

Recon Corpsmen
Serving Among The Few, The Proud



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ALL HANDS

MAGAZINE OF THE U.S. NAVY

APRIL 2002



**No Quarter
Given**



14 Recon Corpsmen

[On the Front Cover]

In the fire trainer at Naval Submarine School, Groton, Conn., students can expect to face extremely high temperatures.

[Next Month]

All Hands focuses on Sailors who earn their "jump" qualifications, and then looks in on the Navy's working dogs. We also head to Hawaii to meet a Seabee "surfer dude" and his son who are making the most of their time in the islands. There's even information on what non-surfers can do in Hawaii.

Skilled in the many facets of their demanding mission as members of Marine Corps reconnaissance teams, they never forget their roots in Navy medicine.

[Features]

22 No Quarter Given

Basic Submarine School, Groton, Conn., has combined video-game play with cutting edge technology to develop the Virtual Interactive Submarine Trainer (VISIT). And the winner is today's Sailor who knows his boat before ever reporting aboard.



Photo by PH2 Bob Houlahan

Inside the Mountain 30

All Hands looks under 2,000 feet of granite in Colorado Springs, Colo., to find the Sailors assigned to Cheyenne Mountain Operations Center.



Photo by JO1 Craig Strawser

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Photo by PH3 Saul Ingle

36 An Ocean of Timber

While Naval Surface Warfare Center (NSWC) Crane, Ind., is not a national park, the Navy considers it a national asset, especially for its grove of Live Oak – the wood that renews the hull of *USS Constitution*.

Photo by JO1 Preston Keres

Air Stennis

Photo by PH3 (AW/SW) Jayme Pastoric

Assistant Air Operations Officer **LCDR Steve Gozzo** reviews the daily flight plan while on watch in the Carrier Air Traffic Control Center (CATCC) aboard **USS John C. Stennis (CVN 74)**. *Stennis* and her embarked **Carrier Air Wing 9 (CVW)** are deployed in support of **Operation Enduring Freedom**.



In the Wake of Work

Photo by PH3 Saul Ingle

A Sailor takes a break at the ship's aft end after completion of flight operations on board **USS Carl Vinson (CVN 70)** in the North Arabian Sea.



Speaking with Sailors

(Incoming) Master Chief Petty Officer of the Navy
CNOCM (SS/AW) Terry D. Scott

Master Chief Terry D. Scott Named 10th MCPON

Born in Buffalo, Mo., and raised in Louisburg, Kan., CNOCM(SS/AW) Scott enlisted under the delayed entry program in December 1976. Completing Basic Training in October 1977 he went on to attend Basic Submarine School and Missile Technician "A" and "C" schools. Later, he attended Southern Illinois University and graduated in 1987 with a Bachelor of Science degree.

In 1978, Scott reported for his first tour of duty aboard **USS John Adams (SSBN 620)**. He was selected as their Sailor of the Year in 1982. In 1983 he attended Instructor Training in Norfolk, where he received the "William O. Florstedt" award from Chief of Naval Technical Training for instructor excellence.

He was then assigned as an **Advanced Missile Flight Theory and Checkout Instructor** for the **Poseidon** and **Trident** missiles at the Fleet Ballistic Missile Submarine Training Center, Charleston, S.C. There he earned his designation as a **Master Training Specialist** and was selected as FBMSTC's Sailor of the Year for 1984.

Scott served as the **Missile Division Leading Chief Petty Officer** on **USS James Madison (SSBN 627)**. From there he was selected for his first overseas tour to the forward deployed SSBN base in Holy Loch, Scotland, where he worked for **Commander Submarine Squadron 14** as the squadron missile technician from 1988 to 1990.



U.S. Navy photo

In 1990, he attended the U.S. Navy Senior Enlisted Academy, Newport, R.I., graduating with academic honors. His follow-on orders were to **Commander Submarine Force U.S. Atlantic Fleet** as the **Senior Enlisted Nuclear Weapons Technical Inspector** and **Department Leading Chief Petty Officer**.

Scott's first command senior enlisted billet was aboard **USS Jacksonville (SSN 699)** as "Chief of the Boat" from 1992 to 1995. While there, **Jacksonville** earned the Silver Anchor Award for retention.

His second command master chief tour was as the base CMC at Naval Security Group Activity, Winter Harbor, Maine, from 1995 to 1998. Winter Harbor earned the Golden Anchor Award for retention in 1997.

In February 1998, he reported as **CMC of Strike Fighter Squadron (VFA) 192**, based in Atsugi, Japan, and deployed aboard **USS Independence (CV 62)** and **USS Kitty Hawk (CV 63)**. In November 2000,

he was selected to serve and as the **CNO-Directed Command Master Chief for Naval Forces Central Command and Fifth Fleet**. He will assume his current position as the tenth **MCPON**, April 22, 2002.

Scott has completed 15 deployments aboard aircraft carriers, fast attack submarines and ballistic missile submarines in the Arabian Gulf, Western Pacific, North Atlantic, Mediterranean and a variety of patrols and missions on board submarines.

His personal awards include the Meritorious Service Medal, Navy Commendation Medal (five awards), Navy Achievement Medal (four awards) and various service and campaign awards.

Scott is married to the former Doreen Ann Hartley of Uniontown, Pa. They have been married 21 years and have two daughters, Lyndsey (17) and Lauren (11). 

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.

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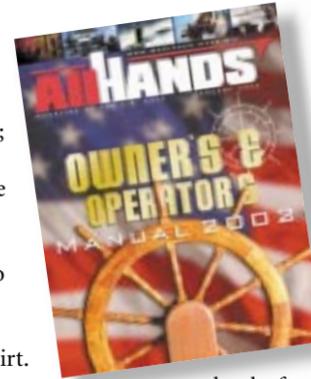
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Editor,

The January 2002 issue looks great as expected. I just have a question about the inside of the back cover (Page 49). Why is the Sailor in the picture wearing a black crew neck? Truthfully, it looks like the T-shirt was actually superimposed; the shading doesn't quite match the photo. Maybe he forgot to wear an undershirt at all so one was added, or maybe he really is wearing a black shirt. I'm just trying to satisfy my curiosity.



Midshipman 4/C Jeff Gelzinis
U.S. Naval Academy

Editor's Note: The black pullover sweater is authorized for wear under the Service Dress Blue uniform.

Editor,

I look forward each year to this issue. Thank you for your hard work.

I would like to point that in the "Warfare Pins and Badges" I think you have the CMC badges out of order. The Fleet Master Chief badge should follow the MCPON's then the Force Master Chief Badge. ... Again, thanks for your hard work. You put out a great product.

ETCM Thom Sheppard
CNOCM(SW) CNATRA & Navy Region South

Editor,

Just read your February edition. Terrific articles, as usual. But, I wanted to point

Mail Call

Letters to the *All Hands* Editor

out a small group of people you left out under the heading of "Rainbow Wardrobe" (p. 28).

In the category of white jerseys, there are also the flight deck corpsmen.

HM2 (AW) "A.J." Heinrich
Naval Hospital Oak Harbor, Wash.

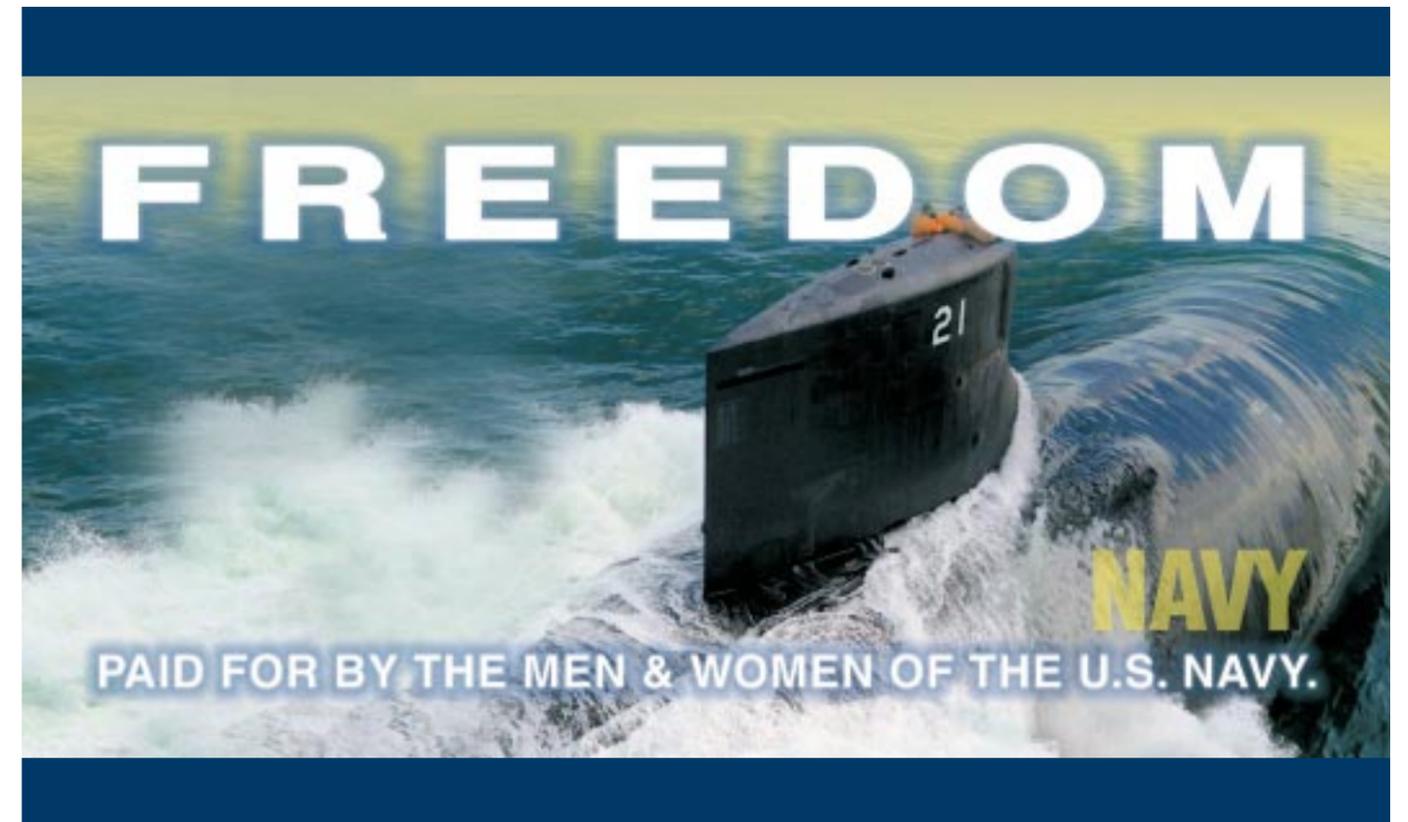
Editor's Note: Good catch. We dropped the comma between "medical" and "air transfer officer." In addition, we should have listed air wing quality control personnel under "White Jerseys."

January 2002 Corrections:

Page 23: The Navy/Marine Corps Medal should be in reverse color order of blue, gold, red.

Aircraft: Unmanned Air Vehicles were omitted and will be included next year.

Ships: Auxiliary Repair Floating Dry Docks — **Shippingport (ARDM-4)** **Arco (ARDM-5)** **Resolute (AFDM-10)**



Reduction in Funding Could Affect Some Permanent Change of Station Moves

A cut to the Navy's permanent change of station (PCS) funds may require some officers and Sailors to transfer within their geographic location, while potentially causing others to be temporarily extended.

The \$30 million cut is the Navy's share of a \$180 million DOD-wide cut, implemented as a provision to the FY02 Defense Appropriations Act with the expressed intent of increasing service members' time-on-station, and subsequently, their quality of life.

An unintended consequence has been a near-term shortfall of funding that has limited detailers' abilities to transfer people at their projected rotation date. With detailers writing orders six to nine months ahead, more than half the fiscal year's funds had been expended when the cut was announced in January.

Chief of Naval Personnel VADM Norb Ryan Jr. said leaders are working hard to minimize the disruptions this shortfall may have on Sailors and their families.

"This is a top priority for Navy leadership," Ryan said. "We are looking within our own organization, as well as working with officials in the Office of the Secretary of Defense to recover the neces-

sary funding. We know this is an important matter for our Sailors and their families who are expecting a set of orders later this year and I want them to know we are doing everything we can to fix this shortfall."

The PCS fund cuts are not unique to the Navy. Each of the four services was affected by the January cuts as part of a directive to reduce PCS moves by 25 percent before FY04.

Adding to the challenge for detailers is the fact that about 58 percent of all PCS moves are non-discretionary, meaning there are no options to reduce these moves. These include:

"Accession" moves that bring people onto active duty;

"Separation" moves that transfer people after they leave the service; and

"Organization unit" moves such as homeport shifts for extended maintenance periods; and the transfer of hundreds of **USS Inchon (MCS 12)** Sailors when their ship is decommissioned this summer.

Given these constraints, and

the need to provide our war-fighting units with the right Sailors at the right time, the Navy's Head Detailer, **RADM Jake Shuford**, has directed his detailers to work closely with each Sailor as an individual to minimize disruption to them and their families.

"We want to be able to predict early where delays may occur, and therefore advise as early as possible anyone who will be potentially impacted," said Shuford.

Detailers are accepting requests for extensions where appropriate, conducting no-cost or low-cost moves within the same geographic area, and as a last resort, delaying moves for a short period of time for some individuals whose orders have not yet been executed.

For more information on Navy personnel issues, visit the Naval Personnel Command Web site at www.bupers.navy.mil. 

Story by Navy Personnel Command Public Affairs

SECNAV Thanks 7th Fleet Sailors for Service, Dedication to Duty

Secretary of the Navy **Gordon R. England** paid a visit to Sailors and Marines aboard **USS Blue Ridge (LCC 19)**, as the 7th Fleet command ship completed a four-day port visit in Singapore Feb. 25.

England joined *Blue Ridge* and 7th Fleet Sailors on the mess decks during breakfast, and later held an all hands call on the main deck. Under party cloudy skies and light winds, more than 200 officers, chief petty officers and Sailors stood rank and file for the SECNAV's message.

"Thank you for your service and dedication to duty," England began. "Our ships only have value when we put great, motivated and trained men and women — our Sailors — on board."

When Sailors are trained and motivated, "our ships are of immeasurable value to our Navy, to our nation and to the world," said England, who was in Singapore for the Asia Aerospace 2002 Pacific Security Conference.

One Sailor aboard *Blue Ridge* had the opportunity to speak with SECNAV about issues that concern many Sailors today.

"We talked about the benefits he (helped) get for Sailors and quality-of-life issues," said **Navy Counselor 1st Class Phyllis Bouie**. "We also talked about raises that we have gotten, things that have made life better for Sailors; and it's because he's there (in Washington)," she said.

Bouie, the command's 2001 Senior Sailor of the Year

(SSOY), also relayed junior Sailors' appreciation for what England has done to improve living conditions, such as funding to allow junior Sailors to live off ship. She also spoke about the recent policy allowing sea pay for all eligible Sailors.

"The fact that (junior Sailors) are getting sea pay now is a wonderful retention tool," Bouie said.

Other Sailors who met the secretary said the SECNAV's visit was special, not only to those who were able to attend and have breakfast with England, but for the entire crew. According to **Information Systems Technician 1st Class Ralph Stevens**, 7th Fleet's 2001 SSOY, the opportunity to meet England was an "honor."



USS Blue Ridge (LCC 19) Commanding Officer CAPT Andrew Sevald and Commander, U.S. 7th Fleet, VADM James Metzger flank Secretary of the Navy the Honorable Gordon England as he talks to the ship's Sailors and embarked staff. At the time, USS Blue Ridge (LCC 19) was inport Singapore.

"Once he sat down with us and started talking, it was easy," Stevens said. "I spoke with my shipmates and it made us all feel good that he knows that we're here and that we've got a mission. He's got one [mission] to do, too, but he came here and gave us a couple hours of his time."

After breakfast, England made his way to the main deck

for the all hands call. He reiterated his appreciation of the men and women in uniform, the job they do, and outlined what Sailors can expect in the war against terrorism.

"For a while after 9/11 there was a lot of concern in the United States about what was going to happen next, but there was great confidence in the government," England said.

England concluded, "The foundation of that was the great confidence in the U.S. military. Your role is vitally important as we go forward, and we don't know what's going to unfold here in the future or where we're all going to be. We do know we're going to be called upon to protect and defend our nation and people around the

world. I just wanted to come by and thank you. Thank you for wearing the cloth of the nation. Thank you for what you do for the United States and for the world."

For more information on the 7th Fleet, go to www.c7f.navy.mil. 

Story by 7th Fleet Public Affairs

Shipmates



Religious Program Specialist 1st Class (FMF) Anthony Spencer

was recently selected as Commander 6th Fleet Sailor of the Quarter for third quarter calendar year 2001. As leading petty officer for 6th Fleet's religious programs, Spencer provided program guidance and training to fleet units, and distinguished himself during 6th Fleet's deployment to the Black Sea region by coordinating five successful community relations projects, performed within a span of just 17 days.

"Revolution in Training": Level Three Anti-Terrorism Warfare Training Conducted at NAB Little Creek

The Navy is piloting a new level of anti-terrorism warfare (ATW) training for commanding officers (CO) in an effort to further integrate ATW into the day-to-day command management.

The course, conducted at **Expeditionary Warfare Training Group Atlantic** facilities at **Naval Amphibious Base Little Creek**, focuses on providing COs the necessary tools to better manage their command's anti-terrorism program.

"Anti-terrorism warfare must be a primary consideration of all members of the Navy, especially in light of the recent events in Yemen, and then in New York and Washington," said **CDR Matthew Bobola**, Task Force EXCEL Anti-Terrorism Warfare Project lead. "This course is designed to assist commanding officers in

developing and managing a program that involves every Sailor in their command, by providing them with a bigger picture. Additionally, it is the first step in developing the hard outer shell necessary for improved force protection."

Students of the three-day course sampled state-of-the-art scenario trainers such as GAMA Corporation's digital video disk-based Fleet Protection Range, and Advanced Interactive System's Professional Range Instruction Simulator. Both systems reflect the Navy's desire to integrate advanced technologies and alternative educational delivery systems in an effort to revolutionize Navy training and education.

GAMA develops training techniques for decision-making under stress. In addition to the military, clients include the federal and state governments, and private corporations.

"This is what the 'Revolution in Training' is all about," said **RADM Harry Ulrich**, Task Force EXCEL director. "Industry leaders like the New York City Police Department and the FBI are already using this kind of technology to increase their agents' proficiencies. We are

Around the Fleet

looking for solutions that already exist, to improve the Navy's training system. Particularly in the area of ATW, it is crucial that we find solutions quickly to avoid scenes like we had in Yemen. These simulations fill a much needed void in training our Sailors in critical decision-making processes."

While the Fleet Protection Range program targets dutysection-level decision-making, the Professional Range Instruction Simulator focuses on individual sentry-level judgment training.

ATO in the creation of the program; and

Level 4 training is for fleet and force commanders, who are responsible for the bigger mission-area analysis.

"Obviously, for the system to work we must have seamless integration between all levels of authority, from the petty officer of the watch to the commanding officer to the fleet and force commanders," said Bobola.

"The higher you go in the chain of command, the greater the scope of visibility required, but that really doesn't relieve

Shipmates



Gunner's Mate 1st Class (SW) Leonaldo Ramos was recently nominated as Recruiter of the Year by Naval Recruiting Command. While attached to Naval Recruiting Station Harlem, N.Y.,

Ramos gathered 77 contracts in FY01, nearly half of all the contracts for his station. In FY00, Ramos' work helped his recruiting station gain recognition as Recruiting Station of the Year.

Both systems incorporate branching technology, the ability to create scenarios with multiple outcomes, based on the student's decisions, and are capable of scoring the trainee.

There are four levels of Navy training:

Level 1 is required for all Sailors — the guys on watch on the piers and on the ships;

Level 2 is for a command's anti-terrorism officer (ATO), who is responsible for creating the anti-terrorism program and developing a sound security plan;

Level 3 is for commanding officers who are responsible for ensuring higher authority requirements are met by the

anyone from having at least an understanding of how they fit into the big picture."

Training programs incorporating the best industry has to offer, which utilizes advanced educational methodologies, such as the commanding officer's course is the focus of the Navy's "Revolution in Training," a fleetwide initiative to revamp training and education to provide Sailors greater opportunities to learn, grow and lead.

To find out more about the revolution, visit www.excel.navy.mil.

Story by JO2 Jd Walter, Task Force EXCEL Public Affairs

Bonhomme Richard Sailors Deliver Medical Supplies, Clothes to Kenya

More than 60 Sailors from the **USS Bonhomme Richard (LHD 6)** Amphibious Ready Group recently participated in **Project Handclasp** by delivering medical supplies, sewing machines, clothes and toys to the people of a small town on the coast of Kenya in mid-February.

"The people of Lamu Town were absolutely overwhelmed and joyful," said **LT Darrell Hood**, *Bonhomme Richard's* community relations coordinator. Sailors from **USS Bonhomme Richard** and **USS Pearl Harbor (LSD 52)** turned over nearly 6,000 pounds of supplies as part of *Project Handclasp*.

Project Handclasp was created in 1959 to give U.S. citizens a chance to reach out to other nations and deliver supplies through the Navy. Today, it is the Navy's premier people-to-people program designed to help improve quality of life and foster better relations between project recipients and the United States.

In addition to delivering needed supplies to the people of Lamu, Sailors were able to meet them and learn a little about their daily life and culture.

"The best part of the day was seeing all the smiling faces," said **Hull Maintenance Technician 1st Class (SW/AW) Keith Conner**. He added that all the people from town greeted the Sailors with "Jambo," meaning "Hello" in their native language.

For most of the Sailors, this was their first visit to Africa.

"I have flown in helicopters,

rode in LCACs and watched *Harriers* take off during this float," said **LT Christopher Geis**, staff judge advocate for Amphibious Squadron 3 embarked on *Bonhomme Richard*. "But going ashore and into the village to deliver items to people has been the highlight of my deployment."

More than half of the items delivered went to the town's hospital.

"The hospital and surrounding areas were well maintained," said **Chief Hospital Corpsman Reynaldo Vinzon**, from *Bonhomme Richard's* medical department. "But it was in need of supplies — especially the medicines we donated."

The remaining supplies were distributed to the town's people.

"I think the medical supplies will help out at the hospital, and the toys will definitely make people happy," said **Airman Leann Menteer**, from *Bonhomme Richard's* air department. "I had always wanted to go to Africa. Just seeing the people happy and seeing that we made a difference — it made me feel good," said Menteer.

For more information about *USS Bonhomme Richard*, go to www.lhd6.navy.mil.

Story by USS Bonhomme Richard Public Affairs

Harry S Truman Ends Inaugural Maintenance Deployment Early

USS **Harry S. Truman (CVN 75)** ended the most successful shipyard availability ever held at Norfolk Naval Shipyard (NNSY) recently, by completing sea trials after her first six-month

maintenance period.

The three-year-old carrier left the shipyard in Portsmouth, Va., ahead of schedule and under budget. The maintenance period, known as a Planned Incremental Availability (PIA), was the first of many the three-year-old carrier will see during her planned 50 years of service.

"We had certain goals entering this availability and I'm pleased to see that we met or exceeded all of them," said *Truman's* Commanding Officer, **CAPT David Logsdon**. "Given the importance of our time in the shipyard, we approached this maintenance period as if it were another deployment for us. It was key for the crew to understand that there was a definite and important mission involved here. Given the results we've seen, it's safe to say they agreed. I'm proud of each and every Sailor and shipyard worker who contributed to this successful maintenance period."

According to the NNSY Commanding Officer, **CAPT Mark Hugel**, the *Truman* team has set a new standard for a maintenance availability. "We recognized from the very beginning of the planning for this availability that we were starting a 50-year relationship with *Harry S. Truman*, and it was critically important to make a good first impression. The team focused on the same vision — the best ever — and the teamwork has allowed them to succeed."

Mike Boisseau, project superintendent, echoed Hugel's thoughts. "We decided to run, not walk and make the best even better," he said. "*Truman* will be fit to defend and eager to return."

Boisseau showed his enthusiasm not only on the completion of *Truman's* maintenance, but also on its surpassing lead-

ership and precise teamwork.

"I've never worked with a commanding officer who was more dedicated to the mission," said Boisseau. "Everyone worked shoulder-to-shoulder maintaining all standards while in the shipyard."

Boisseau said the blueprints for *Truman's* next maintenance deployment are already in the making and the game plan is to challenge the team and win again. "If you want different results, you have to do something different."

"Our expectation upon entering the shipyard was to leave early or on time with all the work completed," said **CDR Scott McKernan**, *Truman's* chief engineer.

"We've accomplished more than anyone could have ever expected. Thanks to the team effort, we have literally rewritten the book on how availabilities can be done."

"Just because we're new doesn't mean we were getting a small package done," said McKernan. "We're actually getting as much work done as **USS Theodore Roosevelt (CVN 71)** and **USS George Washington (CVN 73)**."

McKernan said that the \$110 million spent on repairs and upgrades is just a fraction of the original \$4 billion it cost to build the ship. The project was executed with a savings of \$8 to 10 million, even after taking on \$4 million worth of new work.

"*Truman* had the largest package ever attempted and completed for CVNs on a first availability, but a lot of things we tried for the first time worked beyond our wildest dreams," McKernan said.

He also noted that one of the most challenging projects during PIA was the installation

Time Capsule

This month, we look back in the *All Hands* archive to see what was going on in the month of March:



37 Years Ago – 1965

This issue of *All Hands* featured a cover photograph of a Sailor (plus his family) in the NESEP (Navy Enlisted Scientific Education Program). NESEP was a four-year university-level training program, after which, the student went on to Officer Candidate School and an assignment in the fleet. We also looked at how the Navy used

helicopters to simulate lunar landings in a LEM (lunar excursion module). Using auto-rotational descent — when the helo's engine is in idle and the rotors are free spinning or in "flat pitch" — pilots practiced a one-shot chance at a safe landing, similar to how a LEM would land on the moon's surface, which it did four years later in 1969.

18 Years Ago – 1984

In this issue of *All Hands*, the cover photo was of an African-style ferry, taken during a West African Training Cruise in 1983. Three ships, **USS Conolly (DD 979)**, **USS Spiegel Grove (LSD 32)** and **USS Jesse L. Brown (FF 1089)** made up **Task Force 138**, which stopped separately at three different

African ports. We also sat down for a chat with retired **ADM Arleigh Burke** as he reflected on his 32-year career. We visited with a recruiter, **Senior Chief Engineman (SW) Larry Sanchez**, who manned the recruiting station at La Junta, Colo. His territory included more than 18,000 square miles — much of eastern Colorado and a portion of western Kansas. We also celebrated the 84th anniversary of the Navy's submarine service.

Seven Years Ago – 1995

In looking at the world's oceans, *All Hands* coverage included colorful illustrations and graphics describing different aspects of the sea, above and below its surface. We went aboard **USS George Washington (CVN 73)** to check out the new Compressed Melt Unit, which squeezed ship-

board-generated plastic waste into 20-inch disks, just a bit smaller than a manhole cover. We also covered a story about how the Navy used a **C-2 Greyhound** to deliver something other than the mail — a 323-pound sperm whale. "Inky," so-named by the staff at the National Aquarium in Baltimore, was found dying on a New Jersey beach after ingesting several pieces of plastic trash. After the whale was nursed back to health, the Navy was enlisted to fly Inky south from Baltimore to Florida where it was released back into the sea.



of a ninth air conditioning plant (9A/C). Preparations for the project began three months before *Truman's* arrival to NNSY. Large holes had to be cut in the ship's hull and in areas from the second deck to the seventh deck in order to get all the gear and equipment on board. Currently, the 9A/C plant is installed and working.

Installing an air conditioner on an aircraft carrier is different than installing one in a home, as a carrier needs to cool more than 2,000 compartments on board, requiring 2,520 tons of air-conditioning capacity. That's enough to cool more than 2,000 homes.

Another major accomplishment was the alteration to each of *Truman's* catapults. According to McKernan, this was the first time an alteration of this type was attempted on all four catapults and completed during a single availability. Other significant achievements included the installation of fully-certified combat system upgrades.

Departing NNSY ahead of schedule, McKernan feels confident that *Truman's* PIA 2001 will be remembered as a successful deployment.

"We do what we say," said McKernan. "Everything has been completed on time. We're 100-percent-ready and fully operational. Wrapping up the largest initial availability ever for a carrier shows commitment of the Navy at all levels to a 50-year lifespan."

For more information on aircraft carriers, go to www.navy.mil, select "Our Ships," then "Aircraft Carriers." ❧

Story by Journalist 3rd Class (SW) **Natividad Davis, USS Harry S. Truman Public Affairs**

Aegis Destroyer Shoup Delivered to the Navy

The Navy recently took delivery of its newest warship, the *Aegis* guided-missile destroyer *Shoup* (DDG 86), from Northrop Grumman Ship Systems. The ship is now known as **Pre-Commissioning Unit (PCU) Shoup**.

Phil Dur, Northrop Grumman Ship Systems' presi-

dent, said delivery of *Shoup* continues the company's tradition of making each ship in its class even better than the previous one. "We're delivering her right on schedule."

Shoup is the first *Aegis* destroyer to have only one at-sea trial, which was followed by a second trial held pierside. Previously, each ship underwent two separate sea trial evolutions underway in the Gulf of Mexico. Under the new schedule, the Navy Board of the

Inspection and Survey (INSURV) has representatives on board for the single at-sea trial, to conduct the inspections and tests required while the ship is underway.

"By conducting only one of the ship's two trial periods at sea, we save on fuel and on the costs associated with having a company and Navy workforce at sea," said Dur. "All of these costs are eliminated for us and the Navy. It's a win-win for the company, the Navy and the

American taxpayers.

"This new schedule is indicative of our Navy customer's confidence and satisfaction that we can approach a single underway trial eliminating costs and maintaining a high level of quality for our ships," said Dur. "INSURV representatives complimented our collective performance during the first-ever dockside acceptance trial, and thought the 'fit and finish' of *Shoup* was the best they had seen. The trial received positive reviews, and earned the DDG 86 team 'two brooms' for a clean sweep of systems testing."

Shoup accomplished her at-sea trial and her equally successful pierside trial at the beginning of the year.

"I am very pleased with both the level of completion and the performance of the systems tested during the sea trial," said **CAPT Phil Johnson**, supervisor of Shipbuilding, Conversion and Repair, Pascagoula.

"Northrop Grumman Ship Systems employees worked very hard to bring what was originally a very aggressive construction schedule into reality. The level of completion and system reliability at sea trials displayed by *Shoup* will no doubt add confidence to the upcoming decision to conduct only one underway trial for future ships."

DDG 86 is named for **Marine Corps Gen. David M. Shoup**, the 22nd Commandant of the Marine Corps, and World War II Medal of Honor recipient for his heroic actions during landings on Betio, Tarawa Atoll, in the Pacific in 1943.

CDR E. Bernard Carter of Hopkins, S.C., is the ship's prospective commanding officer. *Shoup* departed Pascagoula in April and is slated to join the U.S. Pacific Fleet during commissioning ceremonies June 22

in Seattle, Wash. *Shoup* will be homeported in Everett, Wash.

For information about PCU *Shoup*, go to www.shoup.navy.mil. ❧

From Naval Sea Systems Command, Office of Congressional and Public Affairs

CNO Introduces the Navy's Newest Helicopter to the Fleet

Against a background of Sailors and helicopters at Naval Air Station (NAS) North Island, Va., naval aviators and industry executives joined Chief of Naval Operations, **ADM Vern Clark**, in a ceremony to formally introducing the Navy's newest aircraft, the **MH-60S Knighthawk** helicopter, to the fleet.

"This helicopter will make our force more lethal and combat-capable," said Clark.

The CNO praised the men and women of Helicopter Combat Support Squadron (HC) 3 for their hard work and dedication in making the *Knighthawk's* fleet introduction a reality. The "Packrats" of HC-3, stationed at NAS North Island, were the first squadron to fly the aircraft.

The *Knighthawk* will assume the **CH-46D Sea Knight's** mission of carrier battle group logistical support, including inter-battle group replenishments of bombs and supplies, and personnel transport.

For more information on Naval Air Force Pacific Fleet, go to www.airpac.navy.mil. ❧

Story by LTJG **Anne E. Cossitt** and LT **Walt Morgan**, Naval Air Force Pacific Fleet Public Affairs



The newly delivered *Aegis* guided-missile destroyer — PCU *Shoup* (DDG 86).

U.S. Navy photo

Shipmates



Yeoman 3rd Class (SW) Evaly Turner

was recently recognized for her work as yeoman assistant for Chief of Naval Personnel Secretariat's office, Washington, D.C. Turner was chosen as primary tasker/tickler coordinator because of her organizational skills and knowledge of office procedures. She was also recently selected as a Chief of Naval Personnel Junior Sailor of the Quarter. She is currently pursuing a bachelor's degree in business administration.

Best Way to Thank Troops is to Fund Budget, Rumsfeld Says

U.S. military personnel are extraordinary, said **Defense Secretary Donald Rumsfeld**, and the best way to thank them is to ensure they have the tools they need to defend against current threats and the newer threats of the 21st century.

Rumsfeld testified before the House Appropriations Committee's defense subcommittee Feb. 14. He also presented the FY03 Defense Budget Request to the appropriators.

Rumsfeld told the representatives that the men and women in uniform "are voluntarily risking their lives in dangerous corners of the world to defend the lives and freedoms of all of us and our fellow citizens."

In addition to asking the committee to fund the "people portions" of the budget, he made a case for funding transformation of the military. Rumsfeld said that no president gets a chance to use military capabilities he proposes because

"transformation takes time." But, it all comes back to people, Rumsfeld said. "If we are to win the war on terror and prepare for tomorrow, we have to take care of the most important asset we have, the men and women in uniform," he said.

The department must compete with the private sector for the manpower to fill the ranks. He said the country can't afford to count solely on the willingness of military men and women to sacrifice in defense of the country. He said the 4.1 percent pay raise and an additional \$300 million for a possible targeted pay raise will help. Funding medical benefits and improving the housing situation for service members will also send the right message.

"Smart weapons are worthless unless they are in the hands of smart, well-trained, highly motivated soldiers, Sailors, airmen and Marines," he said.

For additional news about America's war on terrorism, go to www.defendamerica.mil. ❧

Story by **Jim Garamone**, American Forces Press Service

Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



the Few, the Proud

Though Skilled in the Many Facets of Their Mission,
Recon Corpsmen Will Never
Relinquish Their Roots in Medicine.

▲ Recon teams often find themselves entering their locations from the frigid waterways that surround a position. "Before a mission, I'm always thinking to myself, it's time to get cold," said HM1(FMF/DV/PJ) Jodi Fletcher. The added weight and darkness of the deep can also cause some of the newly-recruited team members to question their dedication to the mission and to their goals, so it requires a calm head and highly-motivated individual to make it in the recon community.



the Few, the Proud

It takes a different type of person to volunteer for this special-operations assignment. And for the most part, not a whole lot of people even realize they exist; let alone know what they actually do.

According to Graham, the recon corpsmen community is made up of Sailors who are physically fit and are self-starters with common sense. Sounds like a vast majority of the FMF community doesn't it? There is one key thing that sets these team players apart: as a whole, recon HMs form close relationships with their sister-service counterparts. "You

make your lifelong friends with the Marines," said Graham. "When you go into battle, or even on a float, you become very tight with the Marines — they're your brothers."

It's not that other Sailors who work with Marine units aren't tight with their leatherneck shipmates, but here it's just different. "You hear about the Navy-Marine Corps team. This is by far the tightest team anywhere," Graham added.

"As a corpsman, there's no better place to go than in recon, if you're working with the Marines," said **Marine Corps**

◀ **HM3(DV/PJ) Chris Klaftenegger** sits through a pre-jump safety briefing prior to jumping into the drop zone.

▼ **From the moment they leave the ship** until the time they step back on board, recon members, like **HM3(DV/PJ) Chris Klaftenegger**, constantly soak in every bit of information to send back to commanders organizing the missions. Because of this, it is important for them to pay extra attention to every detail that surrounds them and possess a keen sense of why they are there.

"We are professional voyeurs,"
"We get paid to watch people."

It doesn't get much worse than sitting three-quarters of the way up a snow-capped mountain with the wind blowing so cold and hard that snot freezes to your face in an instant. It's so frigid your body hurts. We're not just talking being miserable; it's flat out pain that reaches your bones at times like these. Worse yet, there's nothing you can do about it. "It's not like you can get up and move around," said **Hospital Corpsman 1st Class (FMF/DV/PJ) Jody Fletcher**.

As a matter of fact, there isn't a whole lot of moving these small teams can do at all when they're in their element — be it cold, hot, wet or dry. When the sun is in the sky and daylight graces them, these elite reconnaissance men must sit and

wait ... and wait ... and wait some more. And while they sit, hidden in silence among the camouflage the terrain affords, they use every sense in their body to soak in information. After all, that's why their commander sent them here in the first place.

"We are professional voyeurs," said Fletcher. "We get paid to watch people."

Actually, they get paid to do a little more than that.

These gung-ho corpsmen are part of the U.S. Marine Corps reconnaissance teams, sneaking their way into enemy territory to gather important information for the mission commanders. In addition to that, these "professional voyeurs" take on the added responsibility of being the

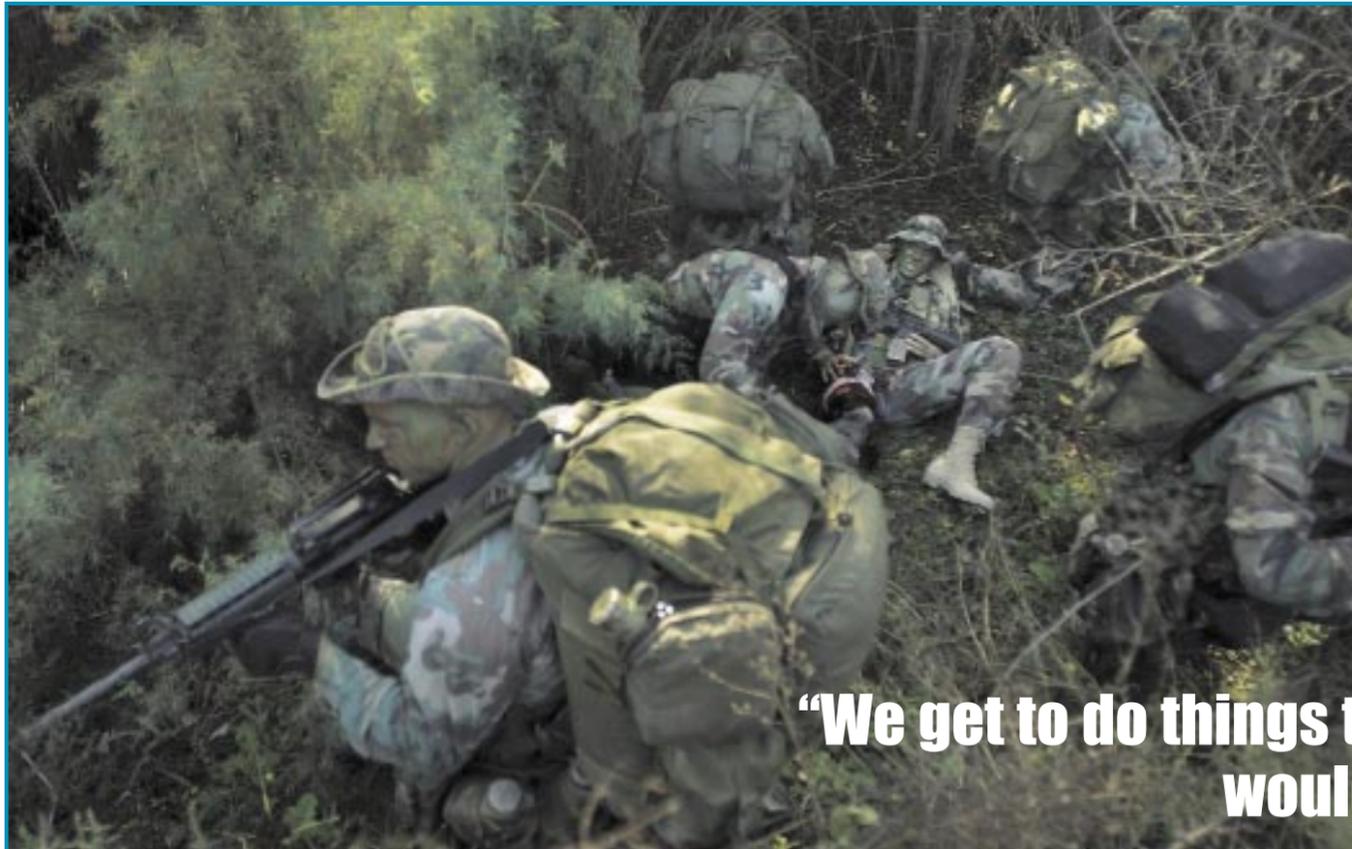
medical experts, according to **HMC(FMF/DV/FPJ) Jack Graham**, enlisted technical leader for the recon corpsmen community.

"I won't say these guys act as doctors," said Graham, "but when they are in a platoon, they are the ones who make the decisions on medicine while working independently, far behind enemy lines."

For these special operations corpsmen, the medical side is extremely important. They take pride in the fact that they know their medicine and are able to thrive in demanding environments.

"We all have a passion for medicine," said Graham, "but we also want to get our feet dirty. We like the operational side and the challenges that being recon presents."





“We get to do things that most people wouldn’t even imagine, let alone do.”

Sgt. John Stone, 1st Recon, Bravo Company. They earn respect here, and they are given it.”

As many people know, earning respect isn’t always the easiest thing to do for a Sailor attached to a Marine unit. The green side has high expectations. Some would argue that they have even higher expectations for “outsiders” attached to them, but the hard work these Sailors produce definitely pays off for them.

“My personal opinion is that some of the best Marines in the battalion are the recon corpsmen,” said **Marine Corps Capt. Brian Sanchez**, commanding officer, 1st Recon, Alpha Company. “As far as being physically and mentally tough, and being well-trained, you can’t set them apart from the rest of the team.

“These guys are just as capable, and in many cases, more capable than some of the Marines, just because they’ve had more experience,” Sanchez added.

Talk about experiences. These challenge-hungry corpsmen have seen and done more than many of the

corpsmen on the Navy side.

“We get to do things that most people wouldn’t even imagine, let alone do,” said Fletcher. “We have sea stories that would make people’s jaws drop, and it gets to the point where it’s ordinary for us.”

How does a two-mile warm up swim for PT sound? How about a nice 10-mile rucksack run through the forest after that? Many of these guys are elite athletes. After all, doing the job they do requires them to be in tip-top physical shape.

Don’t get the wrong idea though. Just because a person may be a competitive athlete, it doesn’t necessarily mean they are guaranteed to handle the demands of recon.

“You can have guys who can run and do pull-ups and push-ups and are physically strong, but we lose a lot of them in the water,” said Fletcher. “The water introduces a fear that newcomers may not have known about, and makes the challenge even greater for them. We have competitive swimmers who have trouble, because they saw their ‘inner demons’

when they entered the water with a lot of weight and were asked to do something other than swim.”

It may sound weird to the average Sailor that these guys face their inner demons while conducting day-to-day missions, but their day-to-day job is far from ordinary. When you realize they are moving in the blanket of darkness, in extreme situations, ranging from pitch-black waters to the frigid temperatures of nightfall, and staking out a location for days in brutal conditions, you begin to understand why they must be so mentally tough.

“I have done a lot of weird things, and I’m not going to deny the fact that I have battles inside my head, but it’s fun to have that battle, knowing you can overcome it,” said Fletcher.

“We need guys who can face the challenges and overcome whatever they are faced with,” added Fletcher. “Most of the guys who get into this for the right reasons, and are true to their hearts, like to challenge themselves everyday.”

It’s pretty obvious that this isn’t your average nine-to-five job. Being a recon doc takes an extra effort and dedication that few can fathom, let alone do.

“Most people could relate to someone who says they handle the lines on the boat, or they’re the one who knows all of the parts of the ship,” said Fletcher. “But how do you say, ‘I’m the guy who lays in bushes for days and watches you when nobody knows I am there.’ It makes them step back a little. That’s what makes me feel special; knowing I’m doing something that no one can really relate to.”

It’s a different job, and they are a different kind of Sailor. Although currently limited in numbers, it’s hoped with increased recruiting in the rate, by including large benefits for being

▲ **Providing a 360 degree** lookout while treating an injured team member is crucial to avoid ambush and further casualties. Typically though, if there is gunfire in the air and the recon team has to defend itself, the mission has gone wrong. “In a perfect world,” said **HM1(FMF/DV/PJ) Jodi Fletcher**, “we need to get in and get out without [the enemy] knowing we were even there.”

► **The goal is to see** but not be seen, so recon teams seek shelter in the bushes during the day to successfully complete their mission. From these secluded positions, recon members are able to gather valuable information through every one of their senses, while remaining undetected by the enemy.



“Our corpsmen are arguably **the best** special operations **medical personnel** in the military.”

▲ **Moving during the day** is strongly discouraged, but at times it's unavoidable. When the time comes to reposition for further reconnaissance, the team will use less traveled areas to relocate.



▲ **They move under a blanket** of darkness and battle the extreme temperatures associated with water and nightfall. But for recon corpsman, this is their office and they would have it no other way.

◀ **Being physically fit** is an understatement for a recon corpsman. Not only must they carry more weight than the other team members, but in case of a casualty, they must evacuate the injured atop their medical and operational gear to get them clear of any further dangers.

assigned to this field (\$10,000 enlistment bonus and \$40,000 selective reenlistment bonus), the numbers of qualified applicants will rise and the quality of the teams will remain at its high standard.

“We only have 100 billets to fill Navywide, so we want the caliber of Sailor to stay the same as it is now,” said Graham. “Our corpsmen are arguably the best special operations medical personnel in the military.”

Which gives new meaning to the few and the proud. ✚

Keres is a photojournalist assigned to All Hands

No Quarter Given

Moving slowly from screen to screen, MM2(SS) Thomas Mendiola watches for launch indications on the Weapons Launch Console Team Trainer. The trainer can duplicate every action that a submariner would do in a torpedo room or at the Command Launch Console (CLC).

Kids used to gather up their tattered glove, weathered ball and bat and head out to the local field for a summer time game of baseball. Today, you'll find them with controller in hand, glued to the TV, stealing bases and smacking homeruns on the hand-held video version of the old sandlot standby. The ocean's depths are a far cry from a baseball diamond, but submarine warfare and America's pastime both share basic similarities in terms of how their respective "games" are learned and played.

No Quarter Given



Because of the modern equipment, weaponry and the multitude of sources for fire, it's important that every member of a sub crew is trained in all aspects of fire fighting.

At the **Basic Submarine School (SUBSCOL)** in Groton, Conn., students, who in years past would have been given a four-by-two-foot piece of paper with a two-dimensional black and white line drawing to learn the layout of a sub, are now sitting down at one of the computers located at every desk in every classroom and firing up the Virtual Interactive Submarine Trainer (VISIT) — a play sub-station of sorts.

“At first, I thought it was a pretty neat training program, and I could probably sell it to a lot of sub vets for \$19.95, and a lot of the old-time sub guys would buy it and get a big kick out of it,” said

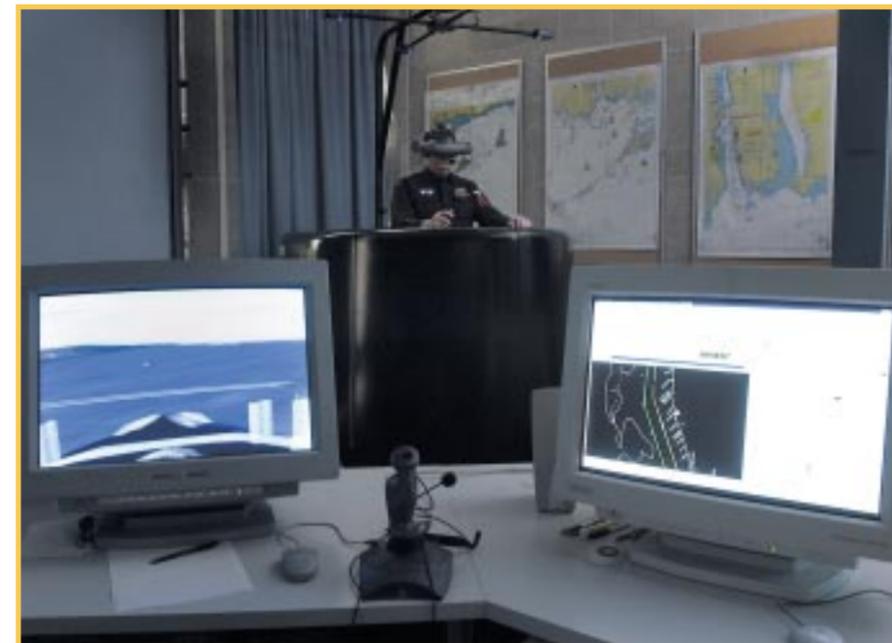
SUBSCOL **Command Master Chief Michael Hurley**. “But the program really proved its worth when I took two Sailors who had never been on a submarine and had them use VISIT for a few weeks.”

VISIT allows students to stand in any of several dozen locations on three decks — in the weapons, berthing and electronics compartments — of **USS Dallas (SSN 700)** and navigate the whole length and width of the boat using a mouse or the keypad. Student can look up, down, and all around the compartments, seeing actual digital photographic images of the sub. Touch an important piece of equipment with a click or keystroke, and up

pops the description of what it is and what it does. It's the computer gamer generation, baby!

“I took [the two Sailors] down to the waterfront and turned them over to the COB of **USS Annapolis (SSN 760)**. The COB immediately told them to go to the torpedo room and find the aft torpedo room fire hose connection. ... They looked left and right to see which way it was, went straight to the torpedo room and right up to the correct fire hose connection,” continued Hurley.

Having this type of knowledge before they get to their boat allows new sub Sailors to concentrate more on getting



The Escape Trainer simulates the arrangement of a submarine escape trunk. After climbing into the trunk, the hatch is closed and the compartment flooded before the students make their way to the surface.

their qualifications instead of trying to learn the layout of their boat by trial and error.

“The idea is to get Sailors ready for submarine qualifications,” said General Skills Training Division Officer **LT Nigel A. Sealy**. “Before they even get to their first boat, we want them to know the boat — to be comfortable with the boat.”

It's not just about navigating around the sub, but navigating the sub itself. At the sub schoolhouse, students can enter **VESUB, the Virtual Environment Submarine Shiphandling Trainer**; a new bridge simulator with a virtual reality helmet so rich in detail it allows prospective bridge officers to see everything they would see if they were out on the water.

With the virtual training aid, instructors can control the sea-state, visibility and number of contacts (other ships) on the simulated “Newport River,” as well as change the time of day to make it a nighttime approach. The ability to inject

A student experiences the Virtual Environment Submarine Shiphandling Trainer with a virtual reality helmet so rich in detail that it allows bridge officers to see everything they would see if they were out on the water.

Submariners take pride in the fact that they know their submarines inside and out. They know how to operate them, but they also know how to restore safe operation and repair them in any emergency situation. Everyone aboard a submarine is damage control qualified.

“Damage control training on a sub is different. Everyone is relied upon in a submarine,” said **Sub School Instructor, Machinist's Mate 1st Class (SS) Robert J. Bauer**.

“I've got a class graduating next week.



a variety of mishaps into any transit down the river, such as a man overboard, makes the program even more life-like.

As in real life, where playing baseball on a computer won't get you into the major leagues, some things at SUBSCOL just can't be learned in a virtual environment, although some may wish this were the case. In this computer world, there is still a need to exercise muscle and sweat in order to play the game.

These Sailors will report to a boat, and within a week they will be part of the damage control party. Right from the get-go, they have to be at a higher level. As soon as they report, they need to know how to respond to a casualty. They have to know how to use everything,” Roberts continued.

In SUBSCOL's infamous Damage Control Wet Trainer, there are no video screens and mouse pads. Students sweat

No Quarter Given

Every desk in every classroom

has a computer built into it, so that all students have a personal view of the big monitor.



With faster deeper-diving submarines,

ship-control is critical. Since the consequences of casualties could be more severe, ship control parties must be better trained than ever before. The capabilities and capacities of the *Seawolf*-class of submarines demand a totally new class of ship control trainers for preparing the crew.



In the midst of all this liquid chaos and confusion, the small teams of students must patch the holes and cracks in these pipes within a set amount of time or risk failing; not exactly something you can learn sitting at a computer terminal.

the load for real as instructors have the ability to blast them with a mind-blowing force of water pressure.

The wet trainer simulates the general arrangement of the forward end of a lower level engine room on a submarine. The system's 12 leaks can simulate a variety of casualties ranging from damaged saltwater piping to lubrication oil leaks. Water pressure at the leaks varies from a relatively mild 65 to 80

pounds per square inch, to an in-your-face, water draining from your ears for days, 1,200 gallons per minute when all hell breaks loose.

In the midst of all this liquid chaos and confusion, the small teams of students must patch the holes and cracks in these pipes within a set amount of time or risk failing; this is what you can't learn sitting at a computer terminal.

degrees. There is no room for error. These guys absolutely have to know what they are doing – they do.

"Every man is relied upon for damage control," said Hurley. "If there's a fire on board the boat, it really doesn't matter what your specialty is. Cook, sonarman or fire controlman, you are assigned to [don] an OBA and be a nozzleman or hoseman. You're required to know the



With water spraying and alarms

blaring, SR Michael Wissman keeps his cool and employs a Band-it tool to stem the flood tide into the wet trainer compartment.

A fire on board a submarine operating deep below the surface could be a fatal catastrophe, and because of the large number of sources for fire, from electronics to weaponry, it is important that every member of the crew be highly trained in all aspects of fire fighting. At SUBSCOL, every Sailor is a firefighter. The temperatures in the Fire Trainer average 145 degrees with the temperatures of the flames reaching 1,300

skills to put the fire out."

Back in the days of the diesel-electric submarine, there was a "school boat" on the waterfront where students learned submarine systems by going out to sea for a day at a time, taking the boat through dives, firing "water slugs" (empty torpedo tubes) and working the sonar gear.

With their high technology, and price tag, nuclear submarines are far too expensive to devote one entirely to

No Quarter Given



The VISIT program allows SUBSCOL students to virtually navigate **USS Dallas (SSN 700)** right from their desktops.

training. Since the 1960s most of the remedial education has taken place on systems that replicated in the classroom what Sailors would encounter on a boat.

According to Hurley, with an actual sub, you can't take a significant system off-line without affecting a submarine's readiness. Many types of maintenance aboard submarines are limited because of mission concerns about tactical weapons or the weapon system itself. Schoolhouse facilities allow instructors to get around these limitations and take a boat's crew through the paces on all aspects of maintenance training including casualty procedures and troubleshooting.

The introduction of the **Vertical Launch System (VLS)** almost 20 years ago changed the tactical profile of the U.S. submarine force in many ways. In the past, getting vertical launch weapons on-line and keeping them operational presented many challenges. Because there were no trainers, getting on-the-job training was difficult.

SUBSCOL has added a new dimension to VLS training by offering the only trainer in existence that will provide students with the realism necessary for learning about such a complex weapons system. The availability of this trainer to the fleet is a big step towards demysti-

fying the maintenance and operation of the VLS.

With the right mix of today's high-tech virtual reality and good-old nuts and bolts-type training, SUBSCOL continues to provide the Navy with highly-trained, knowledgeable Sailors of the "silent service." **SH**

Houlihan is a photojournalist assigned to All Hands.

With the right mix of today's high-tech virtual reality and good-old nuts and bolts-type training, SUBSCOL continues to provide the Navy with highly-trained, knowledgeable Sailors of the "silent service."



◀ Giant steel doors stand ready to protect the Cheyenne Mountain Operations Center from the blast of a high-powered bomb.



INSIDE THE MOUNTAIN

UNDERGROUND SAILORS

When you think about Sailors, where do you picture them serving our national interests? Your image of Sailors in action probably includes some form of a haze gray steel hull on salt water. For some, the waves are replaced with blue sky and clouds, and others work and live amid palm trees, desert sand or snow-capped mountains.

For fewer still, Navy service is inside a mountain, under 2,000 feet of granite in a secure space that is protected behind three heavy steel vault-like doors.

More than a quarter-mile inside Cheyenne Mountain in Colorado Springs, Colo., sits the Cheyenne Mountain Operations Center (CMOC). This complex, built within five acres of tunnels and chambers, consists of more

than a dozen separate underground buildings, some of which are three stories tall.

It's here, in this cavernous fortress, that about 35 to 40 Sailors are assigned to work alongside their counterparts from the U.S. and Canadian military services. Their duties are varied, but their experiences in such a different geographic and "purple" environment

CMOC file photo



◀ Although they're technically "outside" the main entrance to the operations center, these Sailors are still surrounded by almost 2,000 feet of granite.

Photo by J01 Craig Strasser

▲ This tunnel entrance to the CMOC, featured in several movies, goes deep within the mountain, and was designed to allow the shockwave from a nuclear explosion to pass through the mountain without damaging the complex.

CMOC file photo

are similar in terms of excitement and appreciation.

Chief Information Systems Technician (AW/NAC) Jay McEntarffer, leading chief for the mountain's Command Center operations and who oversees a joint enlisted crew, says his is a truly unique job. "The Command Center keeps all the things running, and its Emergency Action Controllers have to know where all the top-level folks are at all times."

Besides keeping tabs on the location of the nation's leadership and top military brass, the center serves as the nucleus of all operations inside Cheyenne Mountain. There, **North American Aerospace Defense Command (NORAD)** and the **U.S. Space Command (USSPACECOM)** monitor, process and interpret missile, space or air occurrences that could threaten North America or operationally affect our military forces.

The Command Center integrates data from all of the other centers in the complex and passes it on to the Secretary of Defense and, the President of the United States and to Canada, as well as regional command centers overseas.

The other paths of information that feed the mountain's mission include the Air Warning Center, Missile Warning Center, Combined Intelligence Watch, Weather Support Unit and Systems Center.

All housed inside Cheyenne Mountain, these critical military operational centers are well-prepared in case of attack or natural disaster. Each building within the CMOC caverns is made of thick steel and sits on large steel springs. These precautions guard the structures from the shock waves of a high-powered bomb or an earthquake.

And while at the frontlines, the Sailors and other service members who serve in the mountain are very much involved in the war on terrorism.

"This job has a high national importance. We are an active part of [Operation] *Enduring Freedom*," said **Operations Specialist 1st Class (SW) John Kerns**. While things can be intense at times, he noted that life under the granite is "a nice break from sea duty."

Kerns works at Cheyenne's Missile Warning Center, where a worldwide network of sensors and communication provides warning of missile attacks launched against either North America or U.S. and allied forces overseas.

Working alongside Kerns, **OS1(SW) Vernon Brandt** said he likes knowing the effect his job has on the fleet. "Coming from the fleet, I know how what we do here gets used out there."

That sentiment of understanding the Navy "big picture" by serving outside the box in a joint command was echoed by **Yeoman 2nd Class (SS) Bernard Whitney**. "I was assigned to a boomer before I came here. Now I know the whole picture."

That ability to get a first-hand look at a different aspect of their job is one reason duty at Cheyenne Mountain can be so beneficial for a Sailor's professional development. **YNC(SW/AW) Ed Perez** emphasized that, "By coming to this command, Sailors are able to get an overall perspective and a better understanding of how the Navy does business."

"When a Sailor is stationed on a ship, he sees the day-to-day operations of that ship. Here, you see how Navy life, and the Navy's job, is integrated into the entire defense system."

Life at CMOC not only means dealing with unusual surroundings, but Sailors there also have to adjust to working alongside different kinds of shipmates. Serving at a joint service command, with Soldiers, Airmen and Marines, as well as Canadian military personnel, gives them an "insider's look" at how they operate.

INSIDE THE MOUNTAIN

UNDERGROUND SAILORS

Perez said, "Most Sailors tend to have a pre-conceived notion of how the Air Force and the other services operate, but once they get here and work side-by-side, they realize that they're hard workers as well — they just do things differently."

Whitney, who is at his first joint command, said he was surprised at the good communication and how closely everyone worked together. "The people here are a lot closer than at any other command I've been at. To be honest, at first, I didn't really see the Air Force as being 'military.' Since I've been here, my opinions have changed. They do things very professionally [just like us]. Working with the Air Force guys has been interesting. I've learned that they're real fast and efficient, and I look forward to going to another joint command."

YNCS(AW) Mark Popham, the NORAD/USSPACECOM Command Senior Chief, said the constant interaction with other services widens these Sailors' perspectives and teaches them things they just couldn't learn except in a joint environment. "Learning the policies of the other services helps them go back to the fleet as a better person, and a better Sailor, with a better understanding of how the other services operate."

It's not all work and no play at Cheyenne. While a lot goes on in the mountain, life outside its granite confines is another great benefit to being stationed in the area.

Whitney, who grew up in Colorado Springs, said, "There are a lot of things you can do here to relax." To name a few, he noted the excellent opportunities to rock climb, snow board, run cross-country, mountain bike, fish and hunt in the picturesque and breath taking region.

Perez agreed, saying, "Hiking, skiing, major-league sports in Denver; this is definitely an outdoor town. If you like to do things outdoors, you'll love this place."

With all that Cheyenne Mountain has to offer, from intense duty to amazing recreation opportunities, this is the kind of job a Sailor could love — as long as you're not too picky about wanting an office with a view. **ES**

For more information on Cheyenne Mountain, go to: www.spacecom.af.mil/usspace/cmocfb.htm.

Strawser is a photojournalist assigned to All Hands

Photo by J01 Craig Strawser

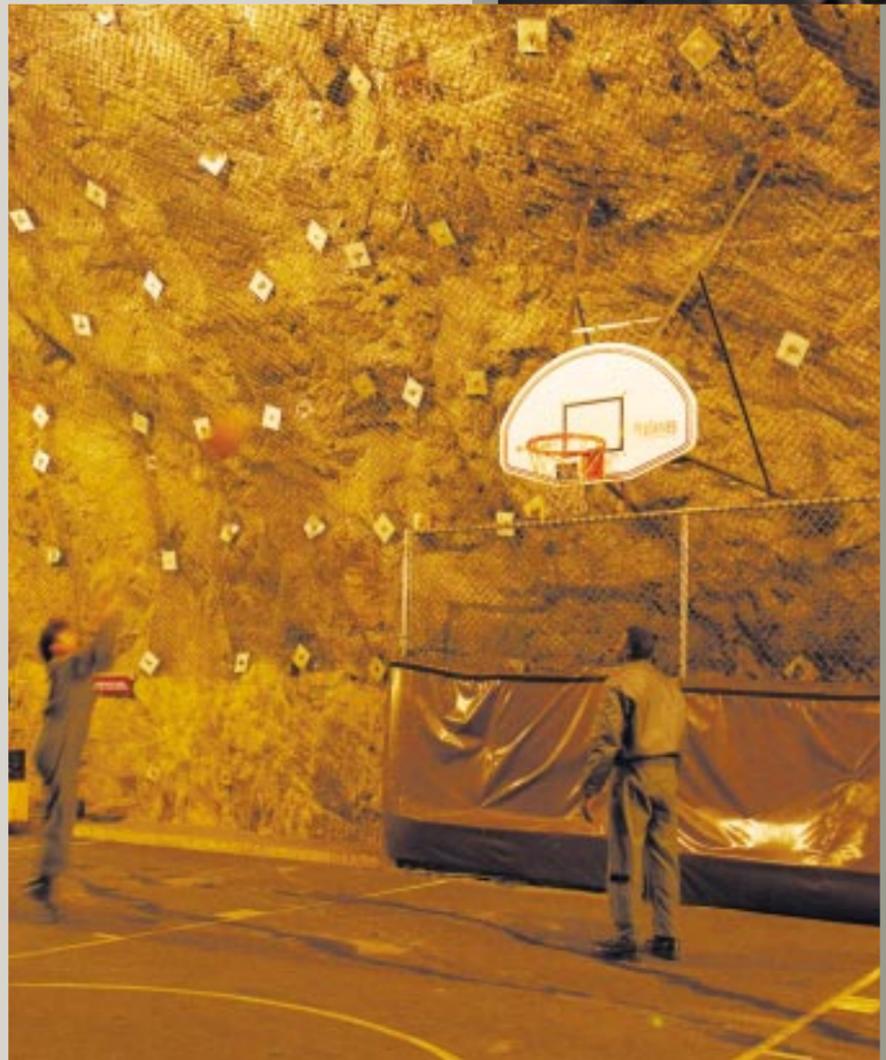


Photo by J01 Craig Strawser

▲ After going through several

security checkpoints, Sailors entering the Cheyenne Mountain complex ride a shuttle bus more than a quarter mile into the mountain before even reaching the entrance.

◀ **Life inside Cheyenne Mountain** isn't all high-intensity work. Sometimes you just need to take a break and shoot a few hoops. When you're playing basketball underground though, is it still called an "air ball" when you miss?

▶ **As NCOIC** of Command Center Operations, **ITC(AW/NAC) Jay McEntarffer** is in charge of all enlisted personnel assigned to the command center.



CMOC file photo

An Ocean of Timber: The Navy Forest



U.S. Navy photo

▲ **USS Constitution**, the world's oldest commissioned warship, is re-planked when needed, with wood from the Navy forest in Crane, Ind.

PICTURE THIS. YOU'RE DRIFTING ACROSS A beautiful 800-acre lake, your rod and reel in one hand, a sandwich in the other. The water sparkles in the cool autumn sun as the forest rustles in the breeze.

If you think a place like this only exists in some carefully-managed and protected national park, you're half-right.

An Ocean of Timber: The Navy Forest



▲ **Amish loggers** Ray Graber and his son Kelly cut a tree into sections. The Grabers had to be granted special permission by the pastor of their church to use chainsaws and trucks since modern tools are not usually used by the Amish.

Naval Surface Warfare Center (NSWC) Crane is not a national park, but you would never know that by looking at it. Crane's grounds are, however, a national asset managed by a team of Navy civilians with degrees in forestry.

"We are here to make sure the natural resources aren't abused," said **Trent Osmon**, a forester for NSWC Crane.

Most of the lumber harvested on Crane goes off to saw mills to become everything from particleboard to fine veneer furniture. However, one species of



▲ **The foresters who are responsible** for the protection of the natural resources of Crane survey the ruts that a local company left after they harvested an area of timber. The company will have to come back and grade over the damaged land or they will pay a stiff fine.

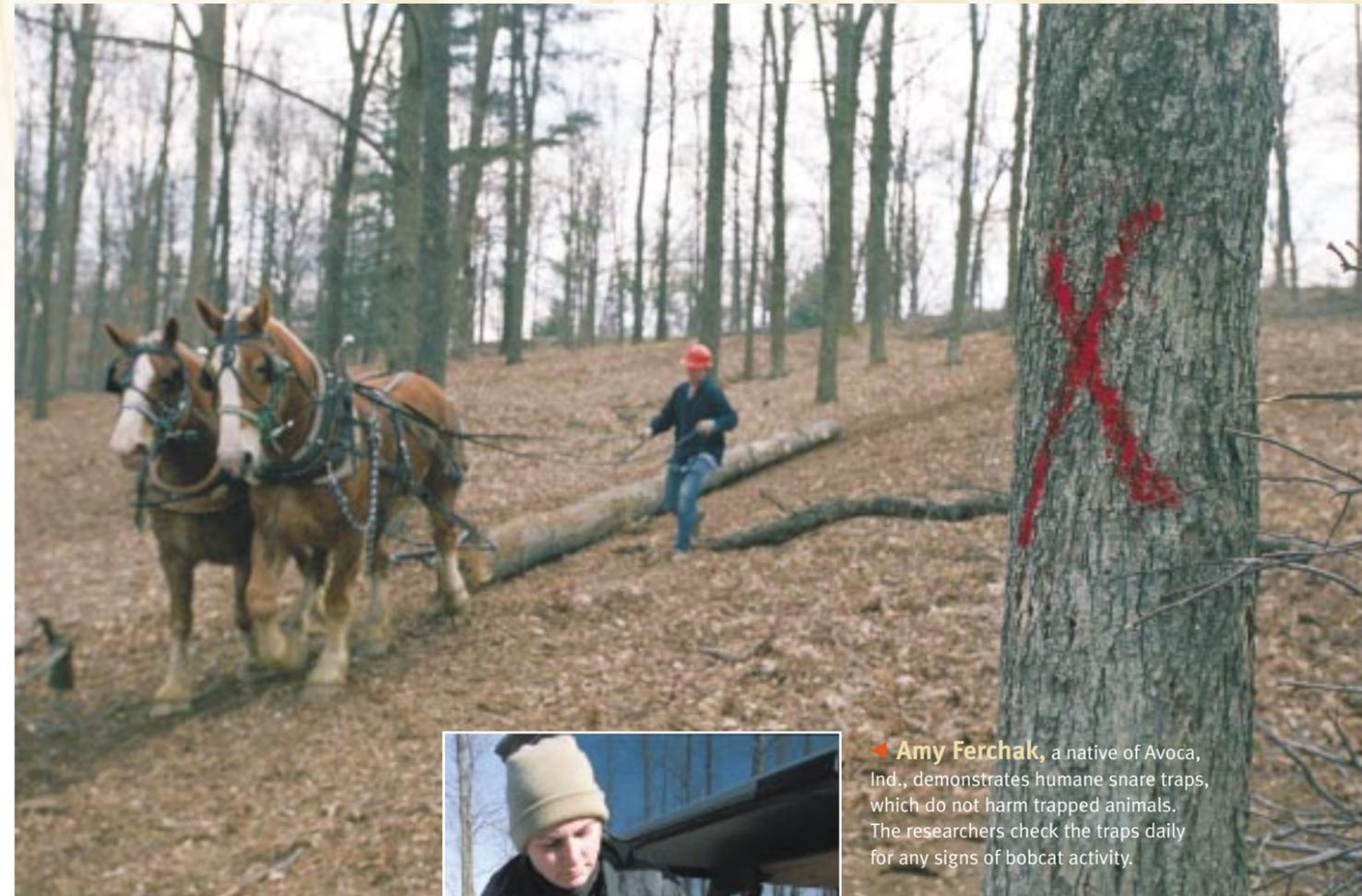
tree, Live Oak, has a more exciting future.

The hull of the Navy's oldest commissioned ship, *USS Constitution*, is repaired with lumber from Crane's Navy forest. "It doesn't happen very often," said Forester **Terry Hobson**. "But they come in every eight or 10 years and harvest lumber for the ship." The lumber is carefully selected from candidate trees that Hobson and Osmon select and mark using global positioning technology.

NSWC Crane is also a haven for the

► **Steel claws are connected** to a pair of Belgium horses that drag the logs out of the forest to a nearby road. Logs are then loaded on a truck and delivered to a factory for milling.

▼ **The trees to be harvested are marked** with either a red "X" or a red dot. The trees with the "X" have been identified as being weak or unhealthy and will be cut down by the foresters even if the loggers don't take them. This makes room in the forest for the healthy, growing trees.



◀ **Amy Ferchak**, a native of Avoca, Ind., demonstrates humane snare traps, which do not harm trapped animals. The researchers check the traps daily for any signs of bobcat activity.

extensive wildlife population that calls the 64,000-acre ordnance depot home. Besides ordnance, Crane provides acquisition, engineering, logistics and maintenance support to the fleet's weapons and electronic systems.

"We have many different endangered species on Crane," said Hobson. One of the protected species is the bald eagle, our national bird.

"Bald eagles came to Crane 15 years ago," said Hobson. "When they first came

here, they settled on the lake." After the eagles failed to mate, they followed their instincts and moved the nest until they were successful. "We think the area the eagles were living in before they came to Crane was polluted, which caused them to move here," said Osmon. "But ever since they successfully mated, they have been at the same place."

The foresters on Crane have also teamed up with the Indiana Department of Natural Resources Fish and Wildlife

An Ocean of Timber: The Navy Forest



► **Many big companies also harvest timber** inside the gates of Crane, but only in areas that would be able to recover from the damage large machinery causes.

Division in trapping some of the bobcat population that calls the base home. “The bobcat is an endangered species in Indiana,” said wildlife technician Amy Ferchak. “The area inside Crane is so well maintained that it’s natural for the cats to want to live here,” she added.

Foresters of NSWC Crane not only protect its wildlife, they also carefully manage the 50,000 acres of timber on base.

The lumber inside the Crane gates is worth nearly \$130 million, and many contractors would love to come in and harvest every tree on the base. The team of conservationists at the Natural Resources Center keeps that from happening.

“When a company wants to come in and harvest, we go out and mark certain trees that we want them to cut down,” said Osmon. “We don’t allow them to come in and just clear cut,” he added.

“Each tree is selected for its strength and value to the forest,” said Osmon. “If we know a tree will eventually die from a disease like Dutch Elm, we will allow it to be cut down to make room for a more desirable species that will thrive.”

The timber on Crane is sometimes harvested by large company contractors who come in with heavy equipment – but not always.

The conservationists, who are contin-

uously looking out for the environment, don’t want the big machinery rolling through some of the more delicate areas, so occasionally Crane employs the services of the local Amish community.

“We brought Amish loggers in, because there are places on Crane that would be damaged too much if we brought in the heavy equipment,” said Osmon.

The Amish contractors use Belgian horses to bring the timber out of the forest. “These are some of the hardest working horses in the world,” said local Amish logger **Raymond Graber**. The horses don’t cause the damage a large tractor would.

The heavy equipment other contrac-



◀ **Trent Osmon**, a forester at NSWC Crane, holds a bobcat that was trapped by the Indiana Department of Agriculture. The cats are tranquilized and given a physical, then tagged and released.

▼ **Wildlife Technician Amy Ferchak** sometimes has to stand on the hood of her pick-up truck to take readings from homing signals placed on the collars of some bobcats. Ferchak and her team from the Indiana Department of Natural Resources Fish and Wildlife Division are studying ways to increase the population of bobcats in the Crane area.



▲ **The Belgian horses** used by the Amish are very similar in appearance to Clydesdales, but they are much harder workers according to one Amish logger.

tors use can leave large ditches that take years to recover, but the horses leave little more than fertilizer behind.

“I think it’s a pretty good thing they’re doing out here,” said Amish logger Ernest

Graber, who is quite pleased at how the Navy takes care of the forest and ensures the resources are maintained with a high sense of responsibility for both the environment and *Constitution*.



▲ **Constitution Grove** is an area of Crane set aside for the oldest ship in the Navy – *USS Constitution*.

“Old Ironsides” depends on the lumber from this Indiana forest to keep its hull integrity watertight and damage free. As long as the historic vessel remains part of the fleet, it will continue to receive the support from this little-known Navy base in the heartland of America – a base that truly keeps environmental concerns at the top of its list of priorities. ⚓

Ingle is a former All Hands photojournalist now assigned to the Blue Angels.

24 Seven

On Duty On-the-Hour Every Hour

Story and photo by PH2 Aaron Ansarov

manning the torpedoes

Weapons not usually seen by surface Sailors, rest in the belly of the *Los Angeles-class* nuclear-powered attack submarine, *USS Bremerton* (SSN 698). But to Machinist's Mate 2nd Class (SS) Brion Lentell, of Jacksonville, Fla., the Advanced Capability (ADCAP) MK 48 torpedo is the one thing he sees more than the surface itself.

Our job is to maintain the weapons at all times," said Lentell.

Painted orange to indicate that these are exercise torpedoes, the only thing missing on them are the warheads. "We are continually training with these," said Lentell. "In the event, we'd need a real one, the only difference would be the color — and the final result."

In this time of war, weapons training, such as that done with the MK 48 torpedo, is more important than ever to maintain the silent service's lethal readiness. ■

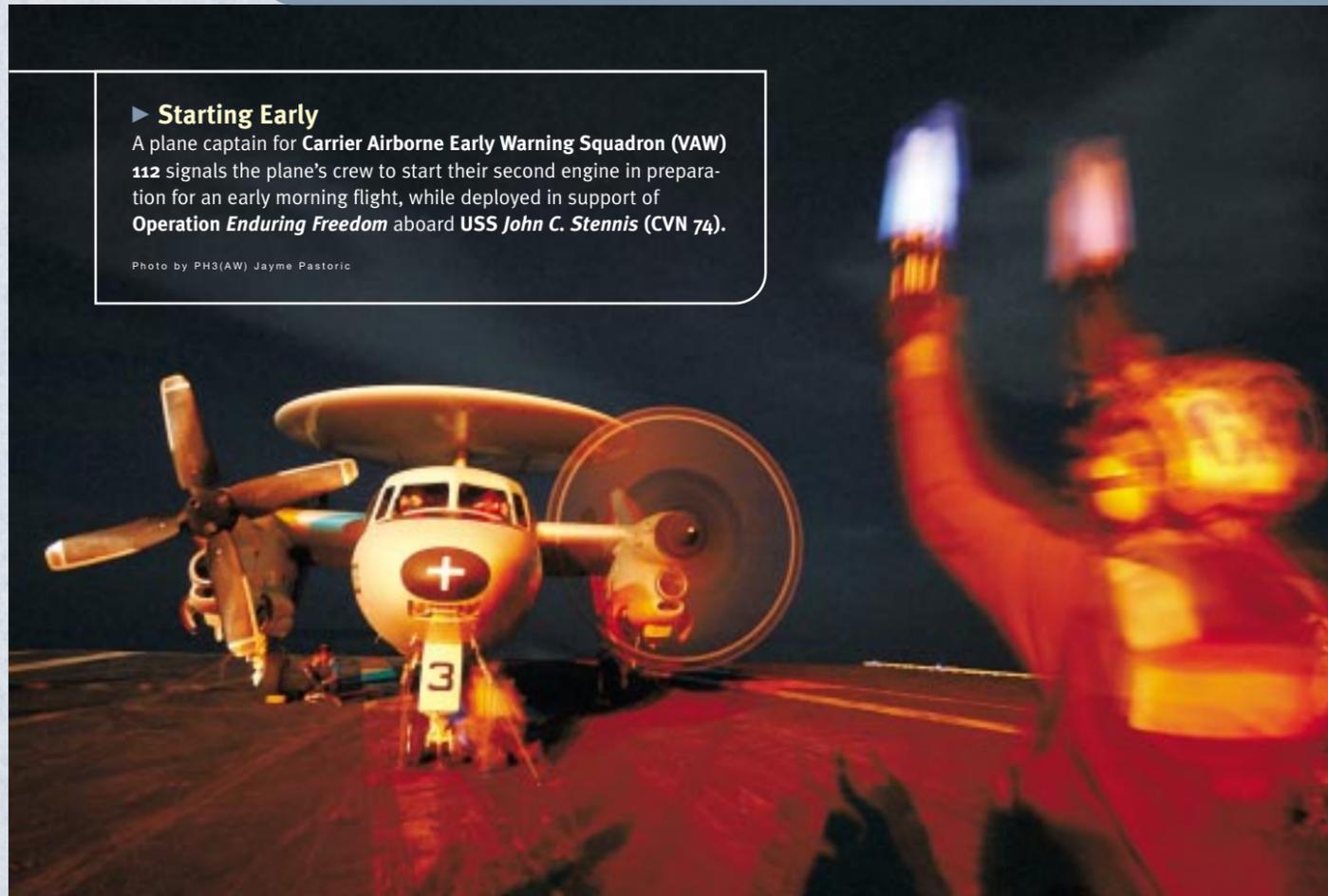
Eye on the Fleet

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**.

► Starting Early

A plane captain for **Carrier Airborne Early Warning Squadron (VAW) 112** signals the plane's crew to start their second engine in preparation for an early morning flight, while deployed in support of **Operation Enduring Freedom** aboard **USS John C. Stennis (CVN 74)**.

Photo by PH3(AW) Jayme Pastoric



► Seabee Support

Navy Seabee **EOCS John Lemmond**, operates a front-end loader and piles rocks onto a dump truck at the U.S. Marine Corps Base in Kandahar, Afghanistan. **Naval Mobile Construction Battalion (NMCB) 133** has been providing support to all coalition forces in support of **Operation Enduring Freedom**.

Photo by PHC Johnny Bivera



◀ A ... B ... C ... or D?

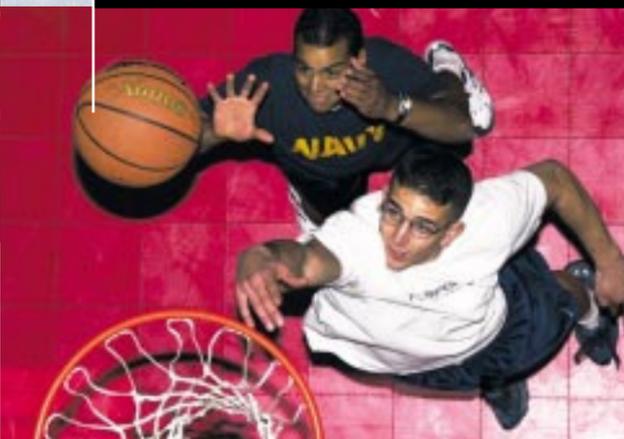
Deep in concentration, first class petty officers from Naval Air Facility, Atsugi, Japan take the annual exam for advancement to chief petty officer.

Photo by PHC(SW/NAC) Spike Call

▼ Sink The Rock

SM3 Darrell Dedeaux (top) attempts to rebound a layup by Marine **CPL Matthew Eide** during a three-on-three basketball tournament in Gaeta, Italy.

Photo by PH2 Todd Reeves



▲ Moonlighting

A full moon fills the sky above a U.S. Marine light armored vehicle at the forward-operating base in Kandahar, Afghanistan.

Photo by PHC Johnny Bivera

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Eye on History

Eye on History is a monthly photo feature sponsored by the Naval Historical Center.

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◀ 1958

The watch crew in the control room of **USS Nautilus (SSN 571)** maintains exact course and depth while the boat passes under the polar ice cap.



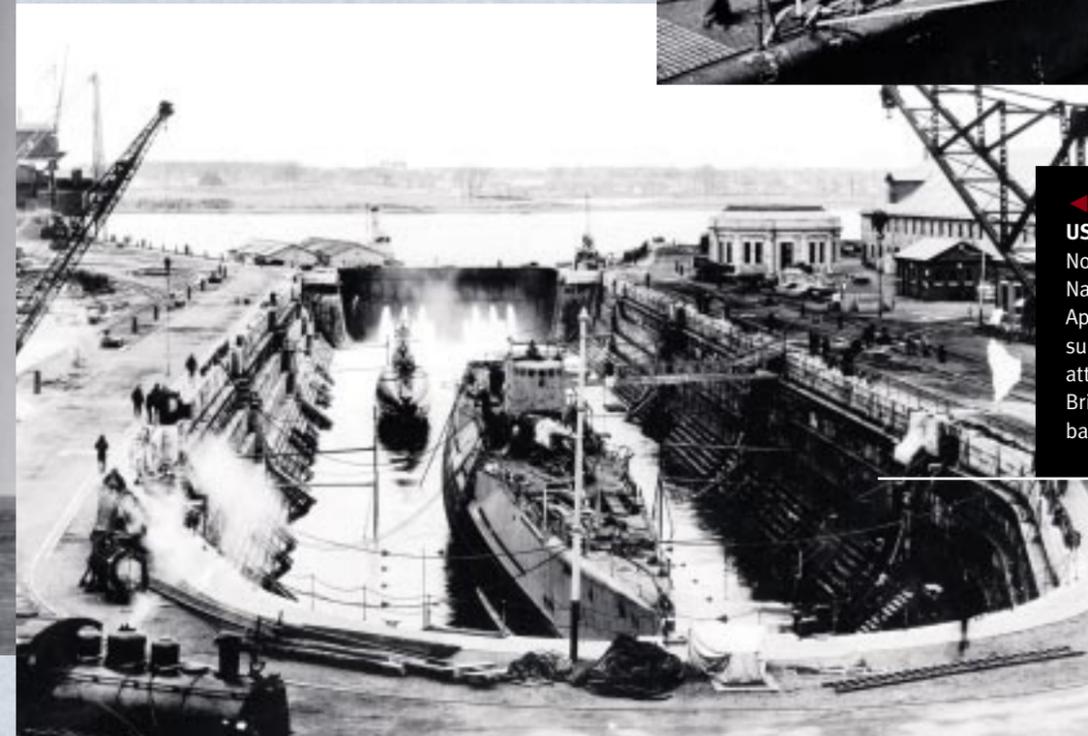
◀ 1956

USS Bream (SS 243) is an anti-submarine submarine, one of the Navy's former fleet-type "boats" converted for "submarine killer" missions. World War II proved that the best way to fight a submarine is with another submarine.

1942 ▶
USS Trout (SS 566) transports a tremendous amount of gold and other valuables from the island of Corregidor to a waiting U.S. Navy cruiser. The Philippine gold was saved from the Japanese shortly before the final Philippine surrender on Corregidor.



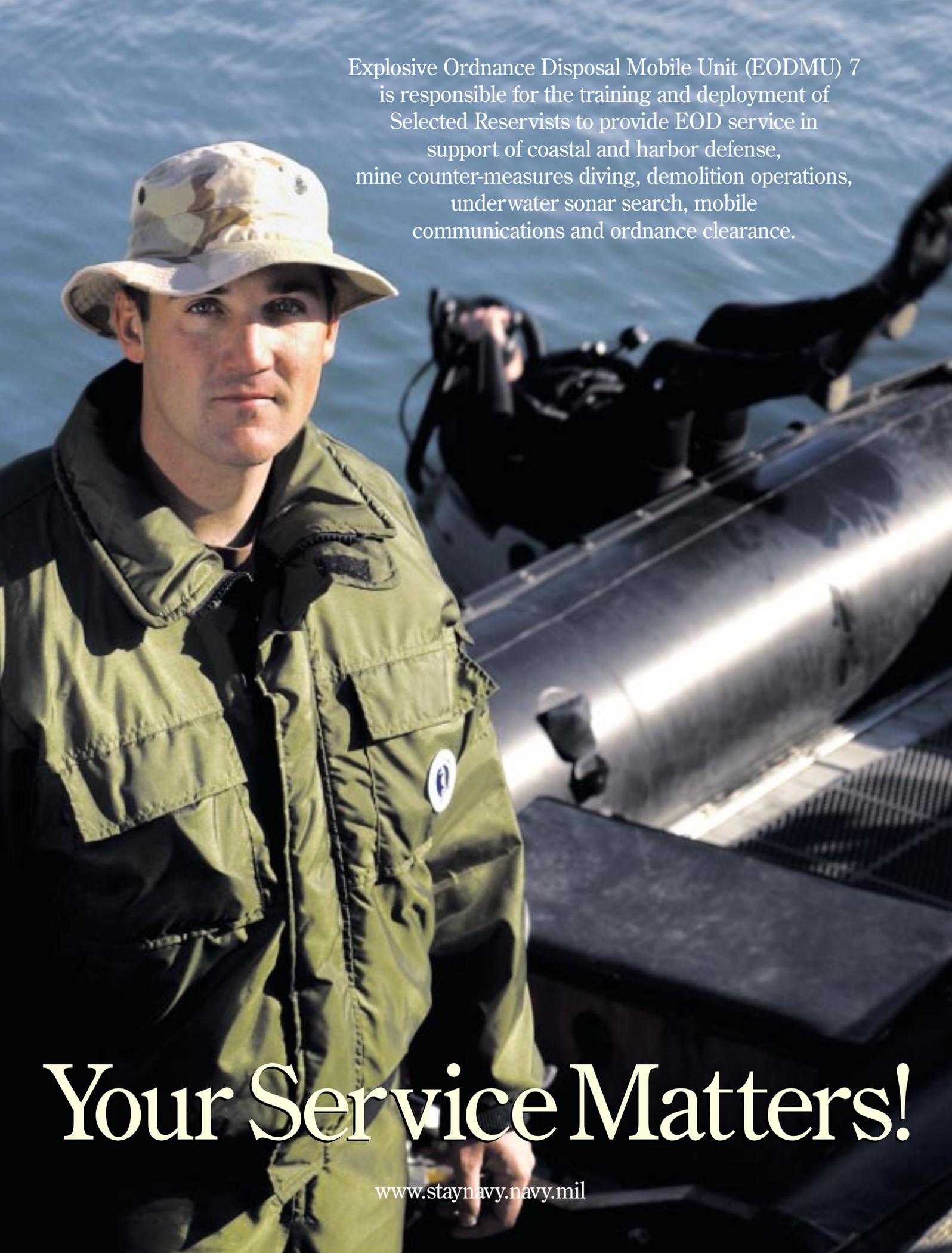
1964 ▶
USS Henry Clay (SSBN 625) launches a **Polaris A-2** missile from the surface of the Atlantic Ocean off Cape Kennedy, Fla.



◀ 1927

USS Argonaut (SF 7) was launched 10 November 1927 as V-4 by Portsmouth Navy Yard, and later commissioned on 2 April 1928. On 10 January 1943, she was sunk by an enemy escort vessel, while attacking a Japanese convoy off New Britain. **USS Argonaut** received three battles stars for her World War II service.

U.S. Navy Photos Courtesy of the Naval Historical Center

A man in a green jacket and camouflage hat is looking towards the camera. In the background, a diver is visible on a boat. The scene is set on a body of water.

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Funny Money

Story and photo by JO1 Joseph Gunder

One of the great things about being in the Navy is the money. I don't mean that 6 percent pay raise last January (although that was nothing to sneeze at). I'm talking about all the variety of leftover foreign bills Sailors accumulate after a cruise.

Whenever I came back from one of the cruises in the Mediterranean Sea, or "Med," aboard my old ship, *USS La Salle (AGF 3)*, I always brought back some unused foreign currency from wherever I went. Over the course of three years, I brought home to Gaeta, Italy, (*La Salle's* homeport) lots of Moroccan dirhams, Tunisian dinar, Turkish lira (with lots of zeros, almost enough for lunch at a local McDonald's) and even some Russian rubles, not to mention a dozen other colorful types of currency.

To me, my collection of foreign money is like a history of my three years on *La Salle*. It represents what Sailors do; see the world. To thumb through a wad of foreign bills and sift through what's probably a 10-pound coin collection brings back memories of all the ports the ship visited and what I bought (or didn't) to come back with all that change.

Med money is fun to look at. They have all kinds of anti-counterfeiting measures. Almost all of the bills have a watermark on one side of some famous individual. Some have a little rainbow stripe down one side. With others, like Italian and Maltese lira, you can lay them flat, same side up in the same direction, and take another bill of similar denomination and butt it up against the first one, and the patterns and colors will match, no matter which sides you place together.

I even have coins with Arabic writing I received as change from a taxi cab driver in Tunis, Tunisia. To this day I have no clue if I got gypped or not. I just handed him a bill to cover the fare for myself and three liberty buddies and was handed back

some funky coins, with no apparent numbers on them. "I guess it's the right amount," I thought.

What I'll treasure the most is my collection of Italian lira, Spanish pesetas, French francs and Greek drachmas, as these are four of the 12 European currencies that have been replaced by the new Euro. I'm not knocking the Euro; this new currency might just be the unifying factor for a region that saw both World War I and World War II.

When I go through my old lira, pesetas, francs and drachma, I am reminded of the true meaning of being "in the Navy," and

seeing something unique outside the United States. In Italy, *La Salle's* homeport, you could find the best pizza, just don't go into a restaurant and expect to be served before 7 p.m. Spain had the city of Barcelona and the bullfights. France had the Riviera and those "smash sandwiches." Greece had the (unofficial) No. 1 sought-after port — Rhodes, plus the island of Santorini (also known as Thira), rumored to be the site of the lost city of Atlantis.

The most fun about Med money is how you haggle with it. Any Sailor who's been to an Arabian port has had to contend with the obnoxious storekeeper who tries to get you to check out his wares. "My friend, my good friend ... come into my shop." Then he won't let you leave unless you buy something (anything!). "I give you better deal," he suggests. You feign disinterest to get him to lower the price to one half of what you were first offered.

Haggling is all part of the game. Sailors get to have that kind of fun when they see the world. And even a trillion Turkish lira couldn't buy that. **S**

Gunder is a photojournalist assigned to All Hands



A sample of some of the various types of money from countries with a border on the Mediterranean Sea, including the extinct Italian lira and French franc.

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Name: _____ Rank: _____ Date: _____

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Caption (include first and last name/rank/hometown of person(s) pictured): _____

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