

Going **NAVY** Going **EXTREME**: OLYMPIC
QUEST

WWW.MEDIACEN.NAVY.MIL

ALL HANDS

THE U.S. NAVY

APRIL 2001



Sailors
M A K I N G
Movies,
R E L I V I N G
History.

April

Features

14 Staying Haze Gray
Sailors “Stay Navy” for many reasons. USS *Shreveport* (LPD 12) Sailors are staying for all the normal reasons, but most importantly — because their chain of command cares.

24 Reinventing BUD/S
Basic Underwater Demolition School/SEAL looked at its tough curriculum, and realigned the course. Now, if students have the basic aptitude, attitude and motivation, technical glitches won't keep them down for long.

30 Pearl Harbor: Like You've Never Seen It ... and Then Some
Read the interview with Jerry Bruckheimer of “Top Gun” fame and get a sneak preview of his new action adventure film, “Pearl Harbor.”

41 Paradise Found
Looking for a place to vacation? Then look no more. “America’s Paradise” opened its arms to the Sailors of USS *Oscar Austin* (DDG 79) on a recent liberty call. Take a look and see if you can picture yourself in Charlotte Amalie.



Photo by PH2 Aaron Ansarov

Chief of Naval Operations
ADM Vern Clark

Chief of Information
RADM Stephen R. Pietropaoli
Commander, Naval Media Center
CAPT James M. Kudla

Publishing Department Head
CDR Harold Pittman

Publishing Division Officer
& Print Media Coordinator
LT Brook DeWalt

EDITORIAL

Editor
Marie G. Johnston

Managing Editor
JOCS(AW) Dave Desilets

Assistant Editor
JO1 Preston Keres

Photo Editor
PH2(AW) Jim Watson

Editorial Staff
JO1 Joseph Gunder III
PH2 Aaron Ansarov
PH2 Robert Houlihan
PH3 Saul Ingle

DISTRIBUTION
Garland Powell

WEB DESIGN
DM1 Rhea Mackenzie

ART & DESIGN
Rabil & Bates Communication Design Co.

Creative Director
Debra Bates

Art & Design Director
Roger O. Selvage Jr.

Graphic Designer
Seth H. Sirbaugh

Production Designer
Marco Marchegiani

Digital Prepress Coordinator
Lisa J. Smith

PRINTING
John D. Lucas Printing Co.
GPO Printing Specialist
John Kennedy

All Hands (USPS 372-970; ISSN 0002-5577) Number 1008 is published monthly by the Naval Media Center, Publishing Division, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices.

Subscriptions: For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call (202) 512-1800. Subscription prices are: \$29 (domestic) /\$36.25 (foreign); \$5.50 (single copy domestic) /\$6.88 (single copy foreign).

Postmaster: Send address changes to All Hands, Naval Media Center, Publishing Division 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819

Editorial Offices: Send submissions and correspondence to Naval Media Center Publishing Division, ATTN: Editor 2713 Mitscher Rd. S.W., Anacostia Annex, D.C. 20373-5819
Tel: DSN 268-4171 or (202) 433-4171
Fax: DSN 268-4747 or (202) 433-4747
E-Mail: allhands@mediacen.navy.mil
Message: NAVMEDIACEN WASHINGTON DC //32//

Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

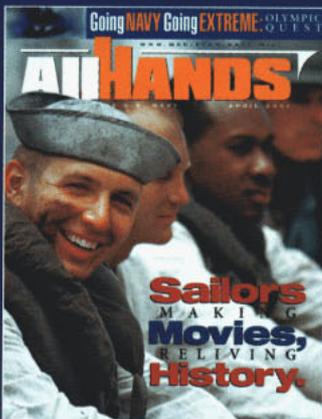
18 No Speed Limit

LTJG Harry Jackson wasn't even born the last time an Olympic skeleton racer headed down the track at 80 mph at the 1948 Olympics. This year, Jackson pushes to qualify for the 2002 Winter Games in Park City, Utah.

Departments

- 6 Around the Fleet
- 44 Twenty 4 Seven
- 46 Eye on the Fleet
- 48 The Final Word

Photo by PH2(AW) Jim Wiggins



On the Front Cover

San Diego Sailors find great similarities between the military term "Hurry up and wait," and the movie term "Take Five," during the making of Pearl Harbor.

Photo by PH2 Aaron Ansarov

Next Month

During this Memorial Day month, *All Hands* reflects on the tragedy and follows the healing of USS *Cole's* crew and families as they rebuild their lives and their ship.

All Hands WINNER



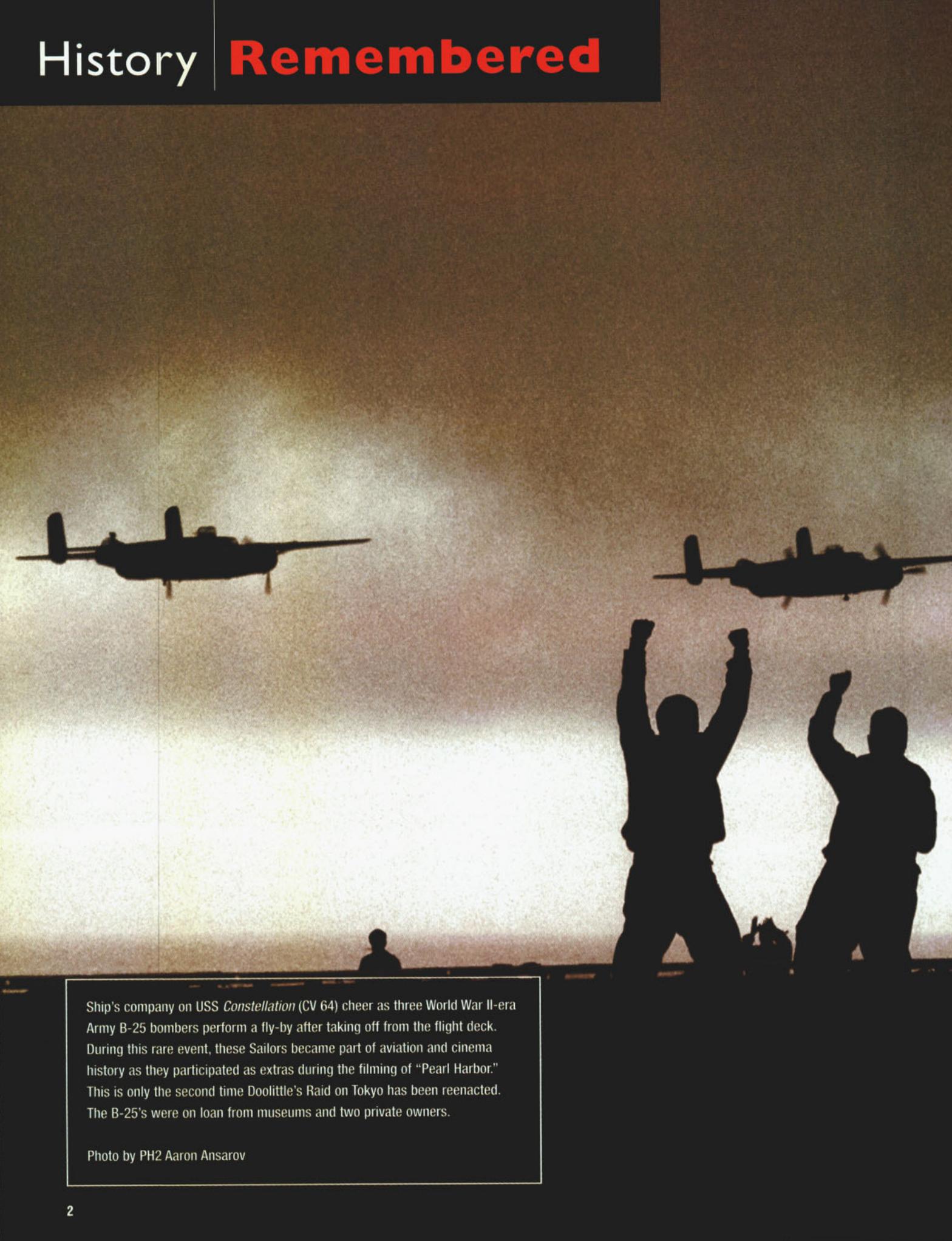
2000
Awards of Magazine Excellence

Check us out Online at:



www.mediacen.navy.mil

History Remembered



Ship's company on USS *Constellation* (CV 64) cheer as three World War II-era Army B-25 bombers perform a fly-by after taking off from the flight deck. During this rare event, these Sailors became part of aviation and cinema history as they participated as extras during the filming of "Pearl Harbor." This is only the second time Doolittle's Raid on Tokyo has been reenacted. The B-25's were on loan from museums and two private owners.

Photo by PH2 Aaron Ansarov



Say **Cheese**



A member of Naval Special Warfare Unit 1 takes a picture of the other jumpers exiting the ramp of a CH-46 helicopter during a high-altitude low-opening (HALO) jump over Orote Point, Santa Rita, Guam.

Photo by PH2 Marjorie McNamee



Around the Fleet

Editor,

I'm stationed on USS *Abraham Lincoln* (CVN 72), and I would like to say that the *All Hands* is a really good magazine and I enjoy reading about what goes on "Around the Fleet." I'll be looking forward to this month's *All Hands*. So to the staff of *All Hands* Bravo Zulu!!!!!!!!!!!!

MM3 William Mayse

Editor,

Your magazine for December was excellent. As an Air Force wife, I enjoy reading your magazine every month. I have learned so much, but the December issue was the best. The pictures from "Destination Japan" were great. Keep up the good work.

Angela Windham
Pensacola, Fla.

Editor,

Just received the January 2001 issue of *All Hands*. Good job!

In the MCPON's Naval Heritage/Core Values Reading Guide, (page 12-13), James Ennes' "Assault on the Liberty" isn't listed. I recommend this book because it demonstrates how leadership, training, team work and humility saved a ship and most of its crew when faced with insurmountable odds.

For more information, go to <http://www.usliberty.org/jim/ussl Liberty>

CPO Jim Hughes
U.S. Navy (retired)



BY THE Numbers

56

The number of USS *Shreveport* (LPD 12) Sailors who reenlisted between April and December 2000.

(See story, Page 14)

80

The number of miles per hour that LTJG Harry Jackson commonly reaches during a skeleton run.

(See story, Page 18)

2,403

The number of Americans killed in less than an hour during the attack on Pearl Harbor, Dec. 7, 1941. There were also 1,178 wounded.

(See story, Page 30)

13,000

The approximate number of women who currently serve aboard 116 combat-ready naval vessels throughout the world.

(See story, Page 24)

SHIPMATES



MASTER-AT-ARMS 1ST CLASS (SW/AW) RICHARD L. WHIPPLE was selected as the 2000 Senior Sailor of the Year for Naval Station, Rota, Spain. Whipple, a native of Augusta, Mich., is the Patrol Commander in the Security Department and supervises the department's four patrol sections. Whipple is also an avid bodybuilder and recently won first place in his weight class in the 2000 Andalusian (southern Spain) Regional Bodybuilding competition.



AVIATION SUPPORT EQUIPMENT TECHNICIAN (AW) 1ST CLASS BRADLY W. SLAUGHTER JR was cited for his performance as Support Equipment Curriculum and Instructional Standards Course Developer for the Training Continuum Department at NAMTRA-GRU Headquarters. Slaughter also directed the capture, modification and implementation of more than 200 computer-generated graphics for a new, web-deliverable Support Equipment Operator's Course. He is an instructor for the DOD-required Motorcycle Safety Foundation Rider Education Course, where he trained 45 officer and enlisted personnel in the safe operation and handling of motorcycles.



AVIATION STRUCTURAL MECHANIC (E) 1ST CLASS (AW) EGDON A. VILLENA, from the Naval Weapons Test Squadron (NWTs), Point Mugu, Calif., was selected as Naval Air Warfare Center Weapons Division's Sailor of the Year for 2000. Villena is the Environmental/Egress Division (Seat Shop) supervisor and primary flight line coordinator. He is the assistant command fitness coordinator and has reduced the PRT failure rate by 90 percent. He is also the coordinator for the command EAWS Program.



SONAR TECHNICIAN 3RD CLASS ANNA MARIE JANNING was selected as Junior Sailor of the Quarter at Headquarters, U.S. Naval Forces Europe (NAVEUR), London. The New Haven, Ky., native is a reservist on Active Duty for Special Work status and is assigned to the NAVEUR public affairs office. Janning is currently working as a journalist, and is cross-rating to that job. She volunteers as a church youth group leader and she recently completed a bachelor of science degree from Excelsior College.

That's Right!

All Hands has upped the ante. You now have the entire month of May to capture the images that define "Any Day in the Navy."

We want your images that capture the essence of what Sailors do best. And we cannot stress this enough, we are looking for **your** photos!

For the past seven years, we have been showing how hard Sailors perform their duties, and this is your chance to show how your department, unit or command works hard as a team.

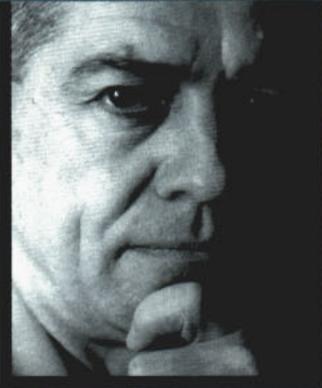
As far as photos go, we are not looking for Pulitzer quality images, but we **are** looking for high impact moments that tell the Navy story. We could forgive a thumb in front of the lens or a slightly blurred image as long as there is **action, action, action!**

Look for those different angles and vantage points in every day activities such as reenlistments or ceremonies. Don't give us the norm, we want excitement!

All images should be no less than 5x7 inches at 300 dpi (digital) or on high resolution print paper, no Xerox® prints or Polaroids® please.

Images are due June 15, 2001. Mail all entries to Naval Media Center, Attn: Photo Editor, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C., 20373.

Photo by JOC Robert Benson



Speaking with Sailors

The MCPON answered this question from an all hands call during his recent visit to Mayport, Fla.:

Q: What is the status of the Thrift Savings Plan?

A: The Thrift Savings Plan (TSP) is a hot topic for Sailors everywhere I visit, and rightfully so. Once in place, it will be a great option for Navy families to better prepare for retirement. We're currently working through the details to make the transitional start-up as smooth as possible.

A quick history lesson as to how we got to this point. The National Defense Authorization Act (NDAA) of FY00 authorized the TSP for military members. The catch was we had to identify money to offset the millions of tax dollars that wouldn't be going into the treasury. The FY01 NDAA resolved the offset issue and mandated the starting date for military participation in TSP.

Initially, the TSP was going to limit Sailors to investing 5 percent of their base pay but recent changes in TSP law has increased the base pay investment limit to 6 percent in 2001 with a 1 percent increase every year until 2006 when the cap is eliminated. IRS law limits annual tax-deferred contributions to \$10,500 in 2001. Non-taxable contributions from Combat Zone Tax Exempt Pay and Hazardous Duty Pay are not subject to the \$10,500 limit however, IRS law does impose a limit of 25 percent or \$35,000 (which ever is less).

Sailors will be able to enroll

during the first 60-day "open season" that is tentatively scheduled from Oct. 9, 2001, to Dec. 8, 2001. Anyone already in the Navy who doesn't enroll during this period will have to wait for the next semi-annual 60-day "open season" to enroll. New accessions will be able to enroll during initial training. Active-duty Sailors who take advantage of the initial enrollment season will begin to see TSP deposits from their pay account on Jan. 1, 2002. If you contribute any portion of your base pay, you can also contribute any percentage of your bonus, special or incentive pay up to the applicable IRS limit.

You can choose how you want your money invested from five current options. Each option varies in associated risk and anticipated percentage earnings. Basically this means you can determine to some degree how risky you want to be with your TSP investments. You should remember that the TSP is a retirement account and the money can't normally be withdrawn, without penalty, until you reach the specified age under TSP law. For more details there are a couple of web pages to check out: www.tsp.gov; and www.dfaw.mil. ☐

Speaking with Sailors is a monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

Princeton Sailor Wins \$10,000 on "The Price Is Right"

Petty Officer Chris Pruitt, come on down! You're the next contestant on 'The Price Is Right!'" were the words that launched USS *Princeton* (CG 59) Sailor Engineman 2nd Class (SW) Chris Pruitt on the path to winning \$10,000 on the television game show, "The Price is Right."

Pruitt attributes being picked because he was wearing a brand new pair of working blues with all his ribbons and his ESWS pin.

Bob Barker, a former Naval Reservist and host of "Price is Right" said to Pruitt on air, "I can't think of a better person to play on the 'Price is Right' than a Sailor."

Pruitt's first reaction to being in the famous "Price Is Right" studio was that it was smaller than it seemed on TV. "It was about the size of Central Control Station," said Pruitt. "It looked like I was stuck in the '70s."

Once Pruitt came to the game floor, he took his place alongside three other contestants. The bid that sent him onto the next game was on a pair of "his and hers" binoculars. Pruitt bid \$900 and the binoculars were \$1,039.

Once onstage, Pruitt picked four out of six products that were under the price of \$4.60. Each time he picked one correctly, a zero was added to a one, which added up to his final cash prize of \$10,000.

"I jumped up and down and pumped my arm a few times," said Pruitt. "I figured I would have a lot of money someday but never would I dream that it would be on the Price Is Right!"

"When is the party?" and "Where is my share?" are just some of the comments Pruitt says he got from his co-workers. But, Pruitt already has plans for his cash prize. "After taxes takes it's share," said Pruitt, "I plan on paying off my credit cards and saving the rest." ☒

Story by LTJG Erik Reynolds, public affairs officer, USS Princeton (CG 59)

Meritorious Mast Held For 14 Honolulu Sailors

Having to appear at the "green table" is normally the result of violating a lawful order or regulation. But, the tables were recently turned for 14 USS *Honolulu* (SSN) "Warriors." While on their recent Western Pacific cruise, a major system pump failed and required immediate at-sea repairs if the ship was to

continue her operational tasking.

A very proud commanding officer heralded his men with the following comments. "The accomplishments of these men today allows this warship to carry out her assigned mission. Without men of this caliber, all we have here is metal and machines. It is the men that make her capable and ready – on station to answer the nation's call." CDR Richardson

added, "I like to hold meritorious mast especially when several divisions work together to achieve success. This is the ultimate testimony to real teamwork. The entire crew pitched in behind this effort, but these guys clearly led the way. I've been lucky in that I've been able to hold almost as many meritorious masts as the other type."

Machinery Division was led by Chief Machinist's Mate (SS) Robert Naifeh and included

MM1(SS) Michael Pelot, MM1(SS) Christopher Graves, MM1(SS) Paul Dean, MM2(SS) Randall Booth, MM2(SS) Jeffrey Richard, MM2(SU) Edd Rushing, MM2(SS) Christopher Elliott, and MM2(SU) Michael Halsey. Electrical Division was led by Chief Electrician's Mate (SS/DV) Christopher Galbreath

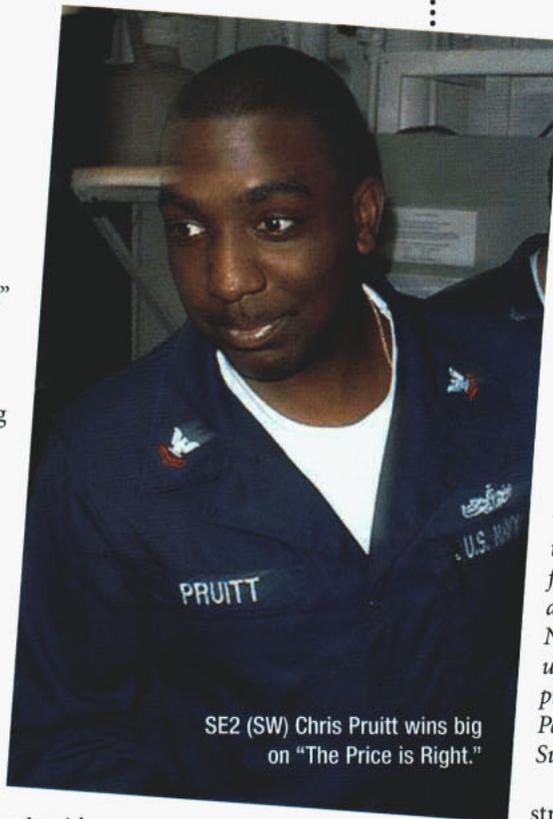
and included EM1(SS) Lawrence Eskew, EM1(SS/DV) Shayne Anderson, and EM2(SS) Frank Arnold.

The mast citation read, "For demonstrating outstanding performance of their duties, in that they performed critical at-sea repairs. This was a performance standard they each knew would bring credit to themselves and their fellow Warriors. Their actions personified Navy Core Values and upheld the rich and proud traditions of Pacific Fleet Submariners."

"These men demonstrated exceptional teamwork and determi-

nation. They make me extremely proud to be their Chief of the Boat," said Senior Chief Billy Cramer. At each stage, the master machinists and electricians had young apprentices at his side. Their combined creative ingenuity and sheer determination to exhaust every possible means for restoring the pump to full operation eventually paid off.

For several days at sea, the men of Machinery and Electrical Divisions worked around the clock, in addition to standing their regular watches, to get the pump up and running



SE2 (SW) Chris Pruitt wins big on "The Price is Right."

Onassignment

again. They refused to give up when a plan didn't work. In the end, their efforts resulted in a more efficiently operating pump. "This was clearly a legendary performance by all and their actions have fortified our crew. I was most impressed by their perseverance under very challenging conditions."

remarked the Executive Officer, LCDR Dennis White during the mast proceedings.

For their actions, they were each awarded 72 hours of special liberty. MM1(SS) Michael Pelot was also recognized with a Navy and Marine Corps Achievement Medal for his exceptional leadership and management of this project. The submarine is homeported at Pearl Harbor, Hawaii, and assigned to Submarine Squadron Three. ☑

Story by JO1 McClain Shewman,
Public Affairs Office,
Commander Submarine Force,
U.S. Pacific Fleet, Pearl Harbor

Navy Announces New Education Partnerships

Responding to Sailors' needs for greater access to higher education, the Navy College Program (NCP) has developed new partnerships with 16 colleges and universities to offer rating-related degrees via distance learning to Sailors everywhere.

These new education partnerships provide associate's and bachelor's degree programs related to each rating and make maximum use of military professional training and experience to fulfill degree requirements. The program also provides opportunities to take courses through distance learning so that Sailors anywhere will be able to pursue a degree.

Beginning in January 2001,

the college partners can be reached by hotlinks from the Navy College Center (NCC). Although all Navy ratings are paired with at least one degree choice, some ratings need additional options.

NCP will seek additional education partnerships in spring 2001. The new partnerships are: City University, Renton, Wash.; Coastline Community College, Fountain Valley, Calif.; Dallas County Community College, Dallas; Embry-Riddle Aeronautical University, Daytona Beach, Fla.; Empire State University, Saratoga Springs, N.Y.; Florida Community College,

Jacksonville, Fla.; Florida State University, Tallahassee, Fla.; Fort Hays State University, Hayes, Kan.; George Washington University, Washington, D.C.; Old Dominion University, Norfolk; Pikes Peak Community College, Colorado Springs, Colo.; Rogers State University, Claremore, Okla.; Thomas Edison State College, Trenton, N.J.; Troy State University, Troy, Ala.; University of Maryland, University College, Adelphi, Md.; and Vincennes University, Vincennes, Ind.

Partner colleges will offer courses in a variety of formats, such as CD-ROM, videotape,

paper, or over the Internet.

During the past year, introduction of the Sailor/Marine American Council on Education Registry Transcript (SMART), the NCC and the virtual Navy College Office have provided easy access and revolutionized the Sailor's ability to find out the amount of recommended college credit they have. Additionally, the 64 Navy College Offices worldwide have increased staffing to better provide academic counseling.

"The response from the fleet has been overwhelming," said Ileen Rogers, the Navy's director of Voluntary Education



Photo by John Humphreys

"What an awesome opportunity," said PH2(AW) Jim Watson, who went to Park City, Utah, to cover the Olympic Skeleton team. "Photographing high-caliber athletes is not something you get to do in the Navy very often.

"When *All Hands* heard a Navy officer and Olympic hopeful was training in Skeleton, everyone said, 'What's that?'

Once we found out it was an extreme sport on ice, we were sold," Watson added.

To find out just how extreme LTJG Harry Jackson can get, check out "No Speed Limit" on **Page 18**. ☑

PH2(AW) Jim Watson is a photojournalist assigned to *All Hands*.

Around the Fleet

TIME CAPSULE

This month we explore the 1926 Navy movie list, look at Liberty in Puerto Rico 50 years ago, join the bicentennial in 1976 and look at USS *John F. Kennedy* during the Gulf War in 1991.



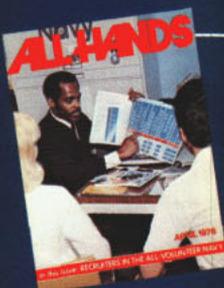
75 Years Ago – April 1926

In Bureau of Naval Personal Bulletin number 71 we reported that there would be a change in the way you should write your address for military mail. We also listed some of the movies that ships would be receiving, like "The Night Cry" starring Rin-Tin-Tin and "Miss Nobody" starring Anna Nilisson.



50 Years Ago – April 1951

In this issue we joined the crew of the USS *Consolation* (AH 15), a hospital ship cruising through the war zone in Korea. We also joined Sailors on a historic tour in the story Liberty in Puerto Rico, and we visited some of our young photographers at the new Naval Photography School in Pensacola.



25 Years Ago – April 1976

In issue 711 we examined how the Navy was planning to meet its goals for recruiting in the "All Volunteer Force." We also watched as President Gerald Ford honored Navy POWs with the Medal of Honor. We then hit the road with the Armed Forces Bicentennial Caravan.



10 Years Ago – April 1991

In this issue we joined the "Men of the Kennedy" in *Desert Storm*. We also reported what scientists at the Naval Postgraduate School were doing to make the quality of life better for Sailors on ships. Then we went to school to find out what teachers are doing to help disabled children learn.

Requirements and Policy. "As of October, the Navy College Center had logged more than 500,000 hits."

One of the most requested items supplied by the NCP is the SMART, a computer-generated transcript that will automatically record the recommended college credit a Sailor earns for military training and work experience.

"Sailors can also submit official copies of their SMART to academic institutions of their choice," said Barry Nelson director of the Navy College Center (NCC) at Sausley Field, Fla. "Every Sailor graduating from recruit training and evaluated 'A' and 'C' schools are given a summary SMART. As of October, in just a little more than a year of operation, the NCP staff had responded to more than 400,000 requests for the SMART."

There are many ways to find out about your education opportunities: go to your Navy College Office; visit the NCC web site at <http://www.navycollege.navy.mil>; e-mail the NCC at <mailto:ncc@cnet.navy.mil>; or call the toll-free number (877) 253-7122 or (DSN) 922-1828. ☑

Story by CNET public affairs,
Pensacola, Fla.

Sister Ships Cook Up Friendships

USS *Hopper* (DDG 70) and USS *Asheville* (SSN 758) recently sponsored a picnic at Richardson Field in Pearl Harbor for the two sister-platform Navy vessels. *Hopper*, an Aegis-class destroyer named after RADM Grace Murray Hopper, the mother of computing, invited USS *Asheville* to the function which boasted more than 300 in attendance.

"[The picnic] boosted morale for both of the crews," said Senior Chief Machinist's Mate(SS) Jeff Daue, *Asheville's* Chief of the Boat.

"We're always looking for something different to do. This was a good chance to see how our Navy counterparts live," said Master Chief Fire Controlman(SW) Jeff VanDervort, *Hopper's* Command Master Chief.

"We'll see a lot of this interaction in the future," added VanDervort.

The Sailors played volleyball, football and had a dunk tank where they primed a healthy rivalry in sinking Sailors from the opposing ship.

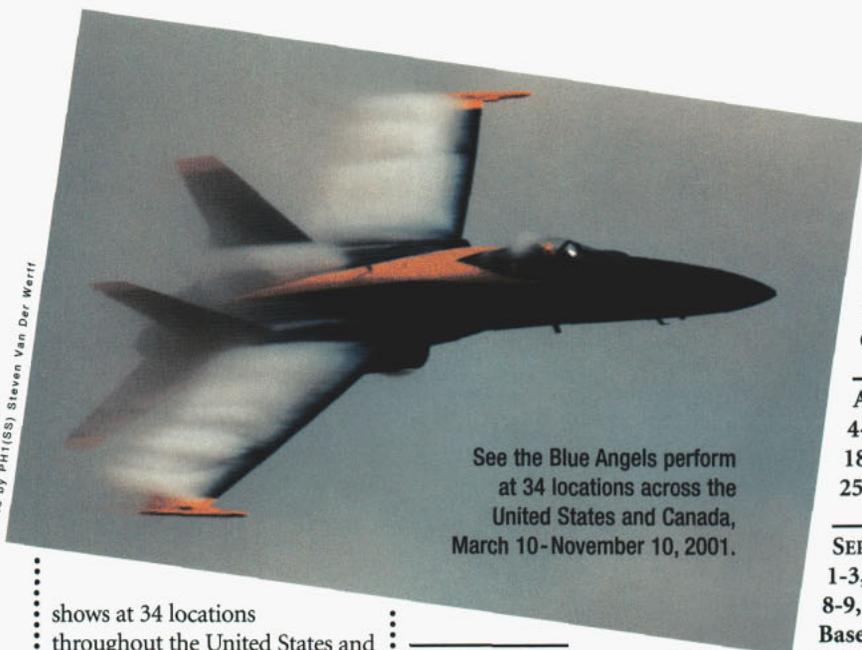
This is the first time USS *Hopper* and USS *Asheville* ever participated in an event with a crew other than their own. According to Yeoman 1st Class (SS) Shane Neal of USS *Asheville*, "It's a great idea to get together with our sister ship."

"I play a little volleyball, some soccer, ate and socialized with some *Asheville* Sailors," added Gas Turbine System Technician (E) 3rd Class (SW) Raul Bolanco of *Hopper*. ☑

Story by JO3 McClain Shewman who is assigned to Commander Submarine Force, U.S. Pacific Fleet, Pearl Harbor Public Affairs Office

Blue Angels Release 2001 Show Schedule

The Navy's Flight Demonstration Squadron, the Blue Angels, has announced its show schedule for the 2001 show season. Following winter training, the team begins its season at NAF El Centro, Calif., March 10 and will conclude the season Nov. 10 at NAS Pensacola, Fla. The Blue Angels are scheduled to perform 66



See the Blue Angels perform at 34 locations across the United States and Canada, March 10-November 10, 2001.

shows at 34 locations throughout the United States and Canada during the 2001 season.

Demonstration sites are selected in support of the objectives of the Department of Defense and in the interest of the armed services with safety as the primary consideration. Performances greatly assist the recruiting and retention goals of the military services, enhance esprit de corps among uniformed men and women, as well as demonstrate the professional skills and capabilities of the armed forces to the American public and U.S. allies. The Blue Angels' schedule is:

- MARCH**
 10, NAF El Centro, Calif.
 17-18, Mesa, Ariz.
 24-25, Altus AFB, Okla.
 31, MCAS Cherry Point, N.C.

- APRIL**
 1, MCAS Cherry Point, N.C.
 7-8, MacDill AFB, Fla.
 21-22, NAS Corpus Christi, Tx.
 28-29, NAS Norfolk, Va.

- MAY**
 12-13, Peoria, Ill.
 19, Charleston AFB, S.C.
 23 & 25, U.S. Naval Academy, Annapolis, Md.
 26-27, NAS Patuxent River, Md.

- JUNE**
 2-3, Lakehurst, N.J.
 9-10, Quebec City, Quebec, Can.
 16-17, Syracuse, N.Y.
 23-24, Davenport, Iowa,
 30, Evansville, Ind.

- JULY**
 1, Evansville, Ind.
 7-8, Muskegon, Mich.
 13-14, Pensacola Beach, Fla.

- 21-22, Bozeman, Mont.
 28-29, NAS Lemoore, Calif.

- AUGUST**
 4-5, Seattle
 18-19, Kansas City
 25-26, Duluth, Minn.

- SEPTEMBER**
 1-3, Cleveland, Ohio
 8-9, NAS Joint Reserve Base Willow Grove, Pa.
 15-16, Smyrna, Tenn.
 22-23, NAS Brunswick, Maine
 29, NAS Meridian, Miss.

- OCTOBER**
 6-7, San Francisco
 13-14, MCAS Miramar, Calif.
 20-21, Alliance Field, Fort Worth
 27-28, Lafayette, La.

- NOVEMBER**
 3-4, Jacksonville Beach, Fla.
 9-10, NAS Pensacola, Fla.

More information about the Blue Angels can be found at <http://www.blueangels.navy.mil> ☒

Story by Blue Angels public affairs, Pensacola, Fla.

New Laser Vision Center Opens at NNMCM

The National Naval Medical Center (NNMC), Bethesda, Md., recently opened a laser refractive surgery center under the Navy's Corneal Refractive Surgery Program, which makes the surgical procedure available to active-duty Sailors and Marines. The new facility, located in the Ophthalmology Clinic at NNMC, started screening candidates for the surgical program last October and conducted its first laser surgeries by mid-November.

The program is intended to serve those active-duty members whose mission effectiveness and personal safety would be most enhanced by eliminating the need for wearing eyeglasses or contact lenses while performing their military duties.

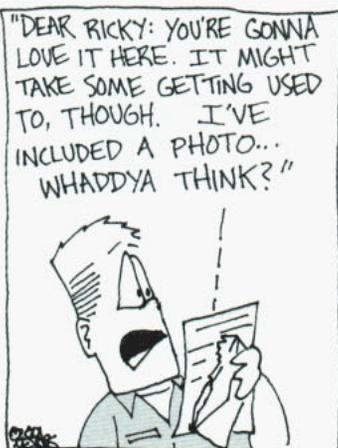
While active-duty Navy and Marine Corps personnel may request evaluation to determine suitability for surgery regardless of job specialty or warfare community, priority will be placed on Sailors and Marines whose military duties require them to work in extreme physical environments that preclude the safe use of glasses or contact lenses.

Among the first to have the

Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



One Point From Victory

Casual Comment from 2nd Fleet Sailor Leads to Navywide Policy Change

Story by JOC Robert Benson, photo by JO3 Edward Mekeel

No recounts, no hand tallies, no hanging chads, no media frenzies. Just this: a seaman and an admiral chatting, and one of them about to “win a vote” and try to get advanced as a result of their three-minute conversation.

And it wasn't the admiral.

In the court of public opinion, SN Ira Trussell, an Information Systems Technician with the staff of Commander, 2nd Fleet, was about to get a recount of sorts. A month prior to the conversation with the Chief of Naval Personnel (CNP), which took place on USS *Mount Whitney* (LCC/JCC 20) during

SN Trussell,

It was good meeting and talking with you on USS Mount Whitney.

Thank you for your e-mail concerning awarding advancement points for the Marine Corps Good Conduct Medal.

My staff has researched this proposal and has recommended that the USMC Good Conduct Medal be added to the list of awards that are given advancement point credit.

My staff is finishing a new revision to the advancement manual, and the change will be incorporated in that revision.

The change will be effective for the September OO exam.

Sincerely,

Norb Ryan, VADM

Chief of Naval Personnel

INNOVATORS



ITSN Ira Trussell, a Sailor assigned to the staff of Commander, 2nd Fleet onboard the Norfolk-based USS *Mount Whitney* (LCC/JCC 20), single-handedly helped change the Navy's policy on advancement. During a conversation with VADM Norb Ryan, Chief of Naval Personnel, Trussell questioned why Marine Corps Medals aren't counted toward advancement in the Navy. Trussell earned the medal during his days as a Marine. Three weeks later the admiral changed the Navy's policy, recognizing the medal for advancement.

a New York City port visit, Trussell had taken the advancement exam for third class petty officer. The results came back, but he was a point shy of advancement.

Silently Trussell wondered why his Marine Corps Good Conduct Medal, which he earned during his five years as a Marine, didn't count in his Navy tally for the exam. Should have been worth two points, which would have given him the advancement. When he had a chance conversation with VADM Norb Ryan, CNP, Trussell raised the question.

“I like the Navy,” Trussell said during their conversation, after the CNP asked him about his career, “But I wish I could have my Marine Corps medal count in the Navy.”

After explaining his situation, a concerned Ryan gave Trussell his business card, and asked him to send him an e-mail detailing the situation. Trussell immediately followed the order. Three weeks later Trussell was “blown away” when he received a letter from the three-star, which read in part:

policy,” said Trussell. “I wasn't expecting that much. Everyone in my chain of command was pretty impressed and surprised that it happened.”

Trussell was in the Marine Corps five years, but switched to the Navy thinking the advancement would be better.

“I was a Marine transportation management specialist. I got out for two and a half years, went to school, then joined the Navy. I miss being in the Marine Corps, but don't regret leaving; I saw a better chance to advance in the Navy. This was better for me career wise.”

Trussell, whose points couldn't be grandfathered in, is still a seaman. But he's proud nonetheless of his role in changing Navy policy. ☒

Shortly thereafter a Navywide message was released from the Bureau of Naval Personnel solidifying what the admiral described in his personal note.

“I was pretty surprised that they changed the whole

Benson and Mekeel are assigned to USS Mt. Whitney (LCC/JCC 20).

procedure done at NNM's new Laser Vision Center was a group of Sailors assigned to the Experimental Dive Unit in Panama City, Fla. According to Boatswain's Mate 1st Class Troy Larck, who wears contacts when he dives, this will eliminate the need for wearing lenses.

"I have had a contact lens slip out of place during a dive, and there is not much you can do about it while you have your helmet on," said Larck.

Quartermaster 2nd Class Randall Chase, who has never been able to wear contact lenses comfortably due to his astigmatism, looks forward to not having to worry about eyeglasses. Both Sailors looked on as their shipmate Hospital Corpsman 1st Class Robert Huffman led the group getting the laser surgery.

LCDR Greg Wheelock, director of the Navy Explosive Ordnance Disposal Fleet Liaison Unit, Indian Head, Md., was also among the first to have the laser surgery. Shortly after a post-surgical exam, he was able to read words on a sign that he would not have been able to read without his glasses before the surgery. His duties require him to not only perform underwater dives, but to parachute as well. He indicated that contact lenses can be awkward when parachute jumping due to the airflow across the eyes. He will now be able to leave the lenses behind.

NNMC's Laser Vision Center offers the corneal refractive surgical procedure known as PRK or Photorefractive Keratectomy. The PRK procedure uses the laser to remove a small disc-shaped sliver of the central cornea. PRK, one of two FDA approved refractive surgery procedures, is currently the only procedure offered under the Navy program. LASIK or Laser In-situ

Keratomileusis, will not be offered until further studies being conducted in the military adequately establish its safety in the operational environment.

Members requesting PRK will be screened by an optometrist or ophthalmologist to determine if they are clinically eligible for the surgery. If clinically suitable, the member's unit commander must endorse the request and determine the member's priority level. Once a command-endorsed request is received, the NNM Laser Vision Center staff will review requests for final determination of clinical appropriateness and priority.

The most time-consuming aspects of the process are pre-surgical evaluations and post-surgical follow-up care. NNM's new center has four specially equipped examination rooms to perform the pre-and post-operative visits. The center has three refractive-surgery trained technicians and one optometrist to perform initial screening exams and counseling. There are currently nine doctors on staff at the center who will perform the laser procedure.

According to CDR Joe Pasternak, director of the center, the NNM Laser Vision Center becomes one of only three such centers available for corneal refractive surgery under the Navy program. He projected that with the new state-of-the-art equipment and available staff, the center will be able to offer the procedure to approximately 80 Sailors and Marines per month.

In addition to the new center at NNM, laser surgery is currently available at the naval medical centers in San Diego and Portsmouth, Va. More detailed descriptions about the priority groups, as well as sample forms and letters used to request the surgery, are available on the Navy Bureau of Medicine and



Surgery web site at <http://navymedicine.med.navy.mil>. Just scroll down to the link for "corrective eye surgery information."

For more information regarding the services offered at NNM's Laser Vision Center, call (301) 295-1200. The clinic's hours of operation are 7:30 a.m. to 4 p.m., Monday through Friday, EST. ☒

*Story by LCDR Ed Austin,
National Naval Medical Center,
Bethesda, Md.*

Have Your American Flag Flown on USS Constitution

Ever wonder how to have an American flag flown over "Old Ironsides?" It's easier than you think!

Any military member may send a standard-sized flag to be flown on board USS Constitution. Just send the flag to:

Flag Coordinator
USS Constitution
Charlestown Navy Yard
Charlestown, MA 02129

Include with flag:

- Full rank/name of who flag is being flown for,
- Reason for flying (retirement, reenlistment, general purpose),
- Return address on where to send the flag.

Upon return, a certificate will accompany the flag. Flags can be flown on certain days if requested. Flags are sent back regular mail, but if a service member needs it a bit faster, they can enclose a pre-paid FEDEX, UPS or USPS express mail envelope. You can find more information on USS Constitution's web site <http://www.usconstitution.navy.mil>. ☒

Story by LIFELines public affairs.

Story and photos by PH2 Bob Houlihan

Stay ing Haze Gray

Why would a Sailor in a critically undermanned rate, stationed onboard a 30-year-old dock landing ship (LPD), want to reenlist to stay on the ship when there are so many other possible options?

One reason: the chain-of-command cares.

It cares so much about the Sailors onboard USS *Shreveport* (LPD 12) that their retention statistics are 18 percent higher than the LPD average and 11 percent higher than the Commander U.S. Naval Surface Force Atlantic Fleet average.

Shreveport takes care of her own.

These outstanding reenlistment rates

are a result of *Shreveport's* command vision, which places a great deal of emphasis on retention. In fact, the ship's Commanding Officer, CAPT William D. Valentine, believes it's key in building an effective war-fighting team.

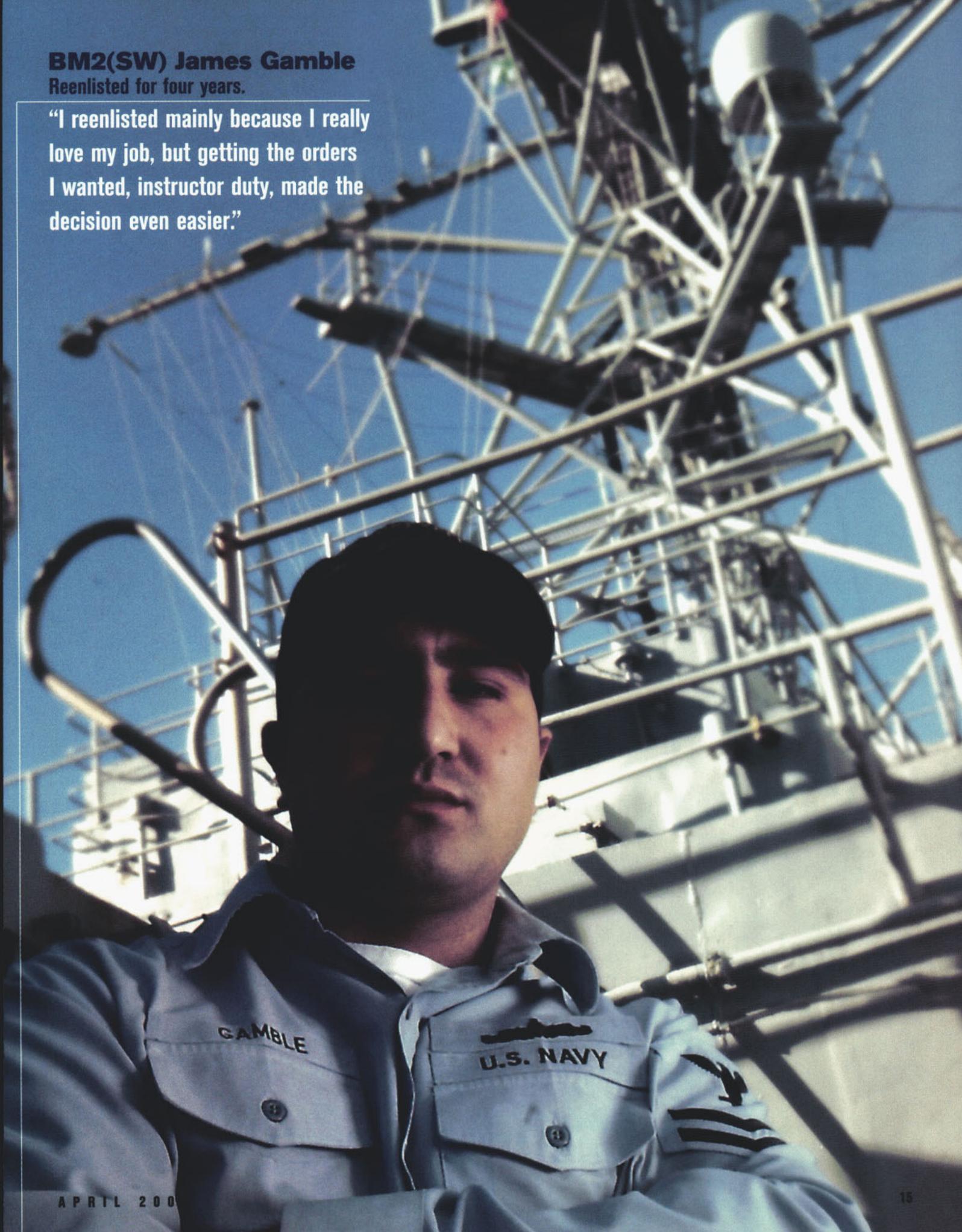
"*Shreveport* operates on the basis of three important, interrelated priorities: readiness, safety and quality of life," Valentine said, "Our success in these crucial areas begins and ends with our ability to retain motivated, highly-skilled and goal-oriented Sailors."

With those priorities in mind, *Shreveport* uses an innovative approach to the time-honored

Navy command retention team. The captain heads the ship's team and is assisted by his executive officer, command master chief, command career counselor and command financial advisor.

Every Tuesday, the team sits down with Sailors who are facing career decision points. The in-depth interview is a give-and-take between the team and the Sailor covering career, financial and family goals. The objective is to find out how the command can best help the Sailor achieve their individual goals while keeping them in the Navy.

"We talk to each Sailor as early as possible about their options, the short- and long-term



BM2(SW) James Gamble
Reenlisted for four years.

"I reenlisted mainly because I really love my job, but getting the orders I wanted, instructor duty, made the decision even easier."

Stay ing Haze Gray

benefits of staying Navy and how they can secure financial independence for the rest of their life," said Valentine.

But the team's involvement in the process doesn't end there. The command sends letters to parents and spouses to make sure the Sailor's family fully understands all the benefits of continued naval service. Also, *Shreveport's* leaders up and down the chain of command have been known to write letters to the Bureau of Naval Personnel or pick up the phone to call detailers to help deserving Sailors achieve their goals.

The high level of command involvement isn't the only thing that sets

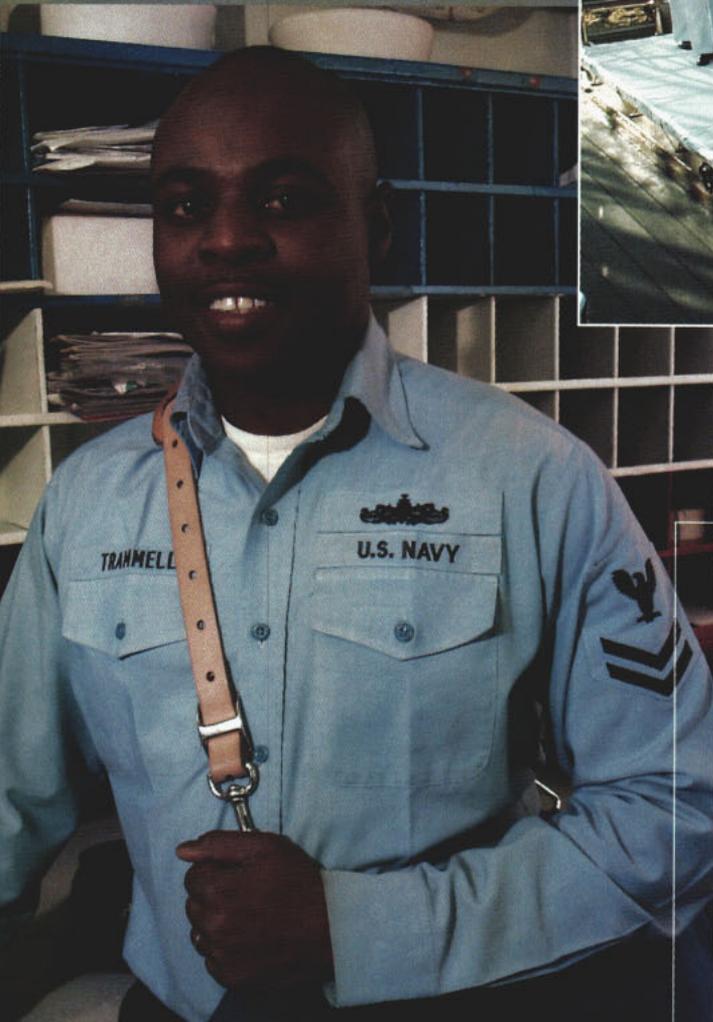
Shreveport's retention program ahead of the pack. The ship's reenlistment benefits package is second to none.

Along with the standard plaque, pen and shipboard "bennies" book, 42 of *Shreveport's* reenlistees got to board a charter bus to "Bean Town" to raise their right hands aboard America's oldest commissioned warship afloat, USS *Constitution*.

After the first-class bus trip, the reenlisting Sailors enjoyed a day in historic Boston, including the observation of colors aboard *Constitution* before the ceremony, a private tour of the 200-year-

old ship and visits to some of the city's most noted landmarks. In addition to the regular mementos normally received at such occasions, reenlistees were presented with a flag that was flown over *Constitution*.

Additionally, *Shreveport's* leadership is committed to ensuring non-designated Sailors get "A" school technical training for the career field of their choice as soon as possible. Usually, after a Sailor serves a year aboard the ship, their "A" School requests will be approved. After 18 months of good service, strikers can expect to go to school.



PC2(SW) Chris Trammell
Reenlisted for two years.

"I stayed Navy because the benefits are great, and I get a chance to get my degree with the Navy assisting with the tuition."

Another tool used by the *Shreveport* retention team is an updated program called the Guaranteed Assignment Retention Detailing (GUARD) 2000 Program. GUARD 2000 allows Sailors to waive up to 18 months of sea time from their current prescribed sea tour obligation in return for reenlisting. This program allows a detailee to give a Sailor their preferred assignment from the current list of available billets, even if the assignment is of a lower fill priority than the detailee would normally consider.

Command Career Counselor Navy



With Boston as a backdrop, 42 of *Shreveport's* finest raise their right hands aboard USS *Constitution*.

Career Counselor Chief (SW/AW) Royal Parker has served as career counselor aboard three other ships and says *Shreveport's* retention program is the best he has ever seen. He believes that after a command invests the initial capital to get a good retention program going, it will feed itself.

"The word is spreading throughout the ship," Parker said. "People hear about other folks getting the orders they wanted, they hear about the

command going to bat for their shipmates, they see people going to "A" school; things are happening on board this ship and the excitement is contagious!"

From April to December 2000, that excitement resulted in 56 *Shreveport* Sailors deciding to stay Navy.

Not too bad out of a total enlisted crew of 390.

Among them is Boatswain's Mate 2nd Class (SW) James Gamble, who raised his right hand during the ceremony onboard *Constitution*. Having served four years, Gamble wanted to go to instructor duty and remain in the Norfolk area. That limited his assignment possibilities to only one command: the Atlantic Fleet's Expeditionary Warfare Training Group.

"My entire chain of command helped me get those orders," Gamble said. "My leading petty officer personally met with the detailee to tell him about me; my senior chief and the retention team helped me focus on what I wanted, then went to bat for me with the detailers."

According to Gamble, the payoff is in positive morale for the crew, which they take with them when they transfer.

"Having the facts, freedom of choice and a wide range of options enables Sailors to make clearer decisions that have benefits over the long-term for them, their ship and the Navy," he said.

Reasons to care, reasons to stay. ☒

Houlihan is a photographer's mate assigned to All Hands



ET2(SW) John Martinez Reenlisted for six years

"Staying haze gray was an easy decision for me ... \$43,000 tax free and stability for my family. You can't ask for a lot more than that."



Corner 6 of the Olympic Park Ice Track in Park City, Utah, is where LTJG Harry Jackson gains the most speed and takes nearly four Gs in the 180 degree turn, using only his knees and shoulders to steer.

The last time a crowd of Olympic spectators saw an athlete shoot by them head first, in an 80 mile-per-hour blur, two inches off an ice track, LTJG Harry Jackson wasn't even alive — in fact he was born 26 years later.

Yet today, instead of taking four Gs in an F-14 Tomcat while attending flight school — the billet he was destined for after leaving the Naval Academy in 1999 — he is taking those Gs in Corner 6 of the Park City, Utah Olympic Park ice track. Slicing through the wind on a makeshift sled, held together with tape, a few screws and of course a Navy sticker here and there, Jackson propels himself at amazing speeds twice a day to prepare for the 2002 Olympics in the sport of skeleton.



What's skeleton? You ask.

"You mean other than pure stupidity?" laughs Jackson, as he slips on his sled suit, tattered and scarred from friction burns and tears worn so deep, they're mended with duct tape to cover exposed skin.

"It's intense, where, 'Oh, s#&%,' runs through my mind at every corner and a sigh of relief is felt at the finish line when I come through in one piece."

That could be viewed as the mental definition of skeleton racing, a sport virtually unseen since the 1948 Olympic Games. The physical definition lies in a small sled, an extreme athlete and an empty bobsled track. Put those winter sport elements together with a belly-busting descent on a blistering speed ride of around 40- to 50-frantic seconds and you get the sport of skeleton — in other words, it's a head-first version of the luge.

Another key aspect that makes any skeleton racer stand out is the bruises and scrapes, the swollen hand or two and numerous friction burns received from the track — all expenses the athlete pays, even if they do it well.

"My right shoulder is charred," Jackson says with a smile, showing the pride of what in the extreme sport arena is referred to as a "war wound."

"I made what's called a *snow cone* coming out of a turn in the America's Cup race at Calgary," Jackson jokes as he tightens the sled bars into the arch needed to get speed on the track before his first run of the day. "They call it that because when you hit the wall you scrape



No Speed Limit

ice off the track.”

Hitting the wall is not uncommon in a sport where the athletes are steering with their knees and shoulders. Yet, super human athletes like Jackson and his teammates make it look easy as they slide around corner after corner through the curvy labyrinth of frozen track.

Spectators clinging to the guard rails hoping to get a glimpse, swear Jackson's Navy blue blur just flew by at close to mach speed. In actuality, he soars on the ice at more than 80-miles-per-hour.

They say things like, “Wow!” “Did you see that?” and “Cool!”

But mostly the athletes get questions on, “What is skeleton?,” and by those who have seen it, “How can you do such an extreme thing?”

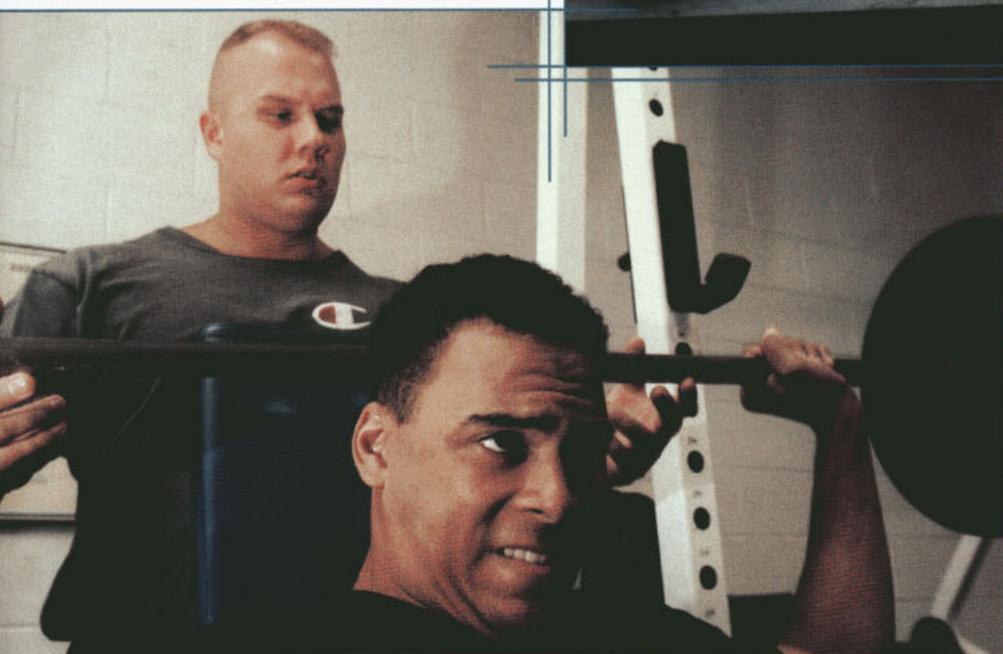
“My first push was a little weird, but coming from bobsledding, it wasn't much different,” said Jackson.

That's right, Jackson has been a member of the U.S.A. Bobsled Team. And that's exactly how he got into skeleton. While attending the Naval Academy, his father had mentioned to him that the U.S.A. Bobsled Team was going from college to college looking for interested athletes. Jackson, who had always wanted to represent the Navy in

sports, jumped at the chance.

After passing the initial test, Jackson was asked to come to the Olympic Training Center, Lake Placid, N.Y., where he and 59 others vied for a seat on the team. That number was cut in half the first day, and luckily, Jackson was still standing tall. After a season of four-man bobsledding, Jackson decided to try something that would entirely count on his skills as an athlete, and skeleton was the road he chose.

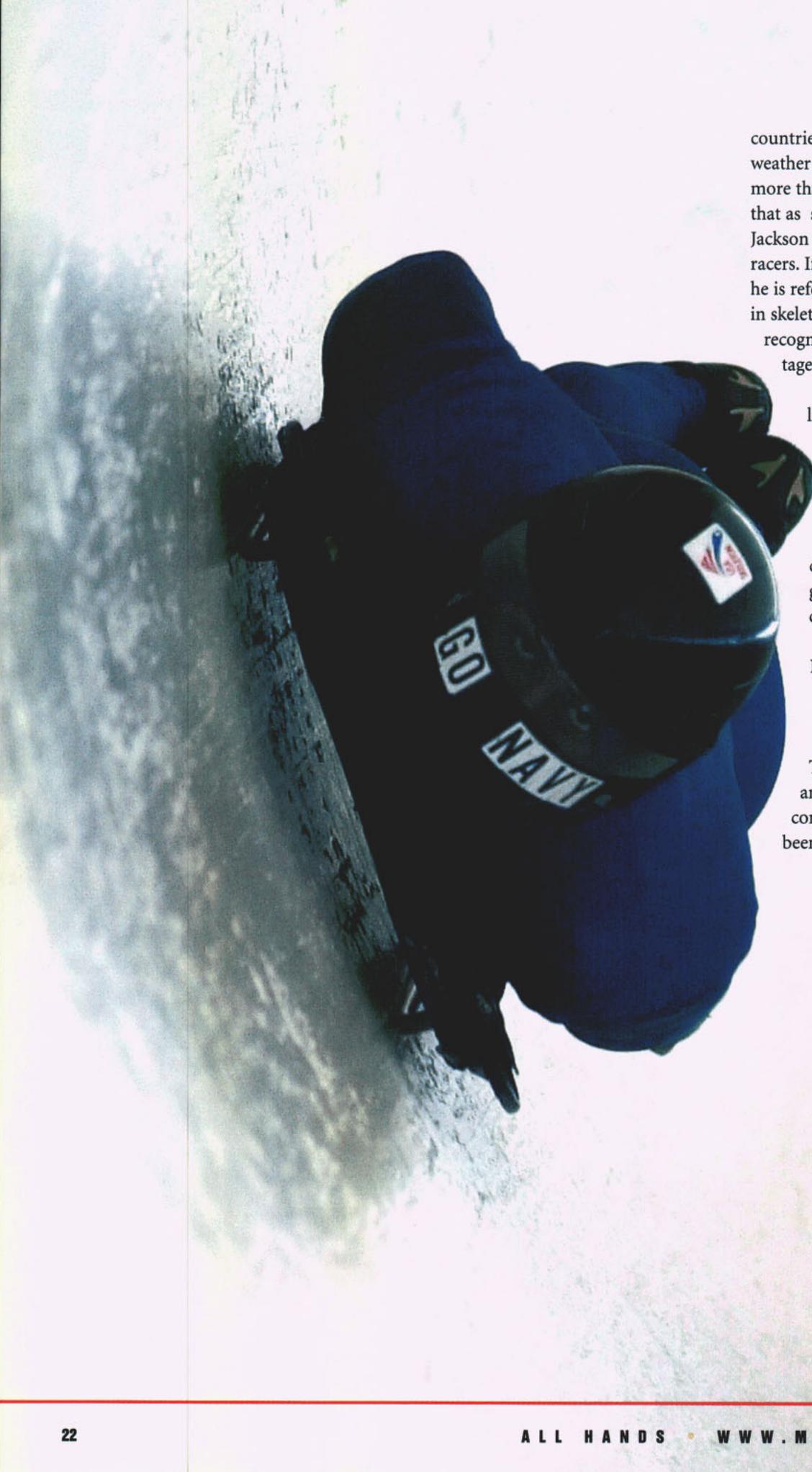
Standing in the midst of an intentional group of skeleton competitors — some on the U.S. team, others from



Far Left – While many would be led to believe a faster push in the beginning could guarantee a greater finish time, Jackson says that good equipment and driving make the difference on the track.

Above – Many of the athletes use the quarters at the starting line for changing and getting ready for their push. This also keeps them warm since the Park City, Utah, mountain weather can be unforgiving against the thin layer of protection their sled suits offer.

Left – Whether on the ice or in the gym, LTJG Harry Jackson pushes himself to attain excellence. His drive has helped him become a world-class competitor in the Olympic arena.



countries well known more for cold weather sports — he looks like a giant. At more than six-foot and weighing twice that as some of the other athletes, Jackson dwarfs many of the skeleton racers. If you can imagine, in bobsledding he is referred to as the “smaller guy,” yet in skeleton where his size is definitely recognized, weight can have its advantages and its disadvantages.

“I find his weight gives him a little extra push at the end of the track,” said Terry Holland, Team U.S.A. captain and assistant coach for the America’s Cup race in Park City. “His momentum really carries him across the finish line, giving him make-up time he could have lost on the track.”

While Jackson is not ranked No. 1 on the U.S.A. team, he has placed in various cup races and earned himself enough points to compete in the Olympic Games. This could be considered amazing, as this is his first year competing in a sport others have been training in since it came back to

LTJG Harry Jackson rides up the wall at a corner doing nearly 80 mph on the icy track.

Far Right – Terry Holland, team captain for the U.S.A. Skeleton team, goes over maneuvers with Jackson at the entrance of the “Labyrinth,” a part of the track filled with twists and turns.

Bottom Right – One of LTJG Harry Jackson’s teammate’s sled says it all when it comes to this extreme sport.

No Speed Limit

Lake Placid, N.Y., in 1982 and was part of the 1986 World Cup races.

Off the track, Jackson finds himself immersed in watching skeleton track videos, physical training and resting. His room at Park City is free thanks to former Coast Guardsman, Mac MacQuoid and his wife Ann.

“What an amazing way to get involved,” said Mac MacQuoid. “We were at a fund raiser here in Park City, and my wife saw Harry in his dress uniform. The rest is history.”

The MacQuoids offered to store Jackson’s gear for him while he traveled to Lake Placid for training, and when he returned to Park City to claim his gear, the MacQuoids offered to let him stay with them.

“It was great,” said Jackson. “I had to move five times last season, and the rent out here (in Park City) for a place is sky high. Living with the MacQuoids is far better than living stuffed in an apartment with five other teammates.”

Like Sailors all around the world, Jackson is meeting new people and representing the Navy in a unique program.

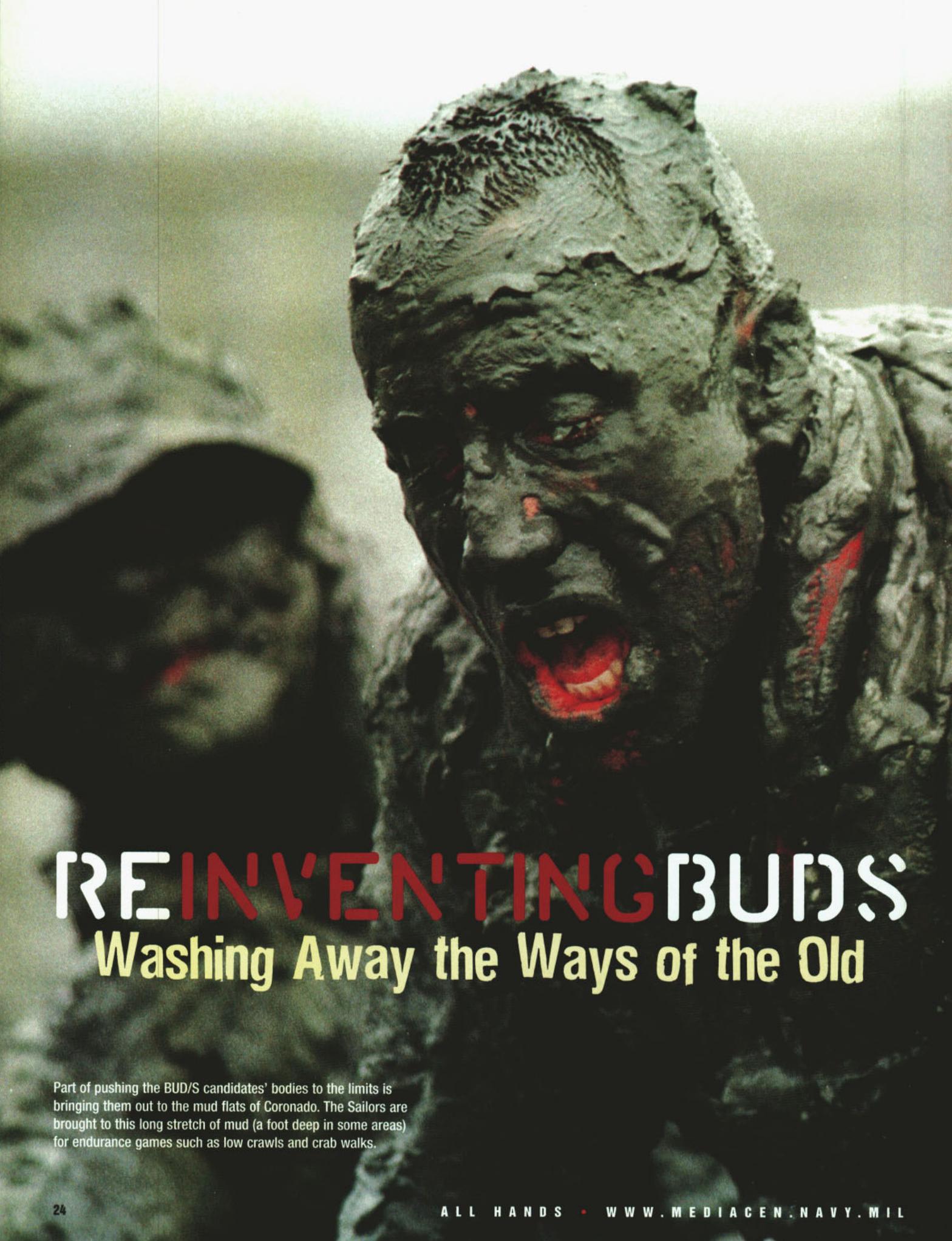
Sporting Navy shirts, ball caps or sweat suits, Jackson puts the Navy’s name out to people who might not ordinarily see a Sailor walking the street. And best of all, it’s in a positive way.

“I always wanted to be in the Navy,” says Jackson. “From the time I graduated from Admiral Farragut Academy and went on to the Naval Academy, I knew my goals were coming true.”



After the Olympic Games in 2002, when Jackson takes his last four Gs in the corners of the ice track, the Navy will be waiting for him at flight school where he will train as a naval flight officer (NFO). Jackson expects to eventually find himself in the back seat of a *Tomcat* roaring through the sky at speeds many times faster than a skeleton sled travels, banking turns and producing Gs that will make the ice track in Park City seem like child’s play. Hopefully, he can withstand the cornering in the sky as well as he can on the ice. ❏

Watson is a photojournalist assigned to All Hands.



REINVENTING BUDS

Washing Away the Ways of the Old

Part of pushing the BUD/S candidates' bodies to the limits is bringing them out to the mud flats of Coronado. The Sailors are brought to this long stretch of mud (a foot deep in some areas) for endurance games such as low crawls and crab walks.



He's exhausted. His muscles ache beyond belief and his body is chilled to the bone. His heart is pumping a mile a minute after having just maneuvered through an obstacle course that would challenge the most agile men.

He knew it wouldn't be easy, having read articles about "the quiet professionals," and listened to stories about "the toughest military training in the world" from guys who had gone through the training before him. He tells himself he can make it, over and over again. This

Sailor wants to be a U.S. Navy SEAL.

He and a select group of Sailors are going through this arduous training at the Naval Special Warfare Center (NSWC), Coronado, Calif. Currently, requirements are being revamped and instructions revised so that the graduates

Below – CAPT Ed Bowen, commanding officer of the NSWC and the “Bullfrog” (the oldest SEAL on active duty) frequently participates in BUD/S evolutions to motivate the candidates.

Right – Part of Phase 1 of Basic Underwater Demolition/SEAL (BUD/S) training is what is commonly called “surf conditioning.” Teamwork is developed among the men as they lie in a line with arms connected while the cold California surf washes over them. Great care is taken to make sure these men aren’t pushed too far beyond their body’s limits; depending on the temperature, they stay in the water for 10 to 20 minutes at a time.

Lower Right – Of the more than 100 candidates who started BUD/S Class 233, only 44 were left after the final day of Hell Week.



REINVENTING BUDS

of Basic Underwater Demolition School/SEAL (BUD/S) are even more prepared to take on the ever-changing responsibilities of a SEAL operation. Changes include incorporating more operationally specific evolutions earlier in the learning process. And while some Sailors “can” and some Sailors “can’t,” NSWC is making efforts to keep the number of the “can dos” to a maximum.

Recent changes at BUD/S are aimed at producing graduates who have an enhanced repertoire of SEAL skills, ready for use upon arrival at an operational SEAL team. The centerpiece of all the changes is an intense effort to “operationalize” BUD/S training. In essence, the

training center has done away with some outdated methods and introduced more basic training found currently at the SEAL team level.

“You have to want the program. And mentally, never give yourself the option to quit,” said Master Chief Information Systems Technician Dennis Wilbanks, head SEAL recruiter who, with more than 25 years in the SPECWAR community, has seen hundreds of Sailors come and go through BUD/S.

The 25-week curriculum at BUD/S is divided into three phases that test the Sailors’ spirit and stamina. The first eight-week phase is known as the physical conditioning phase, and places a

strong emphasis on running, swimming, navigating the obstacle course and basic water and lifesaving skills.

This phase pushes the body to its physical and mental limits. Trained medical technicians and instructors are with the students at every step.

Having endured the complexity of First Phase, trainees move onto their next big obstacle - diving. Second Phase is seven weeks in length and emphasizes the skills required to be a Naval Special Warfare combat swimmer.

“While it is imperative the student meets the standards set before him,” said Intelligence Specialist 2nd Class Matthew Peterson, second phase instructor. “We



look for the individual who possesses the ability to perform safely and effectively under stressful conditions

Finally, the 10-week long Third Phase is the last hurdle these Sailors face before graduation. This land warfare phase turns Sailors into hard core, cutting edge naval commandos.

"Third Phase is comparable to First Phase in that you are often cold, miserable and tired," said Aircrew Survival Equipmentman 2nd Class Louis G. Fernbough, Third Phase instructor. "The difference is, we now expect you to think and perform mentally under the same conditions. Mistakes made when working with explosives only happen once."

While all three phases have their individual objectives, they all share common physical evolutions including running, swimming and the obstacle courses. Required passing times become more challenging as the training progresses, though.

First Phase includes some of the most significant training revisions, where the most dreaded week of BUD/S, Hell Week (featuring 120 hours of continuous training on less than four hours of sleep), has been moved from the fifth week of First Phase to the third week. The shift allowed the addition of a maritime operations course, as well as basic patrolling and weapons handling courses.

"All instruction (as opposed to just physical training) takes place after Hell Week," said LTJG Joe Burns, First Phase officer-in-charge and former enlisted SEAL. "The majority of students who complete Hell Week are going to graduate," said Burns.

This schedule shift also means that drown-proofing and underwater knot tying will now be held after Hell Week. The techniques and skills that are taught in these areas are a crucial element in being both comfortable and proficient in underwater evolutions. This change is expected to be a confidence-booster, since it allows the students to practice their knot-tying skills before they are actually



tested. Especially when the test is being able to tie a knot at a 50-foot depth.

Second Phase has undergone a few key changes. The number of training dives, both day and night, has significantly increased and the complexity of the dives is more challenging to the students with multiple legs and more realistic targets. This requires students to navigate and

change directions underwater several times, rather than just once.

Furthermore, the pool competency evolution, perhaps the most difficult evolution at BUD/S, next to Hell Week, has been modified to better support those students who demonstrate basic skills underwater.

As CAPT Ed Bowen, commanding

officer of the NSWC points out, "I am seeking the man who has the basic aptitude, attitude and motivation to be a SEAL. If a young man can remain calm while great stress is induced underwater, I will not drop him from training for a miniscule technical glitch."

More changes have been implemented as students move into the final phase of BUD/S training. Emphasis in Third Phase is placed on small unit tactics, patrolling, weapons training and demolition, giving students a feel for what to expect once they have earned their special warfare pin and been deemed a SEAL.

Attention is placed now, more than ever, on the basic SEAL combat skills



Below – “Rock Portage” is one of the first evolutions of BUD/S for which they make a beach landing against the jagged rock jetty in front of the famous Hotel Del Coronado. This evolution always happens at night and attracts large crowds of civilians as the candidates land against the rocks and come ashore.

Left – Calm amid chaos is what keeps a SEAL alive during any operation. BUD/S candidates are trained from the start on how to pay attention to detail while other things are constantly happening around them.

Lower Left – As part of the intense training these men go through, they learn to deal with various elements of warfare at the Demolition Pit, like low crawling under barbed wire while covering their ears during simulated explosions



REINVENTING BUDS

required of effective SEAL platoon operators. One goal of the revisions is to qualify all students on the M-4 rifle as Marksman. Since the changes have been in effect, all students have qualified as Marksman and most (60 percent) as Expert.

Students also spend increased training hours on special reconnaissance, a key SEAL mission area. Less emphasis is now placed on the old Underwater Demolition Team reconnaissance and demolition techniques. Core SEAL mission profiles are now highlighted, including increased rehearsals with Immediate Action Drills (IADs), Over-The-Beach (OTB) scenarios and ambush

techniques.

“Ultimately, we are seeking a candidate that we can entrust with the life of a fellow Frogman,” said Peterson.

The final change in Third Phase is a new live-fire Field Training Exercise, which provides the most realistic scenario possible without entering a real-world combat situation.

The physical, emotional and mental challenges young men must endure to become a member of America’s most elite maritime special operations force aren’t getting any easier. But officials at the Naval Special Warfare Center hope that recent changes made at the basic school-house will ultimately result in more

skilled operators arriving at the SEAL teams.

Overall response from both the instructors and trainees has been extremely positive and only time will tell if the changes accomplish both goals: to improve the skills and abilities of a BUD/S graduate while graduating more trainees. ☑

Story by Naval Special Warfare Center public affairs.

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

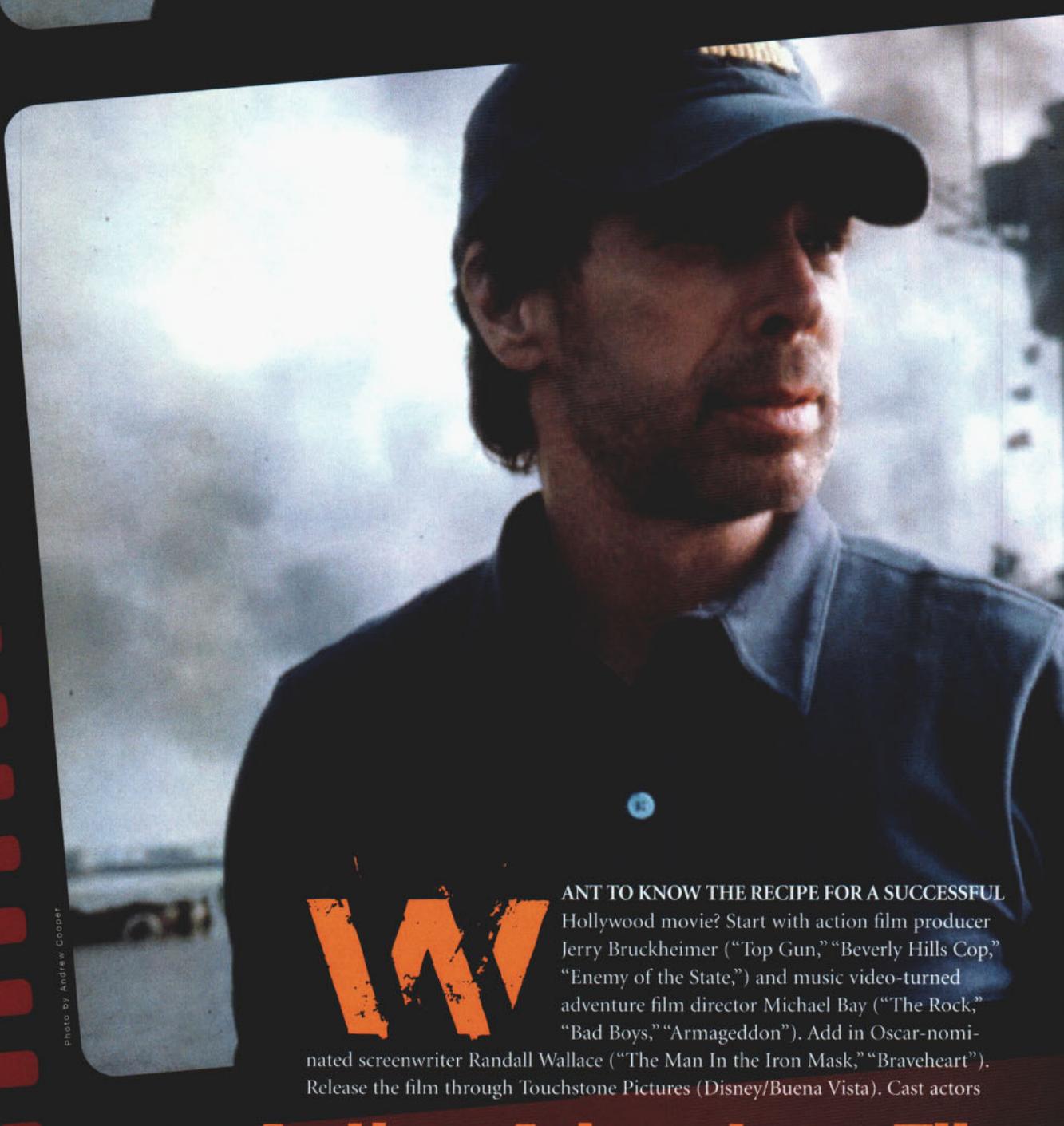


photo by Andrew Cooper

WW

WANT TO KNOW THE RECIPE FOR A SUCCESSFUL Hollywood movie? Start with action film producer Jerry Bruckheimer (“Top Gun,” “Beverly Hills Cop,” “Enemy of the State,”) and music video-turned adventure film director Michael Bay (“The Rock,” “Bad Boys,” “Armageddon”). Add in Oscar-nominated screenwriter Randall Wallace (“The Man In the Iron Mask,” “Braveheart”). Release the film through Touchstone Pictures (Disney/Buena Vista). Cast actors

Action-Adventure Film

Ben Affleck, Dan Aykroyd, Alec Baldwin, Cuba Gooding Jr., and Jon Voight, along with a host of seasoned and newer Hollywood faces. Set the movie in a romantic, early World War II backdrop and sprinkle in generous digital effects paid for by the most prodigious up-front movie budget in history (\$145 million). Set the movie for a Memorial Day opening. Stir and let simmer.

Scheduled to explode into theaters this Memorial Day is the Bruckheimer action epic “Pearl Harbor,” which recreates the events prior to, during and after the infamous attack on the U.S. Pacific Fleet’s headquarters. It’s also being touted as a love story.

The story follows two young friends who grew up to be fighter pilots in the

Story by CDR Hal Pittman,
photos by PH2 Aaron Ansarov



Pearl Harbor

**Like You've Never Seen It...
And Then Some**

days prior to World War II. Rafe McCawley (played by Ben Affleck) joins the British Royal Air Force to help the British fight the axis powers in Europe.

best friend in a relationship. As the conflict between friends erupts, the Japanese attack Pearl Harbor and the trio are thrown into chaos.

final outcome of those political issues on his website www.Affleck.com.

“At a terrible political crossroad, FDR was stuck, until that day in 1941, when a

Set to Open on Memorial Day

Meanwhile, his buddy Danny Walker (Josh Hartnett) joins the Army Air Corps at home. When Danny learns that Rafe has been killed in combat, he consoles Rafe's distraught girlfriend, Navy nurse Evelyn Stewart (played by Kate Beckinsale). Danny and Evelyn soon fall in love, only to learn that Rafe is alive — he wasn't really killed in action — and Rafe returns to find his girlfriend and

“Pearl Harbor” will also show us the popular political isolationism of the time and the challenges of an American president (Franklin Delano Roosevelt, played by Jon Voigt) dealing with a constituency that did not want to see American troops at war, even as war raged overseas in Europe. It took the cataclysmic events of Dec. 7, 1941, to catapult the United States into war. Star Ben Affleck discusses the

fleet of Japanese battleships, attack fighters and a group of bombers led a shockingly brazen assault on the U.S. Naval base at Pearl Harbor, leaving 2,403 Americans dead and 1,178 wounded in less than an hour. The Japanese lost less than 200 men, and only one was captured.

“The movie will capture, using the most advanced special effects, and repro-

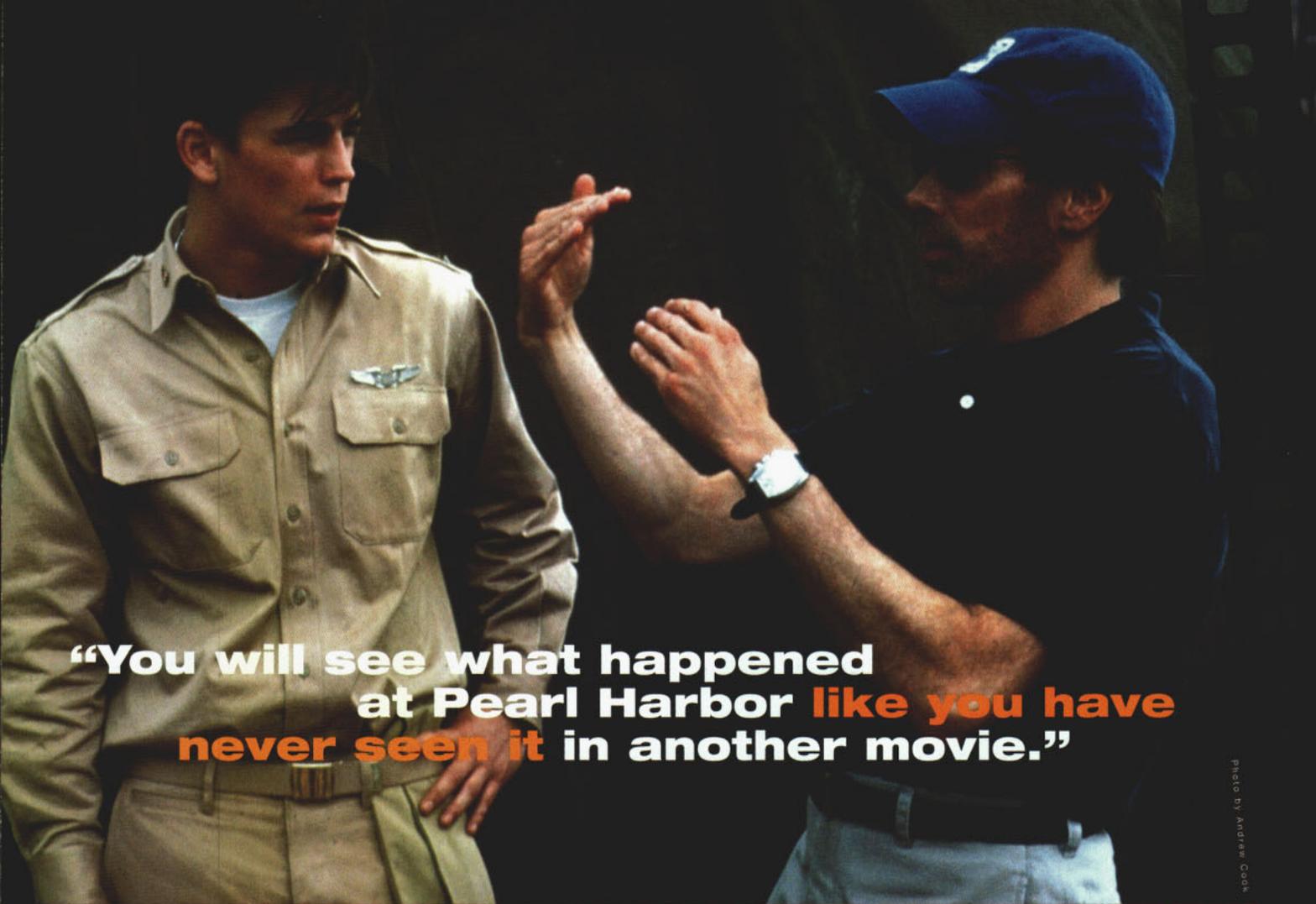


Photo by Andrew Cook

“You will see what happened at Pearl Harbor like you have never seen it in another movie.”

Pearl Harbor

duce the exact events of that terrible day. If there is one thing I am certain of, it is that Michael's enormous visual storytelling talents will bring to the attack sequence a sense of horrifying realism and terrible majesty.”

Director Michael Bay described his effort to entertainment website Variety.com this way: “You will see what happened at Pearl Harbor like you have never seen it in another movie.”

Screenwriter Wallace has woven his fictional characters into the tragic backdrop to create a compelling story. Bruckheimer and Disney pulled out the stops to historically recreate battleship row, Ford Island and a number of actual

heroic acts during the attack. Many of the interwoven stories were drawn from the accounts of Pearl Harbor survivors.

Actor Tom Sizemore will play a mechanic who shoots down attacking Japanese aircraft with a shotgun. Cuba Gooding Jr. plays USS *West Virginia* Sailor Dorie Miller, who helped save numerous shipmates. Miller, an African-American, earned the Navy Cross for heroism and had a ship, USS *Miller* (DE 1091, later FF 1091), named in his honor.

The film will also detail the aftermath of the attack, and the retaliation effort, in which the characters played by Affleck and Hartnett join Army Lt.Col. Jimmy Doolittle (played by Alec Baldwin) in his raid on Japan to help build American morale. In that daring mission, Doolittle launched his squadron of Army-Air Corps B-25 bombers off the deck of USS *Hornet* (CV 8) and conducted a low-level

bombing mission over Tokyo. Those efforts were previously detailed cinematically in the 1944 Spencer Tracey film “Thirty Seconds Over Tokyo.”

Never to be outdone, *All Hands* locked horns with tough guy filmmaker Jerry Bruckheimer last year to discuss his upcoming big-budget motion picture “Pearl Harbor.” Following are some of his thoughts on the movie, filmmaking, and the military.

All Hands: “The film ‘Saving Private Ryan’ galvanized veterans and brought a conscience back to America about war and the reality of war. What will ‘Pearl Harbor’ do?”

Bruckheimer: “Our film is not ‘Private Ryan.’ We’re going to get much more involved with the characters and it’s a love story, truly a more personal story. It’s a very serious film like “Ryan” was. We’re certainly going to try to be accurate

Pearl Harbor: THE MOVIE

Story by PH2 Aaron Ansarov



Men and women across the nation go to the movies and are

dazzled by million dollar productions that tantalize the senses and expand the imagination. They turn on the TV and see a review of a movie. They open the newspaper and find a list of the newest releases. They buy a magazine and nine times out of 10 somewhere inside there's a reference to a movie.

Go to a party, and someone will tell you about a movie they just saw or an actor they met at some point in their life. Or maybe they had a cousin who has a friend who met a famous star in a local convenience store.

For more than 400 Sailors and Marines in the California, Texas and Hawaii areas, the movies aren't a distant dream. They're a reality. And the proof is on the screen of Hollywood's largest-budgeted movie to date. A movie of epic proportion and historic value. A movie called "Pearl Harbor." ☒

Ansarov is a San Diego-based photojournalist assigned to All Hands.



Photo by Andrew Cook

Above – Michael Bay and Jerry Bruckheimer

Left – Josh Hartnett and Jerry Bruckheimer

Below – E02 (SEAL) Pete "Pirate" Carolan, a member of the Seal Team 3's Reserve unit, did two tours in Vietnam with Underwater Demolition Team 13 and was even on the Apollo 13 recovery team. He's no stranger to being part of history. Carolan is an extra in the upcoming feature film, "Pearl Harbor."

Bottom – The extras get ready for a scene.





Pearl Harbor

with the destruction and what happened. ... We want a really broad audience for this film. We feel the story is so universal, and we want kids to be able to go. ... Kids don't even know about Pearl Harbor. We think it's important to show what happened and how we came out of the ashes."

All Hands: "Why the interest in Pearl Harbor?"

Bruckheimer: "I think that it's something you shouldn't forget. ... We were as vigilant as we should have been during that period. We thought we were invincible. We'd never had a defeat, America had never been defeated, had

never had a disaster. It just shows you that anything you can think of, you can do. Our military thought that they couldn't get to Pearl Harbor, that it was too long a journey from Japan to get there, and they proved us wrong."

All Hands: "What kind of feedback do you think you'll get from veterans and Pearl Harbor survivors?"

Bruckheimer: "Well, we interviewed an enormous amount of survivors and put into the story a lot of their accounts, so a lot of the things you'll see on the screen are things they told us about. For example, when the first wave of planes came in, they were mostly fighters because they thought they'd get some air resistance, but we couldn't get any planes up in the air.

"So they started to unload their ammunition on to Sailors who jumped into the water. They were getting strafed,

and the Sailors would dive under the water every time the planes came by and grab on to the coral, hold their breath, then come back up for air. We're going to show a lot of these accounts, the heroics of the men."

All Hands: "What's the expectation of a film with a \$145 million price tag?"

Bruckheimer: "Hopefully, it will be a success. It's a love story against the backdrop of war. We hope to appeal to viewers with both the romance angle and the historical significance of Pearl Harbor."

All Hands: "Many of your films have portrayed military themes and military heroes. What is the appeal?"

Bruckheimer: "I'm a patriot. I've traveled all around the world, and I believe this is the best country in the



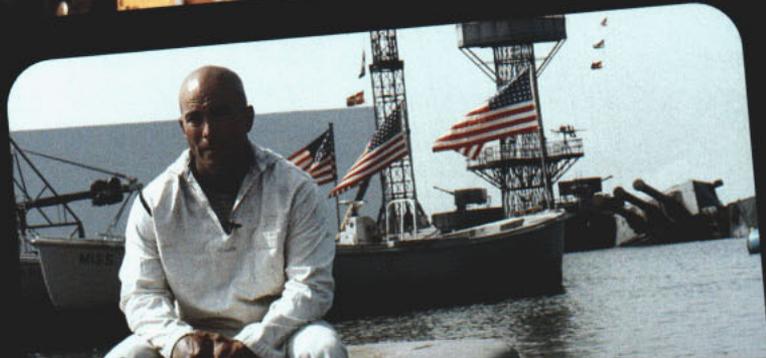
PHOTO BY ANDREW GOSK

Above – (left to right) Michael Bay, Ben Affleck, and Jerry Bruckheimer

Left – Make-up Artist Kim Collea puts the finishing touches on a military extra for the movie “Pearl Harbor.”

Below– The movie “Pearl Harbor” is expected to be the largest movie production ever, beating out such big budget films as “Titanic” and “Waterworld.” Much of the movie was filmed on location in Pearl Harbor, and at the studio in Rosarito, Mexico.

Bottom– BM1 (SEAL) Tim Ige, from San Diego, is a member of the Navy’s Leap Frog parachute team. He is also an extra in the new Jerry Bruckheimer movie, “Pearl Harbor.” Though not a stranger to the limelight, Ige has never done something like this before. “It’s amazing to see firsthand what it takes to make a big budget movie like this,” he said.



The **REAL** Photographic History of Pearl Harbor



In Hawaiian tradition, Sailors honor casualties of the Japanese attack on NAS Kaneohe Bay, Dec. 7, 1941. The men were buried Dec. 8, 1941, and this ceremony took place sometime during the following months, possibly on Memorial Day 1942.



USS *Arizona* blowing up during the Japanese attack on Pearl Harbor, Dec. 7, 1941.



USS *Shaw* explodes during the Japanese attack on Pearl Harbor, Dec. 7, 1941.



**“I only make movies
I want to go see.
I don’t make
movies because
I think audiences
will want to go
see them.”**

Pearl Harbor

world to live in. We need a very strong military to protect the freedoms we do have. When I was a kid and I’d go to play baseball, there were all these bullies around trying to take advantage of you. If you had some way to protect yourself, they’d stay away from you. The military is there to keep peace, and by keeping peace, we have a real strong presence in the world. And we need that.”

All Hands: “Plus it lends itself to action films ...”

Bruckheimer: “Yeah, but that’s entertaining, that’s what I like. I only make movies I want to go see. I don’t make movies because I think audiences

will want to go see them. I make movies based on gut. There’s no analyzing, like ‘Well, this is a hot subject for teenagers. What I do is try to stay away from the hot subjects.

“When we were going to do ‘Top Gun,’ one of the execs in the studio said, ‘You gotta’ be kidding, nobody cares about aviators. There hasn’t been a fighter-jock picture that’s been successful, ever. We had an uphill battle to get the movie approved because they felt nobody cared. That’s why I wanted to do it.”

All Hands: “There’s been criticism from military people about the reality of some your films ... like ‘Crimson Tide.’ How are you working with the military to better portray reality?”

Bruckheimer: “The military was initially involved in ‘Crimson Tide,’ they were very helpful in giving us informa-

tion on how nuclear subs work. The reason we didn’t get approval is because the military thought, ‘Well, this could never happen, we have all these safeguards on nuclear submarines.’ But that’s drama!

“Dramatics are what keep you in the seats. We want to create these dramatic situations, whether they are real or not, to entertain audiences. What the military has come to realize is, it’s the heroics of the men in the situation. If you have a crisis, whether on a ship or wherever, there are heroes who rise above it. On ‘Pearl Harbor,’ we’re here to meet with all the different branches of the military, to get their assistance, both with the physical production and also with their expertise as historians. We are looking for experts on Pearl Harbor to make sure our script is accurate, within the confines of the drama, to work with us and make sure we’re doing the right thing.”



Above – EM3 Mathew Lee Weisend, 21, of Marietta, Ohio, stationed aboard USS *Constellation* (CV 64), shows his enthusiasm for being an extra on the set of Pearl Harbor, being filmed on his ship.

Left – LT Melissa Schuermann, from the Navy's Office of Information West (NAVINFO WEST) Los Angeles, discusses military matters with actor Ben Affleck while onboard USS *Constellation* (CV 64).

Below – While filming the reenactment of "Doolittle's Raid" of 1942, these actors set the scene for history.



USS *Cassin* (DD 372) (capsized, right) and USS *Downes* (DD 375) (left) at the Pearl Harbor Navy Yard immediately following the Japanese attack Dec. 7, 1941.



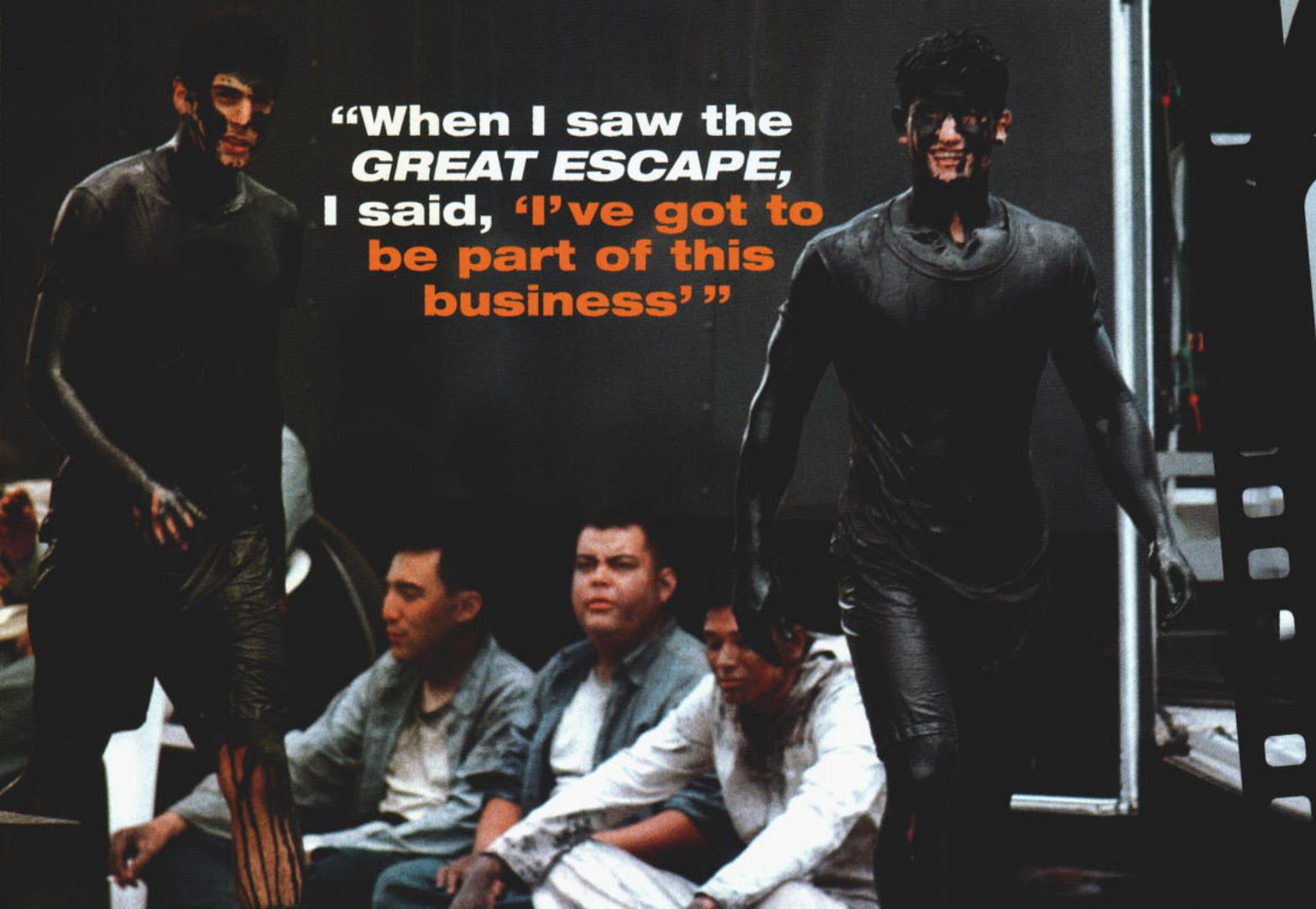
USS *Maryland* (BB 46) stands alongside the capsized USS *Oklahoma* (BB 37), while USS *West Virginia* (BB 48) burns in the background Dec. 7, 1941.



Salvage begins for USS *Oklahoma* (BB 37) at Pearl Harbor.



Burning ships in Pearl Harbor drydocks, Dec. 7, 1941.



**“When I saw the
GREAT ESCAPE,
I said, ‘I’ve got to
be part of this
business’”**

Pearl Harbor

All Hands: “You can’t talk about Jerry Bruckheimer films without talking about your longtime partnership with Don Simpson who passed away a few years ago. How has your moviemaking changed, and how do you do business today, as opposed to then?”

Bruckheimer: “You know what, it’s different, yet it’s the same. It’s different because you don’t have your best friend and your partner with you. He was very outspoken, at times very difficult, brilliant, and so the difficult part is out. You miss him because he was very creative, very insightful. And certainly, he came out of management, he was the president of

the studio, so I miss that, but I learned a lot. During our many years — we were partners since ‘82, it was like 13 years we worked together. I went to school.”

All Hands: “How did you get involved in moviemaking?”

Bruckheimer: “When I saw ‘The Great Escape,’ I said ‘I’ve got to be part of this business.’ I had no idea how I would get into it or what I’d do, but it was a dream to be involved in that magic on the big screen. When I saw pictures like ‘Dr Zhivago’ and ‘Lawrence of Arabia’ and ‘Bridge on the River Kwai,’ those are the kinds of films I love, and that is what ‘Pearl Harbor’ is closer to — that kind of epic filmmaking — than anything I’ve done in the past.”

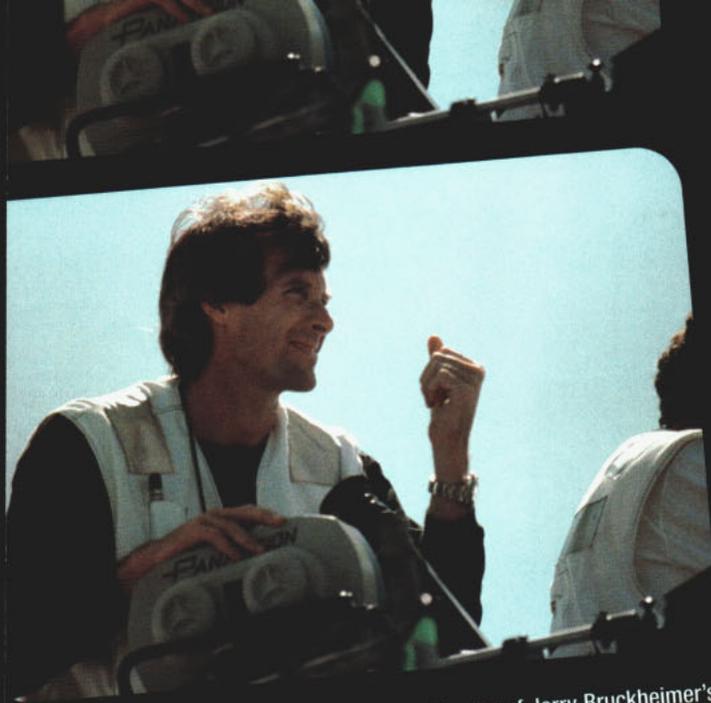
All Hands: “Last question. What would you like to say to the Sailors who are reading this magazine about ‘Pearl

Harbor’ and service to country?”

Bruckheimer: “I think this movie emphasizes the heart of the volunteer and the determination of the volunteer, and that’s what turned the war around for us. It was their tenacity and their willingness to serve their country and protect their country, that’s the reason we’re not speaking Japanese today — or German, or whatever. It was those guys on those ships who protected our shores from a lot of people who wanted to take advantage of America and change America. There’s certainly no country like it.” ☒

*Pittman is Chief of Publishing,
Naval Media Center, Washington, D.C.*

*Ansarov is a San Diego-based
photojournalist assigned to All Hands.*

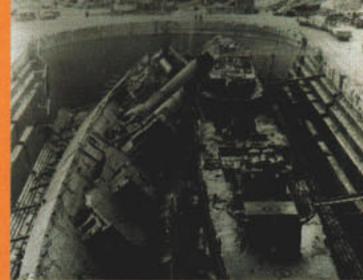


Above – It takes a lot to impress Michael Bay, director of Jerry Bruckheimer's "Pearl Harbor." So to see him with a smile and a thumbs up while behind the camera is a good thing during the final scenes underway aboard USS Constellation (CV 64).

Left – What seems like an oil change gone bad is actually two extras going to their next scene where they will portray Sailors caught in a sinking ship's oil slick.

Below – Ben Affleck shared much excitement about being underway on USS Constellation (CV 64).

Bottom – One of the more incredible props used for the filming of "Pearl Harbor" were four B-25 bombers on loan from two museums and two private owners.



USS Cassin (DD 372) (left) and USS Downes (DD 375) in Drydock NR 1 at the Pearl Harbor Navy Yard, Jan. 23, 1942, while under salvage.



Army B-25Bs line the flight deck of USS Hornet (CV 8) en route to the launching point for Doolittle's raid on Japan, April 18, 1942.



This poster was designed by Allen Sandburg, and issued by the Office of War Information, Washington, D.C., in 1942, in remembrance of the Japanese attack on Pearl Harbor, Dec. 7, 1941. The poster also features a quotation from Abraham Lincoln's Gettysburg Address: "... we here highly resolve that these dead shall not have died in vain ..."

Photos courtesy of
U.S. Navy Historical Center

PARADISE PHOTO

Story and Photos by PH2 Bob Houlihan



As USS *Oscar Austin* (DDG 79) PULLS INTO THE HARBOR AT CHARLOTTE AMALIE, ST. THOMAS, ONE THING IS IMMEDIATELY CLEAR — THIS IS NOT YOUR AVERAGE LIBERTY PORT.

The sun shines down on crystal surf as strains of calypso music drift across the water, children laugh and frolic close to shore and shoppers bustle amid the busy bluestone shops clustered around the waterfront. Welcome to the islands, “mon.”

The island of St. Thomas includes some of the most incredible stretches of coast on earth. This tiny addition to the stars and stripes was a well-earned respite for Sailors of USS *Oscar Austin* after their long underway period.

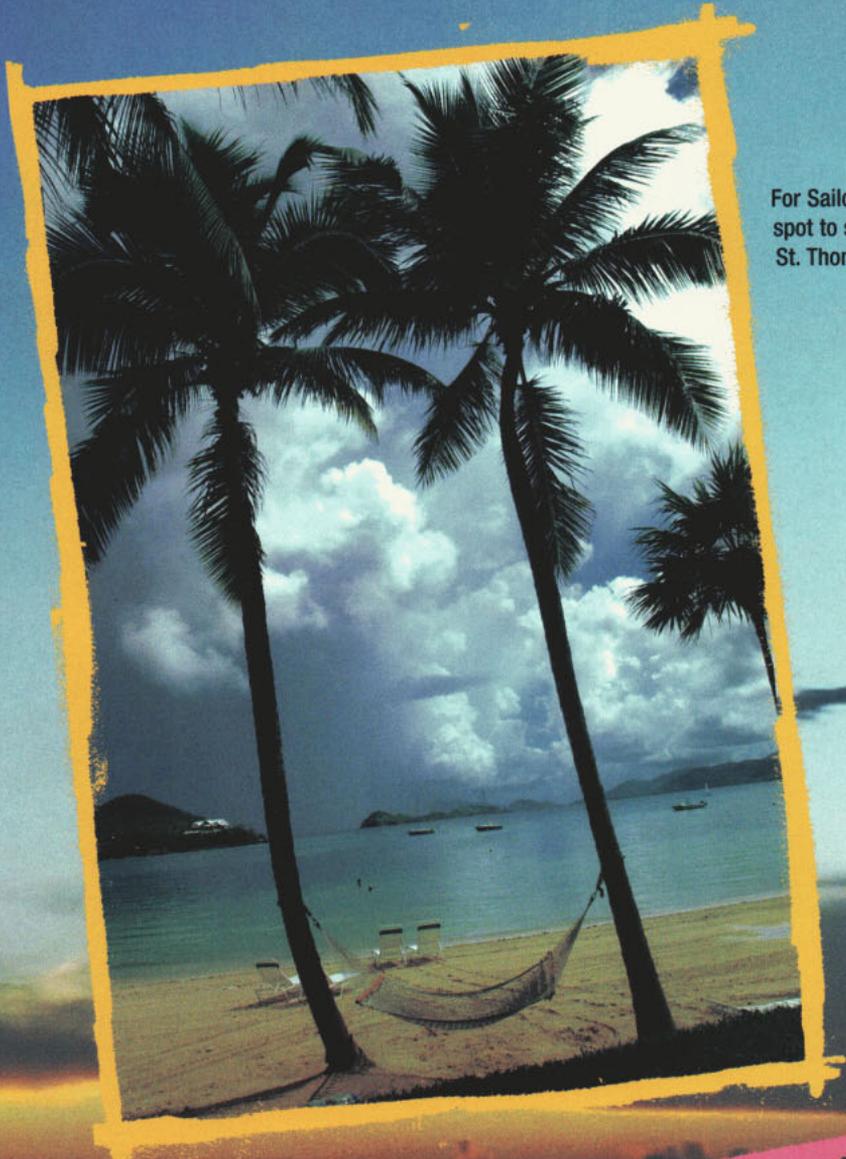
This laid-back, tropical oasis has a slightly shady past involving the exploits of pirates. You’d think the stomping ground of Blackbeard and the mythical Bluebeard would be the last place to find a beach party, but a fine port is a fine port whether you’re unloading plundered booty or looking for a little R & R.

St. Thomas is strikingly beautiful, thanks to a spine of hills whose green ridges form headlands separating bays and coves filled with turquoise-blue water; each has its own distinct character and feeling.

Charlotte Amalie, the capital of the Virgin Islands, is a busy port, and she wears her Old World heritage with style. Sailors walking past the neat, pastel-painted warehouses and the dual Danish-English street signs have no doubt that this isn’t an American shopping mall.

After long weeks at sea, what better way to relax than basking in the sun on some of the best white-sand beaches in the Caribbean? Magens Bay, probably the best beach on the island, is a large sliver of bright sand and vibrant palm trees that shows

AND



For Sailors looking for a quiet spot to spend a lazy afternoon, St. Thomas is the place to be.



FC3 David Bartley gets up close and personal with the sea while snorkeling at Coki Beach.

PARADISE FOUND

up on lists of the top 10 beaches of the world.

"This place is absolutely beautiful, it's really our first good liberty port, said Yeoman 1st Class Ginamarie Doherty, "I got to do some shopping for souvenirs for my husband and son and went on a Tiki raft ride."

The earliest settlers in the Virgin Islands were the Indian tribes of the Ciboneys, the Arawaks and the Caribs. Columbus arrived in 1493, and maybe feeling the lack of female company shipboard, called the islands Las Virgenes.

The United States first recognized the strategic importance of the islands' fortresses and deep-water harbors during the American Civil War. At the outbreak of World War I, these islands became critical to control the Caribbean basin and the Panama Canal, so the United States purchased them from Denmark for \$25 million in gold, the highest price ever paid for a U.S. territory until that time.

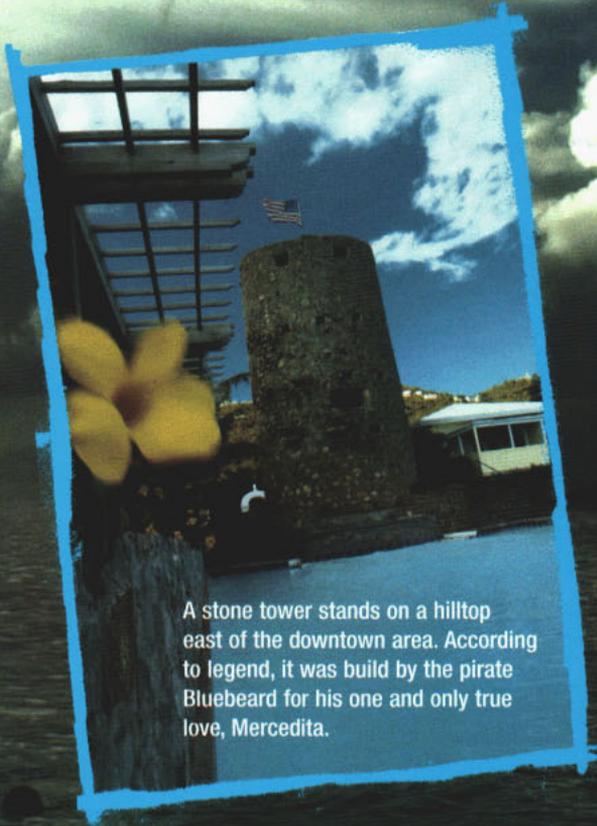
Today \$25 million wouldn't even buy you the smallest of the many beautiful beachfront hotels on St. Thomas, much less the island itself, but a few hours spent scouring the many markets is sure to bring a bargain-hunting Sailor some personal treasures.

After a few days spent lounging beneath swaying palms and swimming through these transparent waters, the Sailors of *Oscar Austin* had no doubt as to why St. Thomas is known as "America's Paradise." ☒

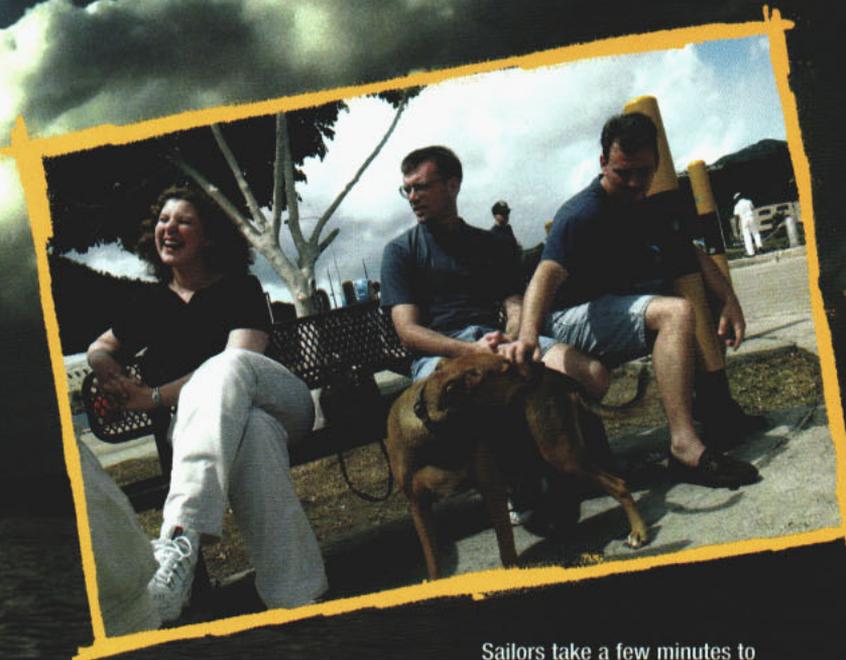
Houlihan is a photojournalist assigned to All Hands.

"This place is absolutely beautiful, it's really our first good liberty port."

Local children frolic in the waters of Coki Beach as the sun disappears. This spot is a favorite for the locals to spend their days off.

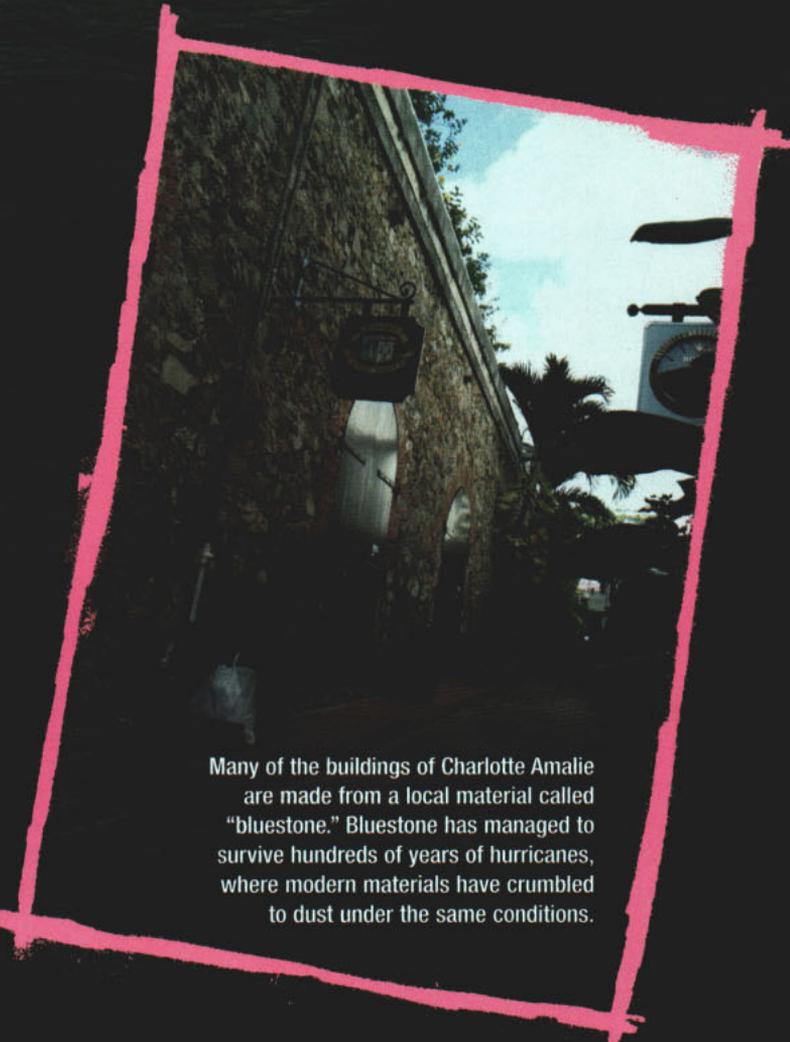


A stone tower stands on a hilltop east of the downtown area. According to legend, it was built by the pirate Bluebeard for his one and only true love, Mercedita.



Sailors take a few minutes to make friends with a passerby.

Sailors from *Oscar Austin* bask in the Caribbean night-life at The Green House, one of the many hot night spots in Charlotte Amalie.



Many of the buildings of Charlotte Amalie are made from a local material called "bluestone." Bluestone has managed to survive hundreds of years of hurricanes, where modern materials have crumbled to dust under the same conditions.

DOWN

Story and photo by PH2 Bob Houlihan

Call 'em snipes. Call 'em flangeheads or grease monkeys, but these denizens of the deepest recesses of a ship are the heart and soul of every sea-going vessel. These hard-working Sailors thrive in conditions that would make the average "Joe" wilt like a flower in the summer sun. Superheated moist air and long hours are a way of life.

These wrench turners are the Machinist's Mates, the Enginemen, the Electrician's Mates, the Gas Turbine System Technicians, the Hull Technicians and the Damage Controlmen. They are Sailors who make the screws turn and the fires burn.

"We work hard," says Machinist's Mate 2nd Class (SW) Majer Jomah of USS *Mount Whitney* (LCC 20). "I'm the petty officer in charge of 22 junior personnel, and it's always a challenge to put up with the noise and heat in the space, the long days, motivating new personnel for fire room work, all on top of standing regular watches. I'm always the last person to leave and the first one in."

So, the next time you get a drink of water from a scuttlebutt, switch on that light in your rack or even pull into a foreign port for some well-deserved liberty, remember to thank the Sailors working deep below the decks. ☒

BELLOW



Eye on the Fleet

EYE ON THE FLEET

is a monthly photo feature sponsored by

the Chief of Information Navy Visual News Service. We are looking

for HIGH IMPACT, quality photography from SAILORS

in the fleet to showcase the American Sailor in ACTION.



SUB SECURITY

ETSN Christopher Sixta verifies Sailors on the access list as they board USS *Norfolk* (SSN 714).

Photo by PH1 Tina M. Ackerman

CAPITOL STEPS

LCDR Gary Swain, Ceremonies Parade Division deputy director, explains plans for participation in the recent presidential inaugural parade at the Armed Forces Inaugural Committee ceremony symposium in Washington, D.C

Photo by Air Force Staff Sgt. Sarah Kavanaugh





RISE-N-SHINE

A Sailor assigned to air department directs the elevator crew to raise elevator No. 3 prior to a night vertical replenishment at sea aboard USS *Abraham Lincoln* (CVN 72).

Photo by PH3 Jeff Russell



HAWK JUICE

Sailors aboard USS *Vincennes* (CG 49) assist during an in-flight refueling of an SH-60B *Sea Hawk* belonging to Helicopter Antisubmarine Squadron (HS) 51, Det. 6.

Photo by PH2 Dennis Cantrell

TO BE CONSIDERED

forward your high resolution (5"x7" at 300dpi) images with full credit and outline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil

Mail your submissions to:
NAVY VISUAL INFORMATION DIV.
NAVAL MEDIA CENTER,
2713 MITSCHER RD., S.W.
ANACOSTIA ANNEX, D.C.
20373-5819



Ports Called Home

Story by JOCS(AW) Dave Desilets

Whether on deployment or stationed far away, many of us think about returning home.

Where do you call home? Is it the place you were born? Or the area you went to high school? Or were you a military “brat,” moving often with many homes? The Navy, and military service in general, affords us exposure to a potpourri of cultures, locations and environments to which we may claim residence.

And it’s funny how, when thrown into these new locales via PCS orders, we may feel strange and uncomfortable at first in a foreign setting. But after time, we often call the place we are “home.” Why is that? As the salt flows through my veins on this subject, I remember a few things about the places I ended up calling home thus far in the sea service.

When I stepped off the plane on the Aleutian Island of Adak, Alaska, and looked around at the barren tundra, I thought I was on a moon of sorts. There were no trees, few buildings, old Quonset huts on the hillside. It was desolate, windy and cold. I said to myself, “Oh no, this can’t be ... I’m stuck here!”

But low and behold, over time, the “Birthplace of the Winds” became my home. So much so, I got married there and became an Alaskan resident. As a community experience, the shared isolation on the island actually fostered a close bonding among its citizens. You got to know everyone and appreciate a true spirit of neighbor helping neighbor endure the harsh weather elements and remoteness found nowhere else ...

That is except in the desert. When my family left Alaska at 55 degrees Farenheight in August and arrived at the dusty doorstep of NAF El Centro, Calif., where it was a balmy 130 degrees, we thought we were going to die. Really! My wife cried at the thought of living there. But again, over time, the Imperial Valley lured us. The friendly people and Western culture of rodeos and festivals made us feel welcome. We became acclimated to “dry heat” and discovered why so many snowbirds return to the area for its unique beauty, year after year.

Even at sea, we develop a sense of home and belonging. While I never claimed to be a resident of USS *Bunker Hill* (Yes, I was on another ship besides John King.), I did feel at home so to speak on the *Aegis* cruiser. Whether it’s your workspace or your

rack, we hang things up to remind us of home. I had a warm, handmade afghan that invited me to rest in my bunk after a long day amid the cold steel of haze gray.

Pictures and such helped, but the real sense of belonging came from being a part of such a great crew. As plankowners, we brought the ship to life. We took pride in her readiness and accomplishments. Her hull number may not have been our home address, but we resided amongst each other, serving side by side. The crew made *Bunker Hill* home for me.

Often, when thrown into a foreign culture with a different language, we feel anything but at home. For me, our tour in Naples, Italy, may have been the longest to adjust to. It was a truly different environment in which we had to learn to live and cope without the American lifestyle we were accustomed to. However, with a positive attitude from the start, we overcame and accepted these differences and grew to love the Italian way of life.

I even adapted to their way of driving. Now, back in the states, I have to remind myself to slow down! Seriously, many Neapolitans became our friends and taught us to live life and put family first. Their zest for the moment and love of great food has rubbed off. All you have to do is look around our house. Like many in the service, we have furnishings and decorations from our foreign stay. Italy may no longer be my family’s home, but Italy is in our home and somewhere else.

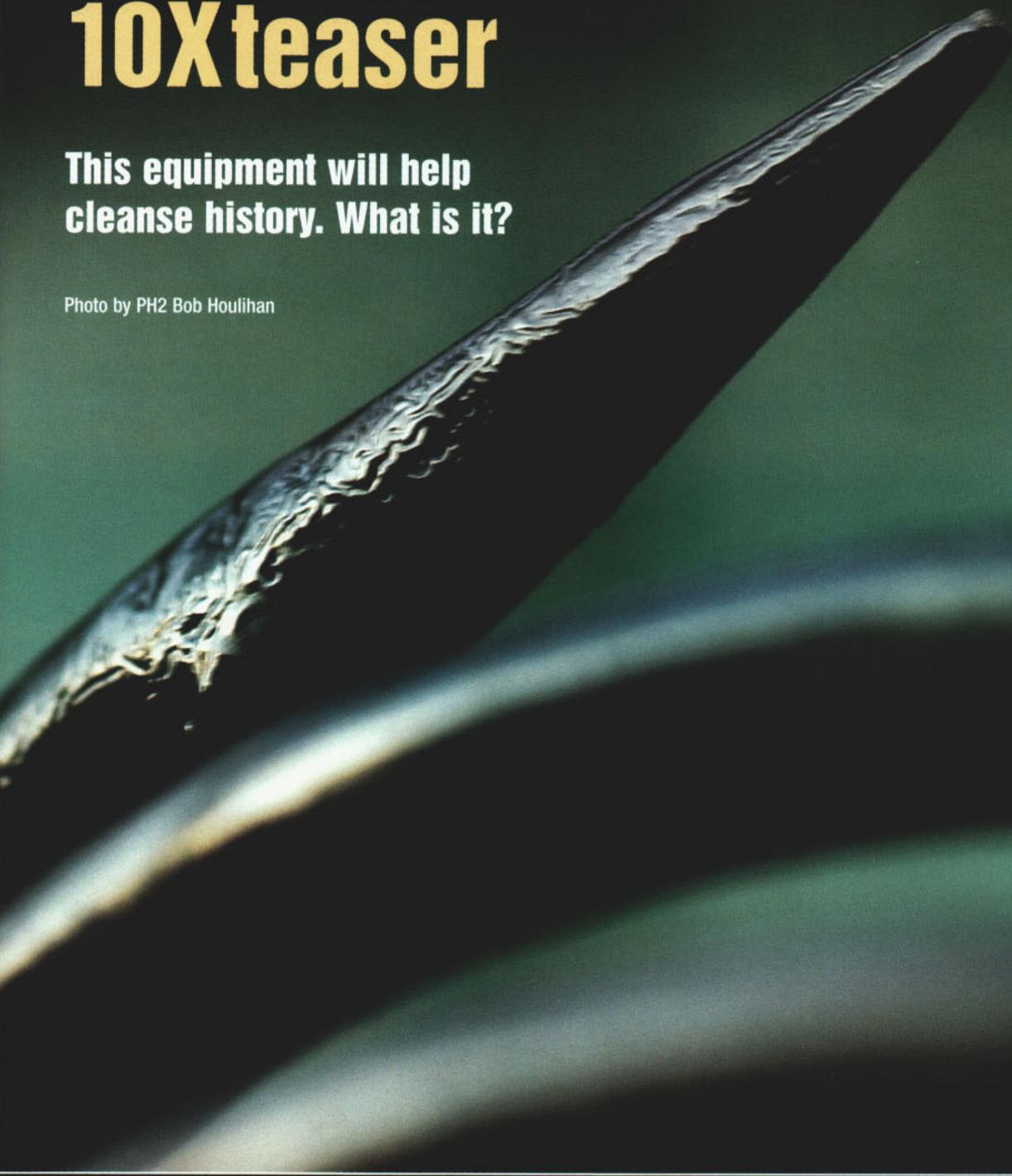
This may sound cliché; get out the hankies, but home is where the heart is. Italy ... and Alaska and El Centro and even *Bunker Hill* are all in me. The experiences of the places our service takes us are what make us feel at home. Of course, Washington, D.C., is so cold hearted, there is no way this is going to be my home! Only kidding. We’ve already found many things to make us call our nation’s capital home.

In Rome, if you throw a coin in the Trevi Fountain, they say you will return to Rome. I did so on my first deployment, on *John King*, and in fact returned to Rome years later. Now, I have a musical chess table which plays “Torna a Sorrento,” (Return to Sorrento), and I’m sure I will someday. It’s one of the many ports I now call home. What home will you return to? Or are you already there? ☒

10Xteaser

**This equipment will help
cleanse history. What is it?**

Photo by PH2 Bob Houlihan



Last Month's answer:



The heating element of a Meal Ready to Eat (MRE) helps Sailors and Marines cook up a quick bite while out in the field.

Photo by Marine Corps Sgt. Bobbie Bryant

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...

ETCS(SS) Michael Johnston

Been in 20 years.

Chief of the Boat.
(COB)



“I’m staying.”

www.staynavy.navy.mil/