnett

When U.S. forces went to Haiti in September courtesy of USS *America* (CV 66) and USS *Dwight D. Eisenhower* (CVN 69), the formation of the Navy/Army team didn't just happen. Previous exercises worked out the kinks to smooth the way for the Army.

One of those exercises, this time with Navy, Army and Air Force Special Operations Forces, tested the concept aboard USS *George Washington* (CVN 73).

Every element of the exercise was planned on paper, but the real test was making it work on the deck of a carrier.

"So far we've anticipated every obstacle to this operation," said CDR Craig Vance, *George Washington's* battle group surface operations officer. "We had to plan for

communication problems, ammunition storage for the Rangers, deck and hangar spotting for those huge helos and berthing 325 Army and Air Force personnel aboard GW."

The exercise integrated the Army and Air Force special operations personnel with GW sailors. Included in special operation forces were Army Rangers and Green Berets, Army special operations aviators, members of the Air Force's Special Operations Squadron and the *George Washington* Battle Group's permanent SEAL platoon.

"The spearhead group was made up of members of the 75th Ranger Regiment Headquarters; Alpha Company; 2nd Battalion, 75th Ranger Regiment; and the 1st Battal-



ion, 5th Special Forces Group (Airborne)," Vance said. "Also we will have parts of the Army's 160th Special Operations Air Regiment and the Air Force's 20th Special Operations Squadron."

"For the average GW sailor, this exercise won't have much effect on the underway routine," Vance said. "The ones who will be impacted the most are the personnel on the flight deck. The SOF helos will shut down fixed-wing flight operations, so we'll wind up running fixed-wing flight operations, stopping for the SOF helos; then start up fixed-wing again to support the helos. Everyone connected with the flight deck and air operations will be getting a real workout."

For Air Force Master Sgt. Francis Matthews, a production maintenance supervisor for the 20th Special Operations Squadron's MH-53J helos, the exercise marks his third at-sea period aboard a Navy carrier. The 18-year veteran from Bridgeport, Conn., sees many benefits derived from joint operations such as this.

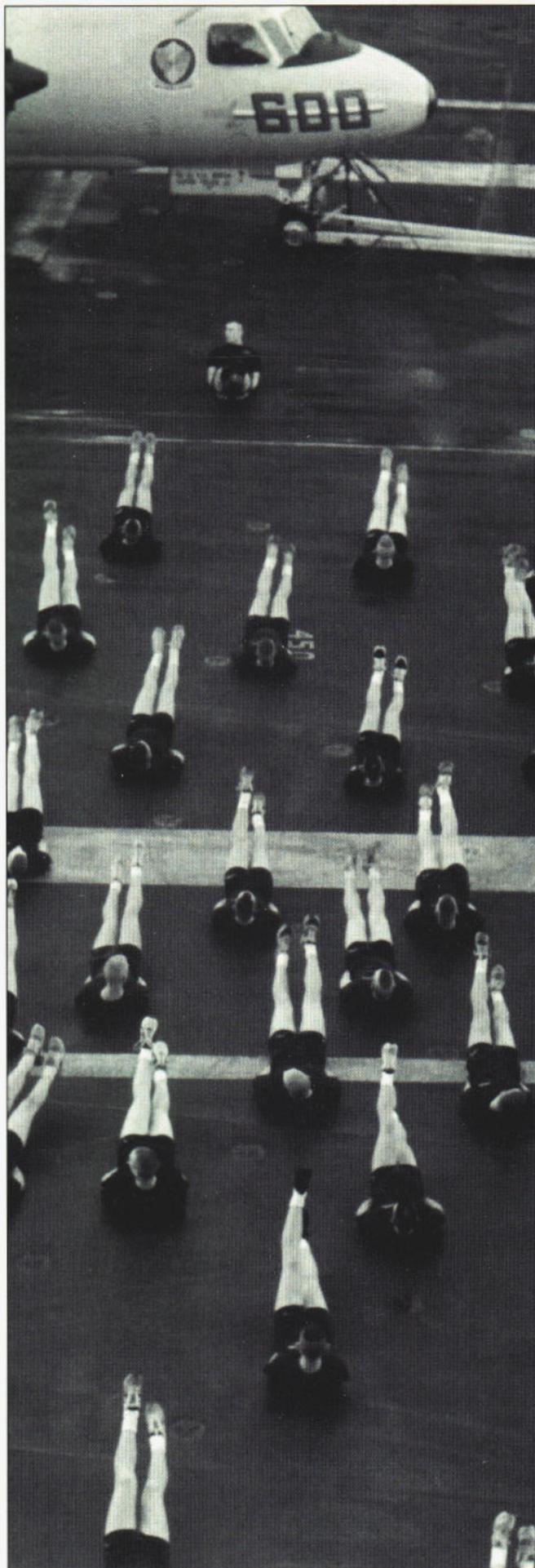
Matthews added, "I think we'll be seeing a lot more joint operations in the future with all the services because working together is only going to increase mission effectiveness and save on resources." †

Barnett is assigned to the public affairs office, USS George Washington (CVN 73).

➤ U.S. Army Rangers from 2/75 Regiment, Ft. Lewis, Wash., exercise on the flight deck of USS George Washington.

▼ While embarked on USS George Washington during a joint special forces operation, Sgt. Robert Koenes with 20th S.O.S., Hurlburt Field, Fla., prepares an MH-53 for take-off.

Photo by PHAN Steven S. Miller





◀ An UNREP is a team effort. Phone talkers keep vital communication lines open as team members haul the line that connects two ships at sea. From left: SN David Pierce, SN Jarick Young, SN Dennis Shaw and SN Samuel Gilliland.

Set the UNREP detail

Story by JO1 Lee Bosco,
photos by PH1 Jeff Landenberger

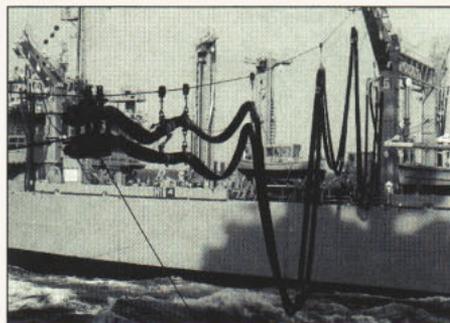
They've been working since 5 a.m. An early sea and anchor detail gives way to lengthy bridge watches for many of them. And now, some nine hours later, on an amidships sponson, 19 boatswain's mates are preparing for what will be at least a five-hour underway replenishment (UNREP) detail.

During the UNREP, USS *George Washington* (CVN 73) and USS *Savannah* (AOR 4) were connected by two pairs of 7-inch fuel hoses, with less than 75 yards of distance separating the two ships. Each moment is monitored by the boatswain's mates — not so much by gallons per minute, but by safety per minute.

"I'm a rig captain," Boatswain's Mate 2nd Class (SW) Tyrone Beasley said. "I'm like a quarterback out here. I call the shots and my teammates execute them." And just like a quarterback, if Beasley suspects one of his teammates is getting tired, he sends him or her to the bench.

"If someone needs a break, it's no problem," Beasley said. "It's better to take a rest than to make a mistake."

As the sun descends below the horizon, it marks the beginning of the fourth hour of the UNREP, and the crew on Sponson 13 catch their second wind. They know they'll soon



◀ Two 7-inch fuel hoses snake across from USS *Savannah* to USS *George Washington* during the UNREP. The hoses carry 3,000 gallons of jet fuel per minute.

be finished with the refueling, and it will be time to execute a breakaway. Alertness must once again be at the forefront of each Sailor's thoughts.

"This is just part of our business," said BM1(SW) Eddie Thomas, rig captain and safety officer for the UNREP. "Coordination between our ship and the supply ship, between us down here and the people on the bridge and among all of us working on this sponson, is most important." †

*Bosco is a photojournalist and Landenberger is a photographer assigned to USS *George Washington* (CVN 73).*



Common goals



Women are key players on Mount Baker team

Story and photos by PH1 Reymundo Arellano

Recently, the assignment of women to Navy combat ships has been a hot topic in the news. But, for crew members on USS *Mount Baker* (AE 34), it's old news.

"Mixed-gender crews have become old hat," said CDR Deborah A. Loewer, commanding officer of *Mount Baker*. "It's business as usual every day. In the logistics business we have had mixed-gender crews since 1978."

Mount Baker, a fleet ammunition ship, has had female crew members embarked since 1989. The ship, which is recently deployed to the Mediterranean, resupplies combat consumables to forces at sea. With its crew of nearly 400, a quarter of which are women, *Mount Baker* can replenish any ship with fuel, ammunition or other cargo.

Mount Baker continuously serves the 6th Fleet and is equipped with modern underway replenishment facilities and two CH-46 *Sea Knight* helicopters for vertical replenishment.

We all strive to work together for a common goal — whether it's the next 'hit' (replenishment) this afternoon, or that major transfer of ordnance that we're going to see six weeks from now," said Loewer.

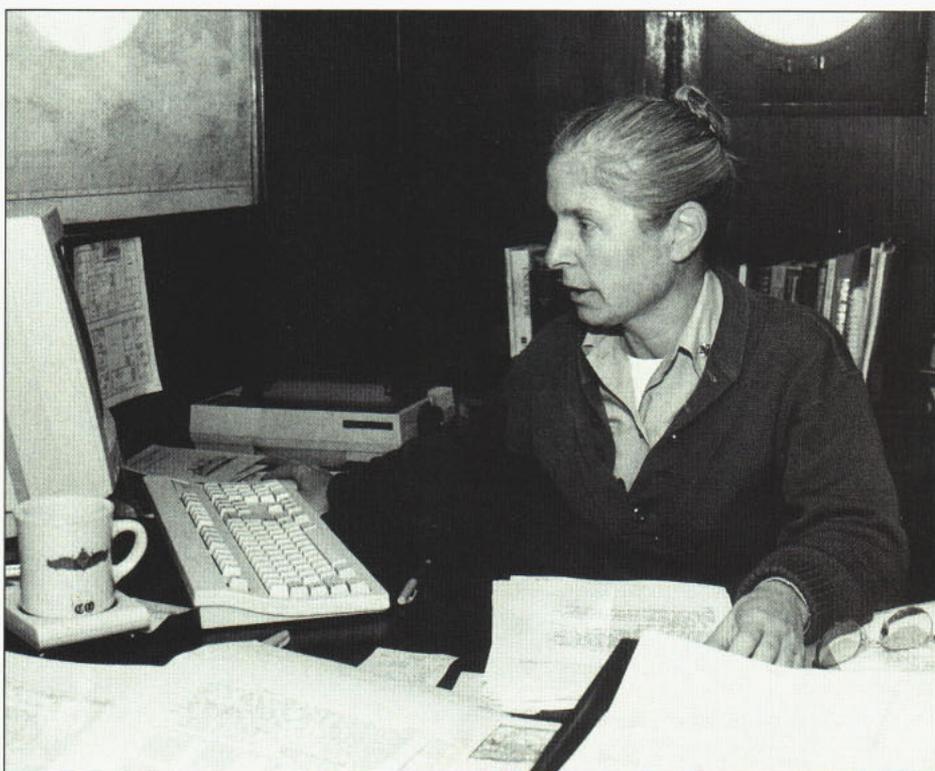
The operational tempo of *Mount Baker* has forced the crew to work long hours, but they take it in stride.

"We have ammo movements that are very large," said Gunner's Mate (Guns) 3rd Class Maria A. Chavez of the ordnance division. "We can stay up until 3 or 4 o'clock in the morning. Sometimes we don't even sleep, but that just comes



▲ Members of *Mount Baker's* deck division stand by to receive shot lines from USS *Arthur W. Radford* (DD 968) in preparation for underway replenishment operations.

► CDR Deborah A. Loewer, commanding officer of USS *Mount Baker* (AE 34), tends to paperwork at her desk while under way in the Mediterranean.



PEOPLE

► SR Valarie Matthews of Houston, takes a bearing on a ship prior to reporting to the bridge while on starboard lookout watch. Matthews is currently assigned to deck division aboard USS *Mount Baker* (AE 34) while under way in the Mediterranean.

▼ *Mount Baker* keeps a hectic schedule resupplying combat consumables to the ships of the 6th Fleet.



with the job. ... We work pretty hard, but it pays off."

For the young Sailor who is hoping to enter the gunner's mate rating, working hard has its benefits

"When your job's done, and the late nights of working are over, you feel really good," said Chavez of Grand Forks Air Force Base, N.D. "It's like everybody's happy with each other. It's a teamwork thing."

For the crew of *Mount Baker*, teamwork is the key to their success. "The ship is not a success based upon the individual successes of its personnel," said Loewer. "The ship is a success based upon the efforts of all hands." †

Arellano is a photojournalist assigned to Fleet Imaging Command, Atlantic, Det. Allfa, Sigonella, Italy.

► Throughout *Mount Baker*, teamwork is commonplace. In engineering, MM3 Teresa Bowden (right), instructs MMFA Trang Nguyen on proper gauge reading procedures.



New top cop on *Mt. Baker*

Story and photos by
PH1 Reymundo Arellano

There's a new sheriff on board the fleet ammunition ship USS *Mount Baker* (AE 34) — and her name is Mary Amerson.

For this Chief Master-at-Arms, being the senior "cop" onboard is an interesting challenge.

"I think if it came down to an incident where I really had to put my foot down, use some authority, take somebody down or something along those lines, they'd find out real quick that it doesn't matter if you're male or female — it can still be done," said Amerson.

A native of St. Petersburg, Fla., Amerson has been aboard *Mount Baker* since December 1993. She and her force of Masters-at-Arms patrol the ship and are responsible for good order and discipline.



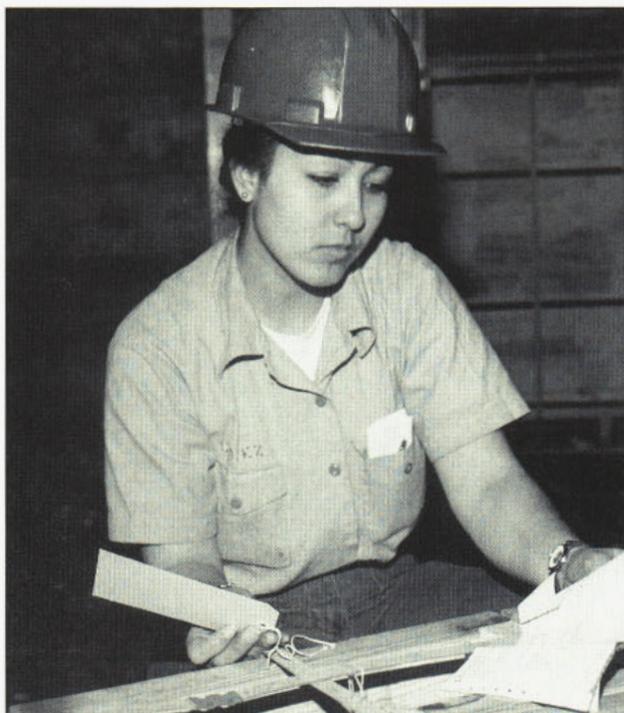
▲ Gathering information from crew members to fill out incident reports is just one of the duties of MAC Mary Amerson, the senior Master-at-Arms aboard USS *Mount Baker* (AE 34). Amerson, a native of St. Petersburg, Fla., has been aboard *Mount Baker* since December 1993.

"We monitor and set up for captain's mast," she said. "We also are responsible for ensuring berthing maintains high standards of cleanliness and all racks are assigned."

For the men and women on board *Mount Baker*, mixed-gender crews are commonplace and their day-to-day excellence is testimony to that. †

Gunner's Mate (Guns) rating gains first woman

USS *Mount Baker*'s Maria A. Chavez is the first woman to be frocked a Gunner's Mate (Guns) 3rd class since the rating was opened to women. Chavez, who entered the service in May 1992, has worked in the ordnance division aboard *Mount Baker* for two years, even while the rating was closed to women. Her request to take the exam as soon as the GMG rating was opened to women was no surprise. Having successfully passed the advancement exam, Chavez was frocked to GMG 3rd class July 15, 1994, along with *Mount Baker*'s many other frockees. †



◀ SN Marie A. Chavez of ordnance division aboard USS *Mount Baker* (AE 34) verifies tags on crates of ammunition prior to delivery.

Seabees build in Caribbean

Story and photos by JO1(SW/AW) Randy Navaroli

Perched atop a mountain peak deep in the rugged interior of the Dominican Republic is a prime example of Seabee 'Can Do.' A small detachment of Seabees from Naval Mobile Construction Battalion (NMCB) 74 recently ventured into the untamed region to build a community center for impoverished families.

The Gulfport, Miss., based battalion was on its seven-month deployment to Puerto Rico when the detachment split off and headed to the Dominican Republic on the humanitarian mission. In just five weeks, a handful of Seabees built the spacious center which will be used for religious services and village meetings. It's the only solid structure amidst the dilapidated shacks and makeshift homes dotting the hillsides.

While the citizens of the area are used to the Spartan living conditions, it took some getting used to for the Seabees, themselves no strangers to living in the field.

"You realize everything you take for granted back home, like the telephone, network television, even clean water," said Steel Worker Constructionman Richard Rogers of Portland, Maine.

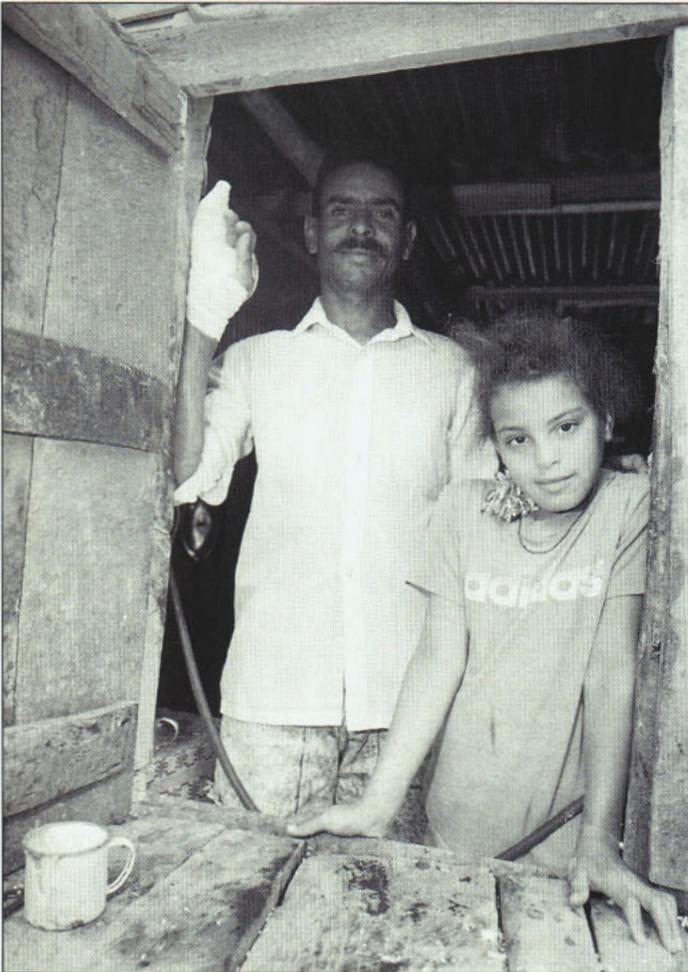
Even medical care is a priceless commodity in the rural areas of the country

"Tarantulas are all over the place," said Hospital Corpsman 2nd Class Kelvin Sumlin of Birmingham, Ala. "Some are as big as your hand. One of our guys got bitten and had to have a deep square cut out of his skin in the area surrounding the bite. It was messy and very painful."

As the detachment's independent duty corpsman on the mountain, Sumlin also was sought out by the locals to treat a child who cut off his thumb and a man who severely cut his hand.

"I got a lot of hands-on training," said Sumlin. "I wouldn't have seen some of this anywhere else, except maybe in a combat zone."

With their caring and friendly attitude, the Seabees quickly gained the respect and admiration of the locals. While on the mountain, the Seabees not only treated the Dominicans' wounds and built the community center, but occasionally fed them and invited them to watch television in the mess tent.



▲ Simon Boliva and his daughter Bernice live next door to the Seabees' mountaintop encampment in the Dominican Republic. Boliva severely cut his hand and was treated by HM2 Kelvin Sumlin, the detachment's corpsman.



➤ BU2 Kirk Francis of Tampa, Fla., cuts wood for the community center shown in the background. In just five weeks the Seabee detachment built the center which will be used for village gatherings and religious services.

friendships basin

"They couldn't understand a word of English, but they enjoyed the action movies, the ones with lots of explosions and car wrecks," said BU2 Joe Metzger of Youngstown, Ohio. "That's what they believe America is like. They think we're all rich, always carry a gun and shoot each other at will."

Fortunately, the Seabees' mission allowed the citizens to reach out and touch real Americans. They liked what they saw and were soon bringing exotic fruits to the Sailors, cleaning up the job site and offering to help with the construction of the center. Each morning they arrived offering a caffeine-laden concoction appropriately called "zoom."

"Some of the guys started to leave and the locals were so upset they cried. They loved what we did for them and hated to see us go." – CM2 Saint Record

With or without the zoom, the detachment quickly finished the center and did it under budget.

"We had a \$45,000 budget, but only spent \$34,000 and that includes the electric generator we're leaving behind," said BU1(SCW) Larry Twinning, the crew leader. "This is one of the smoothest projects I've worked on," said the Nashua, N.H., native. "It's tough terrain to build on, but we didn't have any injuries among the detachment which is very rare, especially under such arduous conditions."

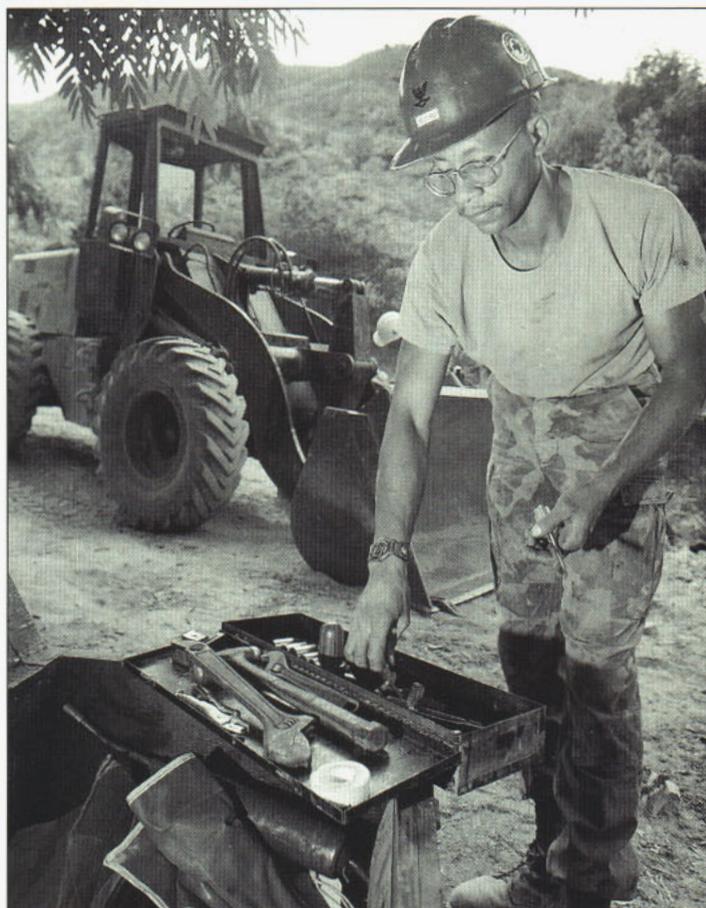
As the project wound down, members of the detachment said farewell and headed down the rutted, winding dirt road leading to the nearest paved highway.

"Some of the guys started to leave and the locals were so upset they cried," said CM3 Saint Record of Paris, Texas. "They loved what we did for them and hated to see us go."

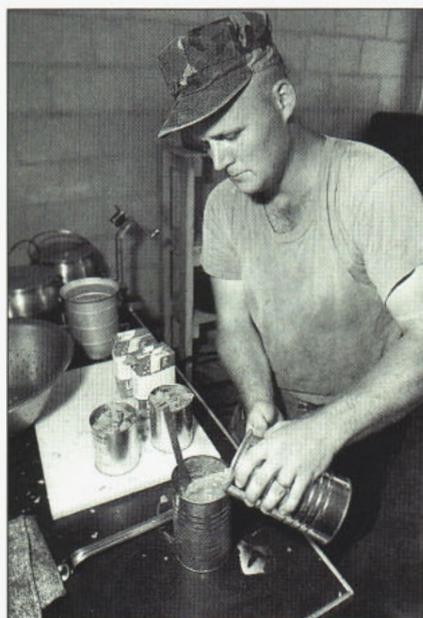
Many of the Seabees echoed those sentiments.

"I think helping these people is the greatest part of this job," said Rogers. "Now they'll see us as more than people who wage war. We're people helping people." †

Navaroli is a photojournalist for All Hands.



▲ CM2 Saint Record grabs the tools he'll need for maintenance on a front-end loader.



◀ SWCN Richard Rogers whips up a batch of pasta primavera while serving as the detachment's impromptu chef.

Hidden Secrets

Shipmates: Suicide and Intervention

Story by Patricia Swift

You may be the key to preventing a suicide. Knowing what to look for in friends or family, and knowing what to do with that information, could mean the difference between life and death," said LCDR Paul Anjeski, of

the Bureau of Naval Personnel's health promotion program.

It's a myth that January is when depression and suicides peak. According to Anjeski, a native of Hamtramck, Mich., most suicides can occur any time of year. Anjeski said most people don't

observe each other's moods until the holidays set in, but that a depressed person has felt that way all along.

Most suicides can be prevented no matter what time of year, said Kenosha, Wis., native Chaplain (CAPT) Bill Perry, of COMNAVMARIANAS. "If the holiday blues are coming on, sailors need to get involved with their communities, whether stateside or overseas. They need to look at the horizon and find out what's available in that community that can brighten the holiday.

"If at sea, participate in the ship's programs — even if it's no more than going up on deck to sing Christmas carols, going to the Easter service or joining the crew for an impromptu meeting of sorts. Get involved."

Know your people

"We are obligated to know what inspires our sailors, what their concerns are, what's worrying them, and if they're hurting, why they're suffering," Perry said. "'Know your people' has been practiced for more than 200 years. It is our base line — it's a prevention line."

Don't let suicide get in the way. "Open up that communication line," Perry said. "Every life is precious, and no matter how low the numbers are, they are never low enough until you have zero." †

Swift is a staff writer for All Hands.

Suicide Warning Signs

- Verbal statement of wish to die or direct threat of self harm;
- Unusual interest in or talk about the subject of death — reflected in speech, art, letters, etc;
- Previous suicide attempts;
- Depression over recent death of a friend or relative;
- Increased use of alcohol or drugs;
- Decline in job performance and or personal appearance;
- Gives away cherished possessions, or suddenly completes all delayed work or commitments;
- Withdraws from friends or activities; and
- Suddenly possesses a weapon.

If you see these symptoms in individuals, don't leave them alone. Systematic help is crucial. Take them to a chaplain, contact a family service center, a hotline, a mental health professional or their physician immediately.

Source: Bureau of Naval Personnel.





**“Every life is pre-
cious and no matter
how low the
[suicide] numbers
are, they’re never
low enough until
you have zero.”
- Chaplain Bill Perry**



The Command's Role in Prevention

- Front-line supervisors should know their people. Be aware of changes in attitude, behavior and performance, particularly during legal, financial or relationship problems.
- Be actively concerned about welfare and morale within the command.
- Be aware of resources that can help you help your people.
- Be available. Be supportive. Be an active listener.
- Reassure the sailor that you will listen and try to help him or her.
- Allow the sailor to talk. Get as much information as possible to assist the formal evaluation.

Source: Bureau of Naval Personnel.



Suicide Facts

- Suicide is on the rise nationwide.
- The most common cause for sailor suicide is difficulty in a relationship (divorce, break-ups, separation) or family problems.
- The second most common cause for sailor suicide is difficulty with job.
- Approximately 80 percent of all suicide victims give some advance warning.
- Sailors take their lives most often by violent means, such as firearms or hanging.
- Most sailor suicides occur in apartments, homes, quarters or barracks.
- Among sailors, alcohol is related to 41 percent of completed suicides.
- Women attempt suicide three times as often as men, but men complete suicide at three times the rate of women.
- Women choose methods that allow for greater intervention, such as pills, alcohol, cuts, etc.
- Suicides among men are most action-oriented, such as hanging, guns, vehicles, which allows no intervention.
- Suicides may be prevented by supervisor involvement and action.

Source: Bureau of Naval Personnel.



Bearings

Norfolk Sailor leaps from bridge to save three boys

Aviation Machinist's Mate 3rd Class Daniel Scanlon, attached to Helicopter Support Squadron 8, Norfolk, became a hero recently when he jumped off the Hampton Roads Bridge tunnel to aid three boys, ages 11, 12 and 15, who capsized their boat in Willoughby Bay.

Scanlon spotted the three children as he was exiting the interstate on his way to work. "I glanced over and saw these kids splashing around. A man on the side of the interstate was waving his hands, yelling that the kids were drowning," Scanlon said. "One of the boys was yelling for help."

Scanlon saw one child go under and decided to enter the water. He climbed down a rope he had taken from his truck and tied to the bridge but it started burning his hands. He



dropped 15 feet to the jellyfish-infested water and swam nearly 200 feet to the first child, righted the boat, then scooped the two remaining children into the boat along with the first. A civilian boat arrived, taking Scanlon and the three children to shore.

After 30 minutes in the water, with

several jellyfish stings and minor lacerations to his hands, Scanlon downplayed his role in the rescue. "I didn't realize I did anything until after the fact," he said. †

Story and photo reprinted with permission from the Virginian-Pilot and Ledger-Star. Photo by Bill Kelley III of the Virginian-Pilot and Ledger-Star.

USS *Inchon* Sailors rescue Swede off coast of Africa

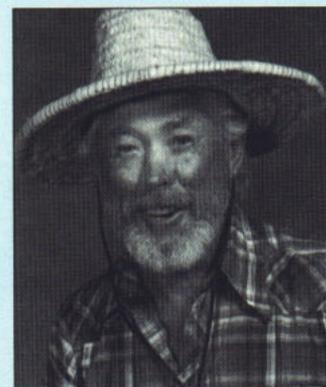
He was shipwrecked for 10 days, lost \$5,000 worth of personal items and his \$30,000 boat, was running low on food and water and feared for his life. Swedish sailor Stig Lindgren had some severe problems after his boat ran aground off the coast of Eritrea, Ethiopia. Just as he was about to lose hope, aviators from USS *Inchon's* HC 6, Det. 1 helicopter squadron rescued him.

"If they hadn't found me, I surely would have perished," said Lindgren, who was trying to complete his third trip around the world. After his boat

ran aground, Lindgren sent radio signals to several authorities. USS *Inchon* (LPH 12) quickly responded, bringing the sailor to safety aboard ship.

"I am so grateful the crew came to my rescue," Lindgren said. When he saw the helicopter in the air, he waved wildly and grasped his hands in prayers of thanks.

After arriving on board *Inchon*, he was treated by the ship's medical staff and later dazzled a few Sailors and Marines with his incredible sea stories. †
*Story and photo by JO2 Eric Stringer assigned to USS *Inchon* (LPH 12).*





Students look up to Navy helo pilots

A distant patter blooms into a roar as a search and rescue (SAR) helicopter dives toward the packed bleachers. The chopper swoops overhead, circles in a steep bank then lands. As the blades slow and engines wind down, LCDR Mike Peppard jumps onto the field. Seizing a microphone Peppard exclaims, "Good morning, Calallen!"

This dramatic arrival at Calallen Middle School, typifies visits to area elementary and middle schools by Sailors at Naval Air Station (NAS) Corpus Christi, Texas, during four informal workshops. Presenters emphasize the important role education plays in performing their respective jobs.

In partnership with Corpus Christi area schools, the NAS team encourages and motivates students to increase their attendance and levels of academic performance.

"As we get older, many of us will be retiring. We need you to take our place, but that means you need to be educated and hard-working," said Peppard, NAS team coordinator. Stay in school. "Learn as much as you can, because you represent the greatest resource of this country," Peppard said.

Air Traffic Controller 1st Class (AW) William Prather, coordinator for the air station's Personal Excellence Partnership Program, said participating in the program is just as much fun and for presenters as it is for the students. "Knowing we're making a real difference in the lives of young people feels



AE2(AC) Robert Crawford answers questions from students at Calallen Middle School in Corpus Christi, Texas.

great," said Prather.

Story and photos by LTJG David Sandson, assigned to Training Wing 4, NAS Corpus Christi, Texas.

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Shipmates



Amy Hageman, a junior at Kansas State University, Manhattan, Kan., was recently recruited as one of the first women in the Nuclear Power Officer Candidate program. Hageman, from Zenda, Kan., is currently the No. 1 student in the mechanical engineering department and will go to Officer Candidate School, then Nuclear Power School after graduation next year.



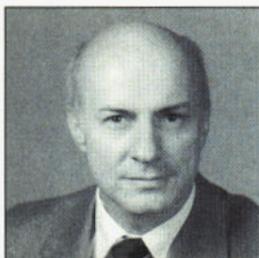
Aviation Boatswain's Mate (Aircraft Handling) 3rd Class Thomas Maluchnik earned the J.D. Maloney Outstanding Sea-based Firefighter Service Award for his performance, training and abilities as a member of USS *George Washington's* (CVN 73) crash and salvage team. The Kalkaska, Mich., native is also a volunteer firefighter with the Hampton, Va., fire department.



Mess Management Specialist 2nd Class Rudolph Jackson was recently selected a Sailor of the Quarter at the Norfolk Naval Shipyard galley. Jackson, who hails from Raleigh, N.C., orders, receives, stores and issues all food items served by the galley and received an "outstanding" for 100 percent inventory validity during the recent Ney Award competition.



Machinery Repairman 3rd Class David Buck of USS *L.Y. Spear* (AS 36) was commended by his shipmates for designing two helical gears that resolved a major engineering problem just two hours prior to getting under way. Buck, a native of Durham, N.C., quickly machined the two gears from scratch to repair the pumps that feed cooling water to the boilers' main condensers.



Thomas W. Castaldi of the Naval Air Warfare Center Aircraft Division, Warminster, Pa., received the 1994 VADM Charles B. Martell Award for outstanding contributions in the field of scientific research and development of anti-submarine warfare systems and subsystems. Castaldi was also cited for more than 30 years of service as a civilian scientist in DoN.



Aviation Structural Mechanic (Hydraulics) 2nd Class John N. Hackett was named the U.S. Military Sports Association's Male Athlete of the Year. The Independence, La., native is a leader in Helicopter Mine Countermeasures Squadron 14's athletic program in Norfolk. He enjoys coaching the 5- to 10-year-old flag football and basketball teams at Norfolk's Bayside and Haygood recreation departments.

ALL HANDS

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"Toons" wanted

All Hands magazine is pleased to announce the reintroduction of the Navy Cartoon Contest, which is open to all hands.

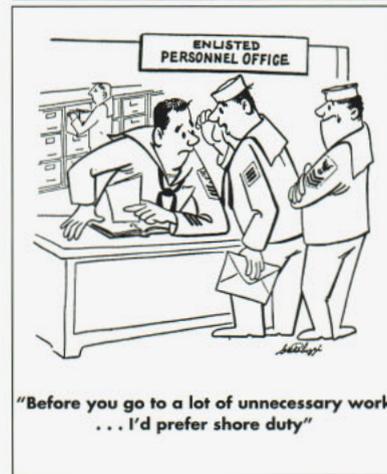
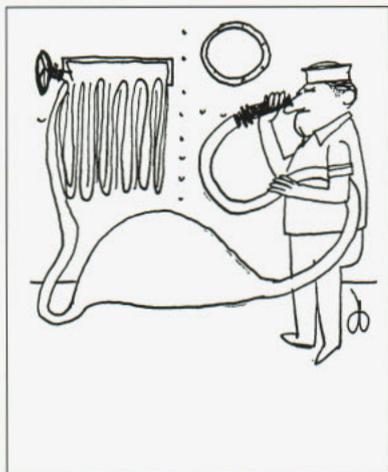
During the late 1940s, and through the 1960s, submissions from the Navy's finest amateur cartoonists were regularly sent in to All Hands for judging by an independent panel. Those cartoons selected would then be run in the magazine throughout the following year. It was such a good plan, we've decided to do it again.

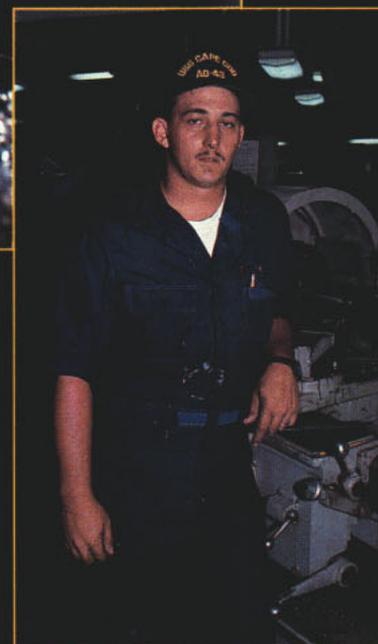
Let's see your interpretation of Navy life. There is a lot of talent out there in the fleet, and All Hands would like to show the rest of your shipmates your cartooning talents.

Please include your name, rate, command and home town. Submissions must be postmarked no later than April 1, 1995.

Send your cartoons to:
All Hands Cartoon Contest
Naval Media Center, Publishing Division
NavSta Anacostia, Bldg. 168
2701 S. Capitol St., S.W.
Washington, D.C. 20374-5080

Editor's Note: The cartoons on this page appeared in various issues of All Hands during the 1950s.





NAME: MR3 Greg L. Funk

HOMETOWN: Garrett Springs, Kan.

HOBBIES AT SEA: working out and running.
ASHORE: fishing and hunting.

JOB DESCRIPTION: "My job is pretty much the same wherever I go. I machine parts and make parts."

BEST PART OF THE JOB: "Turning a piece of metal into something."

PRIOR TOURS: Funk, on his third Western Pacific cruise, has visited six countries. Previous sea tours include USS *Midway* (CV 41) and USS *Schenectady* (LST 1185)