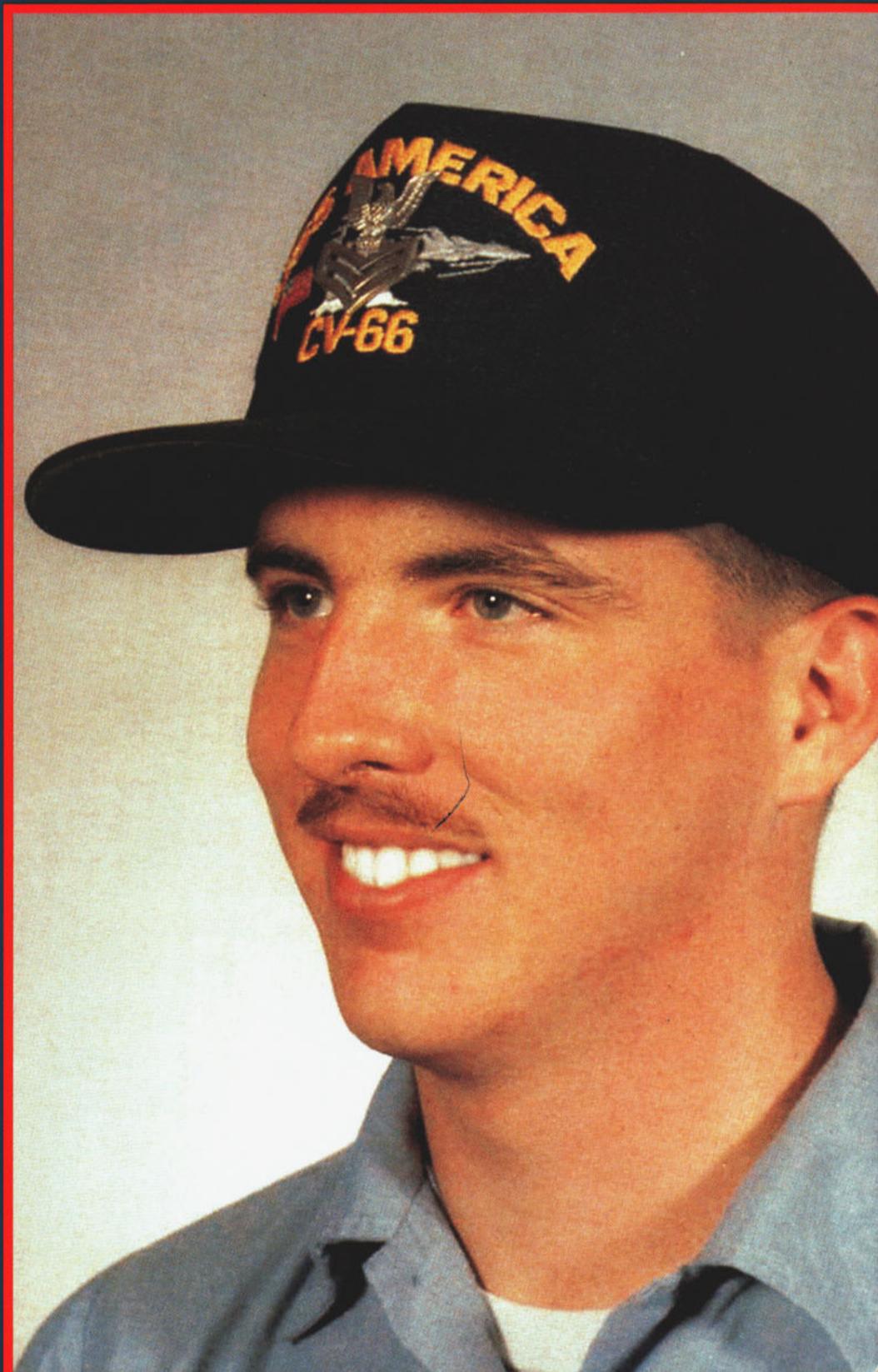


ALL HANDS

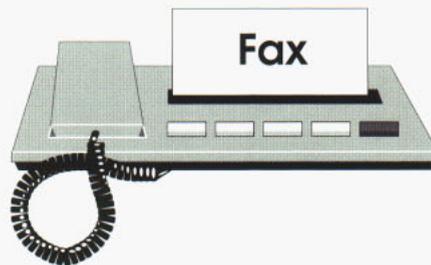
Why is
this
sailor
smiling?

See page 6

DECEMBER
1993



Make your opinions count! After recently making some changes to the format of *All Hands*, we're taking a readership survey. Your answers will help us continue to improve your magazine. Please photocopy the following survey and pass it to a co-worker. When completed, fax it to DSN 288-4747 or (202) 433-4747. If you don't have access to a fax, send the survey to *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., Washington, D.C. 20374-5077. Replies must be received by March 1, 1994.



1. Duty Status:

Active Reserve Guard Retired

2. Rank/Grade

E-1/E-3 E-4/E-5 E-6/E-7 E-8/E-9 WO-1/CWO-4 O-1/O-3 O-4/O-6 Above O-6

3. Age:

18-21 22-25 26-30 31-35 36-40 41 or more

4. Gender:

Male Female

5. Affiliation:

Navy Marine Corps Civilian Family Member

6. Education:

Some High School High School Graduate Some College Bachelor's Degree Post-Graduate Work or Degree

7. Ethnic background

African-American American Indian Asian Hispanic Pacific Islander White Other

8. Marital Status:

Married Single (never married) Single (separated or divorced) Widowed

9. Where do you maintain your primary residence?

Aboard ship BOQ/BEQ Base Housing Off-base Other

10. How often do you see *All Hands* magazine?

Monthly Often (6 issues a year) Rarely (3 issues a year) Not Sure Never (Go to question 17)

11. How long after publication do you see *All Hands* magazine?

Same month One month later 2 or 3 months later More than 3 months

12. How do you usually get a copy of *All Hands*? (Check one only)

Command library/Magazine rack Other command spaces Routing system Passed on by co-worker/friend Other

13. Do you have problems receiving *All Hands*? (Check all that apply)

No Yes, I don't see every issue Yes, there are not enough copies Yes, I don't know where to get a copy Other

14. When you're finished reading *All Hands* magazine, what do you usually do with your copy? (Check one)

Keep it for future reference Pass it to others Leave it where I found it Take it home for family/friends Throw it away

15. How do you use *All Hands* magazine?

Mostly for news/information Mostly for entertainment About equally for news/information and entertainment

16. How much of *All Hands* do you read?

All Most Parts Little

17. What topics would you like to see covered more in *All Hands*? (Select one number for each item: More coverage 1, Same coverage 2, Less coverage 3, Don't care 4)

National/International events affecting the Navy Policies/programs changes affecting personnel Topics with no Navy tie

Career, education and training opportunities Navy rights and benefits Family service programs Self-help and how-to features

Foreign ports Travel Duty station features New ships, aircraft and weapons Science/research and development

Navy history and tradition Women in the Navy Personnel features Sports and recreation Health and Safety

Senior personnel features (CNO, MCPON, etc.)

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Photo by JO2 Ray Mooney

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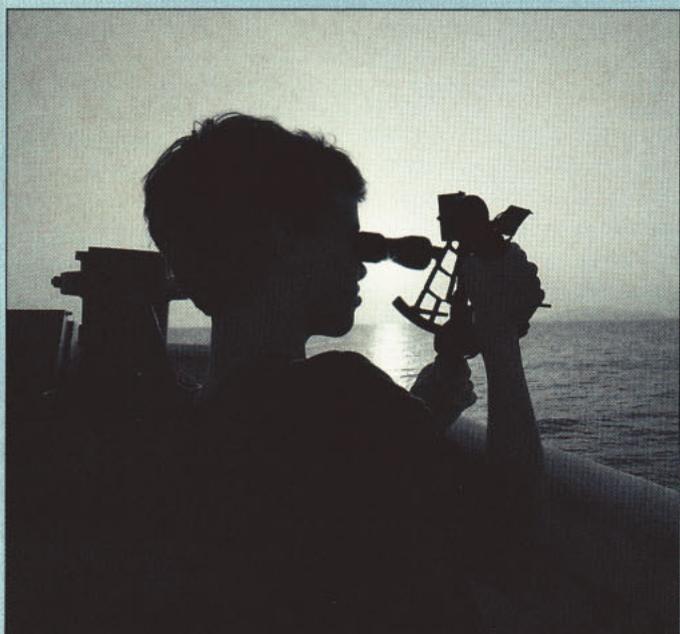


Photo by Adam Buchanan

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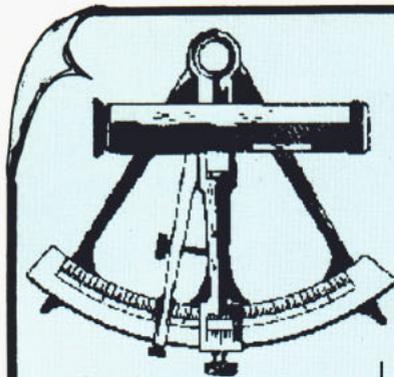
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Sailors prepare Scouts

On the Covers

Front: QM1(SW/AW) Jerris L. Bennett, assigned to USS *America* (CV 66), aced the March advancement exam. Learn Bennett's system on page 6. Photo by PH3 Terry L. Horn.

Back: Scouts try their hand at the obstacle course during the 1993 National Scout Jamboree, held at Fort A.P. Hill, Va. Sailors from various commands shared their expertise with the more than 35,000 Scouts. Photo by JO1 Steve Orr.



From the charthouse

Are you ready for deployment?

The way sailors manage their personal affairs directly affects command readiness. Sailors should pay particular attention to these areas before deploying:

- **Dependent support requirements.** A current dependent care certificate should be on record, especially for new personnel.

- **Emergency data forms.** Emergency information should be filed in service records listing next of kin and recipients of pay under certain circumstances.

- **Personal will.** Has a will been drafted, and where is it located? Don't forget regular updates when your family status changes, such as marriage or the birth of a child.

- **Servicemen's Group Life Insurance.** Coverage is available, up to \$200,000, at reasonable rates. Beneficiaries should be designated and updated as necessary.

- **Direct deposit of pay and allotment/payroll deductions.** Earnings are

automatically provided to family members, and automatic payment of important bills may be arranged.

Mobilization and deployment checklists and personal affairs booklets and pamphlets, are available to members from a variety of sources including legal assistance offices and Family Service Centers. Regular monitoring and maintenance of your personal affairs prevents future problems and promotes command readiness.

Sea Legs now available

The newly updated *Sea Legs* handbook for Navy and Marine Corps families and single sailors and Marines is now available.

The handbook is an excellent source of information for anyone associated with the Navy, especially for those new to the service, and can be ordered free of charge from: The Naval Aviation Supply Office, Physical Distribution Division, Code 103, 5801 Tabor Avenue, Philadelphia, PA 19120-5099. The stock number is 0500-LP-542-3600, NavPers 15309-E.

Tracking the right job for you

DoD sponsors two automated job referral pro-



grams which put you in touch with prospective civilian employers.

- **The Defense Outplacement Referral System (DORS).** This mini-resume registry and referral system gives employers easy access to military personnel and their spouses who are seeking civilian employment.

Employers receive available mini-resumes — 25 mini-resumes by fax the same business day, or up to 100 mini-resumes sent by mail the next business day.

- **Transition Bulletin Board (TBB).** Operation Transition provides two-week or six-month job ads

on the electronic Transition Bulletin Board to individuals at more than 350 military installations worldwide.

Contact your local personnel office or Family Service Center for more information on current transition assistance programs and coordinators.

Navy expanding ATMs at sea

The Navy is adding 200 additional automatic teller machines (ATMs) to the fleet.

Since the program began in 1988, 148 ships have received ATMs. They are highly reliable and accessible 24-hours-a-day. Shipboard ATMs are not linked to banks or



credit unions, but are used only to disburse pay. Sailors designate an amount of pay to be withdrawn from their paycheck which is then deposited to their shipboard ATM account and available for withdrawal on payday. The remainder of their pay gets sent to their normal financial institution.



IRS may have a check for you

The Internal Revenue Service (IRS) has good news for some U.S. taxpayers with military addresses.

More than 1,100 personnel with military addresses have not received tax refund checks for 1991 and previous years. If you did not receive a tax refund check during this period, you should submit IRS Form 3911, "Taxpayer Statement Regarding Refund," or a letter with social security numbers, amount of refund expected and tax year of the original return. Also include both the taxpayer's current address and the address used when the refund was filed. Mail the form to: IRS, P.O. Box 44373, Washington, D.C. 20026.

IRS Form 3911 is available from IRS representatives in Bonn, Germany; Caracas, Venezuela; London; Mexico City; Nassau, The Bahamas;



Ottawa; Paris; Riyadh, Saudi Arabia; Rome; Sao Paulo, Brazil; Singapore; Sydney, Australia; and Tokyo, or by calling the IRS international taxpayer service office at (202) 874-1470.

DoD Hotline reduces fraud, waste and mismanagement

Since 1979, the DoD Hotline has received more than 130,000 calls and letters. Of those, more than 23,000 complaints were examined and corrective action initiated, saving DoD more than \$180 million.

The hotline relies on witnesses to report actions contrary to efficient and economical government operations. Communicating with inspectors general without fear of recrimination is a cor-

nerstone of the program's success. The Inspector General Act of 1978, as amended, and the Civil Service Reform Act of 1978 made it clear that reprisals against those who report irregularities will not be tolerated.

To report needed improvements and suspected problems, call the DoD Hotline at 1-800-424-9098, (703) 693-5080 or (DSN) 223-5080. Address mail to Defense Hotline, The Pentagon, Washington, D.C. 20301-1900.

Marines looking for command recruiters

Marine Corps Recruiting Station, San Diego is looking for native southern California Marines for the Command Recruiting Program.

The station encom-

passes San Diego, Imperial, Riverside, San Bernardino and Yuma counties, and the Upland/Pomona/Ontario, Calif., areas. All enlisted Marines, including those who enlisted in these areas, are encouraged to participate. Those selected for the program are authorized temporary additional duty (permissive basis).

Lance corporals and corporals can earn bonus points for promotion, and other incentives apply to Marines of other ranks. This program can aid Marines who are contemplating recruiting duty.



Additionally, the Command Recruiting Program allows Marines to spend time at home without losing leave.

All Marines are eligible upon command approval. If interested, contact Staff Sgt. Woodmancy at (619) 688-1508.



Khaki eligible

15-year retirement offered on volunteer basis

Story by BuPers Public Affairs

Commanders with at least two years time in grade, lieutenant commanders passed over for promotion to commander and senior and master chief petty officers in 61 overmanned ratings are eligible for the 15-plus year retirement program.

Authorized by Congress as a short-term program to help the armed services downsize, the Temporary Early Retirement Authority (TERA) permits the services to retire selected military personnel who have between 15 and 20 years of service. They receive full retirement benefits, but a somewhat smaller monthly payment, depending on total years of service.

According to VADM R.J. Zlatoper, Chief of Naval Personnel, the Navy's plans for TERA in FY94 focus primarily on the officer ranks. This reflects the accelerated manpower reduction requirements in the amended FY94 budget.

Authority for early retirement gives the Navy a means to make significant additional reductions necessary in FY94 while continuing to offer retirement benefits to lieutenant commanders who have failed to be selected two or more times. As a matter of policy, the Navy has permitted most of these officers to continue serving on active duty until they became eligible for retirement. Under revised FY94 continuation policy (NavAdmin 110/93), most will now be required to leave the Navy by Sept. 1, 1994, if they have at least 15 years of service.

Some other career Navy personnel will be asked to retire under TERA if they meet certain criteria.

These include Nurse Corps lieutenants previously continued on active duty who have 15 to 20 years of service, and personnel on permanent limited duty with less than 30 percent disability and between 15 and 20 years of service.

The number of early retirements that will be approved by the Navy for FY94 is limited by available funding to approximately 2,000. Zlatoper explained the FY94 officer continuation policy, as spelled out in NavAdmin 110/93. "We cannot meet new loss requirements and maintain readiness using selective early retirements,

involuntary release of some reserve officers, the Voluntary Separation Incentive (VSI) and Special Separation Benefit (SSB) with its congressionally imposed limitations and voluntary resignations and releases alone."

Use of TERA in the enlisted ranks will be limited to what Zlatoper called "force shaping" — trimming overmanned paygrades and specialties. E-8s and E-9s eligible to volunteer for early retirement are the same group previously eligible to apply for VSI or SSB. Those who have applied for VSI or SSB can cancel that request and apply for TERA instead. If not accepted for early retirement, the original request will be reinstated if the individual desires.

Detailed information on eligibility and application procedures is in NavAdmin 111/93.

TERA participants will retire or transfer to the Fleet Reserve between now and September 1994. FY94 TERA eligibility for TAR (Training and Administration of Reserves) personnel is under review. □

The inside track

Those eligible for TERA on a purely volunteer basis include:

- **Chief warrant officers** (CWO2/3/4) with between 17 and 20 years of service, at least three years commissioned service and two years time-in-grade.

- **Limited duty officer lieutenants** with between 17 and 20 years of service, at least eight years commissioned service and two years time-in-grade.

- Once passed over **lieutenant commanders** (with some exceptions).

- **Commanders** who have two years time-in-grade (with some exceptions).

- **Senior and master chief petty officers** in certain skill areas and with 17 to 20 years of service. Additionally, E-8s and E-9s serving in non-nuclear ratings with 15 years of service are eligible if they are assigned to a unit scheduled to decommission in FY94 and if they are not under orders. □

for TERA

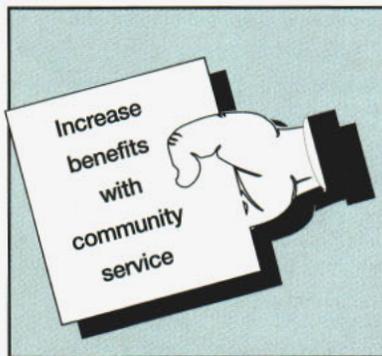
Additional information on PACS is available through your local Family Service Center or your nearest transition site.

Community service reaps benefits

Those who retire or transfer to the Fleet Reserve under TERA have the opportunity to accrue increased retirement credits if they work in a public and community service (PACS) organization after leaving the Navy. Members must register for PACS prior to being discharged. However, the service member need not accept employment from a PACS organization to qualify for early retirement.

The advantage of accepting employment from a qualifying PACS organization is the chance to earn additional retirement

credit to be paid at age 62. Additional retirement credit can only be earned between the date of early retirement and what would have been the normal retirement



date. Therefore, a person retiring under TERA must begin work in a PACS organization immediately upon separation to earn the full 20-year retirement at age 62.

Employment that qualifies for PACS retirement:

- Education
- Public health care
- Public safety
- Public housing
- Environment
- Law enforcement
- Social services
- Emergency relief
- Conservation. □

Nontraditional Teacher Certification

Service members leaving the Navy who want to teach are often frustrated by state teacher certification requirements. Thirty states now offer alternative certification programs which provide timely teacher preparation programs to meet state teacher certification requirements.

The programs emphasize working in the classroom under the guidance of an experienced teacher. While they do require a minimum of 'how to teach' courses, the emphasis is on apprenticeship with a state certified teacher.

"It's easier for service members who are retiring, voluntarily leaving the military or facing separation because of DoD's personnel drawdown [to transition into the teaching profession] with these programs," said Millicent Woods, Deputy Assistant Secretary of Defense for Personal Support, Families and Education.

"Some alternative certification [programs] take into account an individual's prior learning and experience rather than reviewing grades in education courses or professor recommendations," Woods added.

"Those in alternative [programs] must meet the same standards and requirements as those in the traditional [programs]," said John Barth, Department of Education's director of intergovernmental affairs. "They aren't circumventing the system," he said. "They're just getting there a different way."

Information on teaching as a second career is available by writing to:

U.S. Dept. of Education, Office of Intergovernmental and Interagency Affairs, Room 3073, 400 Maryland Ave. S.W., Washington, D.C. 20202

Prerequisites for entry into a certification program are similar for each state. These include:

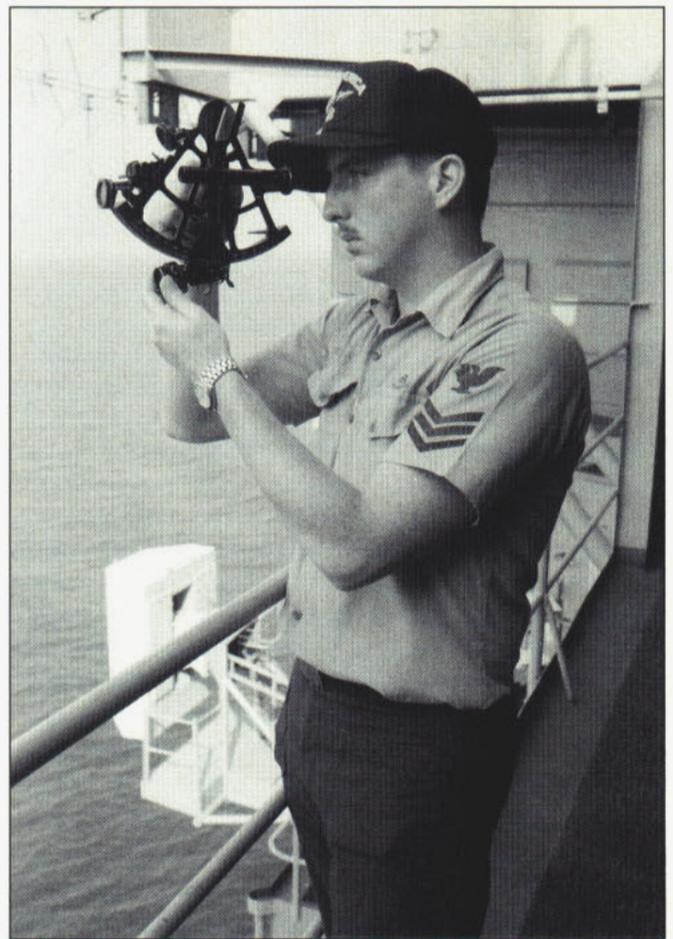
- A bachelor's degree with concentration in the subject to be taught,
- A grade point average of 2.5 or higher on the 4-point scale and
- A passing grade in a comprehensive subject matter test. □

Courtesy of DANTES Information Bulletin, Defense Activity for Non-Traditional Education Support, Pensacola, Fla.

Acing the test

Sailor's system gets flawless results

Story by QM1(SW/AW) Jerris L. Bennett, photos by PH3 Terry L. Horn



Like my previous advancement exams, I'd studied hard and thought I'd done reasonably well for my first attempt at the E-6 exam. Now, the long wait began for the results. Eventually the day came, and I found out I had been selected for advancement to quartermaster 1st class. However, the biggest surprise came when I received my profile sheet. I'd scored an 80, the highest possible mark. Here's what I did to get that mark.

Three months before the exam, I obtained a copy of

the bibliography for advancement study from the latest *Quartermaster Advancement Handbook* for petty officers, also known as the PARs book. For the next two months I hunted down and made copies of every publication on the list. I put all of these copies in a single binder with a copy of the bibliography on the cover.

During the last month I reviewed these publications every chance I had. Some had references to other publications. I would find these as well and add them to my bibliography list and included copies of them in the

NPPSDOPNCLA 10461/94 (7-92)

DEPARTMENT OF THE NAVY
 NAVAL EDUCATION AND TRAINING PROGRAM
 MANAGEMENT SUPPORT ACTIVITY
 5240 SAUFLEY FIELD RD
 PENSACOLA, FLORIDA, 32509-5240

FROM: COMMANDING OFFICER

TO:

SUBJ: EXAMINATION PROFILE INFORMATION

SERIES/DATE ACTIVITY CODE

THE INFORMATION PROVIDED BELOW IS A PROFILE OF YOUR RELATIVE STANDING WITH ALL OTHERS IN YOUR RATE IN EACH SUBJECT-MATTER SECTION. THE INFORMATION IS TO BE USED WITH THE SUBJECT-MATTER IDENTIFICATION SHEET FOR THE EXAMINATION SERIES INDICATED. STANDINGS ARE BASED ON OVER 90% RETURNS. NO SIGNIFICANT CHANGE WITH ALL RETURNS IN

EXAMINATION STATUS	YOUR FINAL MULTIPLE	MINIMUM MULTIPLE REQUIRED	SECTION	1	2	3	4	5	6	7	8	9	10	11	12	PAGE
PASS/SS 80	227.83	216.80	STANDING	S	S	S	S	S	S	S	S	-	-	-	-	005

COPY TO SERVICE RECORD CODE INTERPRETATION

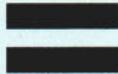
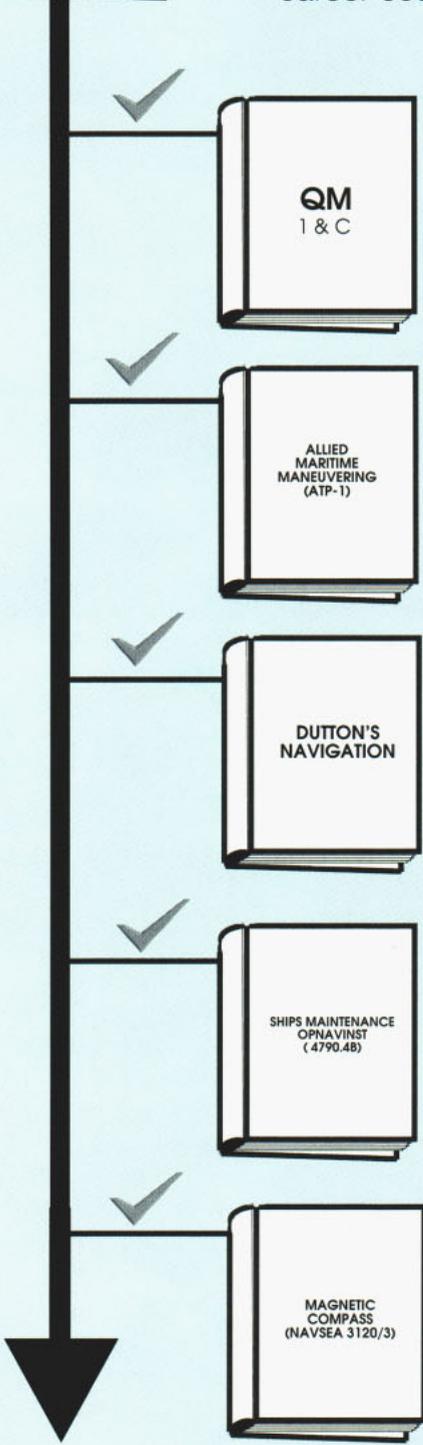
S (Superior)=upper 10 % HA (High Average)=upper 40 % L (Low)=lower 30 %
 E (Excellent)=upper 20 % A (Average)=middle P (Poor)=lower 20 %
 H (High)=upper 30 % LA (Low Average)=lower 40 % VP (Very Poor)=lower 10 %

YOU MAY CONTACT YOUR ESO FOR DATA USED FOR YOUR MULTIPLE COMPUTATION

LASER PRINT EXPFORM REV 07-93

**QM-1
PERSONNEL
ADVANCEMENT
REQUIREMENTS**

Note: Each rating has a specific bibliography that recommends what manuals and other publications should be studied before an advancement exam. For more information contact your command career counselor or your ESO.



binder. When I felt comfortable with the information in a pub I would put a check beside its name on the bibliography list on the cover. I would do this until I felt comfortable with them all.

One of the pubs was a course which could only be obtained through the educational services office (ESO). I went to ESO, ordered the course and completed all the assignments.

I studied hard for the exam, but it was a long period of relaxed study — an hour here, an hour there — always with a goal to “check off” one of the pubs on the bibliography. If I felt I knew the information cold, I moved on to something else, if not, I’d go back and review some more. By starting early I had plenty of time to cover the complete bibliography. When the time for the exam came I was ready.

As a quartermaster, it is a must to know my rate. If I know the rate inside and out, I’m an asset to the ship. If not, I’m nothing more than a hazard to navigation. □

Bennett and Horn are assigned to USS America (CV 66).



Second chance

Seatbelts save lives

Story by FC2 T. R. Rogers

As a volunteer fireman and emergency medical technician (EMT), I've seen my share of automobile accidents, both minor and severe. I've removed lifeless bodies from twisted automobiles and have treated severely injured people whose automobiles had hardly a scratch. But I've never seen a combination of wreckage and survivors like I did one Friday night about a year ago.

At 9 p.m., the county sheriff's office received a call reporting an automobile accident. The dispatcher at the sheriff's office called the fire department. "I have a report of a two-car 1050 [collision], route 301, unknown PI [personal injury]."

When we arrived on the fire truck, our headlights revealed two vehicles seemingly welded together. One car was obviously a mini-van, but the other? From our position it appeared to be a green something or other. We couldn't tell the make of the car, it was so mangled.

We were hesitant as we approached — no one wants to see a dead body. We couldn't see the occupants of either vehicle from the passenger side, so we walked around to the driver's side of the car.

There was the driver, setting the parking brake. He turned to us and asked, "Is it still rolling?" You could almost hear our jaws crash to the ground. This guy was

alive and trying to open the door to get out.

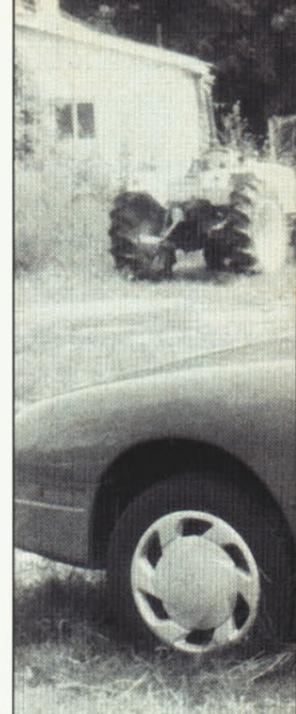
"Whoa, man!" we yelled. Just hang tight until the EMTs check you out."

We cut the roof off the car so we could put him on a backboard to keep his spine immobile and took him to a hospital. There, doctors examined him and, to our amazement, told us he had no injuries. The next day he picked up his personal belongings from what was left of his car. He wasn't even stiff from the accident. The family in the mini-van had suffered only minor injuries.

Why weren't these people killed or seriously injured? They were all wearing their safety belts. The car also had a driver's-side air bag.



U.S. Navy photo





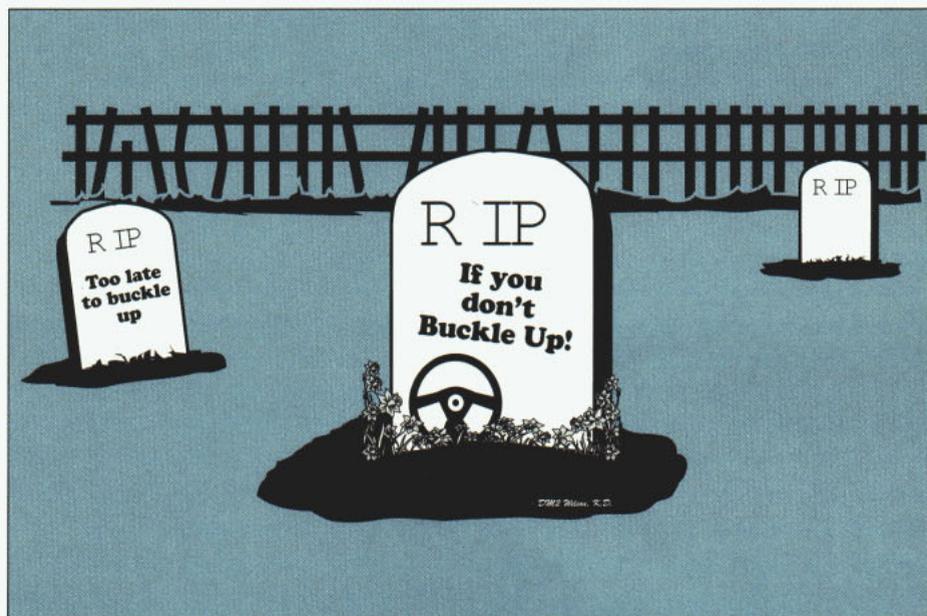
U.S. Navy photo

Left and above: The driver of this severely damaged Geo Storm walked away from the accident uninjured. He was wearing his seatbelt.

Not everyone in a severe crash will emerge unscathed the way this driver did. It's a miracle he escaped alive, much less uninjured. However, if he hadn't worn his safety belt, he probably wouldn't have been sitting behind the wheel where the airbag could protect him. Instead, he would have been bouncing like a rag doll off everything inside the car, or even worse, thrown out. An air bag is only good if you are there to land in it.

The next time you think about not fastening your safety belt, feel how hard the steering wheel, dashboard and seatback are. Imagine you or your passengers hitting those surfaces at 65 miles per hour, then buckle up. □

Rogers is assigned to the AEGIS Training Center, Naval Surface Warfare Center, Dahlgren, Va., and volunteers his off-duty time to the King George County Volunteer Fire Department.



Everyday's a Holiday!

Ships lead quiet lives in retirement at NISMF



**The Louvre,
The Met,
The Iowa**

*Battleships are floating
art museums*

When you think of paint and Navy vessels a drab shade of haze-gray comes to mind. That is, until you go below decks. Over the years, sailors have left their marks on their ships in the form of artwork. Aboard the battleships *Iowa* and *Wisconsin*, both laid up at the Naval Inactive Ships Maintenance Facility, Philadelphia, it seems you can't turn a corner without seeing a piece of art. Here are just a few.

Story and photos by JO2 Paul Taylor

As you enter the main gate of Philadelphia Naval Base, you are greeted by rows upon rows of haze-gray Navy ships. It looks like any naval port, but there's a key element missing — people. In fact, the complete lack of activity and near total silence might lead you to believe you were visiting a nautical ghost town.

But calling it a ghost town implies these ships are dead. They're far from dead — they're just resting. Every day's a holiday for these retired fighting ships which, like members of the Fleet Reserve, stand ready to serve their country once again. The Naval Inactive Ships Maintenance Facility (NISMF), Philadelphia is the name of this retirement community, and operating it, with its more than 30 residents, involves much more than providing a pier to tie vessels alongside.

Every shipboard sailor knows one of a ship's greatest enemies is corrosion. Since these "old salts" may be in mothballs for decades, some innovative preservation techniques have been developed and implemented over the years to keep them seaworthy.

Outside, ships are protected with perhaps the most innovative preservation system used at NISMF — a cathodic protection system (CPS). The CPS is a network of electrical wires that emit a small charge in the water around the ships, forming a nearly impenetrable barrier against corrosion.

Left: To prevent further deterioration of the hulls, most of the existing corrosion must be removed before the ships are sealed. This means crawling into tight voids which, during the Philadelphia summer, can reach temperatures well over 100 degrees.

Opposite: Destroyers *Mahan* (DDG 42) and *MacDonough* (DDG 39) are "mobilization assets," which, according to NISMF Director Joseph Flaherty, can be made ready for sea within six months. The cruiser *Salem* (CA 139) has been stricken from the Navy list and awaits disposition.



Far left: This *Wisconsin* work's creator had a vision ahead of his time — strikingly similar to task forces envisioned in "...From the Sea."

Left: Sailors of *Wisconsin*'s No. 1 gun turret sent their regards to these Iraqi cities. Each shell represents one firing mission.

Above: *Maybellene* is painted on the side of one of *Wisconsin*'s main engines.

The painstaking process of mothballing includes sealing all outside openings. NISMF shipyard worker, Tim King, seals one of the hundreds of openings aboard *Iowa*.

"Before we started using the [CPS], a ship would have to be drydocked every five years," said Flaherty. "Now we don't even have to start thinking about drydocking for 15 years and some have gone much longer."

Inside, dehumidifying machines reduce moisture to about 30 percent relative humidity. This drastically reduces the formation of corrosion. Aboard the attack cruiser *Des Moines* (CA 134), which was laid up in 1961, piping and brightwork is as bright today as it was the day the ship was decommissioned.

Also, NISMF uses a number of intricate alarm systems which keep a watchful eye out for water leakage and fire.

NISMF maintains two categories of ships. The first is mobilization assets. These are ships which could be cost effectively re-activated if needed. Mobilization assets account for most of the ships at NISMF.

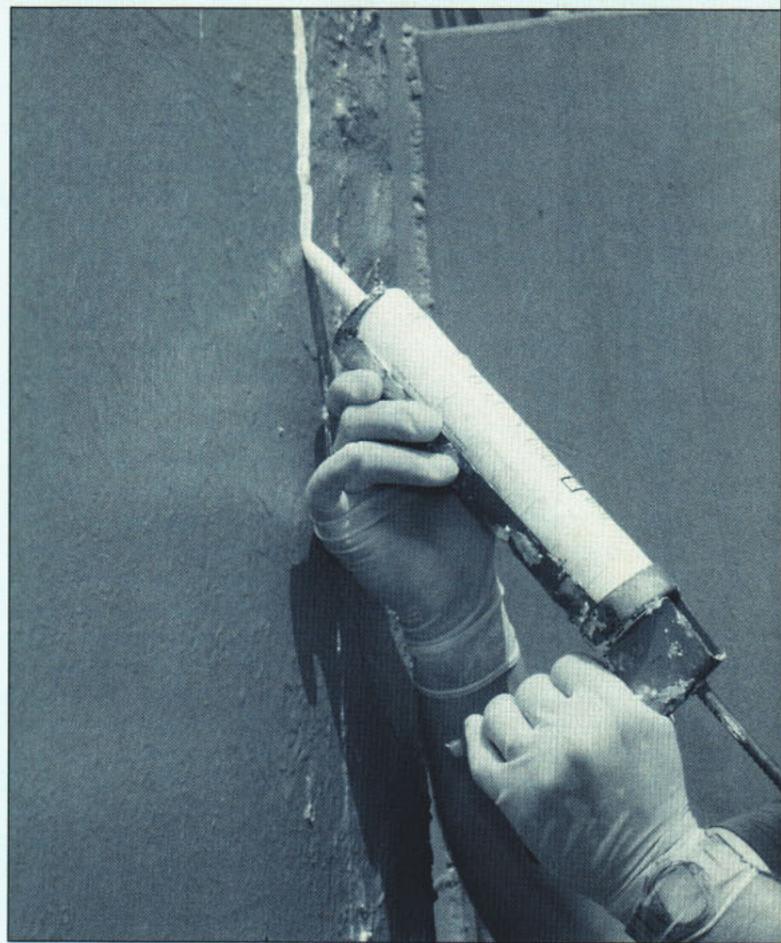
The other category is ships that have been stricken from the Navy list. "After a number of years, ships become so old or out-dated that the cost of modernizing them just wouldn't be worth it," Flaherty said.

Some stricken ships are donated to cities as floating museums. You may have shaved this morning with part of the rest.

Although many ships have been brought out of retirement, perhaps the most famous recommissionings are those of the battleships *Iowa* (BB 61), *New Jersey* (BB 62), *Missouri* (BB 63) and *Wisconsin* (BB 64). All of which have been recommissioned at least twice.

Two of the "battlewagons," *Iowa* and *Wisconsin*, are currently undergoing preservation at NISMF. The proud history of these dreadnaughts is not lost on the shipyard workers, whose job it is to seal the ships for their next stint of inactivation.

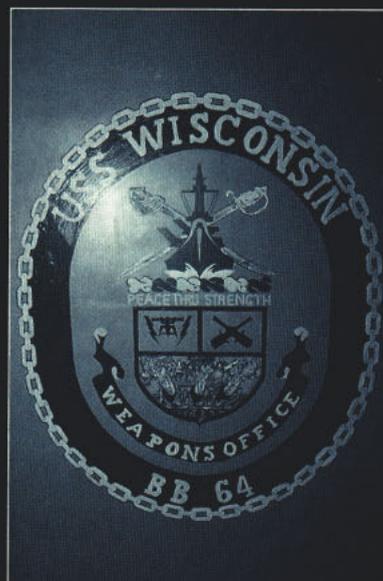
Joseph Miller, a college student who took a summer job at NISMF, has come to appreciate the proud legacy of the



battleships. "I've heard a lot of the stories people tell," he said. "It's really interesting to hear them, then see the places where they happened, and to see how people lived on battleships."

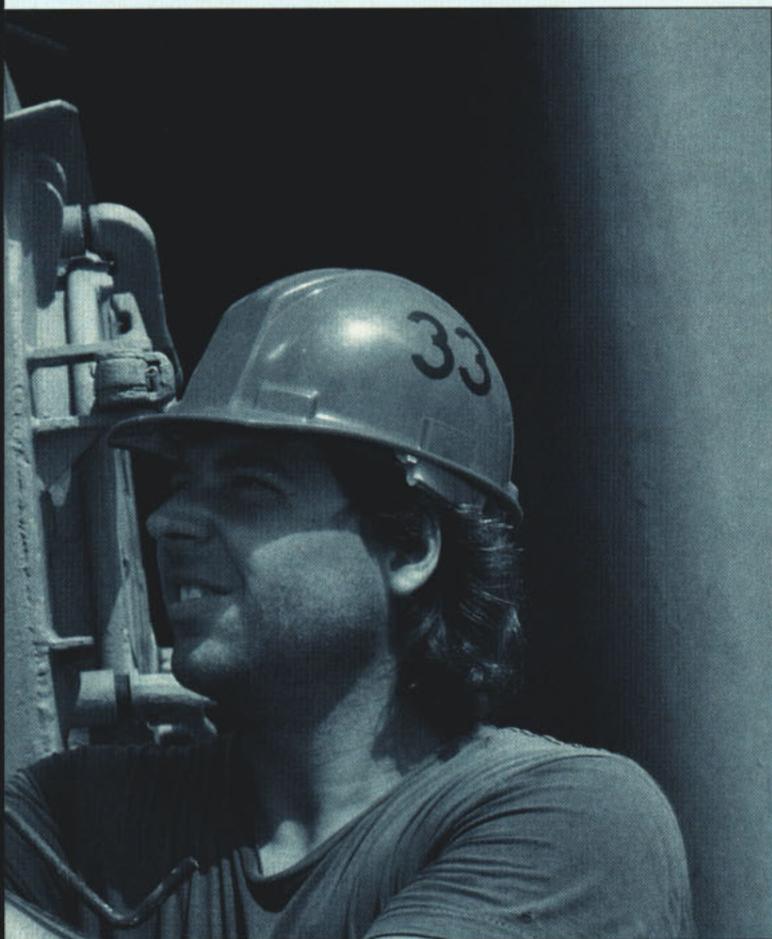
The shipyard workers at NISMF take great pride in their charges and exude a sense of ownership. This pride is probably most visible in Lenny Crowers, a crew foreman working aboard the battleships. He speaks about them like they were close personal friends.

"These are the greatest warships ever built!" Crowers



Far left: Through the years many paintings have been added to the bulkheads of the battleships. Though they're all different, they all seem to exude the pride of being a "battleship sailor."

Left: If *Wisconsin* is ever reactivated, the sailors who take her out of mothballs will find their offices easily enough, most of the office doors still bear the decorations painted by previous crewmen.



said. "It's kind of sad that they had to be decommissioned, but as long as they're here they'll be ready to fight again if they have to."

That pride extends to the more than 30 ships "in port" at NISMF. They all proudly wear their ribbons and unit awards. "We won't take them off," said Crowers. "They earned them!" □

Taylor is a staff writer for All Hands.



During the preservation process ships undergo at NISMF, shipyard workers are careful to ensure no harm comes to the paintings.

Hey, it's better than the scrap heap!

Some ships leave the Navy's four inactive maintenance facilities destined not for the scrap heap, but for long lives as tourist attractions. There are 36 former Navy ships and a World War II German submarine located across the country that are open to the public.

- Alabama* (BB 60) Mobile, Ala.
- Albacore* (AGSS 569) Portsmouth, N.H.
- Batfish* (SS 310) Muskogee, Okla.
- Becuna* (SS 319) Philadelphia
- Bowfin* (SS 287) Honolulu
- Cassin Young* (DD 793) Boston
- Cavalla* (SS 245) Galveston, Texas
- Clamagore* (SS 343) Mount Pleasant, S.C.
- Cobia* (SS 245) Manitowoc, Wis.
- Cod* (SS 224) Cleveland
- Constellation* Baltimore, Md.
- Croaker* (SS 246) Buffalo, N.Y.
- Drum* (SS 228) Mobile, Ala.
- Growler* (SSG 577) New York, N.Y.
- Intrepid* (CVS 11) New York, N.Y.
- Joseph P. Kennedy, Jr.* (DD 850) Fall River, Mass.
- Kidd* (DD 661) Baton Rouge, La.
- Laffey* (DD 724) Mount Pleasant, S.C.
- Lexington* (AVT 16) Corpus Christi, Texas
- Ling* (AGSS 297) Hackensack, N.J.
- Lionfish* (SS 298) Fall River, Mass.
- Little Rock* (CLG 4) Buffalo, N.Y.
- Marlin* (SST 2) Omaha, Neb.
- Massachusetts* (BB 59) Fall River, Mass.
- MSB-5* Fort Worth, Texas
- North Carolina* (BB 55) Wilmington, N.C.
- Olympia* (C 6) Philadelphia
- Pampanito* (AGSS 383) San Francisco
- PFT-17* Buffalo, N.Y.
- Requin* (SS 481) Pittsburg
- Silversides* (AGSS 238) Muskegon, Mich.
- Stewart* (DE 238) Galveston, Texas
- The Sullivans* (DD 537) Buffalo, N.Y.
- Texas* (BB 35) La Porte, Texas
- Torsk* (SS 423) Baltimore, Md.
- U-505* (German submarine) Chicago
- Yorktown* (CVS 10) Mount Pleasant, S.C.

Provided by Naval Sea Systems Comand

DEFYing the

Sailors and Marines educate against drugs

Story and photos by JO2 Ray Mooney



odds

Every day the Navy-Marine Corps team defends America against threats from around the world. In Oakland, Calif., the team is stepping in to help protect and defend America's youth from a threat much closer to home — the illegal drug trade. The Drug Education For Youth (DEFY) program pits 10 Navy and Marine Corps volunteers and their combined skills against the drug dealers, peer pressure and inner city life that face 60 kids from Oakland's Lockwood year-round elementary school.

DEFY starts with an eight-day summer camp at Naval Air Station Alameda, Calif., according to

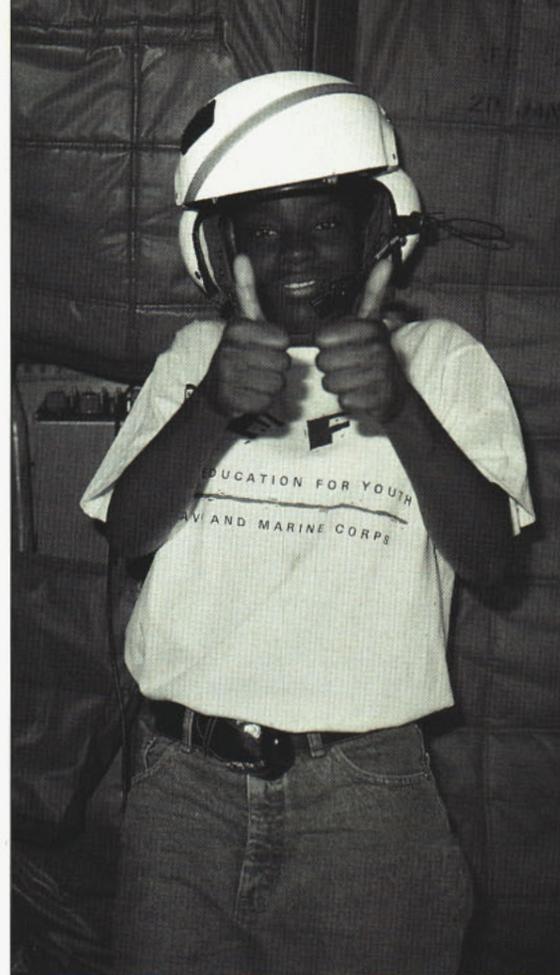
Opposite page: Two students break for lunch and a few laughs during the eight-day DEFY summer camp. Sixty kids from Oakland's Lockwood Elementary School participated in the pilot drug education program.

Reserve Marine Capt. Kenneth D. White, DEFY's public affairs officer. The focus is drug demand reduction through prevention and education.

"We're trying to instill positive attitudes, primarily in kids," White said. "If the desire is not there for them to do drugs, regardless of the supply that's available on the streets, they won't do drugs."

Four elements make up DEFY's eight-day summer camp. "One is drug resistance and drug education that includes classes and work shops," he said. The curriculum includes classes on drugs and their effects, the consequences of drug abuse, the relationship of drugs to crime and the economy and how to say "no" to drugs.

The second element is self-esteem and peer leadership, designed to help kids cope with peer pressure. "It helps kids realize the importance of being an individual and making your



Above: Oakland's inner city kids explore their options as part of the DEFY program. This student could grow up to be a pilot for Helicopter Anti-Mine Squadron 15 at NAS Alameda. The helmet already seems to fit.

own choices," White said. It also encourages kids to help others, particularly younger children, and impresses upon them the reality that decisions have consequences.

Physical fitness is the third element of the DEFY program. "It's a way to a healthy lifestyle," White explained. "It also increases self-esteem and self-discipline, things we want to try to instill in these kids."

"Fourth, there's a challenge element," White said. "We've instituted a swim module where these kids go through an intensive swimming phase to introduce them to drown-proofing and basic swimming

Left: HMC Don R. McLeod teaches DEFY students how to swim at the Oakland Naval Hospital pool. This challenging phase of the program helps give students a sense of accomplishment.





Left: ABH2 Glen R. Gassman helps a DEFY student chart significant events in his life. The exercise is designed to help students recognize important events in their lives and help them set future goals.

Below: The DEFY program introduces kids to life's alternatives. Here a student sits in the pilot seat of an MH-53E helicopter at NAS Alameda, Calif.



skills." The idea is to let the kids prove something to themselves by challenging their minds and bodies to learn a new skill.

CPL Jose J. Alvarez, attached to Marine Air Group 47 at NAS Alameda, is one of DEFY's volunteer instructors. He said educating kids about drugs and their potentially deadly influence is what prompted

"If we can teach one child that putting crack in a crack pipe and smoking it is going to kill him, then the program is a big success."

him to become involved. "These kids are our future."

Approaching the problem from different angles is what makes DEFY special, according to one instructor. "It teaches the kids about drugs and what's bad for them," said Aviation Storekeeper 1st Class Dale R. Van Leer, from NAS Alameda's supply

department. "It teaches them to cope with peer pressure, to be good to their neighbors and it teaches them self-esteem."

"I think the program is good because it tries to keep people from doing drugs like marijuana and stuff," said 10-year-old Jason Fryer, a DEFY student. His friend Lynn Radney, also 10, agreed. "They're doing this to keep people out of trouble," he said.

Continued support is part of DEFY's makeup, and that's where its effectiveness may lie, White said.

DEFY is a pilot program, still in its infancy, and will be evaluated and compared to other drug programs being tested throughout the military, according to White. Some participants said regardless of whether DEFY makes the cut and becomes an officially sanctioned program it has perhaps already made enough impact to justify itself.

"I can definitely see progress

already," said Aviation Boatswain's Mate (Aircraft Handler) 2nd Class Glen R. Gassman, stationed at NAS Alameda. "If we can teach one child that putting crack in a crack pipe and smoking it is going to kill him, then the program is a big success. Even if we only reach a few of the 60 kids we started out with, it's well worth the time and money spent." □

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

The Tax Man cometh



Paying your state income tax

Story by J02 Brett Bryan

In January, sailors, along with most Americans, will receive their W-2s in the mail, and begin, what is for some, the arduous task of filling out their income tax forms.

But unlike most Americans, service people have special circumstances due to military life, and duty assignments in states other than their home state.

Here's the definitions of certain legal terms that decide where you live for purposes of the tax laws:

- **Domicile** — Your permanent home — even if you're away from it for long periods of time. As long as you plan to return, or until you establish a new one, it's still considered your domicile or "legal residence."

- **Resident for tax purposes** — a person who is physically present in a particular state for a particular period of time as specified by state law (e.g., in Virginia, if you are physically present for more than 183 days during the tax year, you are considered a resident for tax purposes).

poses whether or not you are a domiciliary). This is also called a "statutory residence."

- **Non-resident** — not a domiciliary or resident for tax purposes.

"For most Americans, if you are a legal resident (domiciliary), or a resident for tax purposes, the state can tax you on all your income no matter where it's earned," said LCDR Donna M. Crisalli of the Office of the Navy Judge Advocate General, Legal Assistance Division. "If you are a non-resident, the state can only tax you on income earned within the state."

"For military members, the Soldiers' and Sailors' Civil Relief Act (SSCRA), prevents the state from treating the active-duty member as a resident for tax purposes if the member is in the state in compliance with military orders," Crisalli said.

While the SSCRA is important, it is limited. There are many situations in which a state may tax you without restriction:

- The SSCRA does not prevent state of domicile from taxing the

service member's entire income if the state so chooses.

- The SSCRA does not apply to family members, who may be treated as statutory residents and taxed on all income, or may be taxed on income earned in the state.

- A state may tax any non-military income which a servicemember earns in the state such as wages from a part-time job or profits from rental property.

- The SSCRA does not prevent a state from taking into account the service member's military income in determining the tax rate imposed on the dependant's income or the service member's non-military income.

Crisalli said, "The bottom line is, taxpayers should check with their state tax authorities and/or review instructions accompanying tax forms to determine the rules which apply to them." □

Bryan is a photojournalist for All Hands.

Take Charge sails on

The Navy helps Orlando kids

Story by JO1(AW) Deborah Carson, photos by PH3 Chris Carrothers

We learned that crunchy stuff is better for your teeth." A class on how to feed a puppy? Maybe dental 101 or an evaluation of a personal hygiene class?

Actually, it was a statement by a fifth grader describing what she learned during Operation *Take Charge*, a complex program conducted for Orlando, Fla., children by the Naval Training Center Orlando Volunteer Network.

The Volunteer Network, under the direction of Volunteer Program Administrator Marcia Reinwald and staffed by military and civilian volunteers, has provided thousands of volunteer hours to cement community relations with the Navy and the greater Orlando area. Recently, they undertook a first-ever day camp for inner city youths. The volunteers discovered when they took a group of students from an inner city elementary school and showed them what the Navy way of life was all about, the end result was a group of interested, eager children.

The day camp lasted for three weeks and approximately 20 fifth- and sixth-grade students from Orange Center Elementary School participated.

"The idea for this camp came about because we realized there was a need for a

program like this for the students at Orange Center Elementary," said Reinwald.

"The students needed to know people in the community care about them, they are special and they can make a difference and take charge of their own lives," she said.

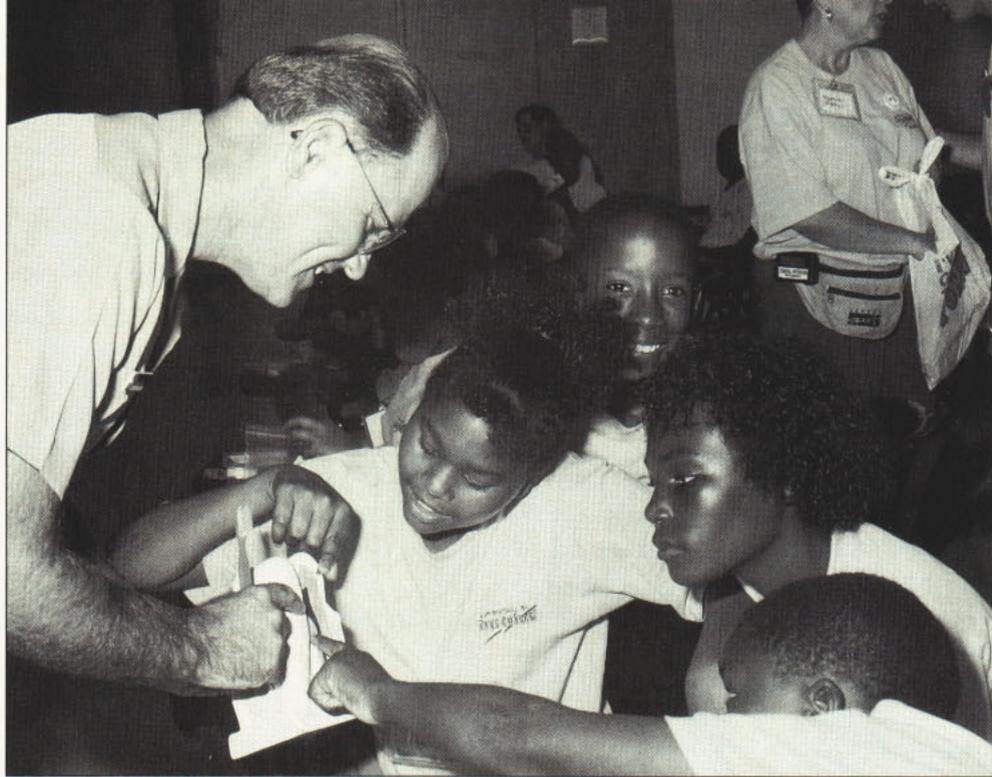
The campers for Operation *Take Charge* were hand-picked by teachers, guidance counselors and the principal of Orange Center Elementary School.

Activities at the day camp were not restricted to the base. The stu-

Below: Camper Glenda McGee teams with MA1 Richard Demille and MA1 Bryan Fischer of NTC Security to demonstrate the talents of a military working dog.

On graduation day, camp organizer Marcia Reinwald gives Odessa Williams her Operation *Take Charge* diploma.





Left: CAPT (Dr.) Jerry Johnson offers some tips on oral hygiene to Operation Take Charge campers.

summed up her feelings with a final statement, "I like the volunteers and I thank them for coming."

According to the counselors, the day camp was a learning experience for the adults as well as the children. "All these children needed was a little extra attention," said Seaman Katrina Walker, one of the volunteer counselors at Operation Take Charge. "While they were here, they showed an interest in everything that was going on around them. They were all very intelligent and eager to learn."

"If they left this day camp with nothing else, they needed to know they can do anything they set their minds to," said Reinwald. "We tried to show the kids they can make choices in their lives. We let them



SM2(SW) John Burks, assisted by members of the NTC Color Guard, conducts a class in flag etiquette.

teer Network received from various organizations as a reward for the network's many contributions to the community. The day camp was NTC Orlando's way of putting the money back in the community," said Reinwald.

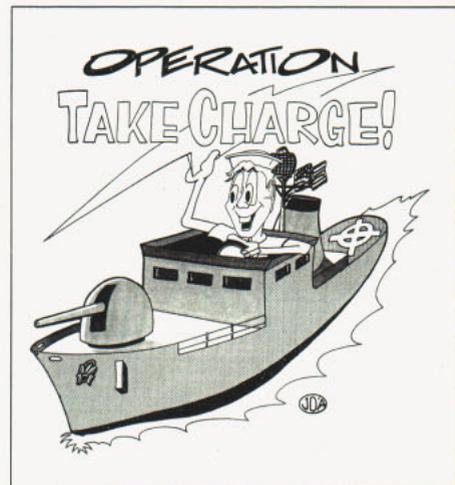
Through learning encounters with both the Orlando Police Department and the NTC Security Department, youngsters got up close and personal with different aspects of law enforcement. A fingerprinting demonstration and a training session with one of NTC's K-9 patrol dogs were just two of the "hands-on" experiences in which the students participated.

"I had a lot of fun here. It was good," said Nehemiah Fitzgerald, 10. "We learned about values and how to treat others."

"The camp was okay," said 11-year-old Odessa Williams. "We had fun. We got to go to the lake on Mondays and learn about values, like if someone bothers you, you can learn ignoring skills." Odessa

dents went on several field trips, including a tour of the local newspaper office and a local television station.

"Funding for the day camp was provided by money the NTC Volun-



know we want them to finish school and know they are very special."

The last day of camp, each group gave a presentation they had prepared for graduation day.

"It was a wonderful experience, the children enjoyed themselves and the volunteers had a good time," said Reinwald. "I would do it again in a heartbeat, — all the volunteers would do it again." □

Carson and Carrothers are assigned to Naval Training Center Orlando, Fla.

"The only easy day was yesterday."



Because of the dangers inherent in Naval Special Warfare, prospective SEALs (sea-air-land) go through what is considered by some to be the toughest military training in the world.

Getting through the 25-week Basic Underwater Demolition/SEAL (BUD/S) training is tough, but not impossible. Success in BUD/S requires an extremely high level of personal commitment and dedication.

Prior to commencing BUD/S, each student undergoes seven weeks of pre-conditioning and indoctrination. BUD/S training is broken down into

BUD/S Requirements:



⚔ Perform minimum of 42 pushups in 2 minutes (2 minute rest)



⚔ Pass a diving physical exam

⚔ Eye sight cannot be worse than 20/40 in one eye and 20/70 in the other and must be correctable to 20/20 with no color blindness

⚔ Must be 28 years old or less

⚔ Only men are eligible

⚔ Perform at least 8 pullups, no time limit (10 minute rest)

⚔ Minimum ASVAB score: VE+AR= 104, MC= 50



⚔ Perform minimum of 50 situps in 2 minutes (2 minute rest)



⚔ 500 yard swim using breast and/ or side stroke in 12:30 (Ten minute rest)

⚔ Run 1.5 miles wearing boots and pants in 11:30

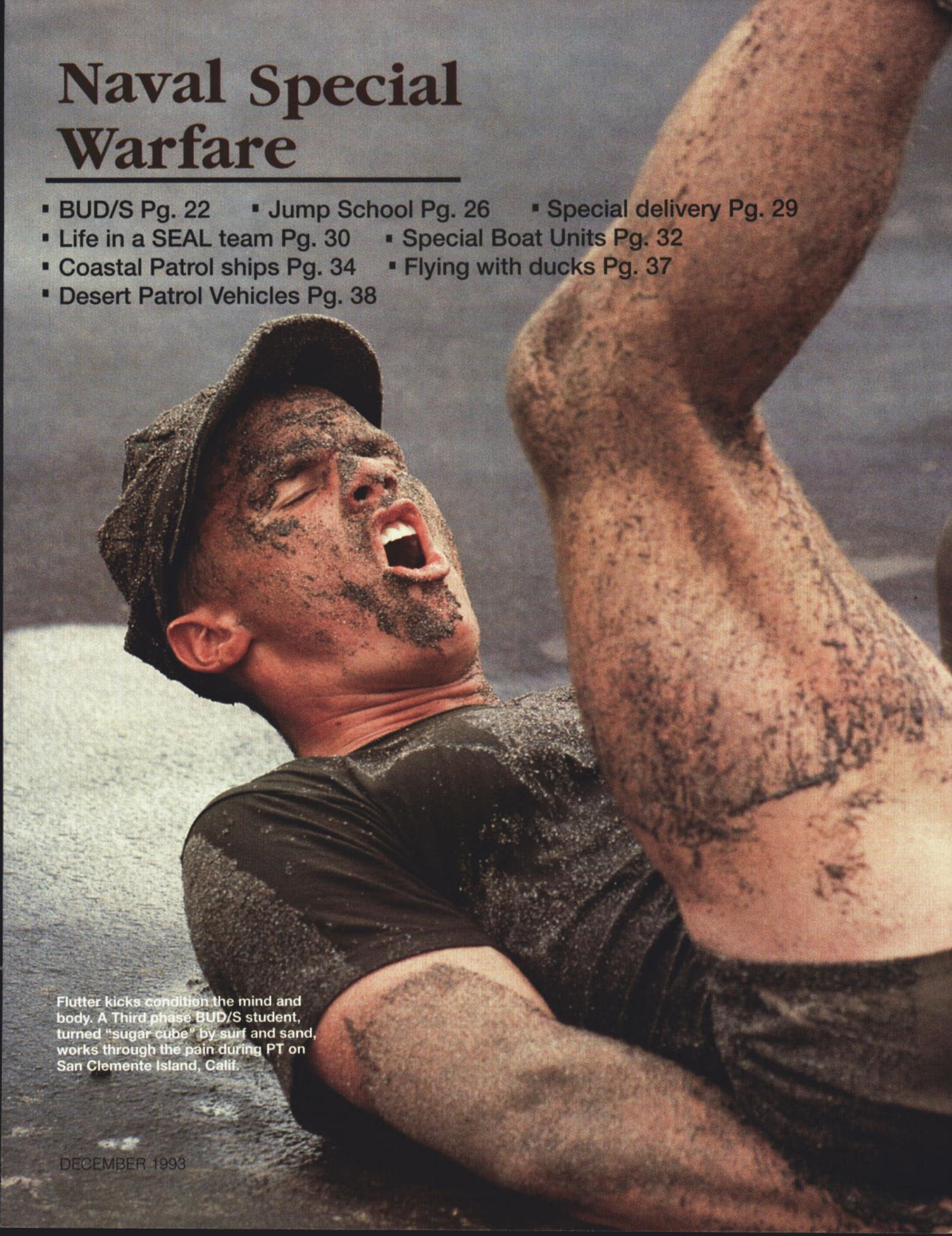
three phases. The first phase is the basic conditioning phase and is nine weeks long. Physical training involves running, swimming, and

calisthenics, all of which become increasingly difficult as the weeks progress. The sixth week of training is "Hell Week," which is five and a half days of continuous training with little or no sleep. This week is designed to push the students to their maximum capability both physically and mentally. The remaining three weeks are spent in hydrographic reconnaissance.

These pages are dedicated to the Naval Special Warfare community, beginning with BUD/S training at Coronado, Calif., where "the only easy day was yesterday." □

Naval Special Warfare

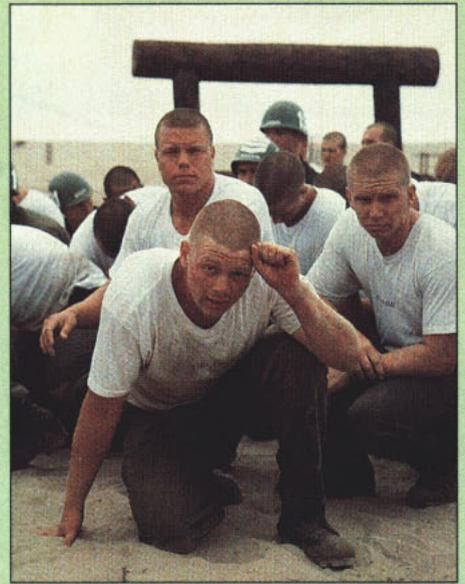
- BUD/S Pg. 22
- Jump School Pg. 26
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- Special Boat Units Pg. 32
- Coastal Patrol ships Pg. 34
- Flying with ducks Pg. 37
- Desert Patrol Vehicles Pg. 38

A man is shown from the chest up, lying on his back on a sandy beach. He is wearing a dark t-shirt and a dark cap. His face and body are covered in sand, particularly around his eyes and mouth. He has a pained expression, with his mouth open and eyes closed. His right arm is raised and bent at the elbow, with his hand near his head. The background is a bright, sandy beach with some water visible in the distance.

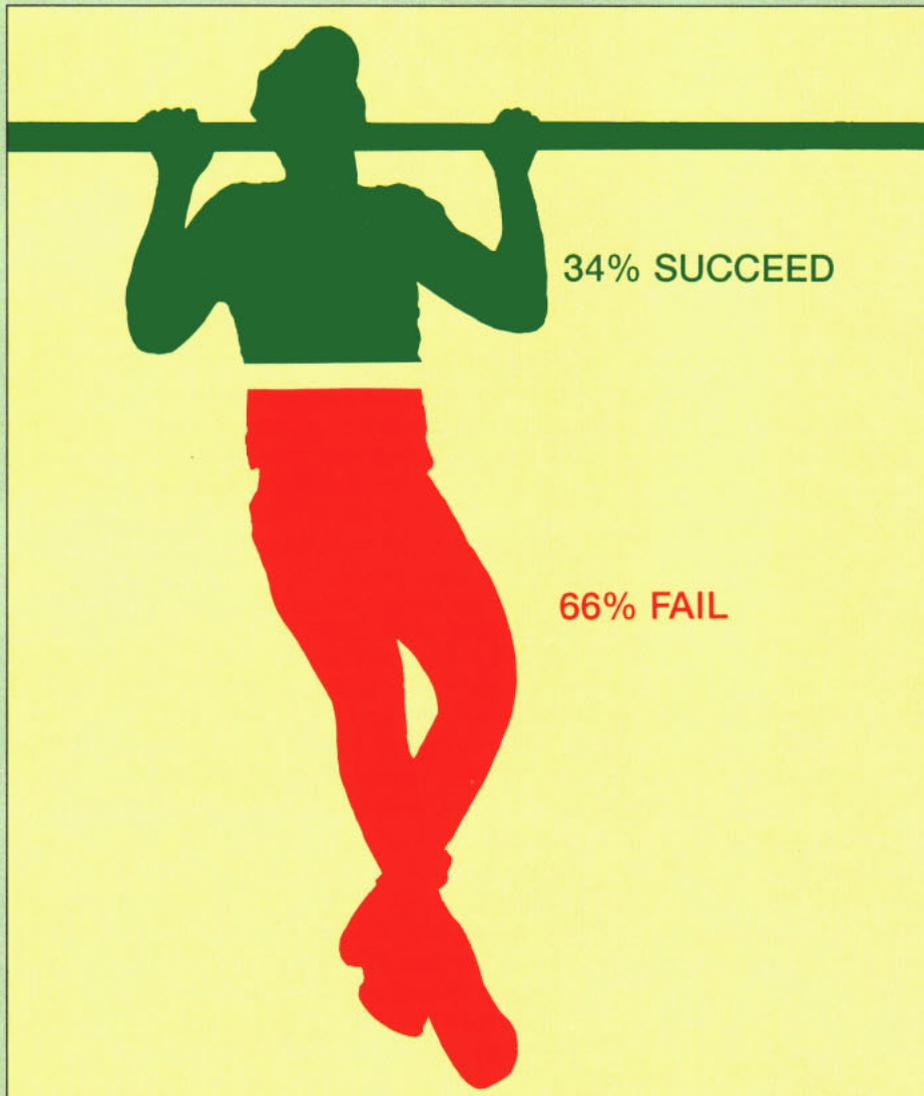
Flutter kicks condition the mind and body. A Third phase BUD/S student, turned "sugar cube" by surf and sand, works through the pain during PT on San Clemente Island, Calif.

BUD/S bloom into SEALS

Story and photos by JO2 Ray Mooney



Above: First phase BUD/S students wait to resume their assault on the obstacle course.

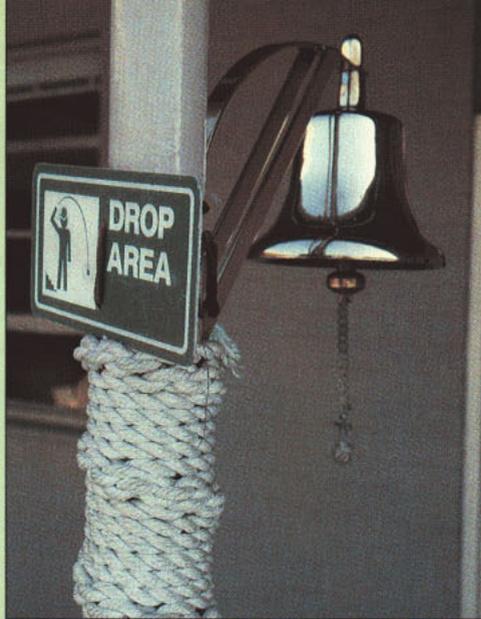


They come from varied social, cultural and educational backgrounds. They are enlisted and officer but the common thread keeping them together is: They all believe they have what it takes to be a Navy SEAL.

Naval Special Warfare Center in Coronado, Calif., is home to the Basic Underwater Demolition/SEAL (BUD/S) training. There is no glamour here. There is no glory or pageantry. There is only determination, guts and pain.

SEAL training begins in Fourth phase, so named because it was the last program to be developed. "It's a training phase for the guys to get physically up to speed, so that they can start training," said Operations Specialist 2nd Class Eric Brown, leading petty officer of Fourth phase. "Our goal is to get them up to a certain level. We don't want to break them down."

After six weeks of calisthenics, swimming, running and challenging the BUD/S obstacle course, the students have a week to relax according to Brown. "We let them rest in the seventh week so they're physically capable of going to First phase and



withstanding the pressures."

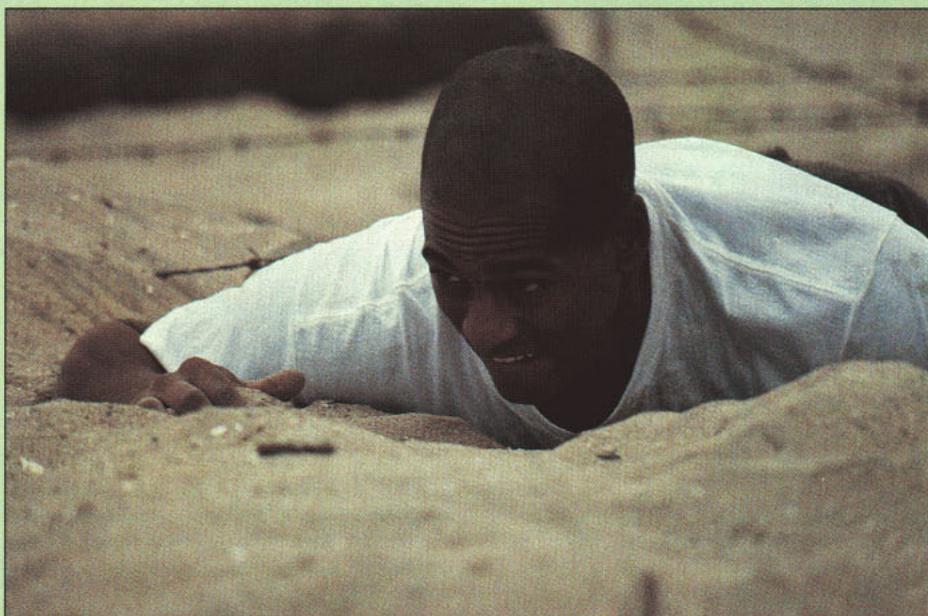
Those pressures involve getting in shape all over again, according to LT Michael S. Reilly, officer-in-charge of basic conditioning, or First phase. "We're the gut-check part of BUD/S," he said. "The first five weeks are nothing but physical training — PT, runs and swims. They learn small boat skills, teamwork and we get them in shape. Then we put them through Hell Week to see who really wants to be here.

"If a guy is a Rambo or absolute physical stud, it doesn't necessarily mean he's going to get through Hell Week," Reilly said. That sixth

Above left: This is the easy way out of BUD/S training. Ringing the bell sends enlisted sailors back to the fleet and sends officers home for good.

Left: The helmets of the BUD/S students who "rang out" of their class are lined up below the drop area bell. Drop out rates can soar as high as 70 percent.

Below: Scrambling under barbed wire is just a small part of life on the "O" course. This First phase student has 10 more obstacles in his path before he's done.



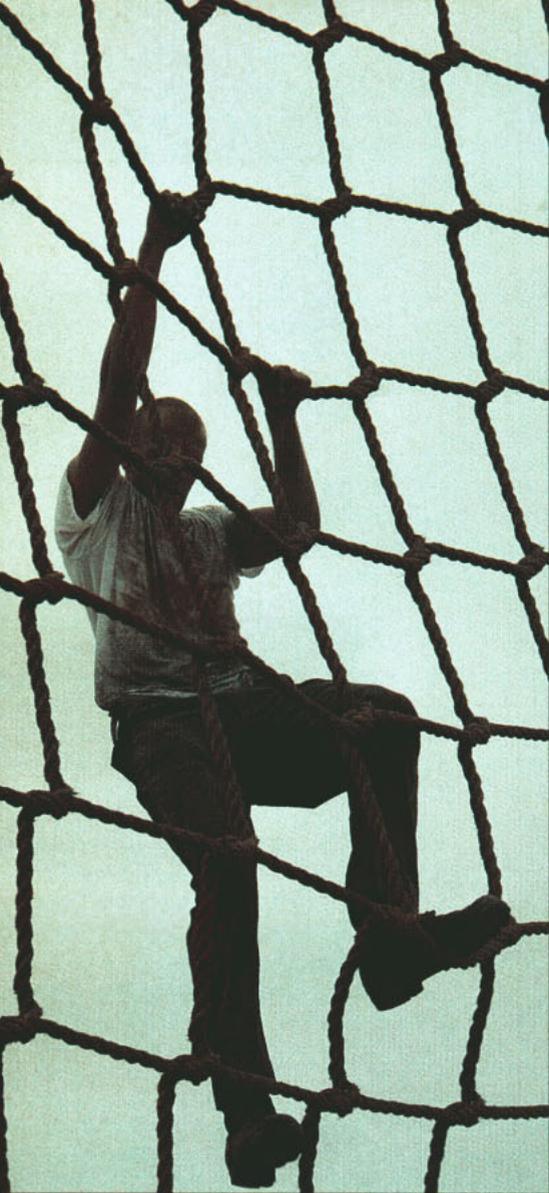
week of BUD/S is designed to break everyone down physically. There is little time to sleep but many hours for inflatable boat drills; rocky beach landings; bullet, smoke and grenade simulators going off all around them; low crawls through barbed wire; runs over or around obstacles; and class leaders yelling orders. "Hopefully they're motivated, want to be here and aren't going to give up when things get really stressful," said Reilly.

After surviving Hell Week, prospective SEALs take a crash course in underwater reconnaissance before moving out of First phase. "The bottom line," Reilly said, "is that we turn him over to Dive phase as someone who is in shape and has shown he has the motivation to become a SEAL."

"Second phase incorporates all the basic diving that a guy is going to need to be a SEAL," said LT Michael J. White, diving officer and Second phase division officer.

Third phase is the demolition and weapons training phase, but the physical challenges are far from over. "If anything, in Third phase it moves up a notch," said Jefferson. "The PTs and runs are kind of generic, but we also do the combat conditioning course at San Clemente Island." That includes running by squads in web gear and weapons, wounded man drills that involve carrying a body several miles, shooting at targets for accuracy and then doing a quarter-mile swim wearing all their gear. All of that is in addition to the upper body work that continues throughout BUD/S training.

The real focus at San Clemente Island is demolition and weapons training, according to Master Chief Gunner's Mate Dodd T. Coutts, master chief in charge of Third phase. "We're teaching someone that comes off the street or from the back country how to properly



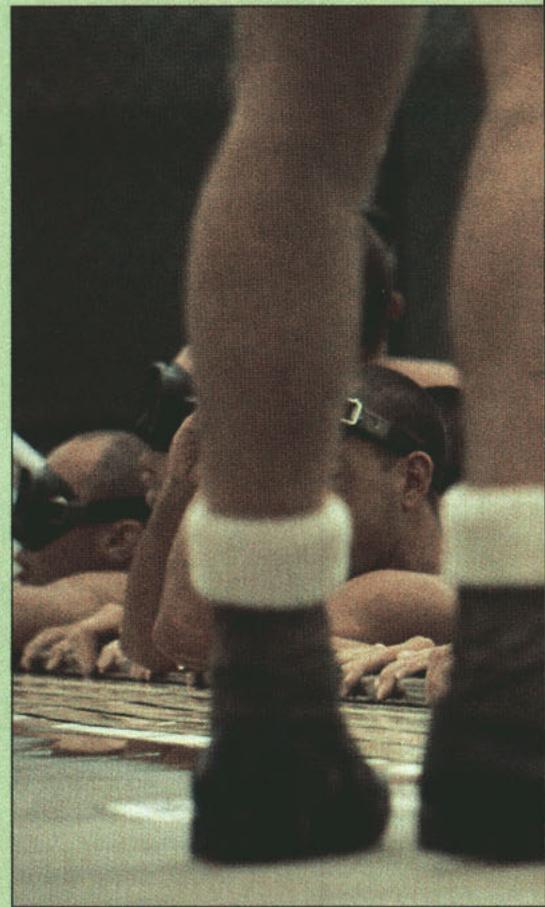
Left: The obstacle course takes BUD/S students over and under more than a dozen challenges. A misstep on the cargo net could cost them a broken neck.

place and detonate charges," he said. This involves the use of basic TNT and C-4 plastic explosives; electric and non-electric firing; and underwater placement of explosives.

After two weeks of big bangs, students move into weapons training, where they learn small arms skills, qualifying with the Sig-Sauer 9mm pistol and the M-16A2 rifle. "They also do some work with the M-60 machine gun," said Chief Hospital Corpsman David C. Jefferson, the chief in charge of demolition training.

Third phase is where it all comes together, according to Jefferson. "This is where we really pile it on, really jam the information down their throats," he said. "They learn tactics, land navigation, weapons, demolition, and then learn how to actually plan and prepare all the preliminaries for an operation. Then they actually go out and plan their own."

Below: BUD/S students manhandle logs to build both teamwork and conditioning.



"That's what the FTX is," said Coutts. For 10 days, students go through a final training exercise, where they incorporate all the skills they've acquired over the past eight months. "They will go out and actually do an operation. It's a practical test that takes anywhere from three to eight hours. They'll come back and debrief, they get ready for another one."

"Every day is the hardest part," said Machinist Mate 3rd Class Brian E. Hiner, a Third phase student taking a short break before starting another round of pull-ups. "It's pretty miserable, but it's rewarding."

"I think we're crazy," Hiner said about why he and his classmates were here, still battling to be SEALs when only 11 remained of his original class. "Everybody here is nuts," he finished with a grin.

But if they can make it out, past the obstacle course and countless miles of running; through dive phase and more countless miles of swimming; through thousands of pull-ups



and flutter kicks and dips; if they can survive agonizing days and sleepless nights, then they are on their way to jump school and from there to a SEAL team.

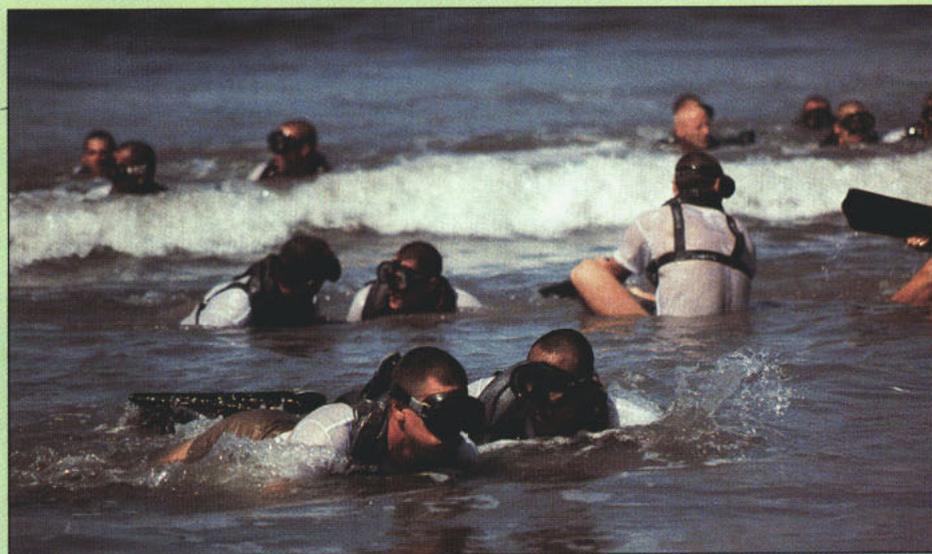
There is no one common ingredient that defines a person who makes it through, the First phase division officer said. If there were, the SEAL recruiter could focus his efforts on that characteristic. "You just really have to want to be here," Reilly said. "You have to have the will to get to the end." □

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

Right: First phase students swim out past the surf line, wait for a signal from their instructor, then return to the beach. This cycle continues until tired muscles scream for relief from icy water and pulling currents. Dive buddies are inseparable while in the water.

Above: With diving masks filled with water, sinuses and eyes burning from chlorine, First phase students must learn to breathe only through their mouths.

Right: Second phase instructors keep a close eye on students in the Combat Training Tank at Naval Amphibious Base Coronado. The BUD/S students are learning to exchange scuba gear while submerged.



JUMP SCHOOL

The final phase of SEAL training



QM3 Joel Kay's parachute gear is inspected by an instructor prior to boarding the plane. Each student undergoes five inspections before they are allowed to jump to ensure maximum safety.



Story and photos by JO1(SW) Jim Conner

Most of the students stared straight ahead and said nothing. Their faces were full of doubt and fear, even though a few managed a fake smile. Their concern wasn't over an upcoming exam. In fact, all they had to do was step through a door about 15 feet away, and the rest of the course would be downhill — about 1,250 feet — straight down!

This was no ordinary classroom. The students were in the final phase of Airborne School at Fort Benning, Ga., and just seconds away from their first parachute jump.

The school is divided into three phases, each lasting one week. The course is taught to officers and enlisted personnel from all branches of service. Among them are prospective Navy SEALs fresh out

of Basic Underwater Demolition SEAL (BUD/S) who must complete airborne training to earn the title of SEAL, according to Army Sgt. 1st Class Marshall W. Dupree, a master jump trainer.

"The first week is ground week," explained Dupree. "That's when they are taught the basic fundamentals of military parachuting and learn to execute proper parachute landing falls and do lots of physical training.

"Then there's tower week, where they are dropped from the 250-foot tower in an open parachute. They are also taught proper aircraft exit techniques on the 34-foot tower as well as how to recover immediately after a landing.

"The third week is jump week," said Dupree. "Everyone is required to make five jumps, one of which is a night jump, before they are awarded their



During 'tower week' students practice aircraft exit techniques and get a basic 'feel' for the parachute from the 40-foot tower.

jump wings at graduation."

"I looked forward to coming here," said Quartermaster 3rd Class Joel Kay, a prospective SEAL completing his final week of airborne training. "It was a nice break in the action compared to the massive pressure we were under during eight months of BUD/S training. That's not to say jump school is easy. It was a tremendous challenge for me because I'm afraid of heights."

Kay described what it was like for him to make his first jump. "As I stood in the doorway, the thought that kept going through my mind was, 'I hope I don't have to use my reserve parachute.' If your main chute doesn't open by the time you count off four seconds, you only have four more seconds before you hit the ground, so you have to act fast,"

"If your main chute doesn't open by the time you count off four seconds, you only have four more seconds before you hit the ground."

he explained.

"I chose the SEALs because they are the most elite group of military professionals the United States has to offer," he proudly stated. "To become part of that group is very special for me." □

Conner is a staff writer for All Hands.

Special delivery ...SEAL style

Story by CDR Glen King

The Navy's SEAL Delivery Vehicle (SDV) — a slick, 22-foot long, jet-black submersible — silently glides through dark water on a special mission. The pilot "flies" his SDV like an aircraft while closely following directions from the navigator. When SEALs go to work, they go "special delivery."

Operational scenarios for SDVs include clandestine insertion of SEALs, ordnance delivery, location and recovery of lost or damaged objects and reconnaissance. The passengers and crew breathe using an onboard compressed air system or individually worn underwater breathing apparatus (UBA).

The Mark 8 SDV is an all-electric vehicle powered by rechargeable sil-

ver-zinc batteries. The pilot controls its direction with a ballast and trim system, along with a manual control stick to move rudders, elevators and bow planes.

The torpedo-shaped underwater

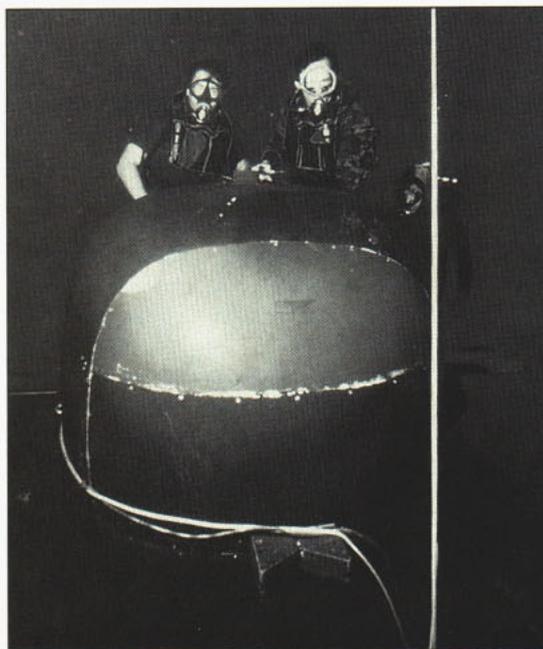
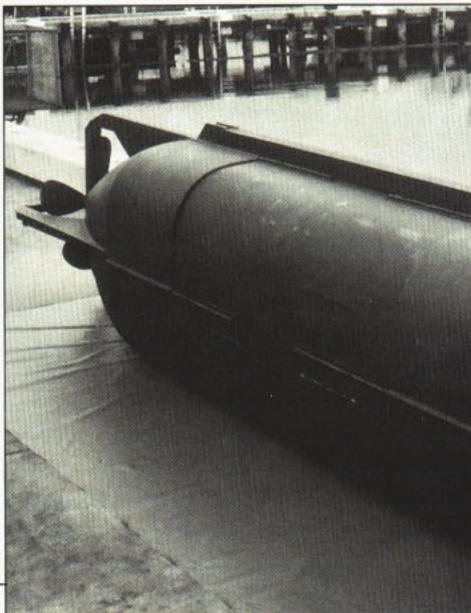
vehicle has a computerized navigation system that provides navigational information. An intercom system allows the crew and passengers to talk while underwater.

There are currently two SDV teams in the Naval Special Warfare Command. SDV Team 1 is located at Naval Amphibious Base Coronado, Calif., and SDV Team 2 at Naval Amphibious Base, Little Creek, Va.

SEAL Delivery Vehicle teams are divided into platoons. A SDV platoon is composed of 16 personnel; one dive medical technician, 11 SEALs and four fleet support maintenance technicians.

King is the public affairs officer, Commander, Naval Special Warfare Command.

Left and below: SDVs help SEALs get to their targets quickly and quietly.



Below: Only 32 sailors Navywide work with the Mark 8 SEAL Delivery Vehicle.

Aside from being proficient in underwater demolition, SEALs are required to remain airborne qualified and are highly skilled in guerilla warfare tactics.



The other silent service

*Skill, stamina
and stealth:
trademarks
of a SEAL*

Story and photos by JO1 Steve Orr

Being a Navy SEAL isn't quite like you see in the movies. What the films don't show is the real-life, intensive training it takes to become a Navy SEAL (sea-air-land).

"The training we have to go through is extremely rigorous," said the officer-in-charge of SEAL Team 2's Platoon Alpha, nicknamed

"L.T.," based out of Little Creek Amphibious Base, Va. The demanding road to become a Navy SEAL includes BUDS (basic underwater demolition SEAL training), SEAL tactical training, basic airborne school, weapons training, combat swimming, close quarter battle training and more.

It takes a certain type of person to be willing to endure such training, to



“The major characteristic of the members of a SEAL team is the drive, the stamina and the ability to overcome obstacles.”

be identified in his unit by nicknames like “Elvis,” “Rico,” “X-Man,” “Bison” and “Motorhead,” and to put his life on the line every time duty calls.

“The major characteristic of the members of a SEAL team is the drive, the stamina and the ability to overcome obstacles,” explained L.T. “It’s not a prestigious job. These are the guys in the background. It’s physically demanding and mentally challenging.”

People strive to become SEALs for

Above and right: To become a Navy Seal, sailors must pass BUDS training, tactical training, basic airborne school, weapons training and more. Once accepted as a SEAL, this intensive training will continue throughout an individual’s career.

different reasons. “The missions and the types of activities SEALs are involved with are what appealed to me,” admitted Bison, a member of Alpha Platoon. “It was the main reason I came into the Navy.”

“I became a SEAL because I wanted to serve my country in the job I thought I could do the best,” said Elvis, the platoon’s radioman.

Camaraderie plays an important role in the effectiveness of a SEAL platoon. “You’re in a tighter group than what is normally expected outside the SEAL community,” Elvis explained. “You really gotta look out

for each other.”

There is a certain mystique and bravado that will always be part of the SEAL appeal, even as the community increases its involvement in joint littoral operations. “We’ve all been pretty much thrust into the purple machine,” said L.T. “SEALs are now incorporated into the carrier joint task group as part of a strike element.”

But it’s the closeness of the small units, and the training they receive, that helps a SEAL platoon maximize its effectiveness. “Every member of the team is involved in every aspect of our work, from mission planning to execution,” said L.T. “Our most effective weapon may be the element of surprise, but the training and the motivation of each team member makes it happen.” □

Orr is a Norfolk-based staff writer for All Hands.





Stick to your **RIBS**

*Navy's special boat team
supports SEAL ops*

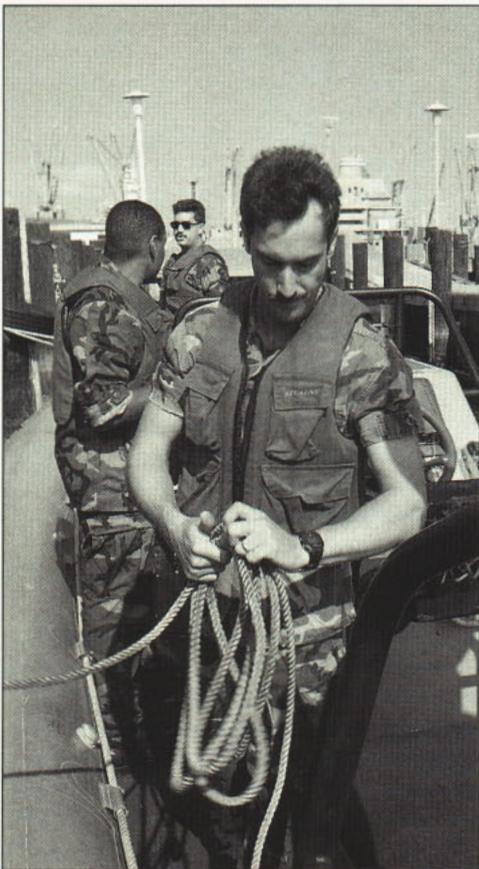
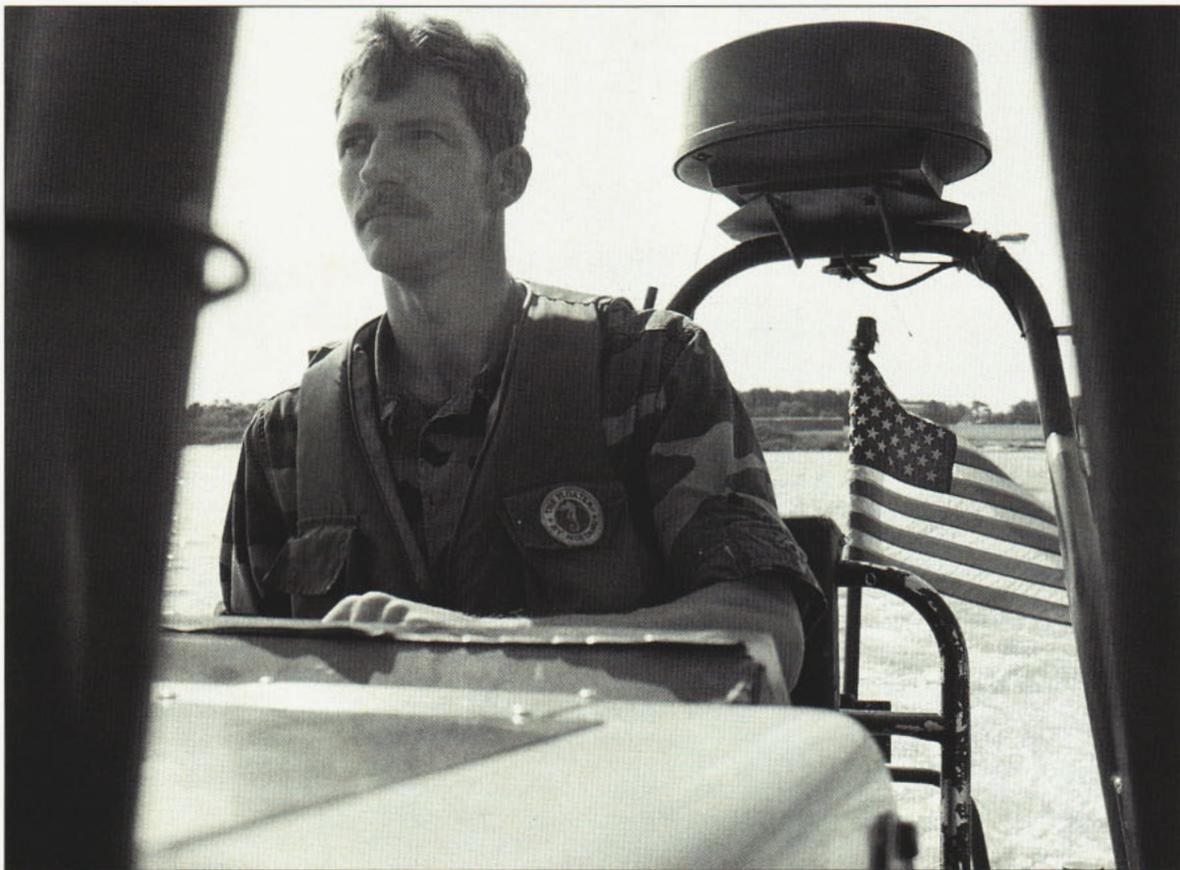
Story and photos by JO1 Steve Orr

When a SEAL team goes on a mission, chances are good that a RIB will take them there.

RIBs, which stands for rigid-hulled inflatable boats, serve as platforms for intelligence, communications and SEAL insertion operations.

"They provide surface mobility for Navy special warfare," said LCDR Pete Van Hooser, from Circleville, Ohio, commanding officer of Special Boat Unit 20, Naval Amphibious Base, Little Creek, Va. "Our craft are

Above: A rigid-hulled inflatable boat or "RIB" cruises across the Chesapeake Bay near the Naval Amphibious Base at Little Creek, Va.



complex, and our crews are capable of open-water transit."

As the Navy focuses its efforts on preparing for potential coastal threats, the growing requirement for small, quick, highly maneuverable craft becomes more evident. "They fill a critical gap in maritime warfare for the United States," said Van Hooser. "RIBs play an important role in naval special warfare."

The RIBs of SBU 20 range from 24 to 30 feet long, and carry an array of electronic communication and navigation equipment. The boats are capable of speeds of more than 30 knots and are operated by a three-man crew.

"Being part of a RIB crew offers the chance for cross-training in several job skills," said Electronics Techni-

Above: EN1 Mark Nissen pilots a RIB. These versatile boats support a wide range of naval missions.

Left: ET3 Carl Osborne gathers in the lines aboard a RIB at Little Creek.

cian 3rd Class Carl Osborne, from Cheverly, Md., a RIB boat captain. Crews are qualified in engineering, communications and navigation. They can make minor repairs to the boat, and are trained to handle weapons.

The job of RIB crew member offers challenges and opportunities not afforded sailors in the fleet, according to Engineman 1st Class Mark Nissen, from Boone, Ind., who is also a boat captain. "There aren't many places where you are in charge of a boat carrying SEALs," he said.

"RIB crews were involved in *Desert Shield*, *Desert Storm* and in Somalia," said LT Carl Tiska, from Syosset, N.Y., SBU 20's executive officer. "They were on the front lines — locked and loaded — ready for action." □

Orr is a Norfolk-based staff writer for All Hands.



Cyclone blows into town

New special warfare ship packs a decisive punch

Story by JO1(SW) Jim Conner

Above right: *Cyclone* prepares to moor pierside at the U.S. Naval Academy prior to her commissioning ceremony.
Right: QM1 Douglas Manley plots *Cyclone's* course during an afternoon exercise.

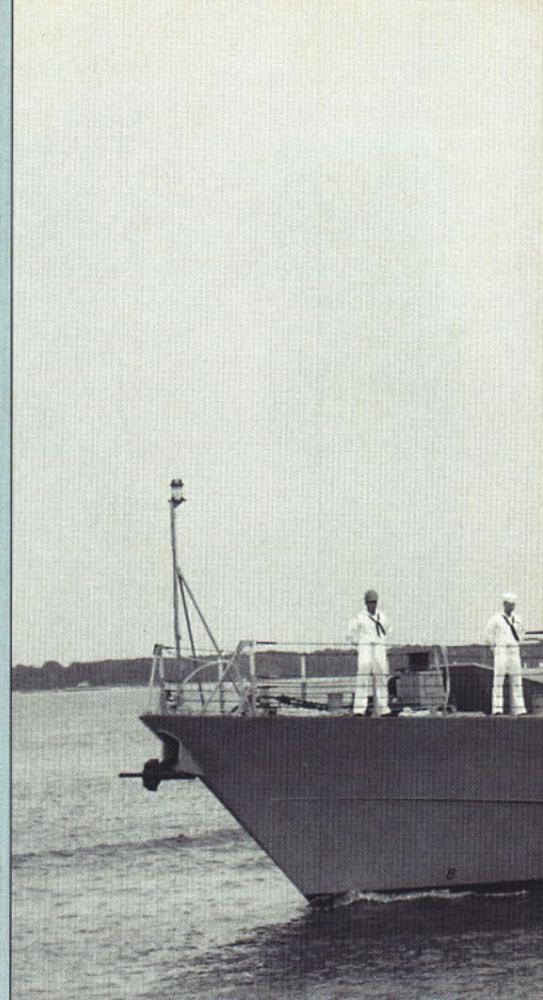


Photo by ENS Scott Allen

“Everyone gets the opportunity to work outside their rating and the entire crew pulls together to get the job done.”

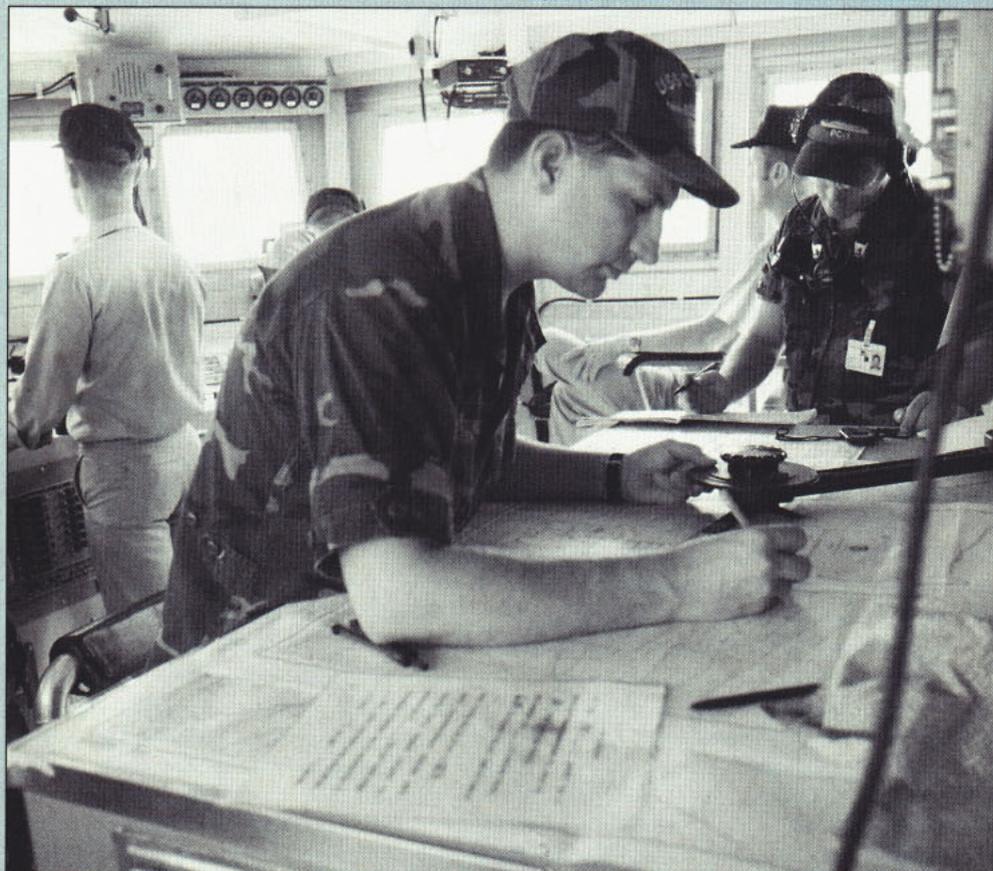
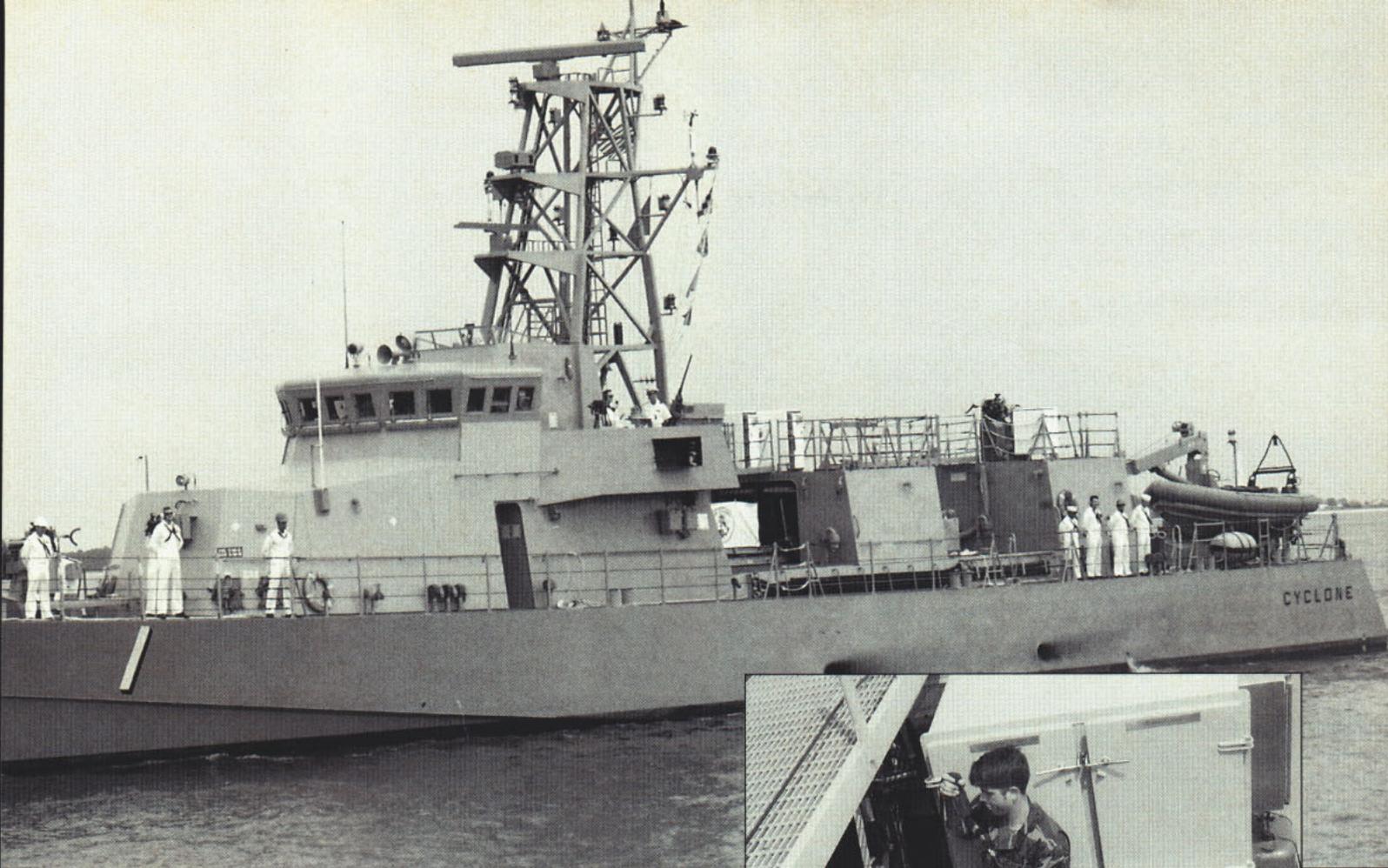


Photo by JO1 Steve Or



When it absolutely positively has to be destroyed overnight, USS *Cyclone* (PC-1),” reads the slogan on t-shirts sold on board the Navy’s new coastal patrol ship *Cyclone*.

The \$16 million ship, the first of 13 new coastal patrol ships, conducted sea trials en route to her homeport in Little Creek, Va., after her commissioning at the U.S. Naval Academy, Annapolis, Md., Aug. 7. The crew was proud of their new ship and seemed anxious to show it off to civilian guests and media embarked for the trip. “Take her up to 35 knots,” ordered LCDR Randall Johnson, *Cyclone’s* commanding officer. When the ship reached 35 knots the order “left full rudder” was given . . . then “right full rudder.”

“She’ll turn on a dime,” said Johnson, as the ship completed a “smooth as silk” doughnut maneuver. “She rides like a Porsche,” he

added smiling.

Assigned to Naval Special Warfare Group 2’s Special Boat Squadron 2, *Cyclone* has a primary mission of coastal patrol and interdiction, with a secondary mission of special warfare support. According to Johnson, the nature of *Cyclone’s* mission doesn’t entail six-month deployments like most other Navy ships. “We have a few mini deployments scheduled, then it will be as events dictate,” explained the Augusta, Ga., native.

“This ship does not fit the mold of any other ship,” said Johnson. SEALs are usually taken aboard aircraft



***Cyclone* is designed to accommodate SEALs’ equipment, including two Zodiac speedboats.**

Photo by JO1 Steve Orr

Unlike most Navy ships, *Cyclone* has one small galley, shared by everyone, including LCDR Randall Johnson, *Cyclone's* commanding officer.

carriers, amphibious ships or 65-foot patrol boats, none of which are designed to carry them or their equipment. *Cyclone*-class ships were specifically built to accommodate SEALs and their gear — including two *Zodiac* speedboats, a special staging area and a porch at the stern where SEALs can make a fast and easy exit.

The 170-foot-long ship is run by a crew of four officers and 25 enlisted personnel. The entire crew shares one mess, CO included, maintained by one mess management specialist. "I chose duty on the *Cyclone* because I enjoy the small family-type atmosphere," said Mess Management Specialist 2nd Class James T. Hodge.

Hodge and his shipmates spend a lot of time cross-training. "One minute I could be preparing a steak dinner, the next I could be shooting the .50 caliber machine gun," said the native of Philadelphia. "I think it's great that we all learn each other's jobs because not only is it good for the ship, but it also keeps



Photo by JCI(SM) Jim Conner

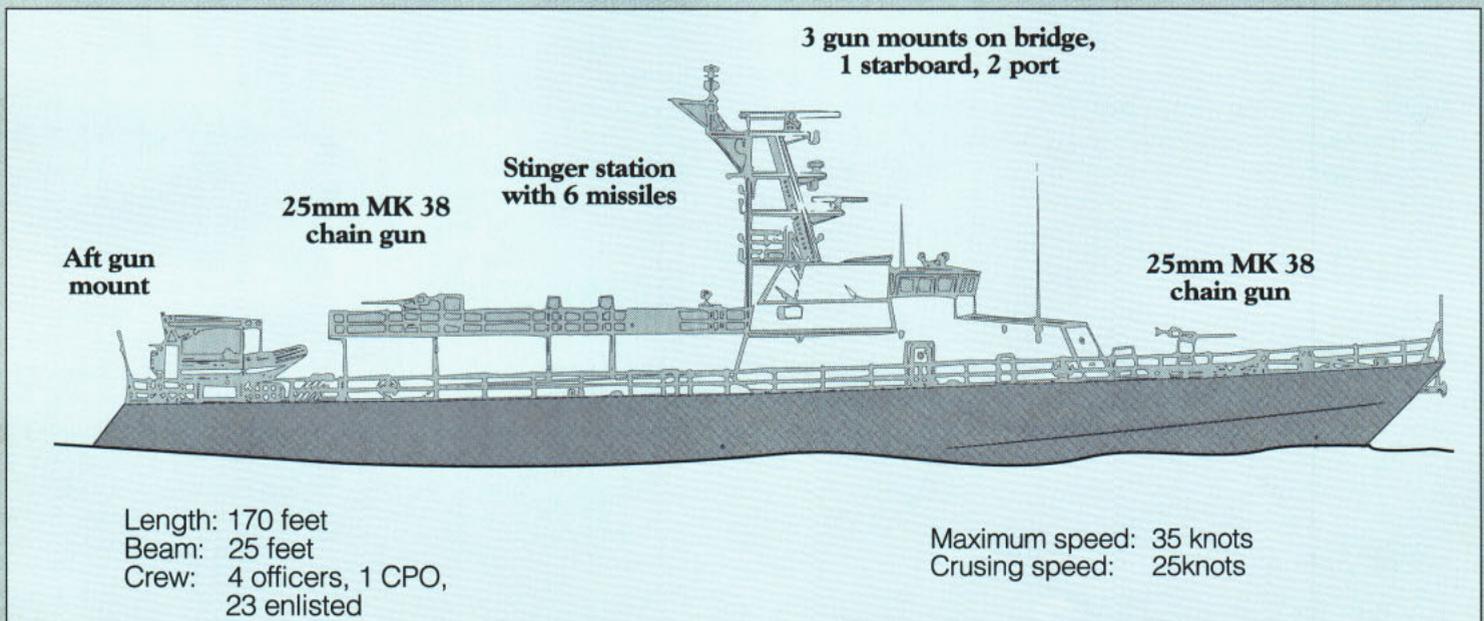
things from getting boring."

According to Johnson, the crew's morale is extremely high. "There's a oneness about this crew," he explained. "Everyone gets the opportunity to work outside their rating and the entire crew pulls together to get the job done. There's also a lot of pride involved in being the first of a

new class of ships that sets the standards for the other 12 PC boats to follow."

Six other *Cyclone*-class ships will be assigned on the East Coast with the other six slated for the West Coast. □

Conner is a staff writer for All Hands.



If it walks like a duck...

Story by JO2 Ray Mooney

As the last rays of sunshine disappear into the west, darkness devours the day. Flying in low and slow, the C-141 approaches the drop zone. At just the right time, the back of the plane opens and out sails . . . a duck? Well, not quite like Ernie's rubber duckie, this is a tool, called a stacked

Navy SEALs observe their target aboard a combat rubber raiding craft affectionately known as a "rubber duck."

rubber duck, used by SEALs to get in and out of waterborne mission zones.

"A stacked rubber duck is two combat rubber raiding craft (CRRC) stacked on top of each other," said LT Dane Thorleifson, B Platoon commander for SEAL Team One. The duck is secured to a platform sitting in the back of an aircraft. The platform has two parachutes attached that float the boat down once it's released from the aircraft. Then the SEALs follow the duck on personal chutes.

Upon landing the SEALs start derigging the dropped craft. "We've got our motors, gas and all the pertinent operating gear in the boats," said Thorleifson. "Then you're off and going wherever you're headed."

The duck can be used for a ship attack, a direct action mission on land, or anything requiring clandestine approach, according to Thorleifson. "You could have your closed-circuit dive rigs in the boats," he said. "If you're doing a reconnaissance mission, you would have all your organic weapons. You can put

"You can put just about anything you want on those boats."

just about anything you want on those boats."

Coming in from over the horizon adds secrecy to the approach of these SEALs, but dropping the rubber duck at night adds extra cover, the platoon commander added. It also makes it a little more exciting for the SEALs themselves.

Tonight it's just an exercise, work-ups for a scheduled deployment. The flawless execution, however, tells the real tale: These men are Navy SEALs. And whether they come from out of the sea, air or land, they are ready. □

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



U.S. Navy photo

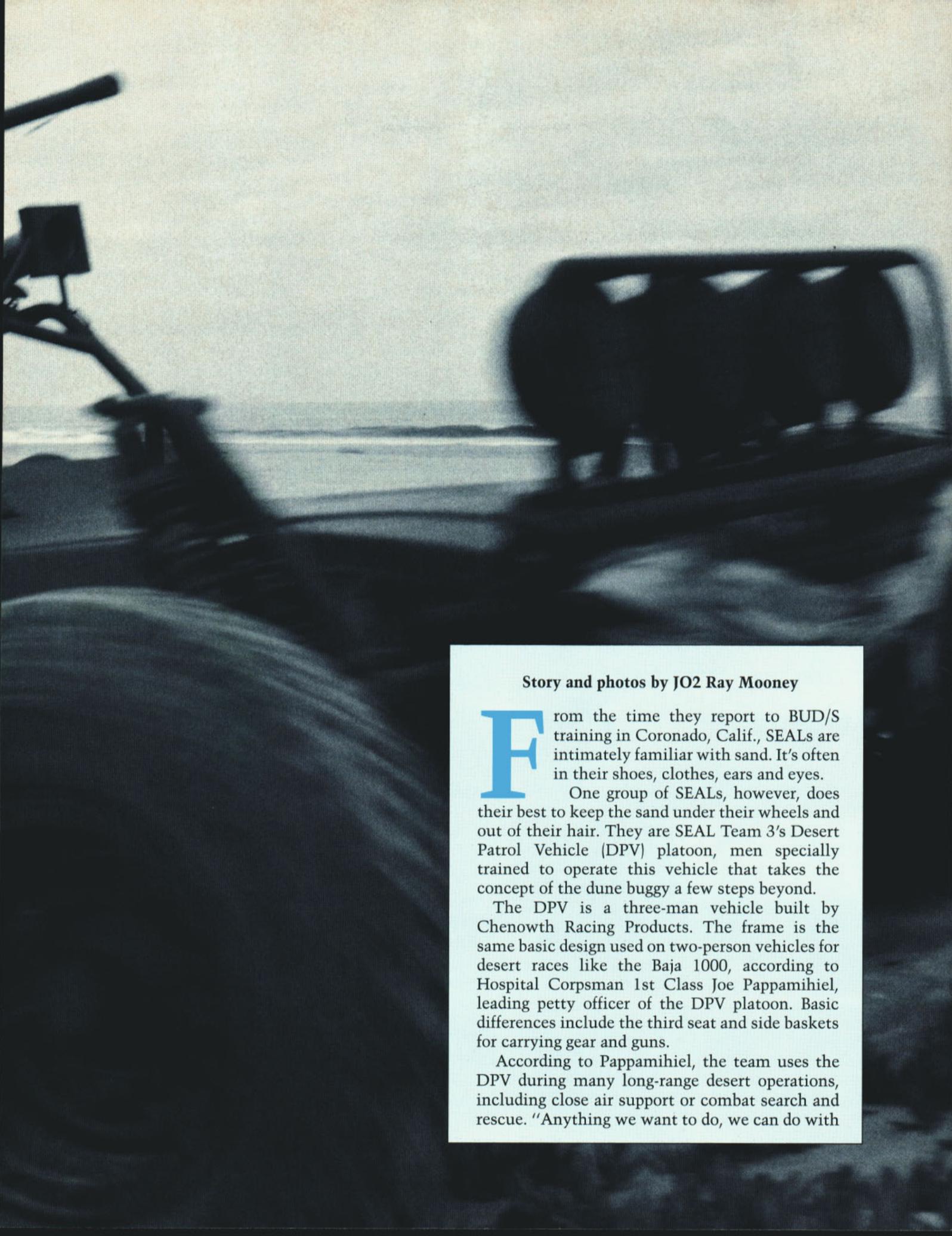
Sandbusters!

On duty off-the-road



HM1 Joe Pappamihel and LTJG Thomas Chaby (left), of SEAL Team 3, train with desert patrol vehicle near Coronado, Calif.

"We found that anywhere a four-wheel drive vehicle can operate at all, we can operate comfortably at twice the speed. . . ." A Navy SEAL in Operation *Desert Storm*.



Story and photos by JO2 Ray Mooney

From the time they report to BUD/S training in Coronado, Calif., SEALs are intimately familiar with sand. It's often in their shoes, clothes, ears and eyes.

One group of SEALs, however, does their best to keep the sand under their wheels and out of their hair. They are SEAL Team 3's Desert Patrol Vehicle (DPV) platoon, men specially trained to operate this vehicle that takes the concept of the dune buggy a few steps beyond.

The DPV is a three-man vehicle built by Chenoweth Racing Products. The frame is the same basic design used on two-person vehicles for desert races like the Baja 1000, according to Hospital Corpsman 1st Class Joe Pappamihiel, leading petty officer of the DPV platoon. Basic differences include the third seat and side baskets for carrying gear and guns.

According to Pappamihiel, the team uses the DPV during many long-range desert operations, including close air support or combat search and rescue. "Anything we want to do, we can do with



From inside the DPV, SEALs have access to an arsenal of weapons such as this MK-19 40mm grenade launcher. Other weapons include an M60 machine gun, a .50 cal. machine gun, a 30mm cannon and a TOW missile launcher.

gotten it out on our own, but having the other vehicle there probably doubled the speed for us to get out of there. Time can make the difference between life or death."

The DPV will go anywhere a four-wheel drive can go, but it will get there two or three times faster. "We've taken these things down a 10-foot high, 90-degree cliff," said Pappamihiel. "It's a nice bump on the bottom, but the car still gets up and goes with no problems at all."

this vehicle," he said. "We can go a lot further than a platoon can go on foot, and we can do it without the support of a helicopter."

The vehicle can also be heavily armed. A variety of machine guns can be mounted on the car's frame, plus AT-4 missiles and a TOW missile launcher.

DPV platoon members receive specialized training.

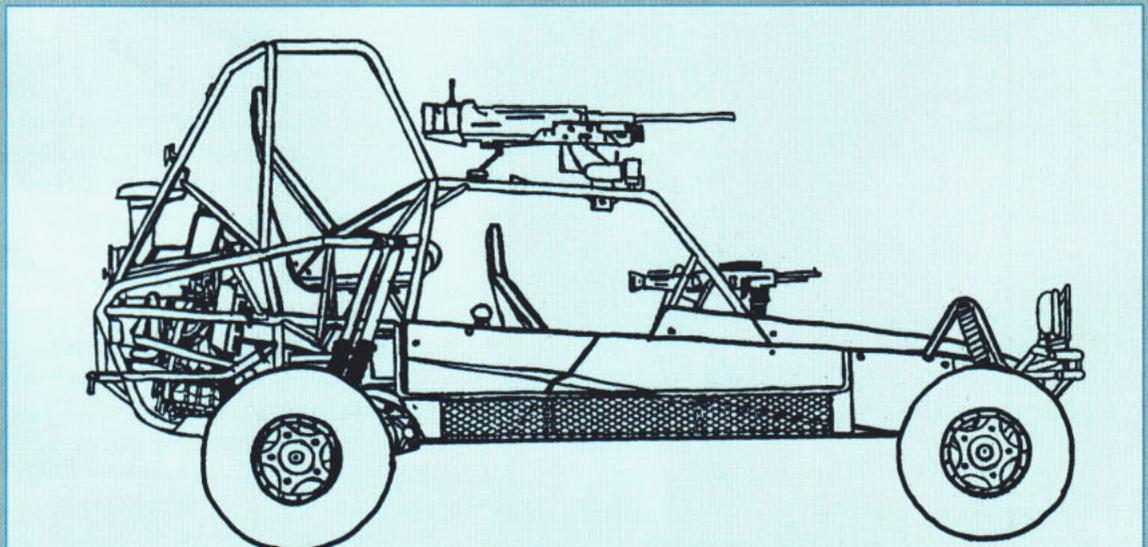
"Everybody has seen one of these cars go from a bare frame to being a complete vehicle," Pappamihiel said.

"If they know how it goes together the first time — the right way — then they'll know how to fix it later."

Platoon members always operate in tandem to avoid being stranded. "There are times when you can get stuck pretty bad," said LTJG Tom Chaby, the platoon's officer in charge. "In fact we were doing an operation a few weeks ago and one tire got into some soft sand. We could have

Operations *Desert Shield* and *Desert Storm* provided a worthy test for the DPV, which performed admirably, according to Pappamihiel. He served with the first platoon using the vehicle in combat, and brings his experience to this innovative team. "We have a capability that no one else has. We have the experience." □

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



Performance data and specifications

Acceleration 0-30 mph: 4 sec.
 Maximum speed: 80 mph
 Range: 320 miles (with aux. tank 600 miles)
 Fuel consumption: 15 mpg

Gross vehicle weight: 3500 lbs.
 Payload: 1500 lbs.
 Engine size: 2000cc

Renewing ties

Story and photo by JO2 Ray Mooney

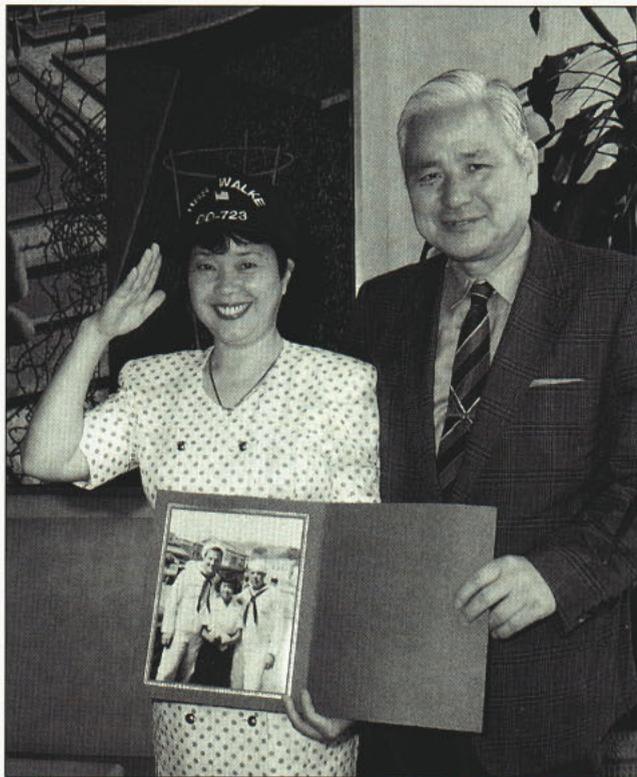
The bonds were sealed when the battle-damaged destroyer USS *Walke* limped into a foreign port during the Korean War seeking repairs. There, the ship's crew opened their arms to a young orphan, providing comfort out of the fires of war. Forty-two years later, those bonds were renewed.

In June 1951, while *Walke* was in for repairs in Sasebo, Japan, the crew played on the local school's baseball diamond and helped teach an English class. According to retired CAPT Marshall Thompson, the destroyer's commanding officer, that's how the crew got to know Mitoko Egashira, a 14-year-old Japanese girl.

"Bob Wheeler, a radioman aboard *Walke*, said she just stood out," Thompson explained. "She was very poor. The clothes she wore were old, they were too small, but they were clean and neat. She looked different, like she was special. She just stood out.

"This was a beautiful girl, with lots of potential, and we knew that when she finished junior high school she was going to have to quit school and go to work." The crew took this girl under their wing, according to Thompson, first buying her the school uniform she could not afford, then setting up a scholarship of sorts.

Mitoko's parents had been killed by the atomic bomb in Nagasaki, Japan, and her foster family could not afford for her to continue school. The crew of 300 collected close to



Mitoko Yamachi (formerly Egashira) and her husband Kazusumi show off a photo of her younger days with crewmembers from USS *Walke*. The couple traveled from Japan for a reunion with the Navy men who had financed her education.

reunite present itself.

"Mitoko was remembered by the crew — we spoke of her at our reunion," Thompson said. "The crew suggested we find her, but the most recent information I had was an envelope with her address in 1964."

By chance, Thompson met a Japanese woman at a local restaurant and related the story. Fumiko Ohara agreed to write to the old address in Japanese, and a response from Mitoko was received less than two months later.

The postmaster had remembered her and made sure the letter was forwarded, Ohara said.

Five months later, at the San Diego airport, Mitoko and her husband were greeted by eight members of the old *Walke* crew, some coming from halfway across the country. At a reunion dinner where tears flowed as freely as champagne, gifts and memories changed hands, cementing a tie that

had all but unraveled. Mitoko's hope to someday thank the crew in person was finally realized.

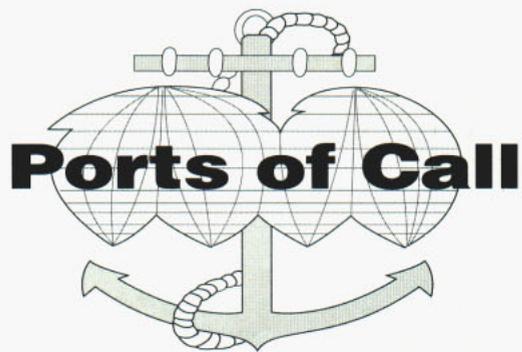
"My life was entirely changed by their kindness. I wanted to somehow return the kindness and I have never forgotten them," Mitoko said. "I feel like Cinderella." □

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

"My life was entirely changed by their kindness. ... I have never forgotten them."

The ties that bind slipped loose when *Walke* left Sasebo, but they didn't break, according to Mitoko. She lost touch with the crew, but she finished high school, went on to nursing school, and is now chief nurse at the clinic in Tokyo's Imperial Hotel.

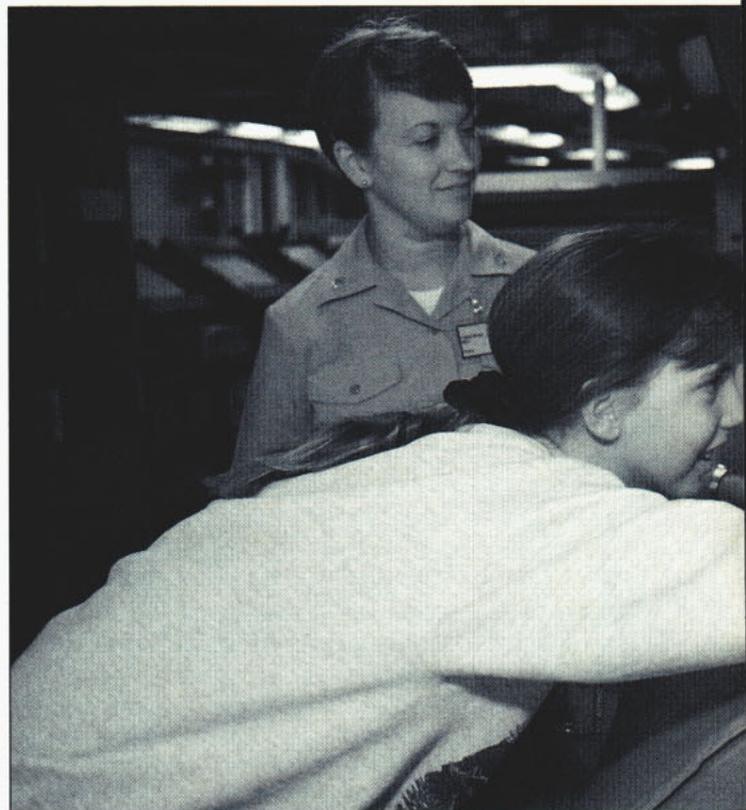
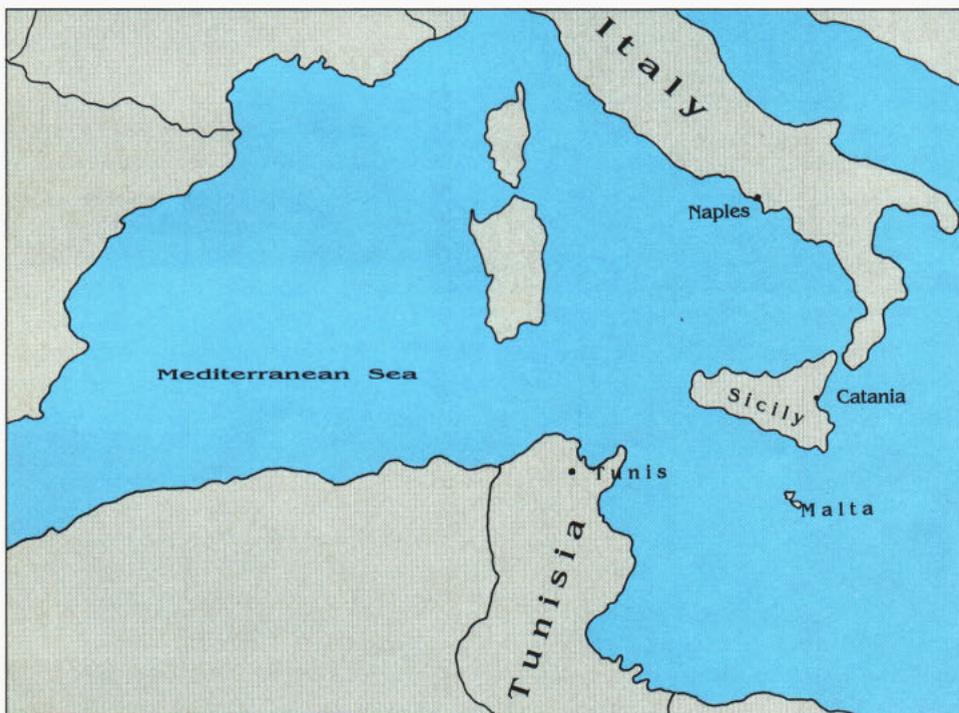
"*Walke's* crew has never left my mind," Mitoko said, but not until late last year did an opportunity to



Voyage on the high seas

Summer Project Marco Polo

Story by JO1 Chris Rodriguez,
photos by Adam Buchanan



When voyagers go home, they become mini-evangelists who preach the word of geographic and scientific knowledge throughout their communities and school system," said Project *Marco Polo's* founder Gail Cleere, the public affairs officer for the Oceanographer of the Navy, Washington, D.C. "This is the most important aspect of the program. Our country's youth needs to know how exciting it can be to discover new knowledge and new lands. That's why we named it Project *Marco Polo*."

During the project, 11 students from various school districts, accompanied by their teachers and four professors, sailed to foreign lands, discovering new knowledge along the way. For three weeks, they lived and learned on board a U.S. Navy oceanographic survey vessel, USNS *Kane*, making port visits in Naples, Italy; Catania, Sicily; Malta and Tunis, Tunisia.

As *Kane* cruised through the Mediterranean, it enabled junior high school students and their teachers from across the United States to get



away from the classrooms and experience the "real world" application of geography and science.

Students and teachers at sea shared their day-to-day experiences via electronic mail with more than 300 educators back home.

"You retain it, understand it and you love it. You can't do that with a textbook," said Barbie Rivera, a ninth grader from Dean John Middle School, Kissimmee, Fla. "These places are hundreds and hundreds of years old. Everything is just like when it was built. There's nothing like this back home."

Between port visits, the ship resembled a "floating classroom" as participants received hands-on instruction on oceanography, biology, meteorology, navigation, medicine and seamanship. Instructors were civilian scientists from the Naval Oceanographic Office at Stennis Space Center, Miss., and active-duty personnel stationed at commands throughout Europe.

"I'm excited about being able to show off my rating and the skills I've learned in the Navy to young people," said Aerographer's Mate 2nd Class Jeff L. Cohn, meteorology



Above left: The Oceanographer of the Navy and the National Geographic Society sponsors these cruises to instill an appreciation for cultural and geographic knowledge among America's youth.

Above: Participating in this year's expedition were 11 students and their teachers, and four college professors from Maryland, Florida and Georgia.

Right: A voyager examines his findings from the sea.

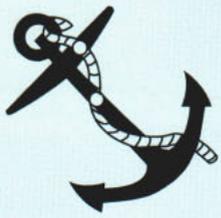


instructor for *Marco Polo*, stationed at the Naval Oceanography Command Center in Rota, Spain.

"We believe this project can kindle interest in geography throughout the American education system," said J. Joe Ferguson, assistant director of the Geography Education Pro-

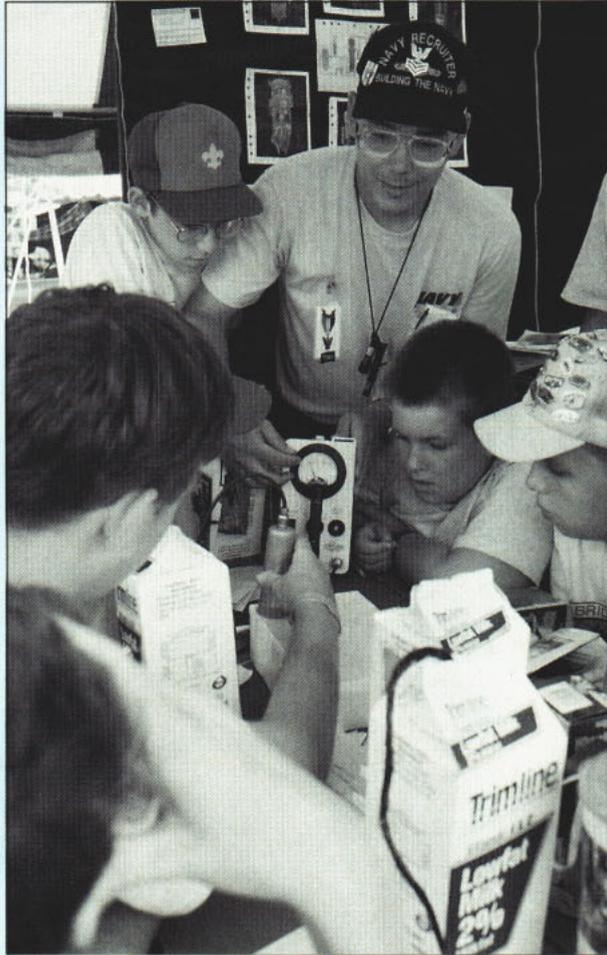
gram, National Geographic Society. "That's why we have joined forces with the Navy for Project *Marco Polo '93*."

Rodriguez is assigned to AFN Sigonella. Buchanan is a free-lance photographer for National Geographic.



Bridging

Sailors



Story by CDR Edward H. Lundquist and
JO1 Steve Orr, photos by JO1 Steve Orr

To help other people at all times." That's part of the Scout oath. So when nearly 100 active-duty and reserve sailors from around the country converged on Fort A.P. Hill, Va., recently for the 1993 National Scout Jamboree, they took that pledge and turned it into action.

In keeping with the jamboree's theme, "A Bridge to the Future," sailors from various commands shared their expertise with Scouts, helping them earn merit badges in oceanography, aviation, energy, cooking, atomic energy, firemanship, weather and wilderness survival. Sailors served as counselors at the Jamboree's "merit badge midway," as well as Scout leaders to more than 35,000 Scouts from around the U.S.



Above: A Scout gives his all as he pulls himself to the top of an obstacle in the confidence course challenge.

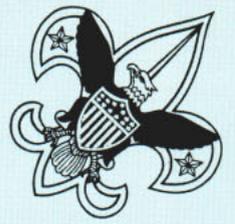
Right: Scouts were treated to appearances by the Navy Balloon Team and a performance by the Navy's parachute team, the "Leapfrogs."

and 64 other nations.

Nearly 5 percent of all the Scouts at the jamboree received a merit badge from a Navy instructor. "The

ALL HANDS

the future

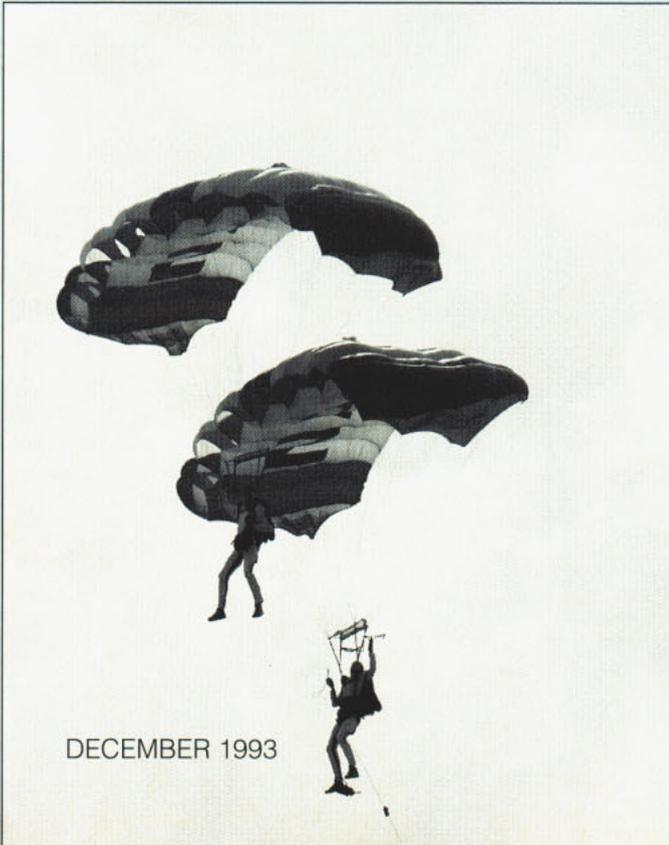


Scouts



Far left: MM1 Gordon Stellpflug, assigned to Navy Recruiting District Kansas City, Mo., explains the use of a Geiger counter.

Left: OS2 Tom Ottoson of Seal Team 8, talks to Scouts about outdoor survival techniques.



Navy has been very helpful in the merit badge classes," said Adi Gibson, of Scout Troop 1119, Stoney Point, N.Y., Council. "The merit badge classes were wonderful. The Navy really knows what they're doing."

Besides working on merit badges, the Scouts, who numbered more than 30,000, took part in archery, rappelling, fishing, Scuba and snorkeling. This was also the first jamboree that Scouts from Russia have been able to attend.

"We had a lot of participation from the Scouts," said Boiler Technician 1st Class George Hamaker of Denver, who worked in the energy booth. "It gave us a chance to get out and meet people and pass on what we've learned in the Navy. On the other hand, it showed Scouts the Navy is interested and involved in the community." □

Lundquist is director of Fleet Hometown News Center, Norfolk; Orr is a Norfolk-based staff writer for All Hands.

Savings banks

Banks like to project the image of solid, reliable institutions you can trust.

Machinist's Mate 3rd Class (SS) Nathan Banks, a crew member of USS *Los Angeles* (SSN 688), earns the same reputation as the institutions with which he shares his name. Recently Banks

basics and made me understand things," said 14-year-old Juneau Hockett, one of three youths Banks worked with. "He showed me how to study better and helped me learn my state capitols." Hockett's test scores — mostly A's and A+'s — are proof that his 22-year-old mentor has



received a certificate of appreciation the Vallejo branch of the National Association for the Advancement of Colored People (NAACP) for his volunteer work in a tutoring and mentor program.

When *Los Angeles* pulled into Mare Island Naval Shipyard for repairs last year, Banks found himself with some rare spare time. Banks volunteered to work with the NAACP's program helping kids who are having difficulties in school or those considered to be at high risk for drug/alcohol abuse or gang activities.

Banks admitted he was nervous about tutoring the first couple of weeks, but eventually, he became more confident. "I didn't talk down to them or talk at them," Banks said. "I talked with them. I listened and just let them be themselves."

"He took me through the

Volunteering his time as a tutor and mentor to 14-year-old Juneau Hockett, MM3(SS) Nathan Banks, assigned to USS *Los Angeles* (SSN 688), is doing his part to help kids stay away from drug/alcohol abuse and gang activities.

made a difference in his life.

Hockett's mother, Maxine Jer-nigan, noticed the difference in her son after Banks began tutoring him. "I kept hearing his name and I knew he [Banks] was someone Juneau clicked with. Nate has been very good for Juneau."

"I didn't go to him," said Larry Thomas, first vice president of the Vallejo branch of the NAACP, "he came to me. He has been a very positive role model for the kids. My hat goes off to him." ■

Story and photo by Lori Baxter, editor of the Grapevine, Mare Island Naval Shipyard, Calif.

GW rings wedding bells

Deciding who to invite to your wedding for some can be a difficult task for some. But not if you choose to share your nuptials on the flight deck of an aircraft carrier during a Dependent's Day Cruise.

That's exactly what USS *George Washington's* (CVN 73) Electrician's Mate 3rd Class John "Rob" Belau and his new bride, the former Deidra Marshall, decided to do. On the Aug. 3 Dependent's Day Cruise they said "I do" and invited the 6,000 family members and friends who also happened to be on board. The ceremony was held on the bow of the ship's flight deck as the surprised well-wishers looked on at the first-of-its-kind ceremony on board *GW*.

Belau, 26, and Deidra, 29, both El Paso, Texas, natives, agreed his love of the Navy made getting married on the ship a perfect idea. "The Navy is his life and I can't see a more appropriate way to get married," said Deidra. ■



EM3 John "Rob" Belau (left) and Deidra Marshall say "I do" aboard USS *George Washington* (CVN 73). EMC(SW) Kevin Eggers gave the bride away and Chaplain (CDR) Thomas Atkins performed the ceremony.

*Story by JO2 Charles Achord, photo by PHAN Todd Summerlin; both assigned to USS *George Washington* (CVN 73).*

ALL HANDS

Out of time

Imagine going back in time 30 years and getting one of the first Ford Mustangs off the showroom floor. Then you've got an idea of what a time capsule is all about, giving people a chance to reach into the past and viewing perfectly preserved



USS O'Bannon (DD 987) crew members plant a time capsule in the base of one of her masts.

artifacts from that era.

Crew members aboard USS O'Bannon (DD 987) recently created several time capsules and placed them into the base of the ship's masts so they might have this experience in the future. O'Bannon's masts had been temporarily removed during an extensive overhaul at Charleston Naval Shipyard (CNSY), South Carolina.

Data Systems Technician 1st Class (SW) Richard E. Comer came up with the idea after noticing the many holes created by removing the mast. It wasn't long before the sailors and the CNSY team were filling the six capsules with memorabilia.

More than 60 first and second graders from Edmond A. Burns Elementary, the ship's Personal Excellence Business Partner, also wrote letters to themselves for inclusion in the capsules, hoping to retrieve them in 25 to 35 years. ■

Story by LT Ken Boykin, photo by Harold Senn. Boykin is O'Bannon's public affairs officer, Senn is assigned to Charleston Naval Shipyard.

Staff Sgt. battles to the top

What does a 120-pound Marine and time away from a duty station equate to? In this case, it adds up to Marine Staff Sgt. Eric J. Wetzel, currently the number-one ranked Greco-Roman wrestler in the United States in his weight class.

Wetzel started wrestling in 1976, two years before he joined the Marine Corps. "They always wanted big guys for other sports in high school, but a couple of friends came by and asked me to try out for wrestling," Wetzel said. "I gave it a shot, and liked it. It's one-on-one competition, a real physical type of sport."

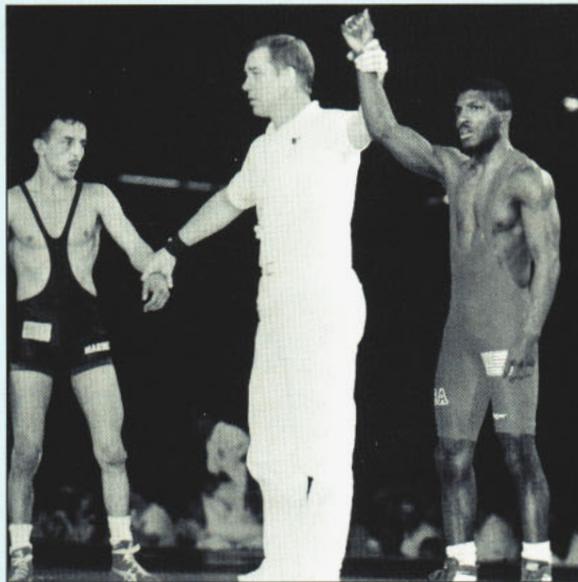
Wetzel and his teammates went on to win the Chicago city championships two years in a row, but his first try out for the All-Marine team didn't go quite as well. "I went out that year, 1979, but I didn't make the team," he said. During that period, 75-85 Marines competed for about 40 slots.

He again tried out for the All-Marine team while stationed at Camp Pendleton, Calif., and made it. For Wetzel, finally being on the team was "an eye-opening experience." Several team members at the time had placed in the World Championships.

Wetzel has made the All-Marine team every year since 1981. During his time on the team, he has taken first place at the U.S. Open National Championships four times, won a bronze medal at the Pan-American Games in 1987 and came in sixth at the World Championships in Hungary in 1986. He was also first

Olympic alternate in 1992 and was named Marine Corps Athlete of the Year, in 1986 and 1991.

Wetzel left the team in March to compete on his own, and shortly after took first place at the U.S. Open National, claiming his third national



Marine Staff Sgt. Eric J. Wetzel wins a match at the U.S. Open Nationals in Las Vegas, Nev. Wetzel has won the nationals in 1986 and 1991-1993.

title in a row. In June, he was on the road again, attending the world team trials in Minnesota, where he placed first, guaranteeing a top U.S. ranking for the next year and the chance to represent the country at the World Championships in Sweden.

Wetzel said his immediate goal is to go to the World Championships and win a medal; and after that, "to take things one step at a time." ■

Story by Marine Cpl. T.A. Gollersrud, assigned to Camp Smedley D. Butler, Okinawa.



**Statement of Ownership,
Management and
Circulation**
(Required by 39 U.S.C. 3685)

1A. Title of Publication ALL HANDS MAGAZINE		1B. PUBLICATION NO. 0 0 0 2 5 5 7 7		2. Date of Filing 01OCT93
3. Frequency of Issue MONTHLY		3A. No. of Issues Published Annually 12	3B. Annual Subscription Price \$20.00	
4. Complete Mailing Address of Known Office of Publication (Street, City, County, State and ZIP+4 Code) (Not printers) DIRECTOR NAVAL MEDIA CENTER NAVAL STATION ANACOSTIA BLDG 168 2701 S CAPITOL ST SW WASHINGTON DC 20374-5077				
5. Complete Mailing Address of the Headquarters of General Business Offices of the Publisher (Not printers) DIRECTOR NAVAL MEDIA CENTER PRINT MEDIA DIVISION NAVAL STATION ANACOSTIA BLDG 168 2701 S CAPITOL ST SW WASHINGTON DC 20374-5077				
6. Full Names and Complete Mailing Address of Publisher, Editor, and Managing Editor (This item MUST NOT be blank)				
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10. Extent and Nature of Circulation (See instructions on reverse side)		Average No. Copies Each Issue During Preceding 12 Months		Actual No. Copies of Single Issue Published Nearest to Filing Date
A. Total No. Copies (Net Press Run)		87,000		87,000
B. Paid and/or Requested Circulation				
1. Sales through dealers and carriers, street vendors and counter sales		0		0
2. Mail Subscription (Paid and/or requested)		1,650		1,650
C. Total Paid and/or Requested Circulation (Sum of B1 and B2)		1,650		1,650
D. Free Distribution by Mail, Carrier or Other Means (Samples, Complimentary, and Other Free Copies)		84,850		84,736
E. Total Distribution (Sum of C and D)		86,500		86,400
F. Copies Not Distributed				
1. Office use, left over, unaccounted, spoiled after printing		500		600
2. Return from News Agents		0		0
G. TOTAL (Sum of E, F1 and 2 - should equal net press run shown in A)		87,000		87,000
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PS Form 3526, January 1991

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All Hands (USPS 372-970; ISSN 0002-5577) (Number 920) is published monthly by Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5077. Second-class postage paid at Washington, D.C. 20374, and additional mailing offices.

Subscriptions: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price: \$20, U.S. and FPO; \$25 foreign; \$3.50, single copy domestic; and \$4.88, foreign copy. Make checks/money orders payable to: "Superintendent of Documents, GPO."

Postmaster: Send address changes to *All Hands*, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5077.

Editorial Offices: Send submissions and correspondence to: Naval Media Center, Publishing Division, Attn: Editor, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20374-5077. Phone (202) 433-4171 (DSN 288-4171).

Message: NAVMEDIACEN WASHINGTON DC//32//

Authorization: The Secretary of the Navy has determined that this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Policy Committee. Clipart Images from CorelDraw 3.0 were used in the preparation of this magazine.

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UTCN Laurie Engelke brings a York-Shipley boiler on-line for service by opening the main steam stop during Utilitiesman "A" School at Naval Construction Training Center, Port Hueneme, Calif. (Photo by PH3 Tony J. Koch)



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