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ALL HANDS

MAGAZINE OF THE U.S. NAVY NOV 2001



Mission
Focused

Features



Photo by PHAN J. Scott Campbell

34 Sailors of the Year 2001

If you're looking for the best, of the best, of the best, look no further. The Sailors of the Year fit that description to a "T."

16 War & Readiness

On Sept. 11, 2001, more than 4,650 innocent men, women and children, representing more than 80 countries, lost their lives in a savage and brutal attack on the United States. Our Commander in Chief called the military to action and the Navy and Marine Corps team has answered the call.

38 Challenging the Yukon

They entered the Armed Forces Eco-Challenge and trudged across the Alaskan tundra on blistered feet. Mud sucks at their feet, they suffer mosquito attacks and pain is a constant companion. There is no rest for Team Naval Reserve, but quitting is not an option.

EDITOR'S NOTE: *All Hands* had planned to run other features this month. But after the September 11th attacks on America, the magazine staff re-worked this issue to reflect our current situation, which is why November is late to your hands.

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The Honorable Gordon R. England

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ADM Vern Clark

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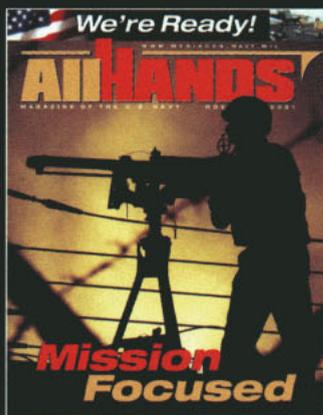


30 Loose Lips Can Still Sink Ships
Operational Security (OPSEC) prevents adversaries from gaining sensitive data about our intentions or capabilities. Enemies evaluate all available information – often unclassified – which is conveyed unintentionally by our words, actions or behavior. By denying an adversary the opportunity to predict your actions, you can achieve significant tactical advantage.

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Photo by Jonathan Peterson



On the Front Cover

A gunner's mate mans a .50-caliber machine gun on board USS *Winston S. Churchill* (DDG 81), reflecting the fleet's heightened state of preparedness following the Sept. 11th attacks on the Pentagon and the World Trade Center.

Photo by PH2(AW) Shane McCoy

Next Month

All Hands looks at America's first day of infamy. Almost 60 years apart, the bombing of Pearl Harbor, Dec. 7, 1941, and the Sept. 11, 2001, terrorist attacks on the Pentagon and World Trade Center remind us that we must be ever vigilant.



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Shattered Lives



The American flag stands tall atop a light pole, Sept. 14, 2001, surrounded by the devastation that was once the World Trade Center in New York City following the terrorist attacks on the United States.

Photo by J01 Preston Keres



Bruised But **Not Broken**

The Sept. 11, 2001, terrorist attack temporarily rocked the Pentagon, as seen here the night after, but in a memorial service held on site a month later, President George W. Bush vowed to rebuild the nation's military headquarters.

Photo by PH2 Bob Houlihan





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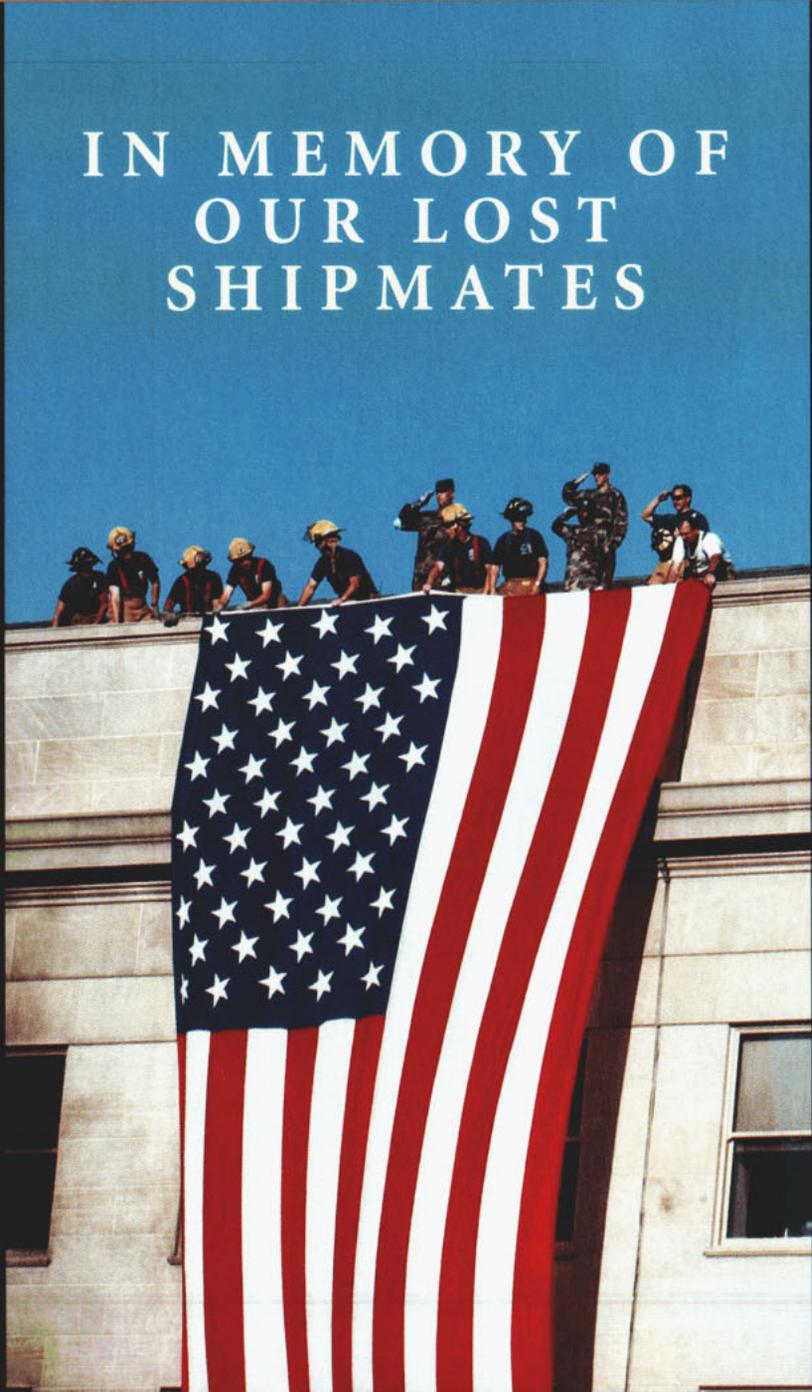
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OUR LOST
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THE PENTAGON

★ ★ ★ ★ ★
SEPTEMBER 11, 2001

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Around the Fleet

Editor,

My division just received our copy of *All Hands* today. I usually browse through your magazine see if there is anything that captures my eye. Today, I was looking at the Features page and I immediately turned to your piece called "For Better or Worse."

You see, around this time last year, Chief Williams was not an RDC of a regular division.

She was the chief of the FIT division that I was in this time last year. When I first went to that division I had only been in boot camp about two weeks, and I was very scared.

I was only in that division for three weeks until I got put back into training, but they may have been some of the most beneficial weeks of my training. I learned a lot from Chief Williams and I grew from having a tremendous fear of her to having an even more tremendous respect. I think that my experiences working with her contributed a lot to my success in Recruit Training Command.

I have never forgotten Chief Williams or the day that she stood up for me. I owe a lot to her. I'm sure that I don't stick out in her mind nearly as much as she sticks out in mine, but I would like her to know what she did for me.

FCSN **Patrice J. Lauderdale**

CDR (Dr.) Morton, HM2 Wargo, HM3 Green, HM3(FMF) Dawson and the scores of other Sailors not mentioned by name, who spent countless hours in the grueling sweatbox of Guatemala to bring much-needed medical care to those folks. We should all be PROUD to serve with shipmates like these.

CDR **Rick Cutting**
XO/NRD Omaha

BY THE Numbers

4,650+

The number of people dead or missing in the attack on the United States.

3,654

The number of soldiers (both Union and Confederate) killed in the Battle of Antietam, Sept. 17, 1862 (the bloodiest day on American soil).

2,403

The number of Americans killed in the Pearl Harbor attack, Dec. 7, 1941.

9-11

The day the world shook (Sept. 11, 2001).

60

The years between infamies.

42

The number of Navy personnel killed in the attack on the Pentagon.

4

The number of planes hijacked, three of which hit their mark.

SHIPMATES



MESS MANAGEMENT SPECIALIST 1ST CLASS (SW) RAYMOND CHAREST was selected as Commander, Naval Surface Group (CNSG) 2 Sailor of the Year for 2000; Navy Region Southeast Sailor of the Year; Commander, Naval Surface Forces Atlantic finalist for Shore Sailor of the Year; and Jacksonville Beach's nominee for City of Jacksonville's 2000 Military Representative of the Year. The Hartford, Conn., native is currently assigned to CNSG 2's flag mess and is a proven leader at sea and ashore. His community service is endless and his long-term plan is to "Stay Navy."



AVIATION BOATSWAIN MATE 1ST CLASS SCOTT A. BOWMAN was selected as the Navy's Military Firefighter of the Year for 2000, for contributions to the fire service, both on and off duty. He is currently assigned to Naval Support Facility, Thurmont, Md., as the assistant fire chief and LPO of the Fire & Emergency Services and Air Operations Division responsible for the structural, wild land and aircraft rescue firefighting for the presidential retreat, Camp David, Md.



INFORMATION SYSTEMS TECHNICIAN 1ST CLASS (PJ) RAUL E. ROSAS was selected as the 2000 Joint Chiefs of Staff Sailor of the Year. The Bayamon, Puerto Rico, native is assigned to a CPO billet as a System Administrator for the Joint Staff National Military Command Center, Site R, complex. Rosas manages hundreds of user terminals in a network environment to insure information processing and security are maintained, greatly enhancing our national security efforts.



CRYPTOLOGIC TECHNICIAN (TECHNICAL) 3RD CLASS ERIC M. PEREZ, assigned to the staff of Commander, 6th Fleet, homeported in Gaeta, Italy, was selected as Junior Sailor of the Year 2000. The Arvada, Colo., native initiated, designed and maintained a classified web page, providing timely support and information to more than 500 cryptologists attached to four carrier battle groups and amphibious ready groups within the 6th Fleet area of operations.

CNP Authorizes Shore Berthing for Single, Shipboard Petty Officers 3rd Class

As of October 1, a petty officer 3rd class assigned to a ship, and who has four or more years in the Navy, is authorized berthing ashore.

VADM Norb R. Ryan Jr., Chief of Naval Personnel, recently authorized shore berthing for all shipboard petty officers 3rd class who meet the requirements. The Sailors must have their commanding officer's permission.

Sailors with less than four years of service and no dependents are not entitled to receive either bachelor allowance for housing (BAH) or overseas housing allowance (OHA).

The commanding officers of each shore-based facility are being directed to determine whether the Sailors will be berthed in bachelor's quarters or draw a housing allowance. Senior personnel, who are BQ residents, will not be involuntarily displaced to provide berthing for single petty officers 3rd class.

The change in policy was sparked by ET3 Travis Caddell, a crew member aboard USS *Ponce* (LPD 15), Norfolk. He recently questioned the previous policy in an e-mail to Ryan.

Proving that the concerns of Sailors are the concerns of leadership, Ryan listened and recommended that BAH or OHA be authorized for shipboard Sailors without dependents.

"I received an e-mail from Petty Officer Caddell, who told me that he'd seen the NAVADMINS come out each month, and said we were working on the right things, but felt more could be done," Ryan said. "Sometimes these questions result in changes in policy, or at least a second look at the way we do business."

As a result of that e-mail, the Secretary of the Navy and Chief of Naval Operations gave the green light to accelerate the pursuit of legislation to authorize berthing ashore for petty officers 3rd class who meet the requirements.

Caddell noted that thousands of petty officers 3rd class are single Sailors. He said that after a deployment, he watched friends go home, while he stayed on the ship. For 365 days a year, the ship was his home and work site.

"I'm paying to live ashore, so I'll have a good attitude when I come to work every day," Caddell said in his correspondence to Ryan.

"Ashore berthing for these hard-working men and women is a long overdue opportunity to improve the quality of life for our petty officers 3rd class," Ryan added.

For additional information, go to www.psafe.navy.mil and click on BAH or OAH. To access the CNP message, go to www.bupers.navy.mil/navadmin/nav01/nav01184.txt. ☞

Story by JOC Milinda D. Jensen, public affairs office,
Chief of Naval Personnel, Washington, D.C.

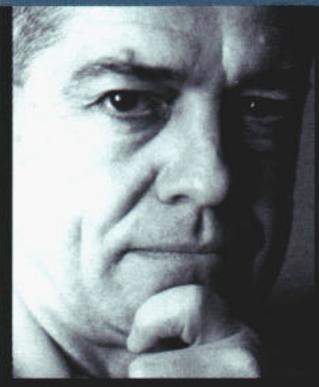


Photo by JOC Robert Benson

Speaking with Sailors

These questions are from a recent MCPON all hands call:

Q: What can I do to make myself a better Sailor and improve my chances for promotion?

A: That's a good question. While ideal career paths vary from one rating to the next, there is one word of advice that can benefit any Sailor: balance.

It is important for Sailors to seek balance in their professional and personal lives. Some Sailors believe that serving several back-to-back sea tours is good for their career. I disagree. Serving consecutive sea tours is no better for growing a well-rounded Sailor than serving consecutive shore tours. It is far more important for Sailors to seek challenging duty assignments that are in keeping with their prescribed sea/shore rotations.

But having a balanced career doesn't end at work. Sailors who are able to balance their personal lives with their professional lives tend to be much more successful. Most people agree that it's not good for a Sailor to have their personal lives interfere with work, but the opposite can also be true. If a Sailor volunteers for extra duties without dedicating enough time to his family, that Sailor is probably not leading a balanced life.

Q: Is it true that Service members' Group Life Insurance (SGLI) will now extend life insurance

coverage to family members?

A: Yes. Effective Nov. 1, 2001, SGLI will provide life insurance coverage for your spouse and children if you are currently insured under the SGLI program. Family members of active-duty service members and members of the Ready Reserve will be automatically insured with SGLI as of November 1. SGLI coverage for your spouse may be purchased in increments of \$10,000 up to \$100,000. However, you cannot purchase more SGLI coverage for your spouse than you have on yourself. For example, if you have \$100,000 of coverage for yourself, you may only purchase up to \$100,000 for your spouse. If you choose to deny coverage for your spouse, it must be declined in writing, or you may also choose to insure your spouse for a lesser amount than \$100,000. Each child will automatically be insured for \$10,000 at no cost to you.

The exact premium cost for coverage of your spouse will be based on his/her age. The rates will be posted on the SGLI web site, www.insurance.va.gov. Coverage for your spouse and children will begin as of November 1, when the law takes effect. If you marry, have a child or adopt a child after this date, the coverage will take effect as of the date of marriage, birth or adoption. ☞

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.

Stop-Loss Policy in Effect

The Navy implemented its stop-loss policy Oct. 10 to retain members of the active force and reservists on active duty who are essential to national security and might otherwise retire or leave the Navy.

Authority to implement stop-loss was delegated to the secretary of the Navy by the secretary of defense, and permits the Navy to involuntarily extend Sailors currently serving on active duty in selected specialty areas.

The Navy's stop-loss policy affects Sailors in the following specialty areas:

- All O-3 and O-4 special operations officers;
- Security limited duty officers;
- Security technician chief warrant officers;
- Cryptologic officers;
- Masters-at-arms;
- Enlisted SEALs;
- Special Warfare combatant-craft crewmen with certain Navy enlisted classifications (NEC);
- Explosive Ordnance Disposal technicians;
- Physicians in certain subspecialty codes;
- Nurses in certain subspecialty codes;
- Linguists with certain language codes or NECs.

Though these 11 specialty areas represent approximately 10,500 Sailors, stop-loss policy impacts only those Sailors with a separation or retirement date on or after Oct. 10.

The specialty areas selected represent the most critical skills needed during the Navy's mobilization effort to support the nation's war on terrorism.

"We need to ensure our fleet units are fully manned and ready for national tasking," said VADM Norb Ryan Jr., chief of naval personnel. "Utilizing stop-loss gives us the ability to directly support the CNO's top priority of mission readiness by ensuring we have the right mix of people to successfully respond to any tasking."

For more detailed guidance on stop-loss, see NAVOP 012/01. **S**

Story by Chief of Naval Personnel Public Affairs

Bush Promises "Every Resource" to Combat Terrorism

President Bush reiterated his promise that service members will have every resource they need to defeat global terrorism during a recent full-honors welcome ceremony at Fort Myer, Va., for Air Force Gen. Richard Myers and Marine Corps Gen. Peter Pace, Oct. 15. Myers is the new Chairman of the Joint Chiefs of Staff and Pace is the new vice chairman.

"I've made a commitment to every service man and woman,"

Bush said during the ceremony. "For the mission that lies ahead, you will have everything you need. Every resource, every weapon, every means to assure full victory for the United States, our allies, our friends and the cause of freedom."

The first time he made this promise was Oct. 11 at the Pentagon memorial service for the terrorist attack victims.

Bush said that when he introduced Myers and Pace in August as his nominees for the chairmanship and vice chairmanship, he spoke of the duty to protect America's values and

interests in the world.

"Since that time, those values and interests have come under direct attack," Bush said.

"America has awakened to a great danger. We have entered a different kind of war, and the enemy is finding out that we are ready."

Bush said the United States is fighting the war on many fronts. All agencies of the federal government — from law enforcement to financial — are working together to stop the terrorist threat.

"Our military is playing an essential role," Bush said. "They

have performed with skill and precision. They know their work and they know the American people are behind them."

Bush added the terrorists have a "special contempt" for the U.S. military.

"In the values and traditions of our military, you represent everything they hate," Bush said. "You defend human freedom, you value life. Here and around the world, you keep the peace that they seek to destroy. You live by a code of honor, and a tradition of loyalty and decency."

Bush said the new chairman and vice chairman epitomize this code. Defense Secretary Donald Rumsfeld said the two men are poised to transform the American military to deal with the threats of the new century.

"As vice chairman, Dick Myers has helped us think through how we transform our Cold War forces to meet the challenges that were brought home so vividly on Sept. 11," Rumsfeld said.

Pace, the first Marine general to serve as vice chairman, made a promise to all service members.

"About 34 years ago in the jungles of Vietnam, I learned from lance corporals, corporals and sergeants what sacrifice was all about," Pace said. "It was their blood that gave me a debt that I can never fully repay."

"But I promise to each of you today that as long as I have the privilege of being the Vice Chairman of the Joint Chiefs of Staff, my efforts will be that you continue to receive the support that you so richly deserve," Pace said.

He continued, "I welcome the opportunity to make clear that terrorists will find no quarter, no refuge, no solace anywhere on the globe. Of course, I welcome the opportunity to secure our nation and ensure the freedom so imbued in the spirit of the American people."

For more DOD news stories, go to www.defenselink.mil.

Story by Jim Garamone,
American Forces Press Service.

HealthWatch: Helping Kids Cope with Catastrophes

The tragic events in New York and Washington, D.C., frightened all of us. Many children have trouble keeping such events in perspective, and properly relating the violence to their lives.

Parents should be aware of how their children are reacting to the catastrophe and be ready to talk with them. Mental health experts suggest several means to help children in times of crisis.

Children need to be told they are safe. When violence is seen on television and heard on radios, some children may not be aware of the isolated nature of events. They may fear for their safety. Reassurance is essential. Children also need to be given the freedom to talk about feelings and thoughts.

Children need help in understanding the meaning of the events. In the case of the recent terrorist attacks, children should be helped to understand that these acts are not a reflection of a particular religion or ethnic group. Parents can help children to realize that terrorist acts are due to hate and aimed at causing fear and horror.

Repeated watching of violent or traumatic events on the television should be avoided. Some children may not have the coping skills to put events in their proper place or realize that replays of events are really one event being shown over and over. Parents should monitor what their children see on television and talk with them about what has happened.

Comfort "Sprints" Into Action



Photo by J01 Preston Keres

“If you’ve only seen the area on television, you really can’t understand its full impact. It is like the difference in looking at a picture of the Grand Canyon and actually being there,” explained CAPT Ralph Bally, a Navy psychologist.

Bally was one of 11 members belonging to the Navy’s special psychiatric rapid intervention team, or SPRINT, aboard USNS *Comfort* (T-AH 20). The Navy hospital ship was pier-side in New York City to support relief efforts after the terrorist attack of Sept. 11.

The crewmembers aboard lent logistical support, like healthy meals, hot showers, clean clothes and a warm place to sleep, to the disaster relief workers.

Bally said *Comfort*’s mission of caring was furthered even more by the SPRINT team’s efforts. While the crew got the disaster relief workers physically ready for another day at “ground zero,” the SPRINT team prepared them mentally. Ground zero refers to the site where the World Trade Center towers collapsed in the wake of the terrorist attacks.

“We are trained to teach victims of trauma how to normalize their situation,” said Bally. “What I mean is, not that we can normalize what happened, because what happened is just pure craziness, but we can explain to the disaster relief workers that some of the emotional things they are going through are normal and that, eventually, they will feel better.”

SPRINT teams were initially designed to be first response mental health groups that deploy to the scene of traumatic events affecting large groups of people.

The SPRINT team aboard USNS *Comfort* operated differently than usual, making themselves available on board the ship to the disaster

relief workers as they came for a break from the disaster scene.

“Essentially, everyone aboard the ship is really participating like a member of a SPRINT team,” explained Bally. “We are all taking care of the relief workers’ basic needs of food, water and shelter, which are the number one things they need to carry on with their job.”

The crew members also spent a lot of time talking with the relief workers while they were aboard, which was, in most cases, what they really wanted – someone to talk to.

LT Dave Stroud, a Navy chaplain and a member of *Comfort*’s SPRINT team, said the team organized a daily support meeting on board the ship for any interested disaster relief workers.

They had handed out flyers down at the disaster site titled “Taking Care of Yourself,” which listed typical reactions to trauma and hints to dealing with the emotional stress.

“From what we’ve seen at ground zero, most of the relief workers are doing a good job of supporting one another during this difficult process,” said Stroud. “It’s going to be a while before their work there is done, and then it will be even longer until they can come to terms with what has happened.”

“None of us can make this all go away for anyone, but while they’re on *Comfort*, they can get away from the site and remember that they still have families, loved ones and a life that they will eventually be able to get back to,” Stroud added.

For more information on USNS *Comfort*, go to www.nvr.navy.mil/nvrships/details/AH20.htm. 

Story by Journalist 2nd Class Ellen Maurer,
USNS *Comfort* Public Affairs

Around the Fleet

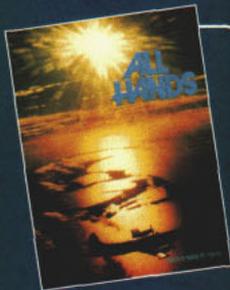
TIME CAPSULE

This month we look back in the *All Hands* archives to see what was going on in the Navy, 50, 25 and 10 years ago.



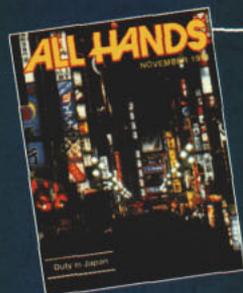
50 Years Ago, November 1951

In this edition of *All Hands* magazine, we looked at the day-to-day life of the carrier crewmen as they tossed chocks, changed oil and loaded bombs. We also reported on the outstanding job done by the men of USS *New Jersey* (BB 62) suppressing fire at Wonsan Harbor, North Korea. They set a new record for continuous sea bombardment. Finally, we showed Sailors a conceptual drawing of the Navy's first supercarrier – USS *Forrestal* (CVA 59).



25 Years Ago, November 1976

We watched a seasoned ship get a new lease on life as the USS *Detroit* (AOE 4) rolled into the dry docks of Bath, Maine, for an overhaul. We also sat down with then-Chief of Naval Personnel, VADM James D. Watkins, and talked about the enlisted advancement system. We also gave Sailors tips on what to look for when shopping for their own camera.



10 Years Ago, November 1991

Ten years ago, *All Hands*, focused on duty in Japan, explaining to Sailors the ease of serving in a country steeped in culture and tradition. We also showed what the Navy was doing to help cyclone victims recover in Bangladesh, and we told the heroic story of three people lost at sea after their boat sank in a hurricane.

A child's age will greatly affect the response to catastrophes. Younger children may become fearful and refuse to go to school. Adolescents in particular may have trouble during traumatic events. Parents should be alert for behavioral changes, sleep disturbances, apathy or marked fatigue.

The chance a child may experience greater difficulties in dealing with traumatic events is directly related to how close a child is to the event.

More severe difficulties may be anticipated when death or destruction occurs to family or friends. Symptoms of problems, which may need professional advice or intervention, include:

- Refusal to attend school.
- Clinging behavior or shadowing a parent around the house.
- Nightmares, screaming during sleep, or other sleep disturbances that persist more than a few days after the event.
- New difficulty concentrating and irritability.
- New behavior problems or "acting out" problems.
- Physical complaints for which a physical cause cannot be found.
- Withdrawal from family or friends, loss of desire to play.
- Preoccupation with the traumatic events.

Parents who have concerns that their child may be seriously affected should seek professional assistance from their doctor. **S**

Story by LCDR Scott Clements,
Medical Corps, Naval Hospital
Pensacola

Navy SEAL Heroes Assist During Pentagon/WTC Attacks

Tragedy such as the terrorist attacks of Sept. 11 can cause great pain and sadness. But tragedy can also breed great heroism, such as that shown by Navy SEALs (Sea, Air and Land) CDR Craig Powell and LCDR Pete Berardi. Without hesitation, these men completely disregarded their own safety to help when and where they were needed most -- in the dark and smoke-filled chaotic "ground zero" spaces of the Pentagon and World Trade Center.

The morning a plane crashed into the Pentagon, Powell, who had recently reported to Washington, D.C., for duty, was taking a test for an acquisitions course on the fifth floor "C ring" when he noticed that President Bush was addressing the nation on television.

"The president was saying 'God bless America, the families and the victims' when the building rumbled and a shock-wave went through the room," he stated. "We were just on the outer edge of the impact area, and were forced out of the office immediately."

Taking the stairs to the first level, Powell arrived at ground zero to see walking wounded coming from an interior passageway. "I saw a female lieutenant junior grade stumbling around, soaking wet, and she indicated that others were trapped inside the Navy Command Center." Smoke billowed from the direction in which she pointed. As he started to enter the dark passageway alone, Powell decided that it would be best to alert someone of his whereabouts and turned back toward the outside of the building.

The scene he met was distressing. Numerous individ-

uals had been forced to a window on one of the above floors by thick, black smoke and were desperately trying to figure out how to exit the building. Recognizing the need for decisive action, Powell enlisted bystander participation to form a "human net" to cushion the fall of the trapped personnel as others encouraged them to jump out of the window. As people jumped, the Navy SEAL's strong carriage took the majority of the weight, causing him to pull a quadriceps muscle.

When a stepladder arrived, Powell joined with other rescuers to push a large metal trash bin under the window in order for the ladder to reach a height from which the remaining personnel could be evacuated. CDR Jeff Stratton, also a Navy SEAL, arrived a few moments later with a cart to help remove the injured from the area.

With the situation at the window under control, Powell quickly returned toward the direction of the ruined Navy Command Center, where he discovered a small opening in the destruction that might lead to trapped individuals. After briefing the senior officer present, Powell wet a handkerchief, placed it against his face to block the smoke, and proceeded into the turmoil.

"I went up into the hole - I couldn't see anything and really couldn't get down low because I had hurt my leg earlier and couldn't squat down," he commented. "I proceeded to move anything I could grab and pass it out to clear the area."

With an Air Force lieutenant general and an emergency medical technician at his side, Powell forged ahead into the space as fire and smoke

Naval Special Warfare Unveils New Warfare Pin

Qualified members of Naval Special Warfare's boat units are now authorized to wear a new warfare pin designated specifically for Special Warfare Combatant Craft Crewmen (SWCC).

Adm. Robert J. Natter, Commander-in-Chief, U.S. Atlantic Fleet, and Rear Adm. Eric T. Olson, Commander, Naval Special Warfare Command, recently unveiled the pin in a tribute to veteran members of boat units at the Boat Memorial on Naval Amphibious Base Coronado. Storekeeper 1st Class Gary Klopp, a member of Special Boat Unit (SBU) 20, Little Creek, Va.,



received the first pin.

Klopp, who was command advanced to E-6 and is preparing to deploy for his fourth time with the SBU this fall, was thrilled about the new insignia.

"It's a great honor to be here," he said. "This pin is a symbol of the hard work we do and is something for all SWCCs to strive for."

Natter noted, the special boat community has evolved significantly since he served during the Vietnam War.

"This community is much more organized now than when it was first formed during Vietnam and, as a result, their professionalism is at a higher level," Natter said, as he congratulated Klopp. "Combatant craft training is now standardized through a formal course of instruction and there is enormous responsibility placed on these men."

Initially issued for camouflage uniforms, the pin for dress uniforms is expected to be on the shelves at Navy Exchanges within two months.

Requirements for wearing the pin include graduating from a 10-week training course at the Naval Special Warfare Center in Coronado, completing extensive Personal Qualification Standards (PQS), successfully passing written and oral examinations, and being recommended by commanding officers for the 5351 Navy Enlisted Classification code (NEC).

Reservists who hold the 5351 NEC are authorized to wear the new warfare insignia. Personnel holding the 9533 NEC, who do not also hold the 5351 or 5352 NEC, are not authorized to wear the pin.

Qualified SWCC sailors currently wear the Petty Officer in Charge (small craft) pin, which can be earned by other small-craft operators, such as those of support and landing craft. The new pin will be a warfare designator, on par with other warfare specialties, such as Enlisted Surface Warfare Specialist.

The need for such a designator was revealed after the SWCC community became closed-looped in 1996, allowing SWCCs to stay in and specialize in the special boat community for their entire careers rather than returning to the fleet after one tour. The SWCC warfare pin will enable qualified combatant craft crewmen to compete on a level even with other warfare specialists for promotions or awards.

The mission of Naval Special Warfare's 500 to 600 SWCC is to drive MK V, Rigid-hulled Inflatable Boats (RIBs), or riverine craft and support Navy SEALs or other special forces. They are assigned to one of three special boat units: SBU 12 in Coronado, SBU 20 in Little Creek, Va., or SBU 22 in Stennis, Miss., which is home to all riverine craft.

More information on requirements of the SWCC program can be found at www.swcc.navy.mil. 

Story by the public affairs office, Naval Special Warfare Command, San Diego.

New Flight Deck Trousers Debut on *Enterprise*

The next Navy "fashion trend" won't be seen on the runways of Paris, but on the flight deck of an aircraft carrier.

USS *Enterprise* (CVN 65) was recently selected as the first deployed carrier authorized to wear the newly designed flight deck trousers.

The Navy-blue trousers were designed and tested by the Naval Supply Systems Command, at Mechanicsburg, Pa., in conjunction with the Naval Clothing and Textile Research Facility, based at Natick, Mass. The new flight deck trousers are a 65 percent polyester and 35 percent cotton twill blend. Each pair



INNOVATORS

costs approximately \$25.

After the fleet evaluated two initial designs, the final product was issued to *Enterprise* Sailors.

"They're great. They feel better than any other uniform I've ever worn," said Airman Donquell Brown of the ship's V-2 division.

Although the new flight deck pants resemble the camouflage pants that have been used since 1997, there are some differences. Velcro straps secure the pockets instead of buttons and there are no adjustment strings. Unlike the camouflage pants, the new pants come in specific sizes.

"A great benefit of these new pants, especially for the junior Sailors, is the wear and tear on the uniform," said Chief Aviation Boatswain's Mate (AW) Mark H. Newman, leading



chief of the bow catapults division. "The new trousers are thicker and more durable, making them last longer than

camouflage or even utilities."

Naval Air Force Atlantic Fleet spent more than \$60,000 for more than 3,000 pairs of the new flight deck trousers. According to ABE1(AW) Paul G. Robinson, this was a good investment.

"Not only do they look good and are comfortable, but it has changed the attitudes of our flight deck personnel," Robinson said. "With a specific uniform they can call their own, most of the flight deck personnel feel like their hard work out there is really appreciated."

For more information on USS *Enterprise*, go to www02.clf.navy.mil/enterprise. 

Story by JO3 Christopher Chapman, USS *Enterprise* (CVN 65) public affairs.

billowed. "As I was clearing the room, others were looking for more people. I saw the mesh screen of the roof sagging, so I held it up and told the others to get out because the roof was going to come down." When it appeared as if everyone inside the space had exited, he and the other rescuers got out just before the entire area collapsed.

While Powell was making his fiery escape, Berardi was just beginning to realize that America was under attack by terrorists. Working in nearby Crystal City, Va., as a SEAL liaison to the Naval Sea Systems Command, word was starting to spread around the building that airplanes had crashed into the World Trade Center in New York.

"Like most Americans, I don't think I believed it at first," said Berardi, a native of Yorktown Heights, N.Y., located about an hour north of New York City. "But then we all heard a loud boom, and as I looked out my office window, I could see black smoke starting to rise from the area of town where the Pentagon is."

As Berardi began to worry about friends and colleagues in the Pentagon, his thoughts quickly turned to his family and friends in New York – including many NYC firefighters.

"My best friend in the world just retired as a New York City firefighter, so I immediately called him," said Berardi, who learned that his friend was OK. Sadly, however, many NYC firefighters died in the rescue attempts just after the attack, and they needed all the help they could get.

"Like everyone else, I felt like I needed to do something – anything to help," said Berardi. "Knowing I was a SEAL, my buddy was able to get permission for me to join the other rescuers in the search for

survivors. My boss was totally supportive as well, so I hopped in a car and drove up to New York as fast as I could."

The next day, Berardi met his friend just a few blocks away from the World Trade Center. After going through several checkpoints, Berardi arrived at ground zero and was introduced to the team of rescuers that he would work with for the next few days. After donning protective gear, Berardi and his new teammates attempted to get into the bowels of the WTC to look for survivors.

"It was like something you see in the movies," said Berardi. "You wouldn't believe the devastation unless you were standing right there. We were crawling through holes and voids – anywhere we might be able to find someone alive. The air was filled with a hazy smoke, and rebar and concrete were everywhere you looked."

After getting about 70 feet down, Berardi and the other rescuers had no luck finding anyone, so they regrouped and made their way into the underground parking garage that had been the scene of a terrorist attack several years earlier.

"So much water had accumulated in the garage, that it literally became a giant underground lake, so we could only make it down about six levels," said Berardi. "We searched the section we were responsible for, but we did not find anyone alive."

Disappointed but not discouraged, Berardi then joined other rescuers above ground as a member of the "bucket brigade." For the next two days, he helped rescuers move tons of debris in a last ditch effort to find survivors. Although no survivors were found after the first day, Berardi feels his efforts were not in vain.

"Because of my friend and the fact that I am a SEAL, I was

lucky to be able to go to New York and help like so many other Americans would have liked to have done," he said. "But seeing what these bastards did to us, and how America responded, really brought it home for me as to why I am a SEAL in the United States Navy."

Echoing similar sentiments, Powell stated that his most memorable experience was the heroic response of fellow service members. Crediting other Navy SEALs like Stratton and LT Olin Sell, who also helped that tragic day at the Pentagon, Powell stated that "it was an all-service, all-hands effort that included leadership at all ranks – flag officers, petty officers and civilian personnel. Everyone did his or her part, even if it was to just get out of the way. If I hadn't have been there, someone else would have easily stepped in to do what I did."

In a moment of terror, Powell, Berardi and others like them responded to the call of a wounded nation – a heroic role they will continue to play in the months ahead as Navy SEALs continue serving their country.

For more information on Naval Special Warfare and Navy SEALs, go to www.seal.navy.mil. ☞

*Story by Naval Special Warfare
Public Affairs*

New Program Aims to Improve Sailors' Advancement

Junior Sailors now have the opportunity to increase their professional progress, thanks to a new "Sailors Mentoring Sailors for Advancement" program.

"We are concerned with the junior Sailors and the rate at which they advance," explained CNOMC Mark Harden, Naval

Forces Marianas force master chief. "We would like it to improve by 60 percent."

Launched in June, the program already caters to about 75 junior Sailors. A majority of the participants have already been partnered with senior Sailors with similar rates. There are currently more than 50 volunteer mentors stationed in various naval commands island-wide.

"It's something in them that makes them want to volunteer," Harden said, referring to the mentors. "It's also very satisfying for them."

It is the mentors' duty to prepare the students for the advancement exam by telling their own experiences with the test, explaining what to expect during the exam and how to study effectively.

Because mentors and pupils may not always be from the same command, they are able to decide their avenue of communication, either through e-mail, telephone or in a class-like environment.

So far, the program has received applause from both enlisted service members and officers alike.

For more information about the program, go to www.guam.navy.mil/comnavmar.htm. ☞

*Story by
Coleen R. San Nicolas-Perez,
public affairs office,
Naval Forces Marianas*

**This enemy attacked not just our people,
but all freedom-loving people everywhere in the world.
The United States of America will use
all our resources to conquer this enemy.
We will rally the world.
We will be patient, we will be focused,
and we will be steadfast in our determination.”**

— *President George W. Bush,*
remarks while meeting
with National Security Team,
Sept. 12, 2001



On Sept. 11, 2001, more than 4,650 innocent men, women and children, representing more than 80 countries, lost their lives in a savage and brutal attack on the United States – the single largest one-day loss of American lives since the Civil War.

The Commander in Chief has called the military to action and

the Navy and Marine Corps team has answered the call. Reservists around the country have been recalled to active duty, and the fleet has deployed to every corner of the earth in the battle against terrorism.

This is the first war of the new century, and while it will be unlike any conflict we've faced before, we are prepared, willing and ready to take this challenge head on. As the



A Sailor stands auxiliary security force watch at Anacostia Annex, Washington, D.C., in keeping with the increased force protection following terrorist attacks on the United States.

Inset – An artist's conceptual drawing of the World Trade Center lies in the debris of the fallen twin towers in New York City.

photo by JOI Preston Keras



President said during his address to a joint session of Congress and the American people, "We will not tire, we will not falter and ...

WE WILL NOT FAIL."



“I have a message for our military:
**Be ready. I’ve called the Armed Forces to alert,
and there is a reason.**

The hour is coming when America will act,
and you will make us proud.”

— President George W. Bush,
address to a joint session of
Congress and the American people,
Sept. 20, 2001

Tomahawk cruise missiles are launched from the forward Vertical Launch System aboard USS *Philippine Sea* (CG 58) in a strike against al Qaeda terrorist training camps and military installations of the Taliban regime in Afghanistan.

Photo by JO1 Mark Faran



“The men and women
in their
they will
in the

Photo by PHOM Terry Oastrove

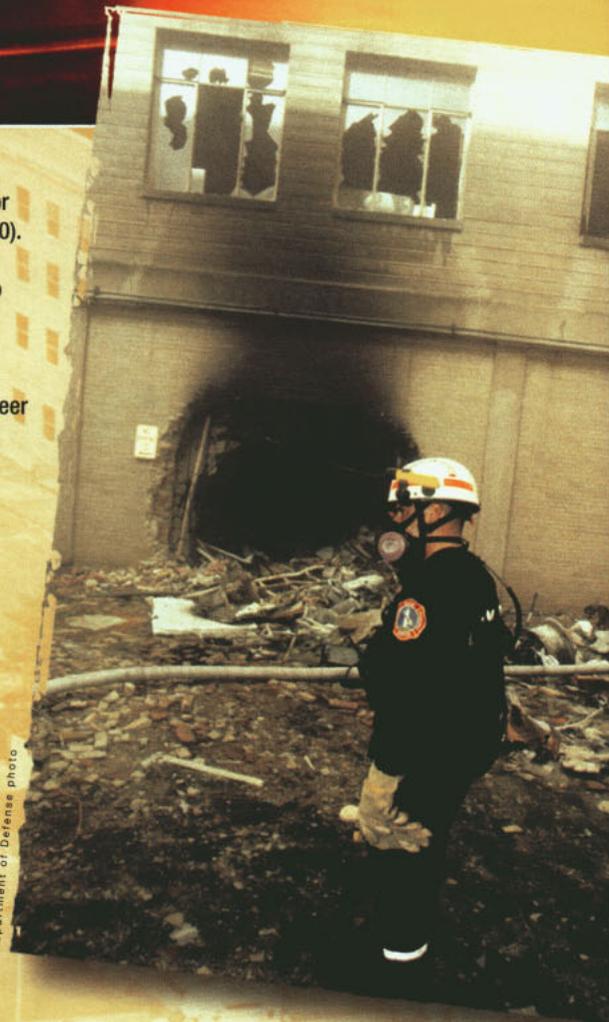
Photo by PHT(SW/AV) Greg Messier



Above – Aviation ordnancemen move a 1,000-pound bomb from the aircraft elevator to the flight deck of USS *Carl Vinson* (CVN 70).

Left – Medical personnel load wounded into ambulances at the medical triage area set up outside the Pentagon.

Right – A Military District Washington engineer firefighter stands in front of the exit hole where American Airlines Flight 77 finally stopped after penetrating the Pentagon.



Department of Defense photo

**of the Armed Forces are united
dedication to freedom and
make us proud
struggle against terrorism.”**

— President George W. Bush,
radio address, Sept. 29, 2001



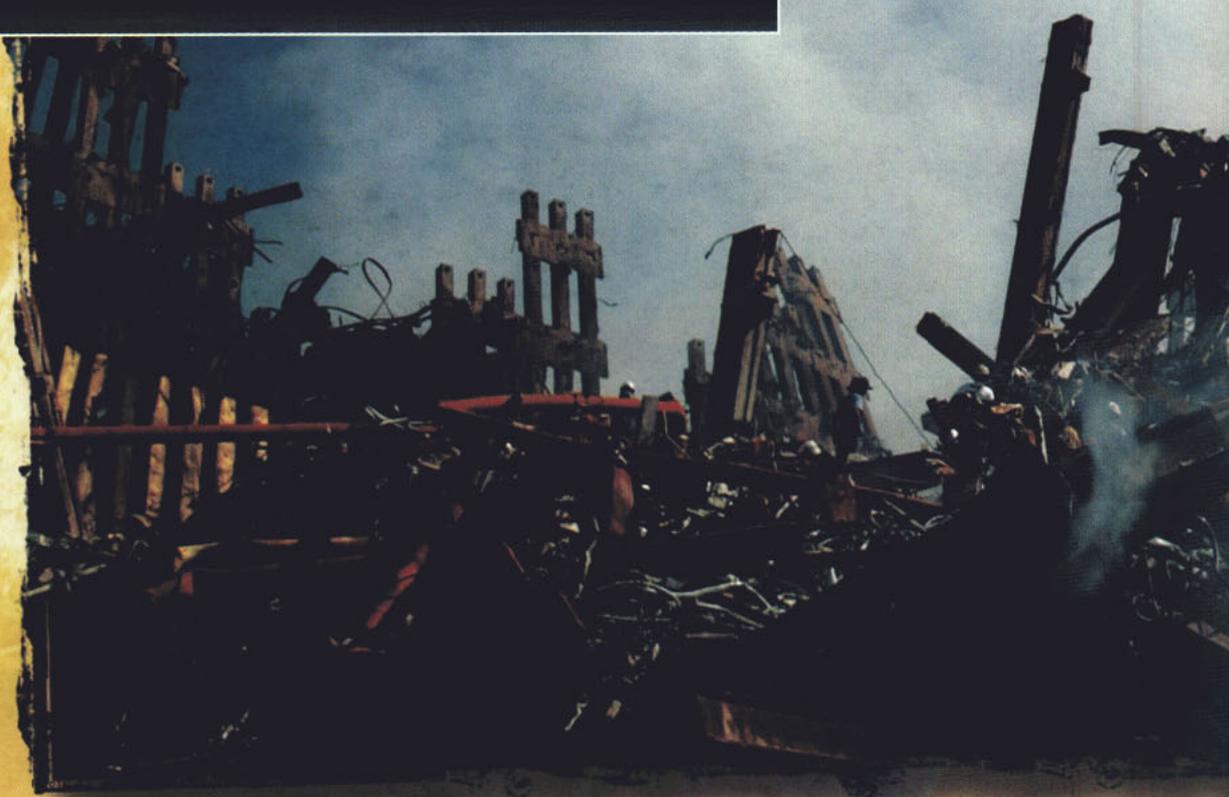
"I can hear you. I can hear you.
The rest of the world hears you.
And the people who knocked these buildings down
will hear all of us soon."

— *President George W. Bush,*
saluting heroes in New York,
Sept. 14, 2001



The "shooter" launches
an F/A-18 Hornet off
the deck of USS *Carl*
Vinson (CVN 70). The
Vinson is operating in
the Arabian Sea in
support of Operation
Enduring Freedom.

Photo by PH3 Saul Ingle





A New York City fireman calls for more rescue workers to make their way into the rubble that was once the World Trade Center in New York City. Hundreds of others risked their lives in the shifting pile of debris around him to try and save those who may still be alive.



**“The deliberate and deadly attacks,
which were carried out yesterday against our country,
were more than acts of terror;
they were acts of war.**

**This will require our country to unite
in steadfast determination and resolve.**

Freedom and democracy are under attack.”

*— President George W. Bush,
remarks while meeting with
National Security Team,
Sept. 12, 2001*

As the sun sets, rescue workers continue their recovery efforts in New York, climbing into the heart of the destruction to look for survivors and fallen comrades alike.

PHOTO BY PHILIP JIM WALTON

Photo by PHC Eric Clement



**“Tonight we are a country awakened to danger
and called to defend freedom.**

Our grief has turned to anger, and anger to resolution.

Whether we bring our enemies to justice,

or bring justice to our enemies, justice will be done.”

— *President George W. Bush,*
address to a joint session of
Congress and the American people,
Sept. 20, 2001



Photo by Air Force Staff Sgt. Cherie A. Thurby

Above – Damage Controlmen and Navy firefighters aboard USS *Theodore Roosevelt* (CVN 71) pass the first American flag raised above “Ground Zero” at the site of the attack on New York’s World Trade Center. The flag, which was signed by New York Governor George Pataki and New York Mayor Rudolph Giuliani, was presented to the crew of *Theodore Roosevelt* and will be flown with pride during their current deployment.

Left – Although identification cards are always checked at gates leading to military bases, installations around the world went to heightened security conditions due to the terrorist attacks.



Aviation boatswain's mates aboard USS *Enterprise* (CVN 65) direct an F/A-18 *Hornet* onto Catapult 1 and signal the aircraft's weight to the pilot.

Photo by PH3 Clifford Davis



Photo by PH2(AW) Jim Wilson



**“I will not forget this wound to our country
or those who inflicted it. I will not yield; I will not rest;
I will not relent in waging this struggle for
freedom and security for the American people.”**

— *President George W. Bush,*
address to a joint session of
Congress and the American people,
Sept. 20, 2001

Days after the initial explosion,
fires still burned hot within
the rubble. Firefighters worked
day and night to put out the
fires so emergency rescue
workers could find paths
into the destruction.



A firefighter makes his way toward the devastation in the northwest section of the Pentagon between rings "B" and "C."



Department of Defense photo

Photo by CDR W. Scott Goureck

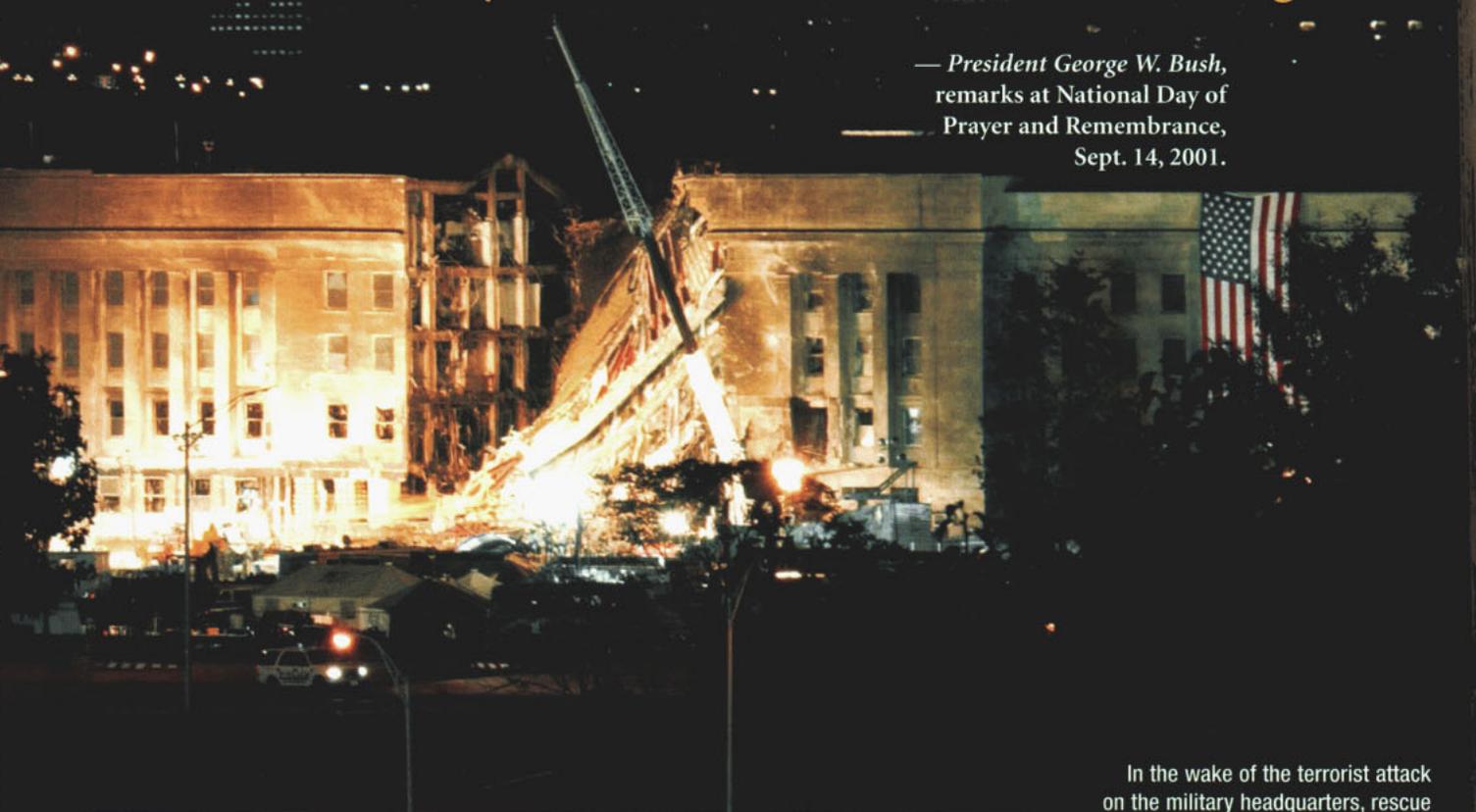


Photo by PHS Douglas Pearson

Fast combat support ship *USS Arctic* (AOE 8) pulls alongside *USS Enterprise* (CVN 65) for a replenishment at sea while the destroyer *USS Nicholson* (DD 982) follows. All three ships are currently deployed in support of Operation *Enduring Freedom*.

**“War has been waged against us
by stealth and deceit and murder.
This nation is peaceful, but fierce when stirred to anger.
This conflict was begun on the timing and terms of others.
It will end in a way, and at an hour of our choosing.”**

— *President George W. Bush,*
remarks at National Day of
Prayer and Remembrance,
Sept. 14, 2001.



In the wake of the terrorist attack
on the military headquarters, rescue
efforts continued day and night.



Marines assigned to the 26th Marine
Expeditionary Unit start their morning
with group exercises on the flight deck
aboard USS *Bataan* (LHD 5).

Photo by PH2 Christopher Staten



Though considered a non-combatant ship, USNS *Comfort* (T-AH 20) was heavily guarded by a detachment of U.S. Marines from 2nd FAST Company, Yorktown, Va., while moored in New York City for the relief effort.



Photo by PH2 Bob Houlihan



Photo by PH2 Bob Houlihan

USNS *Comfort* (T-AH 20) provided medical and support services to hundreds of rescue and relief workers during their two-week stay in New York City.

“Fellow citizens, we’ll meet violence with patient justice – assured of the rightness of our cause, and confident of the victories to come. In all that lies before us, may God grant us wisdom, and may He watch over the United States of America.”

— President George W. Bush, address to a joint session of Congress and the American people, Sept. 20, 2001

“We did not seek this conflict, **but we will win it.**
America will act deliberately and decisively,
and the cause of freedom will prevail.”

— President George W. Bush,
radio address,
Sept. 29, 2001



An F-14A *Tomcat* attached to Fighter Squadron (VF) 41 gets refueled by an S-3B *Viking* from Anti-Submarine Squadron (VS)24 during flight operations from USS *Enterprise* (CVN 65).

Photo by CDR Brian Gawne



The American flag stands tall amid the debris as rescue and construction workers clear what's left of the World Trade Center in New York City.

Photo by J01 Preston Keres

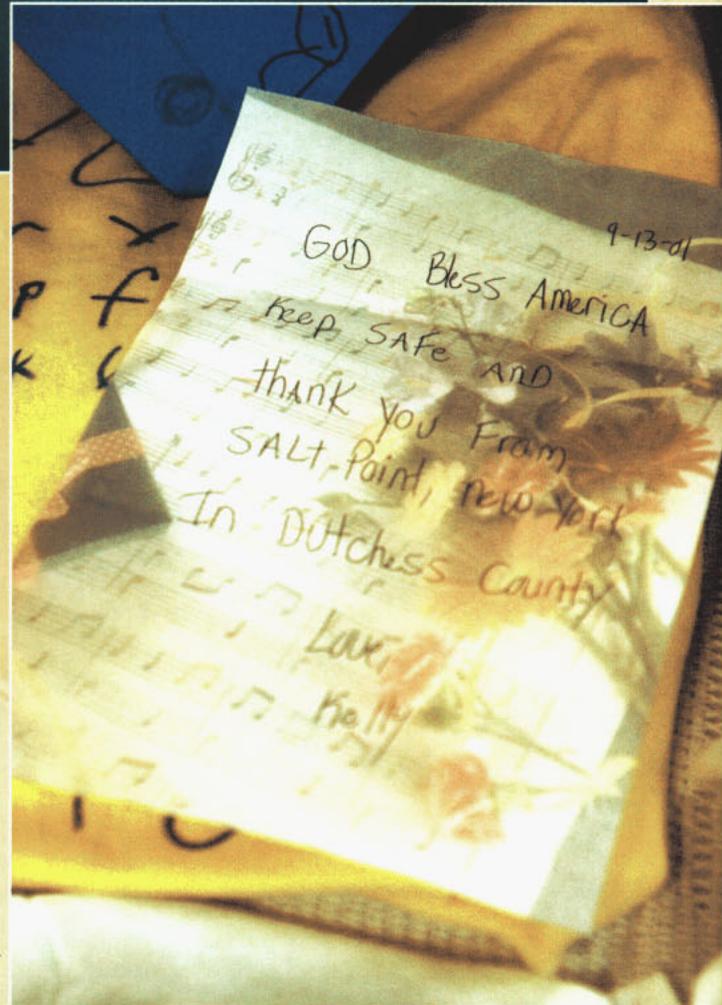
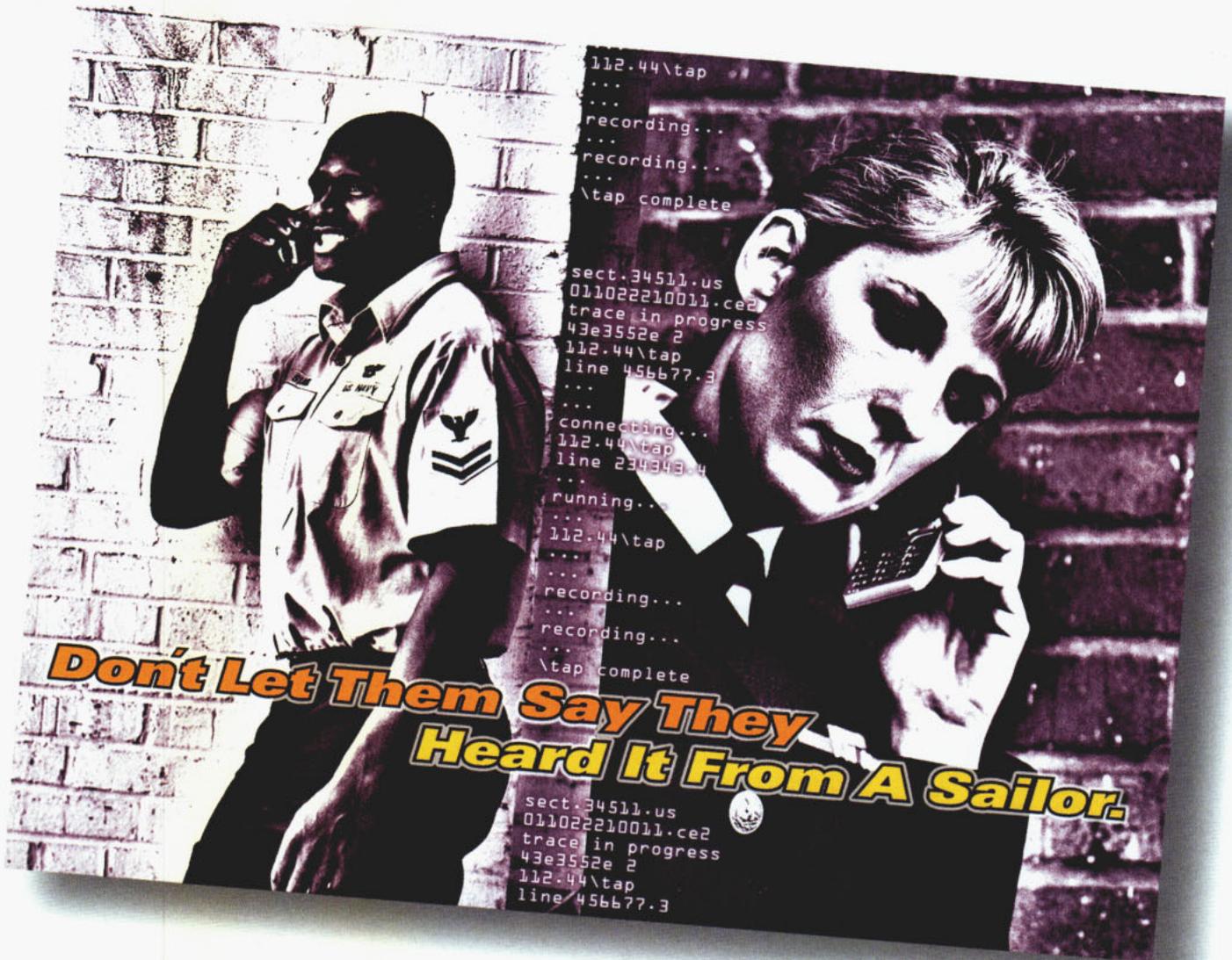


Photo by PH2 Bob Moulhan

Letters of support for the rescue workers were received from children all over the country. Most letters were handed out to the workers as they came and went from USNS *Comfort* (T-AH 20).



**Don't Let Them Say They
Heard It From A Sailor.**

Loose Lips Can

M

ilitary strategists have long understood the value of catching an enemy by surprise. Historical examples abound, with the Japanese success at Pearl Harbor and the American victory at Midway being prime examples.

If you can deny an adversary the opportunity to predict your actions, you can achieve significant tactical advantage. That the terrorists who attacked America on Sept. 11, 2001, could execute such an elaborate plan without detection, proves that they understand an important military concept – operations security (OPSEC).

op • er • a • tions *n.*

10.a. A military or naval action, campaign or mission.



Still Sink Ships

OPSEC attempts to prevent adversaries from gaining critical or sensitive data about our intentions or capabilities by evaluating available information – often unclassified – which is conveyed unintentionally by our words, actions or behavior.

Throughout the years, slogans, like “loose lips sink ships,” have been coined by the Navy to help teach Sailors the importance of maintaining our own OPSEC. Important in peacetime, it becomes critical when American lives are on the line.

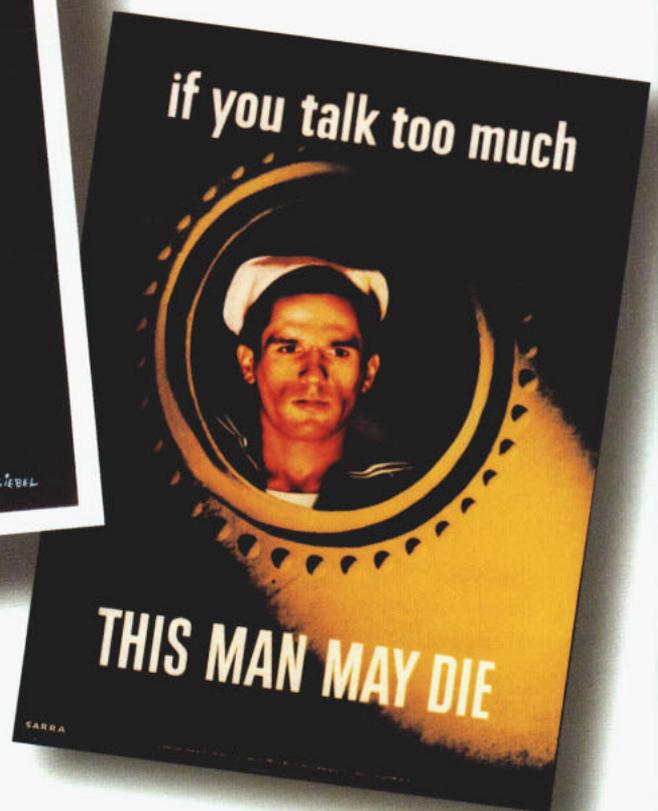
Now, as America wages its war on terrorism, the words of the past are as applicable today as they were in past conflicts. The old

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8. Measures adopted to guard against attack or disclosure, as in wartime.

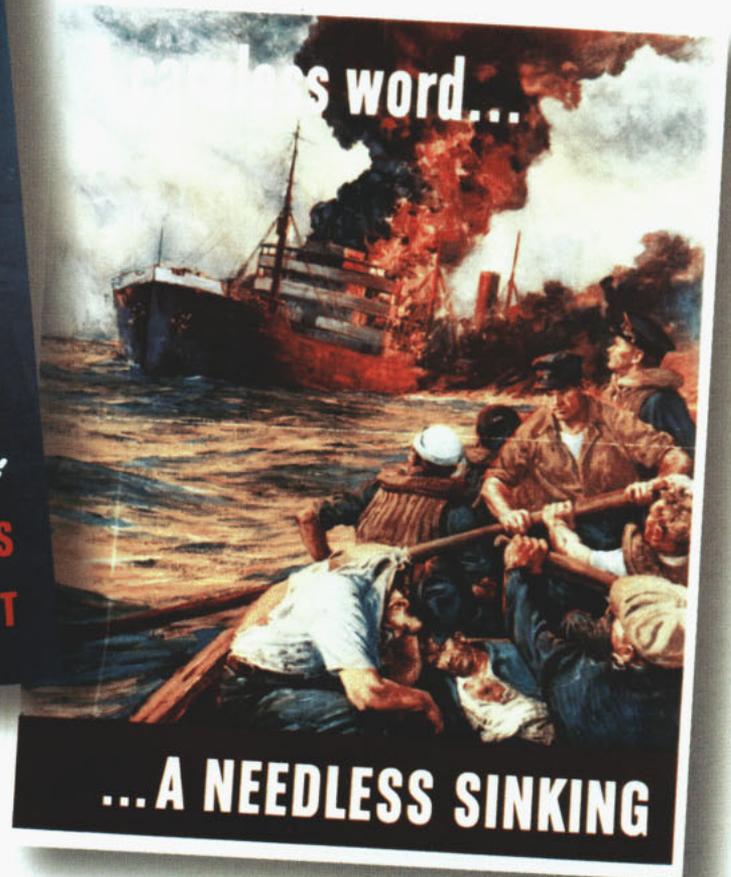
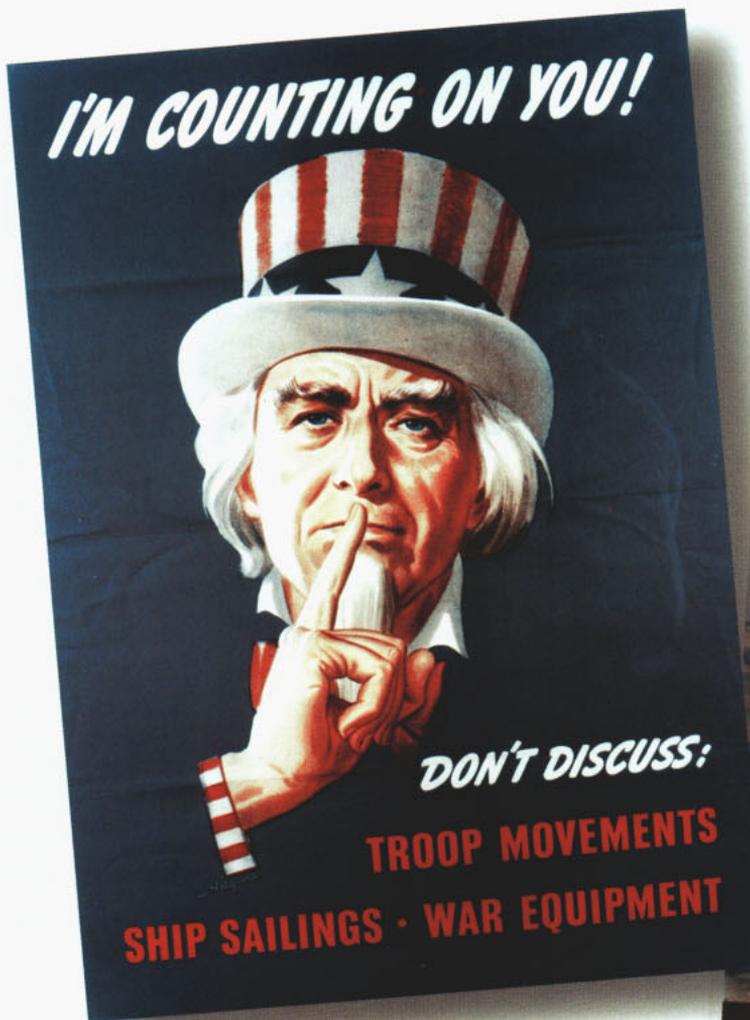
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10.a. A military or naval action, campaign or mission.



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8. Measures adopted to guard against attack or disclosure, as in wartime.



security threats, such as discussing sensitive information in public or on the telephone, are still out there, but the widespread use of the Web and e-mail present additional ways one might inadvertently give the enemy that one piece of information he needs to figure out our intentions.

Internet chatrooms and discussion boards, which give many people a place to share their feelings with others in a “real-time” discussion, could also give our adversary the information he needs

to avoid being caught by surprise. Now is the time to be especially vigilant in protecting information that could compromise ourselves, our ships, our military and our country.

How can we do that? We just need to heed the words of wisdom from our past. Think OPSEC.

*“If you your lips would keep from slips,
Five things observe with care –
To whom you speak, of what you speak,
And how, and when, and where.”* 

Editor’s Note: *Throughout 1941, All Hands magazine featured OPSEC messages at the bottom of each page as a reminder to readers that they should be security conscious. We have reproduced those messages, as originally written, in this issue. While some might sound odd to modern ears, the messages they convey are timeless. Look for modern revisions in future issues.*

ITC(DSW/SW) David Gove
CNO Shore Sailor of the Year

Story and Photos by JO1 Craig Strawser

SAILOR OF THE YEAR THEY EAR 2001

easily been in my place. A lot of other Sailors out there are going above and beyond everyday," he said.

Hartzell agreed, saying, "I knew the guys I was competing against, and I knew how squared away they were. I was very honored to be selected from among them."

One thing that may have been a key factor in these Sailors being selected is their love for the Navy, and their love of the jobs they do.

"The key to doing well in the Navy is passion," Garrett said. "You have to have a passion for what you do. Military service has always been a goal for me."

Gove described it this way. "I've been in the Navy 10 years, and I'm definitely planning on staying. There are two main reasons. First, I love my job. I get paid to dive. That's what I love to do, and each day I look forward to going to work.

"Second, the people I work with are some of the best in the Navy. I'm here (in Washington, D.C.) representing my command, and I know I wouldn't be here if it weren't for my brothers at CDU (Consolidated Divers Unit)."

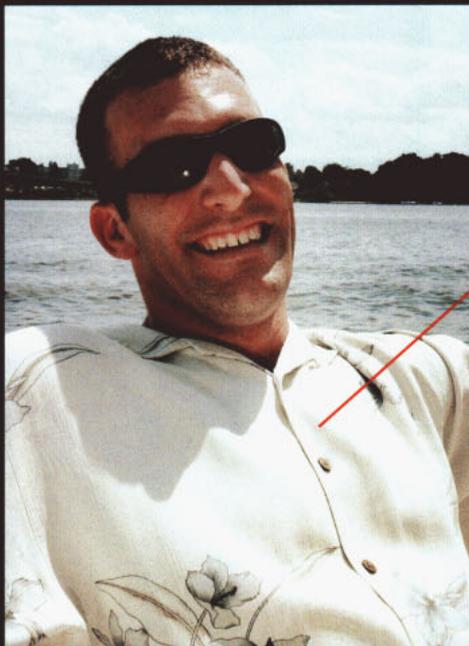
How important is leadership to these new Navy chiefs? According to Williams, there is nothing more important.

"Molding the young Sailors is a key part of my job," he said. "These folks want to go somewhere and be a part of something. The Sailors who complain about things that are wrong, aren't involved. Get them involved and give them an opportunity to fix what they see as a problem."

Although Williams places being a good leader at the forefront of his job, he also said it's important to revise the style of leadership that is used. "Today's Sailors are different," he said. "You've got to get to know them, and teach them how to get the job done. The younger Sailors are



BMC (Seal/SW) Thomas Hartzell
and his wife, Renee.



ITC (DSW/SW)
David Gove

AWC (AW/NAC) Daniel Garrett
and his wife, Diana.

“Evaluations are very important. Don’t just go through the motions, trying to fill up those lines.”

interested in why their leadership makes the decisions they do.”

Williams emphasized that as leaders, we may not always have time to explain things when they’re happening, but we should be willing to explain something at a later date if we’re asked. He also added that if there is time, the Navy’s leadership should give the junior Sailors an opportunity to provide input. “Often they have a fresh approach to a situation that we may not see, because we’ve ‘always done it this way.’”

The Reserve SOY also believes that

junior Sailors have a lot to give today’s Navy. “Don’t be afraid to listen to the ideas of your junior Sailors and put their thoughts forward to the command,” Garrett said.

With retention being as important to the Navy as it is today, these Sailors of the Year have developed techniques to help their young Sailors “Stay Navy.”

Gove suggests that leadership should, “Ask questions of your junior Sailors. What are their hobbies? What do they like to do?” The shore SOY recommends that we then take that information and

point the junior troops in the right direction. “It’s more important to listen to your Sailors than to talk to them,” he said.

“When I was an E-3/E-4, I had a lot to say. Luckily, the chiefs I’ve worked for have been willing to listen.” Gove added that when it comes to retention, you want to get that junior Sailor talking about the things he enjoys about the Navy, and let him talk himself into “Staying Navy.”

Williams added, “The Navy is like a family. With a little more attention from the leaders, we can increase retention. You have to be willing to reach out and

Sailor of the Year
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SAILOR OF THE YEAR 2001

ATC (AW) Daniel Williams and his wife, Linda.

“Be bold. Let Honor, Courage and Commitment be your guide, and great things start to happen.”



listen to the junior Sailors.” His key to success for his Sailors is simple. “If you want to see them succeed, push them,” he said. “Today’s Sailors thrive on that kind of stimulation. Warfare pins, education, community involvement, anything; just encourage them to keep pushing.”

While pushing your Sailors to succeed is important, Hartzell feels it’s equally important to take care of your junior Sailors, rewarding them for their hard work. He said, “Evaluations are very important. Don’t just go through the motions, trying to fill up those lines.

Make them mean something. Give them true evaluations, so they know where they stand.”

He added that the leadership in today’s Navy has got to make it a point to demonstrate Core Values at all times. “Lead by example, both on and off duty,” said the Atlantic Fleet SOY. “Do what’s right. Don’t forget that your Sailors are smart. They are constantly looking at their leadership and evaluating them.”

Garrett agrees that those Core Values are the true secret to success in the Navy. “Be bold. Let Honor, Courage and

Commitment be your guide, and great things start to happen. You don’t sit down and plan to be the Sailor of the Year, but by living by the Navy’s Core Values, good things will eventually come.”

Strawser is a photojournalist assigned to All Hands.



Photo by PHT3 Bob Houffman

Gritting his teeth during the crossing of frigid Darling Creek, CDR Woodie Clark makes his way through the swift waters to dry land.

On aching, blistered feet, they trudge across the Alaskan tundra. Mud sucks at their feet, threatening to pull them down with every

Challenging the Yukon

step, and the ever-present mosquitoes attack them mercilessly. Pain is a constant companion; demanding they rest, but also keeping them awake. Any normal person would have given up miles, even days before this, but for the members of Team Naval Reserve, quitting is not an option.



THEY CAME HERE TO
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YUKON; TO **BRAVE** ITS HOSTILE
TERRAIN THROUGH THE **INTENSE**
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EFFORT THIS UNFORGIVING
REGION DEMANDS. **THEY CAME**
HERE TO COMPETE.

Photo by PH2 Bob Houlihan

As they race down a wooded hill toward the finish line at Quartz Lake, the members of Team Naval Reserve remain fierce competitors to the very end.

Challenging the Yukon

Photo by PH2(AW) Jim Watson

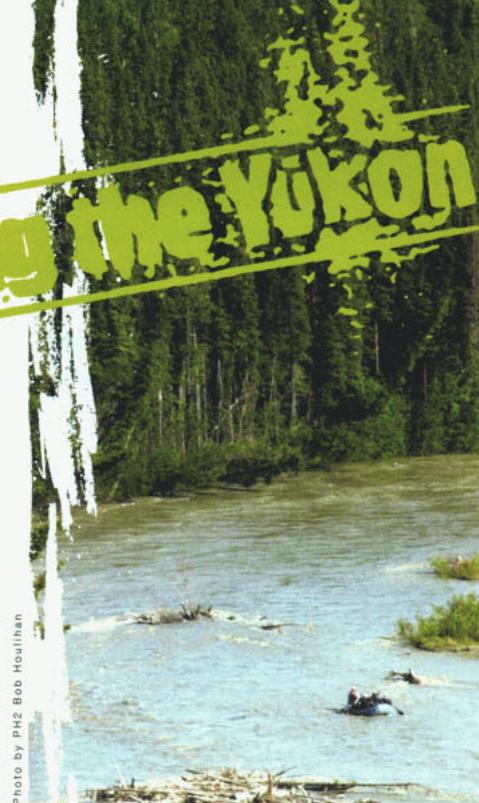


Photo by PH2 Bob Houlihan

Above – Nearing the end of the race, Team Naval Reserve paddles toward one of the last check points before the finish line.

Left – It's very important to maintain direction throughout the course. Despite the map, the challenges competitors will face are really never known.

The four teammates, each hailing from different points of the globe, came together in the Alaskan wilds with one goal in mind; winning the Armed Forces Eco-Challenge. Yet, just one week before, these competitors were leading very different lives.

Naval Reserve CDR Woodie Clark, a P-3 *Orion* pilot at Patrol Squadron (VP) 65 in Point Mugu, Calif., was flying his usual route up and down the West Coast for his civilian job as a pilot for Federal Express.

Chief Aviation Machinist's Mate (AW/NAC) Joel Geran was going over his duties as a flight engineer at VP 65 doing final pre-deployment checks on aircraft flying overseas. But, in the back of his mind, he couldn't wait to get started on the greatest extreme-athletic challenge Alaska has to offer.

LT Jenn Peters, a flight nurse in

Anchorage, Alaska, was spending her on-call time in the gym between responding to air crew medical demands.

And with his mind also on the upcoming adventure race in the Yukon, CDR Shawn Grenier, tactical air program manager at Commander Naval Air Reserve Force, New Orleans, was keeping busy with administrative duties. But, he too, found himself lapsing into periodic daydreams about the trials his team would soon face in the mountains and streams of the vast Alaskan wilderness.

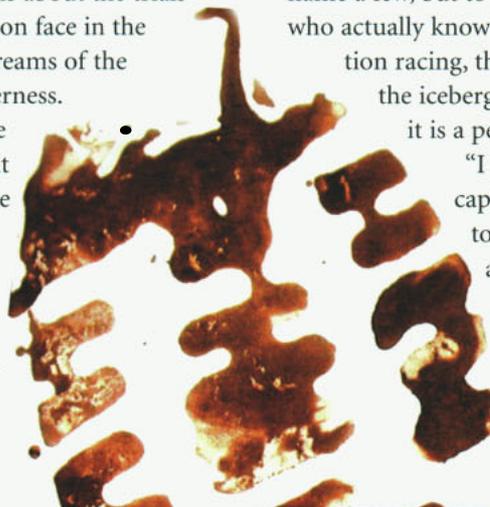
"A lot of people have their different specialties in a race like this, but for me, it's all about the race itself," said Grenier. "I'm an extremely

competitive person, and competition is what the Eco-Challenge is all about."

They came here to challenge the laws of the Yukon; to brave its hostile terrain through the intense psychological and physical effort this unforgiving region demands. They came here to compete.

Certain things come to most people's minds when the words Eco-Challenge are spoken: endurance, pain and sacrifice to name a few, but to the dedicated athletes who actually know the realities of expedition racing, those are only the tip of the iceberg. For each competitor it is a personal journey.

"I watched our team captain, Joel Geran, go off to do Southern Traverse and Eco-Challenge-Borneo. He came back a changed man," said Clark.



Challenging the Yukon

Photo by PH2(AW) Jim Watson



Photo by PH2 Bob Houlihan



Far Left – The team works it way down the beach to the river-rafting leg of the Eco-Challenge, where they take single-man rafts across the river to the hiking portion of the race.

Left – Taking advantage of a brief lull in the action, CDR Shawn Grenier takes a quick cat-nap on the side of the road during the final mountain biking leg of the Eco-Challenge.

Below – Teamwork was required throughout the race to ensure the team stayed in a lead position. ADC Joel Geran who competed in a previous Eco-Challenge, is a natural leader who helped in many of the areas where his teammates had little to no experience.

“I wanted to be part of that whole experience.”

The “experience” began in 1992 when TV producer Mark Burnett created the Eco-Challenge. He based his idea on multi-sport endurance races that had been popular in New Zealand since the early 1980s.

During a surge in popularity of adventure racing around the world, Eco-Challenge launched a world qualifier series in 2000 to help further organize the sport. For the first qualifier event, Eco-Challenge partnered with TAPS (Tragedy Assistance Providers for Survivors) to create an Armed Forces Qualifier in Alaska. TAPS is a national non-profit organization made up of, and providing services to, those who have lost a loved one while serving in the military.

On the eve of the summer solstice, 22 teams, representing some of the best

athletes the Army, Navy, Air Force and Marine Corps have to offer, converged on Allen Army Air Field, Alaska, to begin a grueling three-to five-day, around-the-clock adventure race.

Moving 24 hours a day over some of the most rugged land in North America, teams used Alaska-style “hell biking” to cross very treacherous terrain. They also attempted the summit of a ragged 7,000-foot peak, negotiated dangerous ice fields and glacial moraines, rafted bone-chilling inland rivers and trekked across desolate tundra populated only by grizzly bears, wolves and ravenous mosquitoes.

Bike, hike, climb, raft, bike again, trek through desolation, and bike yet again, more rafting, another hike and they’re done. Oh yeah, no sleep either if they want to lead this grueling race. And they must watch out for bears – not a problem.

The blast of the starting gun seemed



Photo by PH2(AW) Jim Watson

to still echo through the Alaskan countryside when the Navy team came blazing up to the first checkpoint. Not even the fast-moving, icy river slowed them down. With their bikes thrown over their shoulders, Team Naval Reserve stormed across its quickly-moving waters and checked in at Passport Control (PC) 1 in record time.

Many teams felt that the biking part of the course was harder than anticipated. Some commented on the number of rivers and bogs they had to cross while carrying their bicycles. Most of the racers stayed positive though, and planned their

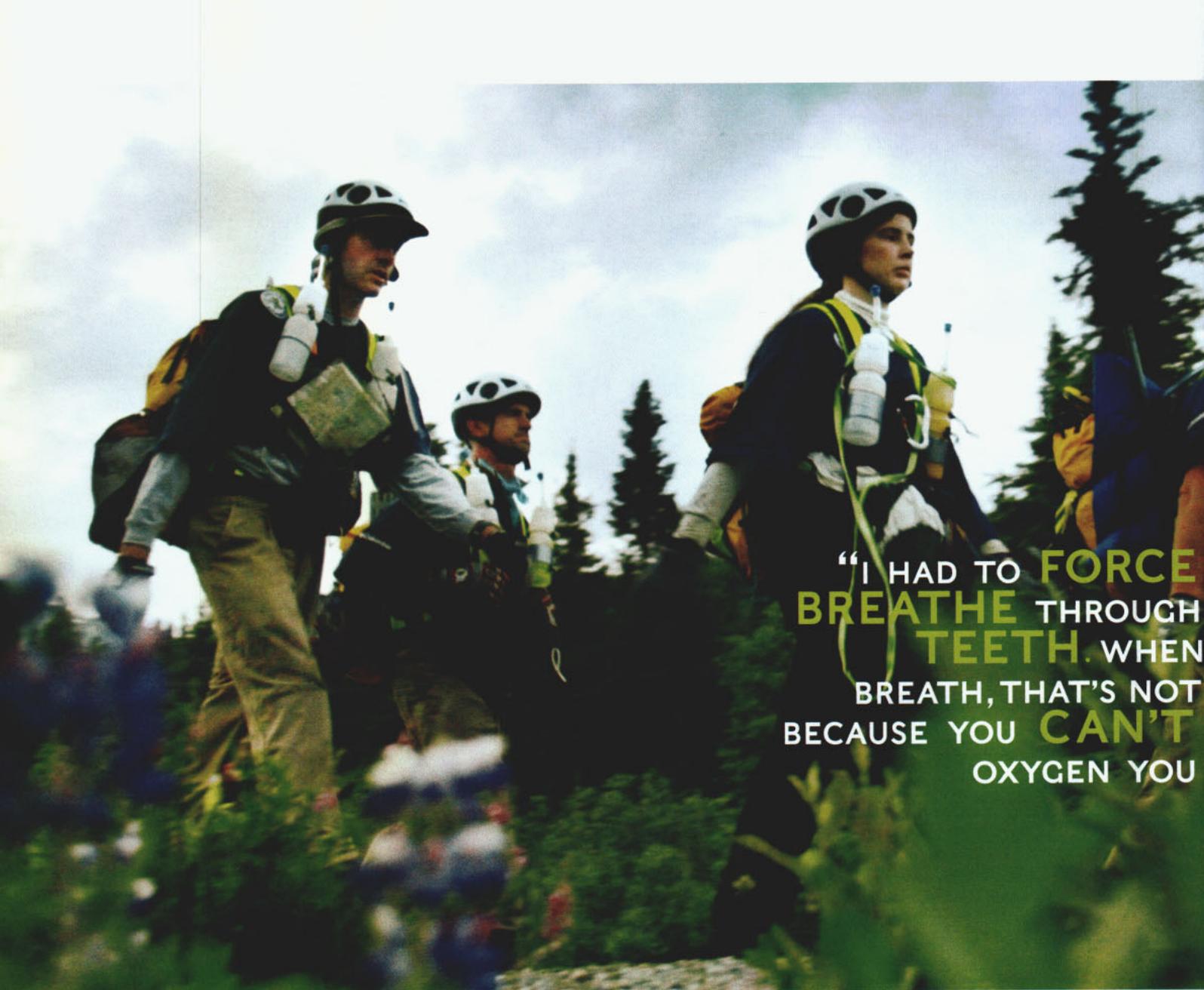
**“WHEN I’M OUT
ON THE
MOUNTAIN,
I FEEL A SENSE
OF WHAT I’M
SUPPOSED TO
BE DOING,”
SAID GERAN**

strategies to rest, to stay hydrated and to eat when time allowed.

Typically, teams stay in good spirits and have plenty of stamina for the first few hours of the race, but by 8 a.m., and throughout the next afternoon, it was a slightly different story. As the competitors coasted into PC 4, some were already being pulled along by teammates with bungee cords.

Teams pulling into camp immediately began preparing for the next part of the course, the mountaineering section, but this time with the slow deliberate move-





“I HAD TO **FORCE**
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Photo by PH2(AW) Jim Watson

ments of people on the edge of exhaustion.

Looks can be deceiving. The grimaces of pain and exhaustion are seen on the exterior, but ask any one of the competitors, and they will be quick to tell you just how much fun they are having. They love it. For them, the excitement of the race transcends the physical pain in their bodies.

“When I’m out on the mountain, I feel a sense of what I’m supposed to be doing,” said Geran.

“Life’s not all about buildings and man-made things. Hiking, biking and climbing are some of the simplest, most basic things in nature you can do, and they put me back in a very peaceful place

that I really love,” he continued.

As the teams began their ascent of 7,000-foot high Item Peak, the real pecking order began to be established.

This was the leg that could make or break a team. To get to the top, each team had to bushwhack through a nearly vertical thicket of tangled, choked brush, follow a thin knife ridge leading past the imposing “Devil’s Thumb,” ascend a section of fixed ropes, and trek across a glacier using their ice axes and crampons. Precision teamwork, patience and extreme skill were essentials.

After maintaining the lead throughout the first mountain biking portion of the

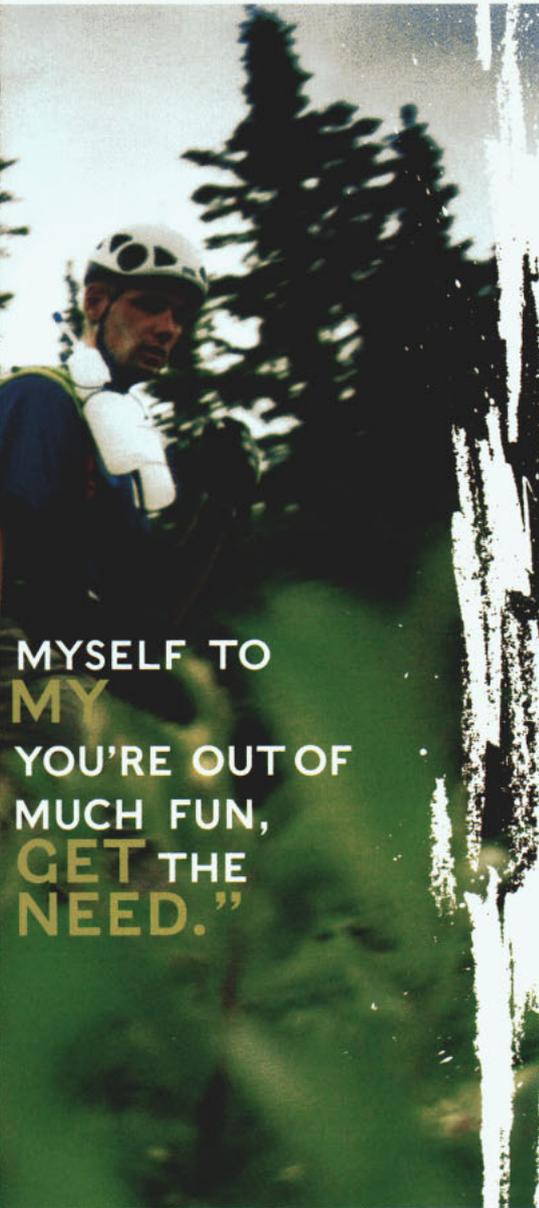
race, Team Naval Reserve began to slow on its ascent of Item Peak.

“I’ve been looking forward to the mountaineering section for the last 50 miles,” said Peters.

“But, there was a big ruckus up on the mountain,” said Clark. “We had been breaking trail for the whole mountaineering portion, post-holing in deep snow up past our knees. By the time the other teams followed in our trail, it was like walking up a set of stairs for them.”

“Team Speedy Mail (Air Force) caught up to us on the glacier,” Clark continued. “We were roped up over a crevasse, and they climbed right over us. It was just

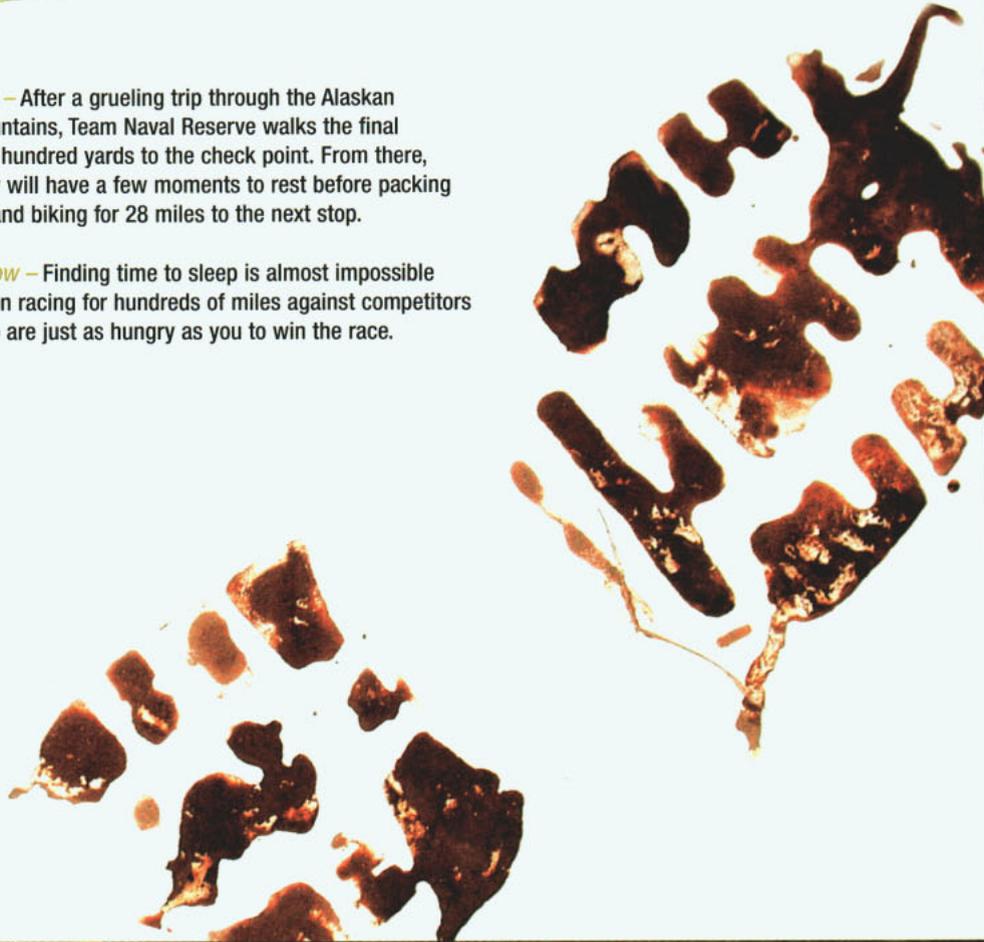
Challenging the Yukon



MYSELF TO
MY
YOU'RE OUT OF
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Left – After a grueling trip through the Alaskan mountains, Team Naval Reserve walks the final few hundred yards to the check point. From there, they will have a few moments to rest before packing up and biking for 28 miles to the next stop.

Below – Finding time to sleep is almost impossible when racing for hundreds of miles against competitors who are just as hungry as you to win the race.



plain unsafe. In the end, we lodged a formal complaint."

After the descent down Item Peak, Team Naval Reserve picked up their bikes and rode on to PC 13 at Black Rapids. From there it was a 3.3-mile walk to where they had begun the pack rafting section earlier in the course. At that point, they had to correctly navigate the twisting, divided Delta River to reach PC 15 where they would begin the "mother of all treks."

The trekking leg of the Eco-Challenge led them through an area called Mosquito Flats, where bugs and treacherous, muddy bogs were the enemy, and

Photo by PH2(AW) Jim Walton



Challenging the Yukon



Photo by PH2(AW) Jim Watson

Photo by PH2 Bob Houlihan

Only the last leg was on paved road, but the winding, hilly terrain proved to be just as much of a challenge as the previous legs.

a formidable obstacle.

"For me, the mosquitoes were the worst," said Clark.

"It wasn't even the bites. We had sprays that kept them from actually landing long enough," continued Clark. "It was when you were breathing hard coming up a hill or something and they would get sucked right into your mouth. I had to force myself to breathe through my teeth. When you're out of breath, that's not much fun, because you can't get the oxygen you need."

As their bodies moved on auto-pilot, they pushed on through the 30-mile trekking loop to face the frigid Alaskan

glacial waters yet again.

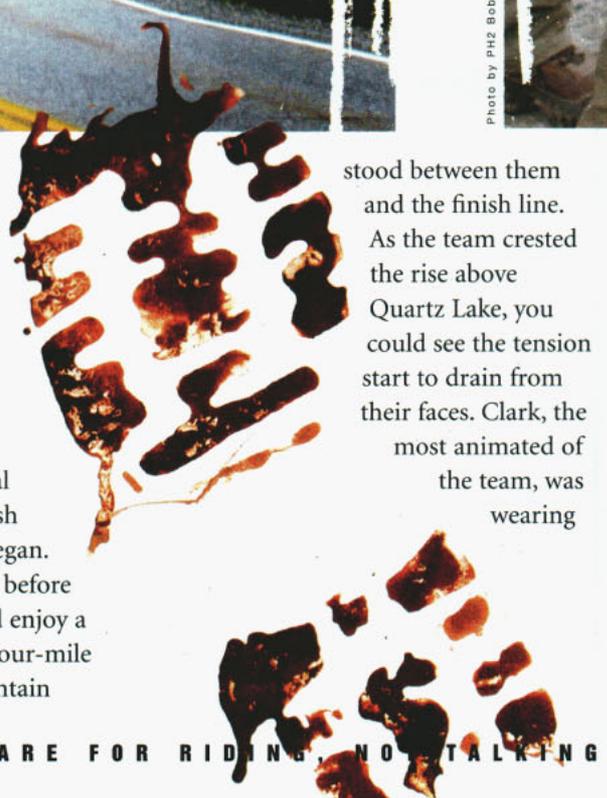
"I really liked the rafting sections," Grenier said. "It was a lot of fun, and we were able to enjoy it as a team."

Despite falling to third place after being passed by Team Army Confederation of Allied Officers of the Reserve (CIOR) Pentathlon, Team Naval Reserve was determined to finish the challenge they so quickly began.

There was only one final leg before they could get off their feet and enjoy a well-deserved rest. Just a little four-mile hike over a small wooded mountain

stood between them and the finish line.

As the team crested the rise above Quartz Lake, you could see the tension start to drain from their faces. Clark, the most animated of the team, was wearing





With champagne corks popping and cameras rolling, the members of Team Naval Reserve celebrate their 3rd place finish at Quartz Lake.

his ever-present grin, but even Geran and Grenier began to shed their stone-faced, serious masks. The end was in sight. They knew Team Naval Reserve would make it.

The members of the successful Navy team were fierce competitors to the end. Even with no other teams dogging their tails, they sprinted the final 100 yards to the welcoming embrace of race crews and spectators. Champagne corks flew and hugs were passed out all around. A bond had been forged that week; one that these four competitors would never forget.

Expedition racing is the type of challenge that transcends physical fitness and

THE MEMBERS OF THE SUCCESSFUL NAVY TEAM WERE FIERCE COMPETITORS TO THE END.

the individual; its very essence lies in team dynamics and the team's ability to solve problems under constant stress, with little sleep and limited food.

"Adventure racing really highlights the

body's ability to keep moving through times of incredible stress and pain, it makes the little bothersome things in everyday life seem incredibly trivial," said Grenier.

When asked about adventure racing in his future, Grenier said. "I'm already making plans for the Armed Forces Eco-Challenge next year." 

Houlihan and Watson are photojournalists assigned to All Hands.



When you're the leader of the most powerful nation in the world, you never want to be left in the dark. If the lights do go out, the president relies on the Navy to keep the juice flowing at the White House.

As a key member of the White House Power Section, there's a lot of pressure on Construction Electrician 1st Class Donald Kirk. It's the job of this 11-year veteran to flip the switch to start one of the diesel generators that provide emergency power to the White House in the event of an electrical outage due to a storm, or worse. In the end, it all falls on Kirk to maintain power so the president can see as he makes the big decisions that affect our nation.

Kirk is always on standby in case of an outage, 24 hours a day, seven days a week.

Working at 1600 Pennsylvania Avenue has given Kirk

opportunities most Sailors will never have. "Here at the White House, you can do things no one else can do, see things no one else can see," said Kirk. "How many Sailors get to see the president every day?"

Like everyone else associated with the White House Military Office, he had to undergo a strict background check to be granted his security clearance.

Once he gets a call that power has been interrupted, Kirk kicks into action. He has to make his way into a special room where he can start the generator, or he can turn it on from a remote location.

"We also run training scenarios regularly to keep us sharp; just in case," Kirk said. He attended an 18-month school where he



POWER UP

learned all aspects of the generator he works on.

Keeping the lights on 24/7 might seem like a tall order, but for Kirk that's not all he does. In fact, he has one small, but equally important collateral duty.

"I'm the air traffic controller for the president's helicopter, flown by Marine Helicopter Squadron 1 (HMX) 1," added Kirk. "I call out wind direction and airspeed for the pilots."

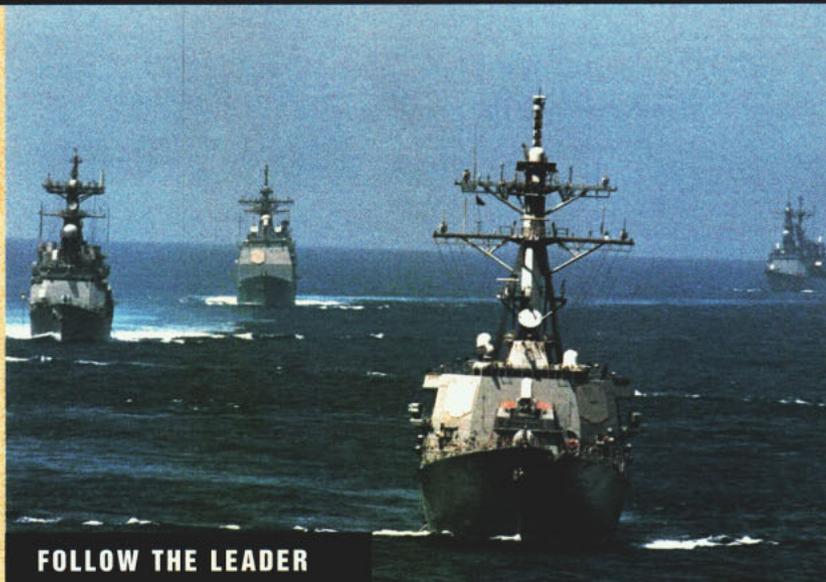
Between guiding the president's helicopter to the South Lawn, and standing ready to provide back-up power to the White House, Kirk ensures safe landings and bright lights. **S**

Gunder is a photojournalist assigned to All Hands.

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.**



FOLLOW THE LEADER

As part of USS *Enterprise* (CVN 65) Battle Group, USS *John Paul Jones* (DDG 53) leads a formation of ships in a series of close ship maneuvers. Behind the *John Paul Jones* are: USS *Nicholson* (DD 982), USS *Philippine Sea* (CG 58) and the USS *O'Brien* (DD 975).

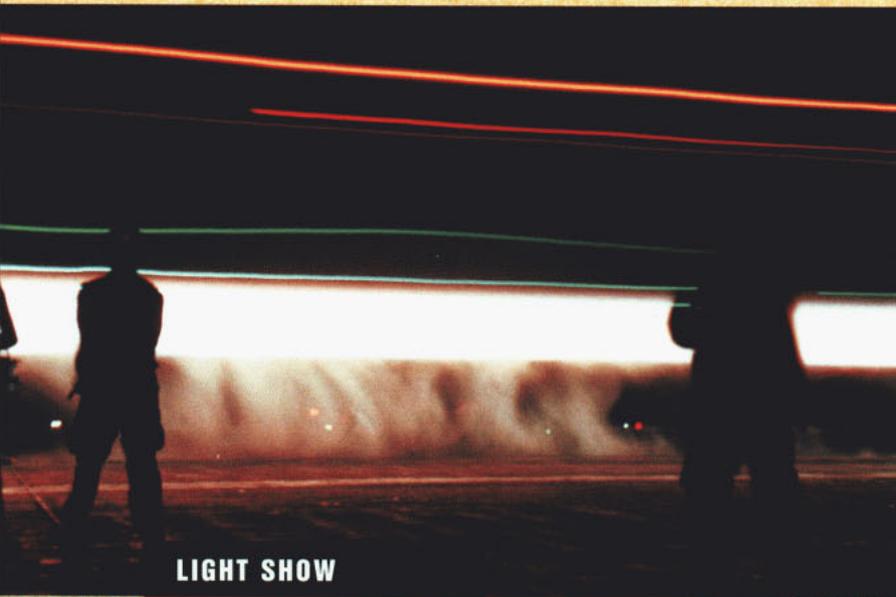
Photo by PHAN Joshua Pina



VIGILANT WATCH

A Sailor surveys the airspace and surface areas surrounding USS *George Washington* (CVN 73), while conducting carrier qualifications.

Photo by PHAN Jessica Davis



LIGHT SHOW

An F-14A *Tomcat* leaves behind a trail of steam and light as Sailors observe the launch aboard USS *Enterprise* (CVN 65) in support of Operation *Enduring Freedom* on Oct. 7, 2001.

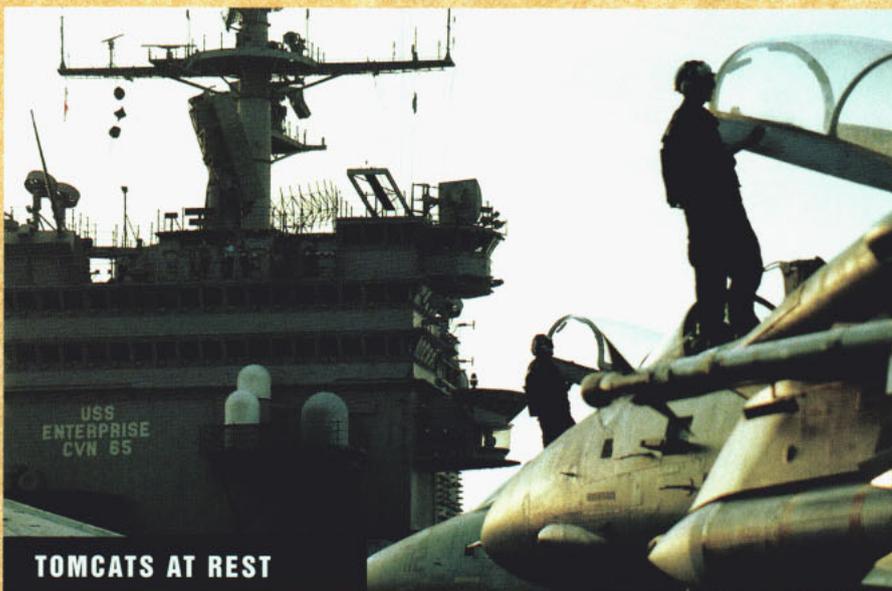
Photo by PH3 David Laviolette



HEAVY METAL

Aviation ordnancemen lift a missile into place in preparation for strikes in support of Operation *Enduring Freedom*.

Photo by LTJG Douglas E. Houser



TOMCATS AT REST

Plane captains tend to their F-14A *Tomcats*, before flight operations on board USS *Enterprise* (CVN 65) on Oct. 8, 2001.

Photo by PH3 Stefanie Schap

TO BE CONSIDERED

forward your high resolution (5"x7" at 300 dpi) 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.

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We Stand By You

A letter from ENS Megan Hallinan,
aboard USS *Winston S. Churchill* (DDG 81), to her father

Dear Dad,

Well, we are still out at sea, with little direction as to what our next priority is. The remainder of our port visits, which were to be centered around max liberty and goodwill to the United Kingdom, have all but been cancelled. We have spent every day since the attacks [of Sept. 11, 2001] going back and forth within imaginary boxes drawn in the ocean, standing high-security watches, and trying to make the best of our time. It hasn't been that fun I must confess, and to be even more honest, a lot of people are frustrated at the fact that they either can't be home, or we don't have more direction right now. We have seen the articles and the photographs, and they are sickening. Being isolated as we are, I don't think we appreciate the full scope of what is happening back home, but we are definitely feeling the effects.

About two hours ago, the junior officers were called to the bridge to conduct ship handling drills. We were about to do a man overboard when we got a call from the *Lutjens* (D 185), a German warship that was moored ahead of us on the pier in Plymouth, England. While in port, the *Churchill* and the *Lutjens* got together for a sports day/cookout on our fantail, and we made some pretty good friends. Now at sea, they called over on bridge-to-bridge, requesting to pass us close up on our port side, to say goodbye.

We prepared to render them honors on the bridge wing, and the captain told the crew to come topside to wish them farewell. As they were making their approach, our conning officer announced through her binoculars that they were flying an

American flag. As they came even closer, we saw that it was flying at half-mast. The bridge wing was crowded with people as the boatswain's mate blew two whistles — attention to port — the ship came up alongside and we saw that the entire crew of the German ship was manning the rails, in their dress blues. They had made up a sign that was displayed on the side that read "We Stand By You." Needless to say, there was not a dry eye on the bridge as they stayed alongside us for a few minutes

and we cut our salutes. It was probably the most powerful thing I have seen in my entire life and more than a few of us fought to retain our composure.

It was a beautiful day outside today. We are no longer at liberty to divulge over unsecure e-mail our location, but we could not have asked for a finer day at sea. The German navy did an incredible thing for this crew, and it has truly been the highest point in the days since the attacks. It's amazing to think that only a half-century ago things were quite different, and to see the unity that is being demonstrated throughout Europe and the world makes us all feel proud to be out here doing our job. After the ship pulled away

and we prepared to begin our man overboard drills the officer of the deck turned to me and said "I'm staying Navy." I'll write you when I know more about when I'll be home, but for now, this is probably the best news that I could send you. **S**

Love you guys,
Megan



★ ★ ★
*"Both at home and abroad,
we shall persevere along our course,
however the winds may blow."*

— SIR WINSTON CHURCHILL,
SEPTEMBER 5, 1940

10Xteaser

As you move up the chain,
you're bound to encounter
this. What is it?

Photo by J01 Craig Strawser

Last Month's Answer:



Liquid ecstasy used for calibrating drug testing equipment.

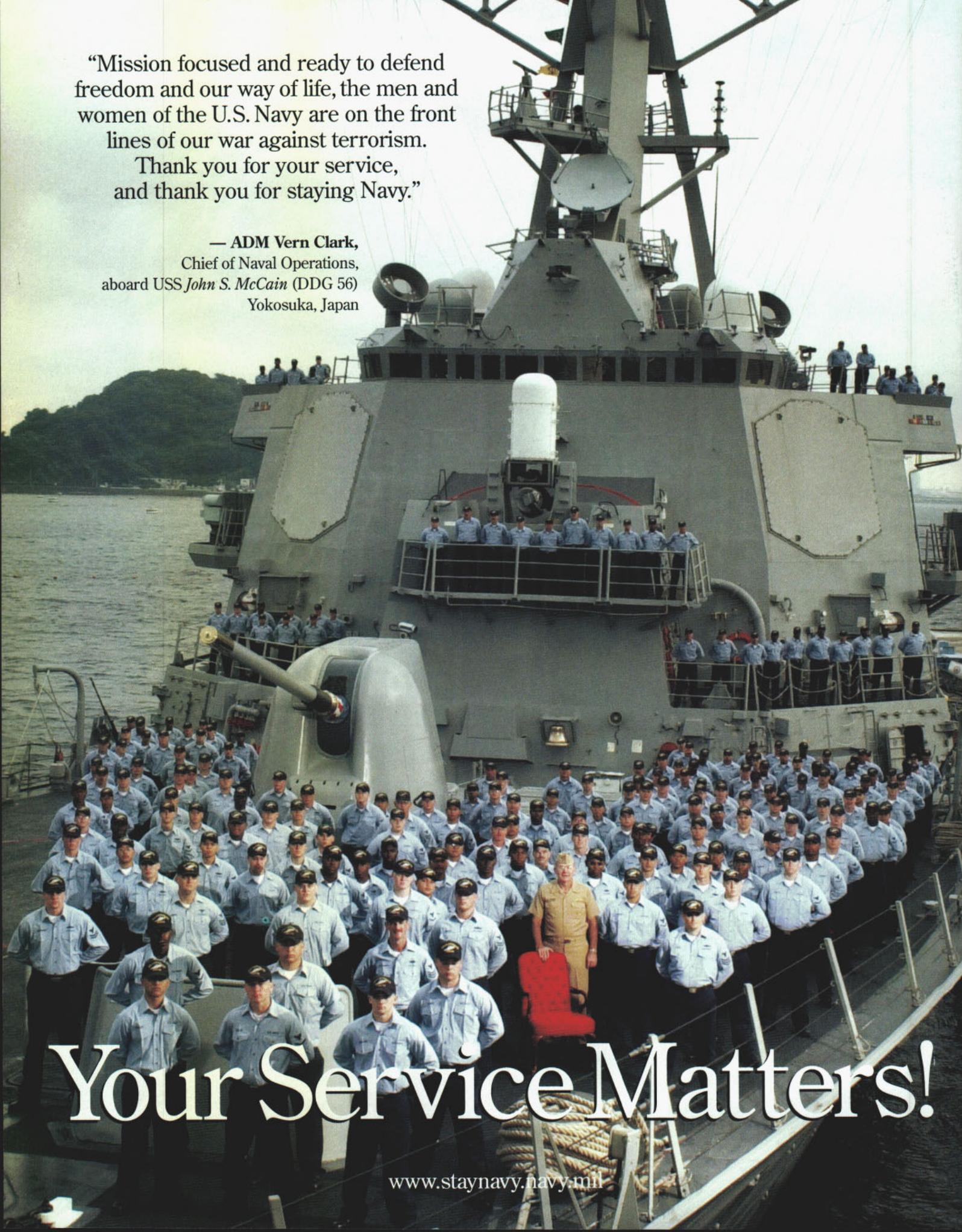
Photo by PH2 Bob Houlihan

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

“Mission focused and ready to defend freedom and our way of life, the men and women of the U.S. Navy are on the front lines of our war against terrorism.

Thank you for your service,
and thank you for staying Navy.”

— ADM Vern Clark,
Chief of Naval Operations,
aboard USS *John S. McCain* (DDG 56)
Yokosuka, Japan



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