

# ALL HANDS

- Freeze-frame!!!  
*All Hands*  
photo contest  
winners
- Clearing up  
advancement  
myths
- Laser surgery  
— an eye to  
the future

FEBRUARY  
1994



# February is Black History Month



## FIRST AFRICAN-AMERICAN IN U.S. CABINET



**Robert C. Weaver** was the first African-American appointed to a U.S. Cabinet position. In 1966, he became the head of the newly created Department of Housing and Urban Development, having previously served as head of the Federal Housing Authority. Weaver held a doctorate in economics and had a distinguished career in both education and public service.

## AFRICAN-AMERICAN INVENTOR



**Dr. George Washington Carver** was one of the greatest agricultural scientists of all time. Born to a slave mother in 1864, Carver founded a new branch of chemistry, called "chemurgy." He revolutionized Southern agriculture with the synthetic derivatives made from the South's staple crops of peanuts, sweet potatoes and soy beans.

## AFRICAN-AMERICAN RESEARCHER-INVENTOR



**Lewis H. Latimer**, a member of Thomas Edison's research team, made outstanding contributions to the development and commercialization of the electric light. Born in Boston, Latimer patented a process for making carbon filament for light bulbs and invented the bulb's threaded socket. A charter member of the "Edison Pioneers," Latimer's peers credited him with a "keen perception of the potential of the electric light and kindred industries."

## AFRICAN-AMERICAN SCHOLAR



**Mary McLeod Bethune** devoted her life to bringing dignity, opportunity and hope to African-Americans. Bethune, who was awarded the Thomas Jefferson Medal for "outstanding woman of the year" in 1942, was a teacher, public speaker and governmental administrator. She co-founded the Bethune-Cookman College in Daytona Beach, Fla.

## NAVY'S FIRST AFRICAN-AMERICAN FLAG OFFICER



**Samuel Gravelly Jr.** became the Navy's first African-American flag officer in 1971 rising to the rank of vice admiral. Gravelly, a graduate of Virginia Union University, Richmond, Va., was commissioned in 1944 and served in both the reserves and the active naval forces, first as an enlisted sailor then as an officer for more than 30 years. Gravelly commanded four surface ships and a cruiser-destroyer group before assuming command of the 3rd Fleet in 1976.



Photo by PH2 Rodney W. Wright



## ALL HANDS PHOTO CONTEST

During the past 12 months, sailors from around the world have been sending us their submissions for the *All Hands* Photo Contest. This month we're proud to bring you the winning entries..... **24**

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#### On the Covers

**Front:** AT3 Gabrielle Hickman, a troubleshooter with VF-101, gives a "thumbs-up" signal after checking an aircraft during launch operations aboard USS *George Washington* (CVN 73). Photo by PH3 John K. Sokolowski.

**Back:** A squad of Marine combatant diver students heads for the beach after a training infiltration dive and patrol at the Naval Diving and Salvage Training Center in Panama City, Fla. The Marines must clandestinely enter an area from the water, complete their patrol and leave undetected. Photo by JO2 Kevin Stephens.

# Charthouse

## CAREER

### **Navy modifies sea-shore rotation for many sailors**

Based on the first comprehensive review of sea-shore rotation since 1990, sailors in nearly half of the Navy's ratings and skill areas will have tour lengths modified for sea, shore or both types of duty.

Sea-shore rotation is established by the Bureau of Naval Personnel (BuPers) based on fleet manning requirements and the number of billets, both at sea and ashore, available for specific skill areas. For example, this varies from 36 months of sea duty and 36 months of shore duty for chief boiler technicians, to 60 months and 24 months for hull maintenance technicians 3rd class (neither changed after this review).

With the new sea-shore rotation announced in NavAdmin 149/93, the average sea tour will increase slightly from 3.55 years at sea, to 3.7 years at sea — an average increase of two months. The average shore tour increases by approximately one half month.

For more information on sea-shore rotations and how they affect you, contact your personnel office or command career counselor.

### **NavLead required for advancement to E-7/E-8**

For most sailors, the requirement to complete Navy Leader Development program (NavLead) courses for advancement to chief or senior chief is not news, but some have not completed it and time is running out.

For 1st class petty officers looking to advance to chief, and chiefs looking



to advance to senior chief, NavLead completion has been required for advancement since 1991. Approximately 7 percent of the time-in-rate eligible chiefs and 4 percent of the time-in-rate eligible 1st class petty officers have not completed it.

The NavLead courses are available at 18 sites worldwide that are staffed by more than 150 instructors. The NavLead course is a one-week program that revitalizes leader development and increases formal leadership training, while stressing proven Navy leadership principles.

More information is available from command career counselors or from MMCS Mark Plowman at (DSN) 224-2622 or (703) 614-2622.

## BENEFITS

### **DoD coordinates proposed military health system changes**

DoD announced plans on coordinating changes to the military health care system in conjunction with the President's American Health Security Act of 1993.

The health care reform measures proposed by President Clinton would allow DoD to establish military health plans covering broad geographic regions in which military hospitals play a central role. These military health plans would also contract with civilian

health providers to deliver services to military beneficiaries on a more consistent basis throughout the United States.

Under the proposal, family members and retirees would have more choices than with the current system. New coordination procedures would decrease duplication of services and would generally result in lower health care costs. All family members of active-duty personnel, military retirees, family members of retirees and survivors would be eligible to enroll in Tricare military health plans.

Tricare plans would provide the nationally guaranteed benefit package, plus the additional services offered through CHAMPUS and

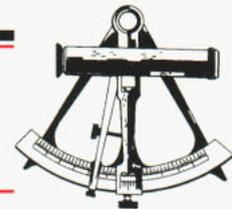


military hospitals. Employers of military beneficiaries enrolled in a military health plan would pay the employer contribution to the plan.

The proposed measures would allow family members or retirees to choose from at least two civilian health plans, including a fee-for-service and a preferred provider option. In areas where a Tricare health plan is not available, beneficiaries would be able to choose from at least three civilian health care plans.

### **Legal decisions free service member's household goods**

A new law prohibits commercial companies from holding military



household goods shipments because of contract payment disputes.

Before the law, which was initiated by the Military Traffic Management Command (MTMC) and recently passed by Congress, more than 185 military household goods shipments were held because of contract disputes between line haul carriers and moving and storage companies. The courts have ordered those shipments to be released.

During the Persian Gulf conflict, thousands of government shipments worldwide were stranded when a major carrier, American Ensign, went out of business. When MTMC tracked down the shipments, some agents who were subcontracted demanded payment of fees owed them before agreeing to release the goods.



when the Navy closed its facilities in Subic Bay.

"Filipino families can now verify family member status and receive a current B-2 visa that allows them to enter the United States when they provide the embassy with a copy of their Page 2 (Dependency Application/ Record of Emergency Data, NavPers Form 1070/602)," said FTCS(SS/SW) Jon Dodge, the Overseas Duty Support Program Manager at the Bureau of Naval Personnel.

Filipino service members must keep their Page 2 current and give a copy of this page to family members travelling to the Philippines so they can easily return to the United States.

A Filipino sailor may be joined by family members in the United States for six months at a time using the B-2 visa. Upon expiration of the visa, family members may renew it at a local Immigration and Naturalization Service office. Family members can also seek employment while in the United States using this visa.

For more information or guidance contact FTCS(SS/SW) Jon Dodge, Pers-662D5, (DSN) 227-6621 or (703) 697-6621.

## UNIFORMS

### Kuwait Liberation Medals available

Additional Kuwait Liberation Medals (KLMs) have been received from the government of Saudi Arabia for individuals who did not receive the award during initial distribution. AINav 016/92 outlines eligibility for the award.

You should notify your personnel office if you never received your KLM. NavAdmin 137/93 contains requisition information for the medal.

Medals will be distributed on a one-time-only basis at a cost of \$1 each. If the medal is lost, individual service members are responsible for purchasing a replacement medal from commercial sources.

### Seabees Trade "Greens" for "Cammies"

Due to budget cuts and changing roles for the U.S. Armed Forces, a 51-year Seabee tradition, the utility green uniform, will be gradually phased out this year. The more commonly issued camouflage uniform, worn by the other three services, will replace the Seabee signature greens.

The reasons for the change include the escalating cost of having the utility uniform manufactured exclusively for the Seabees and the non-availability of extra uniforms when the Seabees gear up for an operation. Since the Seabees are assigned to support Marine forces in an operation, the Marines are responsible for providing uniform issue for the Seabees, as well as for Marine Corps personnel.

Photo by J02(AW) Michael R. Hart



### Visas now available for Filipino family members

The American embassy in Manila will resume issuing "B-2" (tourist) visas to family members of Filipino sailors, who are not United States citizens, effective immediately. Embassy officials had stopped issuing the visas on a regular basis in December 1992,

# Don't sweat your PRT...

## *But exercise caution*

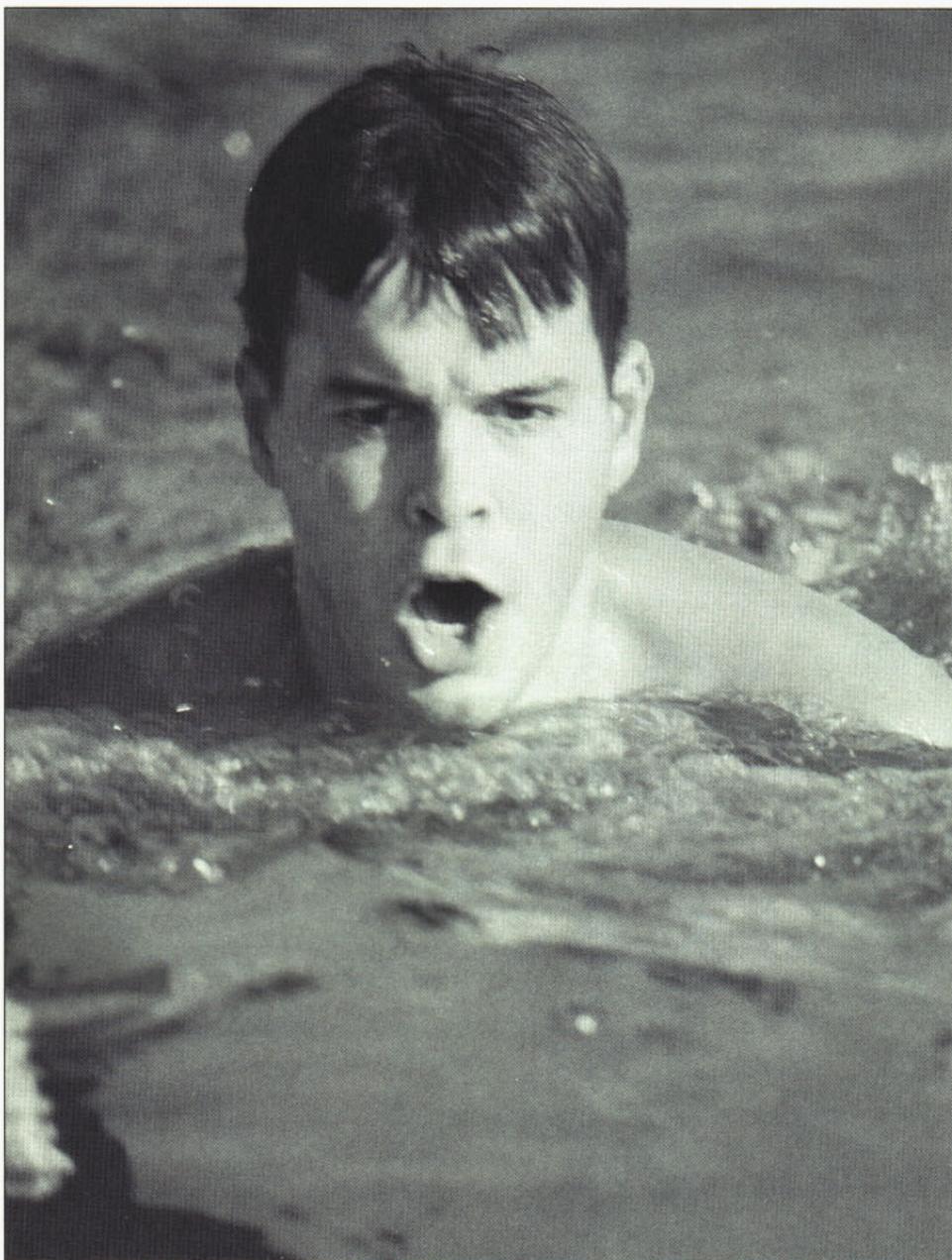
Story by LT Larry Barnett,  
photos by JO2 Kevin Stephens

As the Navy places more emphasis on physical readiness, it's important for sailors and commands to remember safety needs to be an integral part of personal and command physical readiness programs.

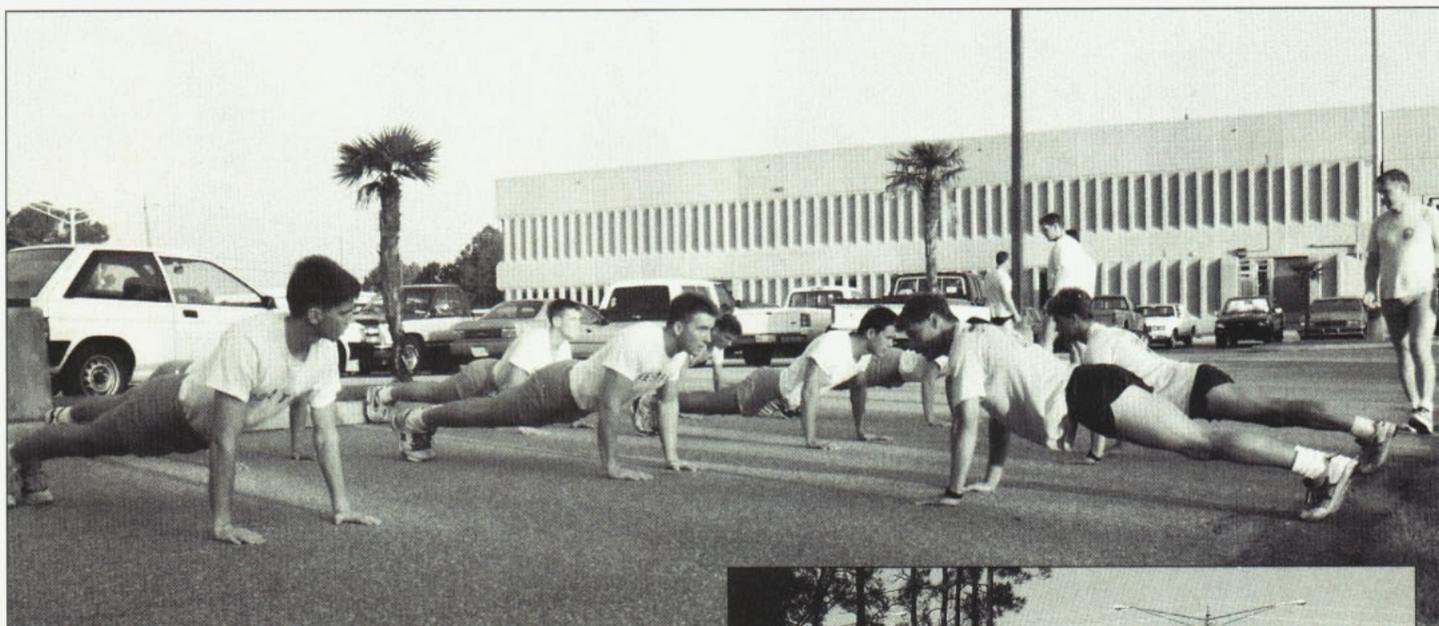
"If commands do a good job screening their personnel, both in advance and immediately prior to testing, the risk involved in passing the PRT run is minimal," explained CDR Faythe Weber, a Medical Service Corps officer who heads the Health and Fitness Branch of the Bureau of Naval Personnel (BuPers). "Likewise, if commands actively encourage and support regular participation in fitness activities for all hands, members of the command will have no trouble meeting twice-annual PRT requirements."

Here are some hints before you start training for your PRT or play sports.

- Eat well-balanced meals and drink adequate *non-caffeinated* fluids several days before and on the morning of the athletic event.
- If you are using prescription or over-the-counter drugs, be sure to notify attendant medical personnel or the PRT coordinator during screening and immediately before the event.
- If you notice any change in your behavior or of any other participant in an event — particularly after completing the event — immediately bring this to the attention of medical personnel.
- Discuss whether or not you should participate in any physically stressful



**Left:** Some people choose to exchange the 1.5 mile run part of the PRT for a 500 yard swim. Your command PRT coordinator can provide you with the time requirements for your age group.



Top and above: Proper preparation and advice from a doctor will help make your next PRT successful.

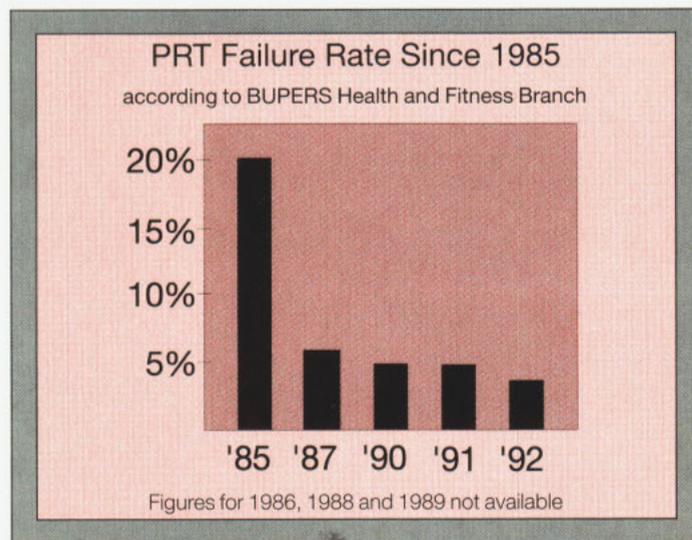
**“If commands do a good job screening their personnel. . . the risk involved in passing the PRT run is minimal.”**

event with your physician, especially if you are currently under treatment.

- ❑ Keep a log of your exercise and use it to maintain your exercise program. Intensely exercising a few weeks a year is more strenuous on the body than maintaining a consistent level.
- ❑ Monitor the weather and dress accordingly.
- ❑ Make sure the entire course of the event is actively and continuously monitored and it can be accessed by emergency transportation.
- ❑ Commands must make sure they have a plan to deal with medical emergencies during an event.

Weber noted the failure rate for those taking the PRT has dropped dramatically since 1985, indicating significant progress in the fitness of Navy personnel. If you are not accustomed to exercising and you desire to start — *and you should* — see a doctor or your command’s medical officer to evaluate your physical condition and determine the program you need. ‡

*Barnett is assigned to the Training Safety Programs Division, Naval Safety Center, Norfolk. Stephens is a photojournalist for All Hands.*



# Sight for

## A vision of

Story and photo by JO2 Ray Mooney

Imagine not being able to see the big "E" on an eye chart. Now imagine a procedure that takes 20 seconds and can give you vision as good as a fighter pilot's. Boiler Technician 2nd Class Eddie Jenkins and 29 other sailors and Marines who volunteered to participate in a Food and Drug Administration study are experiencing just that.

The procedure, known as photorefractive keratectomy (PRK), takes just seconds under an Excimer laser, where an ultraviolet beam actually sculpts the cornea into the proper shape for normal, and sometimes better than normal, vision.

"My vision was like 20/200," Jenkins said. "I couldn't see the first letter on the eye scale without my glasses." The Miami native said vision in the eye that had the surgery has improved to 20/16, close to what is considered pilot's vision.

PRK is being tested to correct myopia, or nearsightedness, in a nationwide study, according to LCDR (Dr.) Steve Schallhorn, an ophthalmologist at Balboa Naval Hospital in San Diego and principal investigator in the study aimed at sea service personnel. "The volunteers understand this is investigational," Schallhorn said. "The data we gather on them will go into the nationwide databank on the overall effective-



# sore eyes

## the future

ness of the laser procedure.”

Navy warfare communities have approached the Navy's ophthalmologists to find unconventional ways to correct myopia, according to Schallhorn. Problems associated with desert climates, underwater diving and gas masks make conventional solutions, like glasses and contact lenses, less than ideal. The warfare communities' interest sparked the Navy's involvement in searching for a more permanent solution.

Because the study is sanctioned by the FDA, there are control measures, including a six-month waiting period before surgery on the patients' other eyes. “That's a prudent thing to do,” said Schallhorn, originally from Denver, Colo. “You need to wait and see how the patients respond.”

At her one-month post-operative visit, Hospital Corpsman 3rd Class Tiffany A. Baisden, from Pensacola, Fla., tested with 20/12 vision, considerably better than normal. “I think it's a wonderful procedure,” she said, “and I would highly recommend it to anyone who might need it.”

Though most of the volunteers would do likewise, and results having been successful so far, official recommendations are still ahead. “It's a two-year study, so participants had to meet a lot of criteria to enroll,” Schallhorn said. “A big requirement was that they had to be available for two years of follow-up. The only way we're going to make this a meaningful test is if we have the people return for follow-up so we can evaluate the usefulness of this procedure.”

“I think those who have perfect vision don't realize how imperfect the world is without your glasses or contact lenses,” said CDR Jennifer Smith, the last of 30 patients to undergo the ground-breaking surgery. Her quality of life will be enhanced in ways most people might not understand.

“To be able to wake up in the morning and not reach for my glasses before I turn off the alarm clock is pretty exciting,” Smith said. “Being able to wake up in the middle of the night

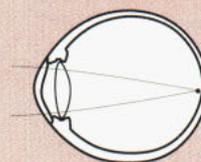
and take care of my children and be able to see, to be able to go to the beach and not worry about getting sand in my lenses, to be able to go scuba diving without my prescription mask, it's just amazing.” †

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

## The Eye

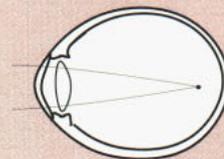
### The Normal Eye

In a normal eye, the cornea and the lens bring the light rays to a focal point directly on the retina. The retina must receive these focused images to provide clear vision.



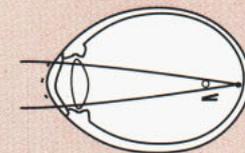
### The Nearsighted Eye

A nearsighted eye is generally longer than normal. Because of the extra length, the light rays converge to a focal point in front of the retina. The resulting vision is not clear.



### The Corrected Eye

With the curvature of the central cornea reduced, light rays converge farther back in the eye, ideally on the retina rather than in front of it.



**Left: CDR Jennifer Smith undergoes a photorefractive keratectomy. It is impossible to see anything while the procedure is actually happening as the laser is invisible.**

# On the cutting edge

## Navy barbers sharpen their skills at trimming women's hair

Story and photos by JO1 Steve Orr

**G**ood news for shipboard women! New training may mean an end for bad hair days at the ship's barber shop.

Ship's servicemen, training as barbers at Fleet Training Center Norfolk, are spending one-third of their class time at a beauty academy off base to gain experience cutting women's hair.

It's a move that addresses an ongoing concern of Navy women, according to LCDR John Drinan, FTC's supply school department head.

"A study has shown that Navy women don't have confidence in the trained people of a ship's barber shop," he said. "The question becomes, how can we provide confidence to a crew member that she will come out of the shop with a haircut that's within standards, as well as something she can live with."

The answer is to train ship-bound barbers how to cut women's hair. "All students heading to a mixed-gender ship will have the normal four weeks of training at our facility," said Drinan, "then move to a local beauty academy for two weeks of training. The student cuts nothing but women's hair for two weeks, then earns a certificate from the beauty academy."

The academy provides the training necessary to meet the needs of female sailors on ships.



*Above and right:* SH3 Harry Fish practices cutting hair on a mannequin's head at a Norfolk beauty academy as part of his training as a shipboard barber.





**Right:** SH1 Marilyn Bristol, an instructor at the Fleet Training Center's barber school, cuts the hair of a customer at the beauty academy.



**Right:** SH3 Michelle Bolden's first customers are real dummies — actually they're mannequins. Students at the beauty academy sharpen their skills on them.



"When you sit in a class room, you learn book knowledge," said Ship's Serviceman 1st Class Marilyn Bristol, a barber instructor. "At the academy, you start with a mannequin with a head of hair. You learn how to do layer cuts and how to do even cuts. You get a lot of hands-on experience.

"After three days, you go into the shop and actually work on customers," said Bristol. "It's a realistic and practical setting. At FTC, a student just doesn't get the experience cutting women's hair. At the academy, they don't even tell the customers that you're in training."

Barber students are trained to give good standard military haircuts both at FTC and at the academy. "Our students are not taught how to style women's hair or how to give fad cuts," Drinan explained. "They are taught how to give a proper haircut in accordance with military standards."

The students' training is evaluated from classroom to real world, according to the Chief Ship's Serviceman (SW) Craig McClendon, FTC's training division officer. "I make regular trips to the academy to monitor student progress," McClendon explained. "After students graduate, we ask them to critique the academy's training. This way we can uncover any deficiencies.

"After our students are out in the fleet one or two months," he adds, "we ask commands for a feedback report on how

the barbers are doing."

Will the additional training pay off? According to Drinan, only time will tell. "We want women in the fleet to be able to say, 'Yes, this person is a graduate of the FTC training program — I don't have to worry about what I look like when I walk out of the shop.'" †

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

# UNITAS

## Discovering the Americas

Story by JO2 Brett Bryan  
photos by PH1 Michael D.P. Flynn

**E**ach year hundreds of sailors get the urge to head south of the border, all the way to the southern tip of South America.

It's the yearly *UNITAS* exercise that draws them; a chance to circumnavigate the South American continent and visit ports only the *UNITAS* sailor knows.

During each leg of the journey, the sailors worked with their South American counterparts honing their seamanship skills and learning to work with the different navies to form a cohesive fighting force for the Americas. Along the way, they were able to visit unusual ports of call that many sailors only hear about.

Led by Commander, South Atlantic Force, United States Atlantic Fleet (ComSoLant), USS *John Rodgers* (DD 983), USS *Stark* (FFG 31), USS *Whidbey Island* (LSD 41) and the attack submarine USS *Pintado* (SSN 672) began their four-month trek around South America.

Starting in August, at the Venezuelan port of Puerto La Cruz, they sailed through the Panama Canal and then down the Pacific coast along Peru and the rocky coast of Chile.

In early October, the ships transitted the Strait of Magellan and began their voyage back north along the coast of Argentina. By November, they had made port calls in Puerto Belgrano, Uruguay, and Rio de Janeiro and Buenos Aires, Brazil, before beginning the trip back home.

For the sailors who headed for *UNITAS*, it was an opportunity they'll never forget -- the chance to discover the "other" America.



**Right:** The guided missile frigate USS *Stephen W. Groves* (FFG 29) transits through the Strait of Magellan during a past year's *UNITAS* exercise. *UNITAS* brings sailors into contact with regions and people not encountered on normal U.S. Navy deployments. The deployment transits the Caribbean Sea and areas of the Atlantic and Pacific Oceans, reinforcing the strategic importance of these vital sea lanes of communication.



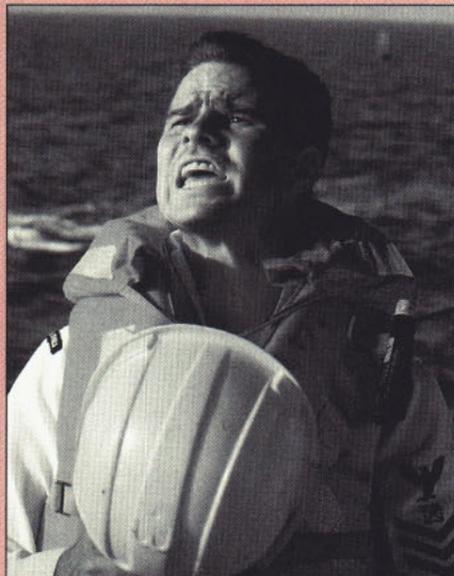
Photo by JO1 Gregg L. Snaza



**Left:** The *UNITAS* sailor gets the chance to visit ports of call that not many other sailors have the opportunity to see. During the four-month exercise, from Cartagena, Colombia, to Rio de Janeiro, Brazil, *UNITAS* sailors go shopping and sightseeing in cities that are only visited once every year by U.S. Navy ships.



**Above:** Working with our Central and South American counterparts is at the heart of every *UNITAS* exercise. For 34 years the U.S. Navy has been circumnavigating the South American continent cultivating a working relationship with Central and South American navies.



**Left:** BM1(SW) Michael Bergin shouts instructions to shipmates aboard USS *Josephus Daniels* (CG 27) during a past exercise. Bilateral and multinational exercises at sea are the primary focus of *UNITAS*.



**Left:** *UNITAS*, which means unity in Latin, was conceived in 1959 and developed under the direction of then-Chief of Naval Operations ADM Arleigh A. Burke. Originally *UNITAS* was oriented toward anti-submarine warfare, but successive years have added exercises in anti-air warfare, anti-surface warfare, electronic warfare, communications and "freeplays" which employ all facets of naval warfare.

# Silver anniversary

## “JFK” celebrates 25 years at sea

Story by JO3 John Oliver Moulton

It was a big day for such a little girl. Only 9 years old, yet responsible for christening the largest ship in the fleet — a ship bearing her father’s name. Caroline Kennedy still remembers that day.

“I was very nervous,” she said. “I practiced a lot with a bowling pin, but it had never broken. I never practiced with a real bottle, so I had no idea what to expect.”

Recently, Kennedy, accompanied by her husband, Edwin Schlossberg, returned to help sailors aboard USS *John F. Kennedy* (CV 67) celebrate the ship’s silver anniversary with a reception and dinner for dignitaries, former commanding officers and crew members.

“It’s an honor for me to be back,” she said. “This ship is really special to me and to all my family. I’m pleased to

be here to share this celebration.”

According to CDR T. Lad Webb, the carrier’s operations officer and liaison for the event, the purpose of celebrating the silver anniversary was not to have a big party but something much more important.

“The occasion was a time to bring back former crew members and supporters so they may reflect upon the distinguished service *Kennedy* has provided to the fleet,” Webb said. “We wanted them to know the pride and professionalism she has displayed for 25 years is continuing.”

“The ship has a *Kennedy* spirit about it that every man takes on board immediately,” said CAPT J.R. Hutchison, *Kennedy*’s commanding officer. “We host a lot of visitors from all over the country and from all

services. They want to see USS *John F. Kennedy* because of what she stands for and what they have heard about the man. The crew is very proud of that legacy.”

When asked what her father would think of the ship that bears his name, she said, “His service in the Navy was something he was extremely proud of. I think he would be proud of her because she is a living memorial. She is a wonderful ship.” †

*Moulton is assigned to USS John F. Kennedy’s (CV 67) public affairs office.*



Above: Caroline Kennedy controls the helm of the ship enroute to New York for Fleet Week '92.



Left: Caroline Kennedy stands at attention as the national anthem is played during the commissioning of USS *John F. Kennedy* (CV 67). Standing alongside Kennedy is her mother, the former Jacqueline Kennedy, CAPT Earl P. Yates and Senator and Mrs. Edward M. Kennedy.

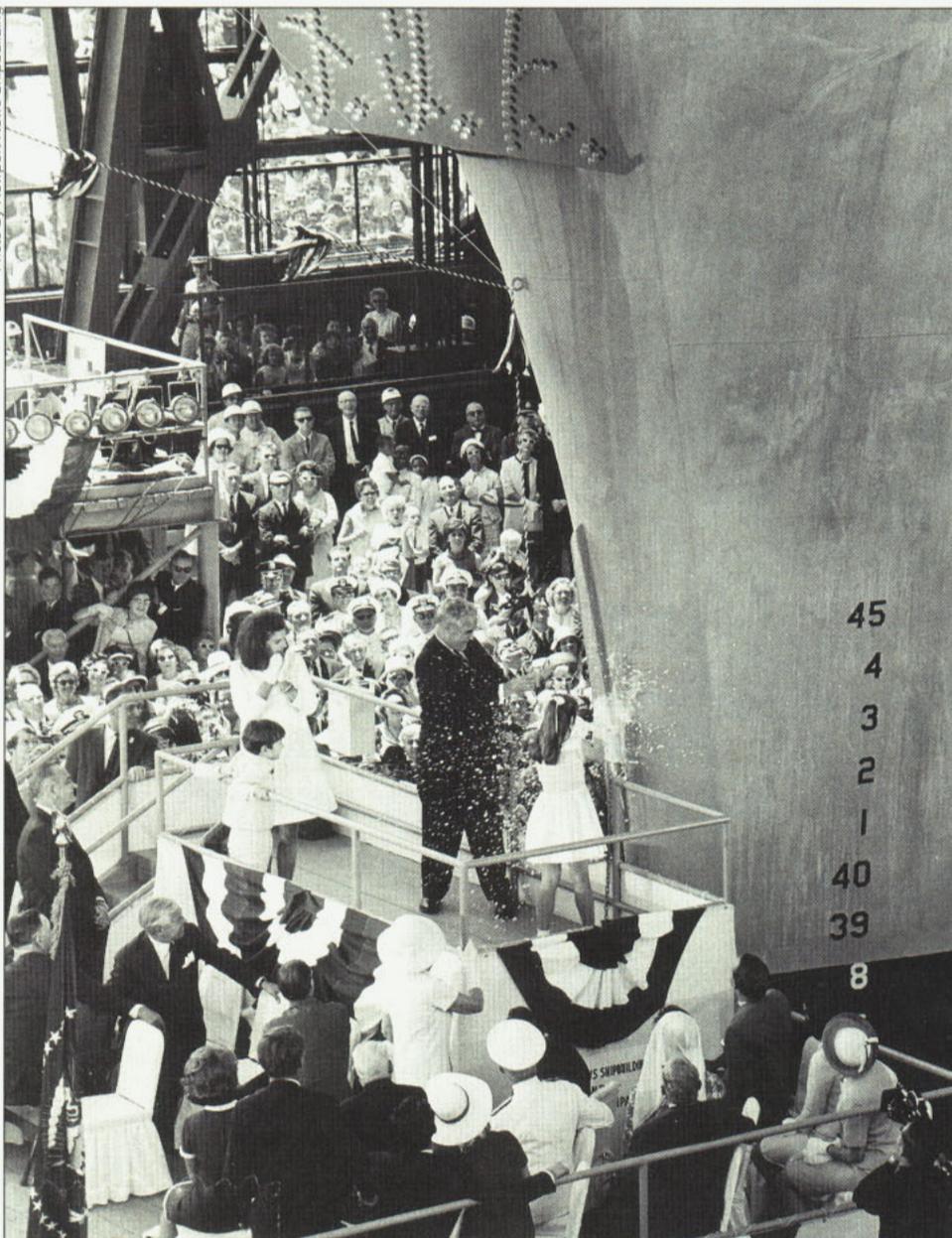
Photo by A.A. Bey An

Photo by PH3 Paul Hawthorne

**“The ship has a Kennedy spirit about it that every man takes on board immediately.... The crew is very proud of that legacy.”**

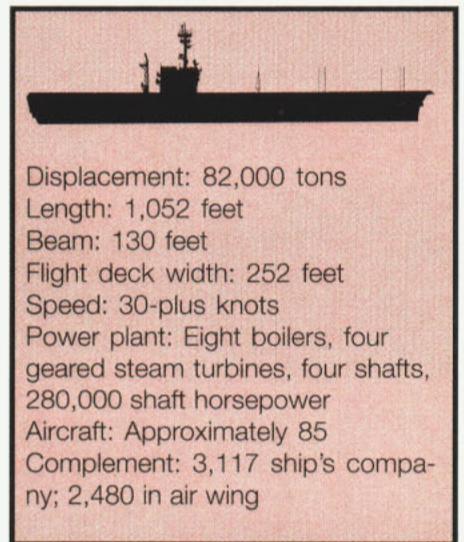
**— CAPT J.R. Hutchison  
commanding officer, USS *John F. Kennedy***

Photo by Newport News Shipbuilding



U.S. Navy photo

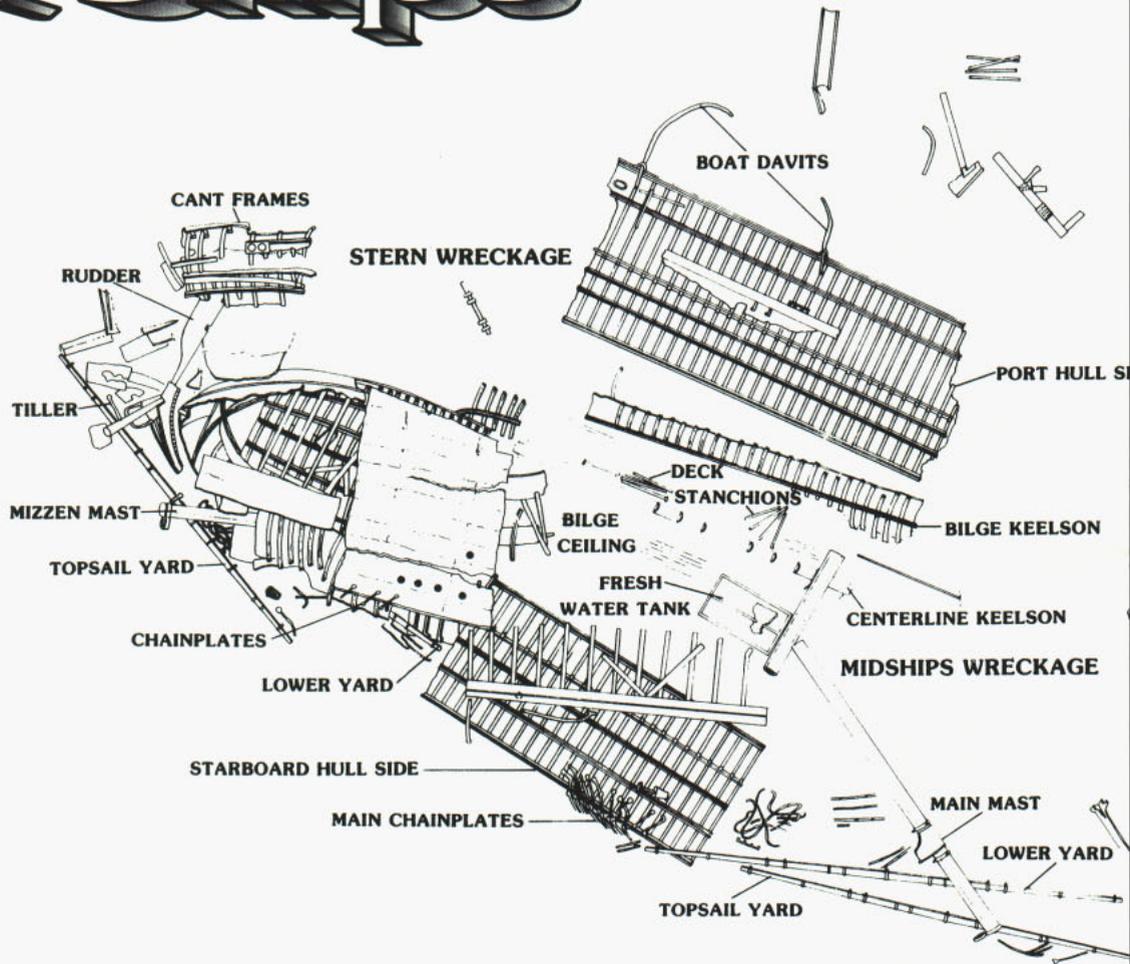
**Above:** Caroline Kennedy joins her husband, Edwin Schlossberg, in celebrating USS *John F. Kennedy's* (CV 67) silver anniversary.



Displacement: 82,000 tons  
 Length: 1,052 feet  
 Beam: 130 feet  
 Flight deck width: 252 feet  
 Speed: 30-plus knots  
 Power plant: Eight boilers, four geared steam turbines, four shafts, 280,000 shaft horsepower  
 Aircraft: Approximately 85  
 Complement: 3,117 ship's company; 2,480 in air wing

**Left:** Nine-year-old Caroline Kennedy christens USS *John F. Kennedy* (CV 67) as her mother, former Jacqueline Kennedy, and brother, John F. Kennedy Jr., look on. “I was very nervous,” Kennedy said of the christening.

# Raiders of the Lost Ships



DATA FOR THIS DRAWING OBTAINED THROUGH  
PROJECT SEAMARK, A COOPERATIVE EFFORT OF  
THE NATIONAL PARK SERVICE AND THE UNITED STATES NAVY





Story and photos  
by JO2 Kevin Stephens

**F**amed, albeit fictional, archeologist Indiana Jones would have given his eye teeth to explore the graveyard of ships surrounding the Dry Tortugas, a small group of islands off Key West, Fla. Unfortunately for the illustrious Dr. Jones, the job of exploring the place has been taken up by a real-life team of adventurers — U.S. Navy divers.

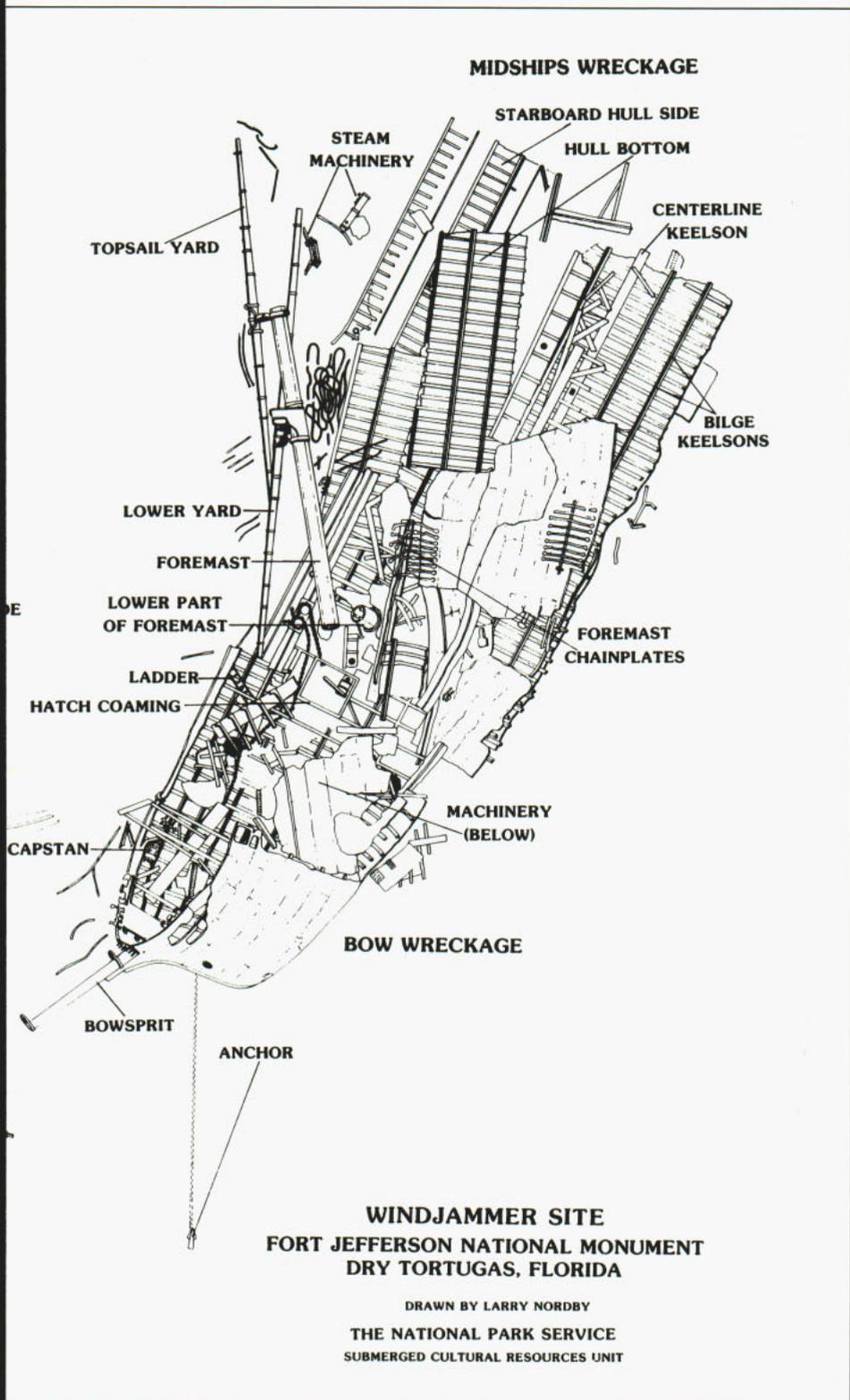
The Tortugas and the waters around them became a national park when Ft. Jefferson, a U.S. fortress built on one of the islands in the mid-1800s, was designated a national monument.

The National Park Service now cares for the fort and the resources contained in the 100 square miles of surrounding waters. This includes not only varied and abundant wildlife, but a significant number of cultural resources, including numerous ships sunk in the reef-filled waters. Other artifacts lost or thrown over the side of the countless vessels that pass through the island chain also await discovery.

“Our task is to survey, inventory and evaluate the archeological sites,” said National Park Service Archeologist Larry Murphy. “To do this systematically, we’re using a magnetometer (a metal-detector) and a fathometer (a depth-finder) coupled with a navigation system that’s tied into global positioning system (GPS) satellites.”

This equipment gives exact locations of any iron-based objects on the sea floor, creating a lengthy list of sites to investigate. “There’s no way the instru-

*Left:* Shipwreck maps like this one are the end-result of the explorations by Navy volunteers and park service archaeologists in the Dry Tortugas National Park. Such maps allow recreational divers to get more from their visit to the park.



ment can differentiate between a Chevy short-block and a Spanish cannon," said Murphy. "So what we have to do is go to the point where we know there is iron, get off the boat and look at it. The Navy is doing that part of the process for us."

Having Navy divers available to do the extensive legwork (fin work?) involved in the initial site surveys was a big time-saver for the park service archaeologists.

"If they find just a hot water heater or something, we don't need to waste time looking at it. We can look at the places where there are indications of a shipwreck or other major artifacts," said Murphy. "The returns for the park

service have been phenomenal. The first Navy group in only eight diving days covered 85 sites and found evidence of 10 shipwrecks."

The Navy divers were supplied by the Naval Diving and Salvage Training Center (NDSTC), and the Navy Experimental Diving Unit (NEDU), both in Panama City, Fla. Their participation in the project was organized by Machinist's Mate 1st Class (SW/DV) Gregory E. LaLonde, an instructor at NDSTC.

"I got approval from the CO and then went looking for volunteers," said La-

**"We brought the information back, diving safe, Navy dives, and diving as many as we could."**

Londe. "NDSTC provided the Navy scuba diving gear and NEDU supported it by providing a RIB boat. We were able to get two groups of six divers each. Each group came down for two weeks."

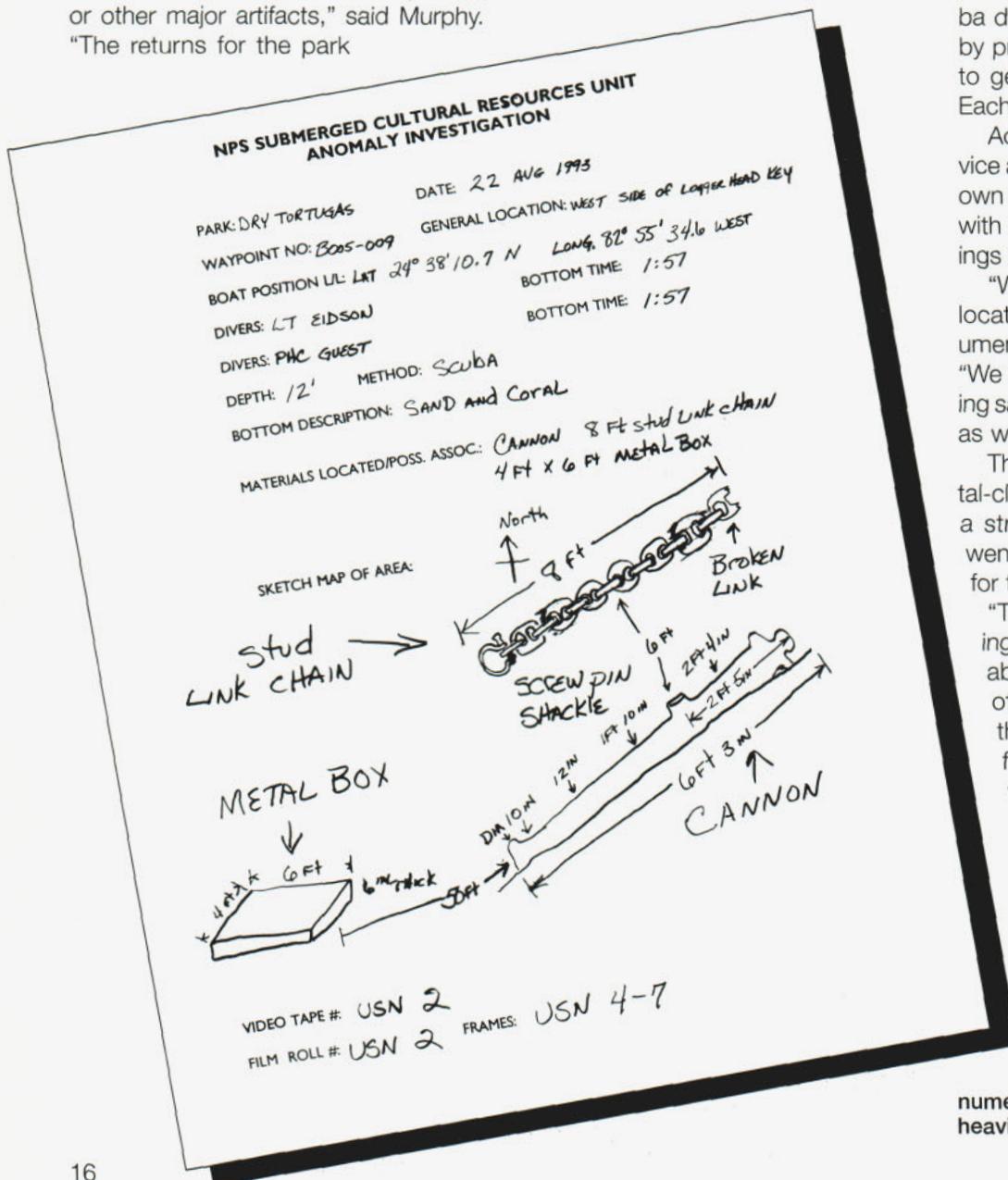
According to LaLonde, the park service allowed the Navy teams to run their own show following some initial training with the locating equipment and briefings on documenting their discoveries.

"We would go out with the GPS and locate the sites, dive them and document what we found," said LaLonde. "We brought the information back, diving safe, Navy dives, and diving as many as we could."

The location of the park in the crystal-clear waters off the Florida keys was a strong selling point when LaLonde went searching for sailors to volunteer for the project.

"This is pristine, unsurpassed diving—corals, warm water, sea life in abundance" said LaLonde. "In our off-duty hours we've gone outside the park boundaries and found large fish and plenty of lobsters. And we've eaten quite a bit of it."

The park service expects the submerged resources survey of



**Left: Navy divers investigating submerged metallic formations in the Dry Tortugas National Park document their discoveries on sheets like this which are reviewed by archaeologists cataloging the park's resources. Navy divers discovered**

**numerous shipwrecks in the park's heavily-travelled waters.**

**Right:** HM2(DV) James P. Halstead, EN2(DV) Robert L. Allrid and EN1(SW/DV) Michael P. Rainone head out for a day of diving near the Fort Jefferson National Monument.

the Dry Tortugas National Park to continue for at least two more years. According to Murphy, they hope to have Navy support throughout.

"This is a model for what government agencies, drawing on multiple sources for personnel and expertise, can really do," said Murphy. "I see this cooperation between the National Park Service and the Navy as one of the best examples, in terms of what the taxpayer gets, of cost-effective problem solving and field work." †

*Stephens is a photojournalist for All Hands.*



## Florida fort guards the environment

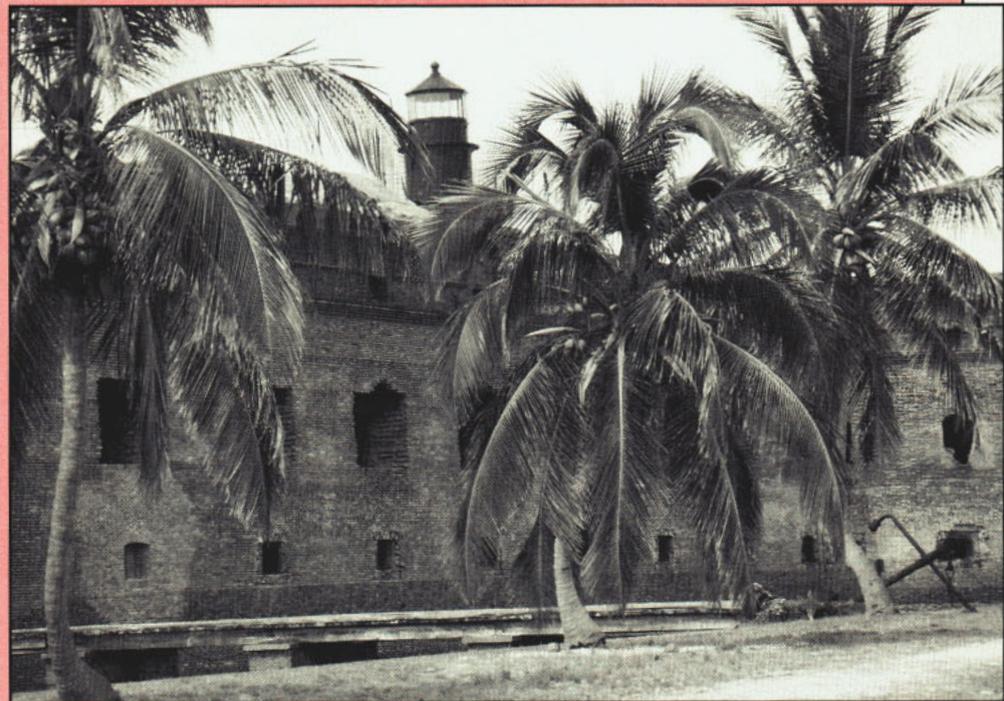
**B**uilt by the U.S. Army upon a tiny coral island about 70 miles west of Key West, Fla., Fort Jefferson was meant to control the sea lanes accessing the Gulf of Mexico. While it never fulfilled that role, it now stands guard over a truly precious resource — the lush ecology and archaeological treasures of Dry Tortugas National Park.

Today, the fort is open during daylight hours only. Transportation to the fort is available in Key West by charter boats and seaplanes. Private boaters can purchase nautical charts of the route at most Key West marinas.

Visitors to Fort Jefferson must provide for their own existence; no housing, water, meals, bathing facilities, or supplies are available. For those making the trip, the fort itself is most impressive. Nature lovers will appreciate the wide variety of sea birds that congregate in the area. Snorklers and divers will love the clear, warm waters and the abundance of fish and live coral.

For more information about the monument, write to the Superintendent, Fort

Jefferson National Monument, P.O. Box 6208, Key West, Fla. 33040. †



# Operation *Intrepid Eagle*

**Orange ships, yellow planes converge daily on tiny island nation**

Story and photos by JO1 Steve Orr



Above: With a mere touch of the hand, Marine Sgt. Louis Ramirez alters the course of a ship at sea in preparation for Operation *Intrepid Eagle*.

Right: The island nation of Atlantis is the target of Operation *Intrepid Eagle*. The island has been "attacked" by U.S. Navy amphibious forces on a regular basis since the 1950s.

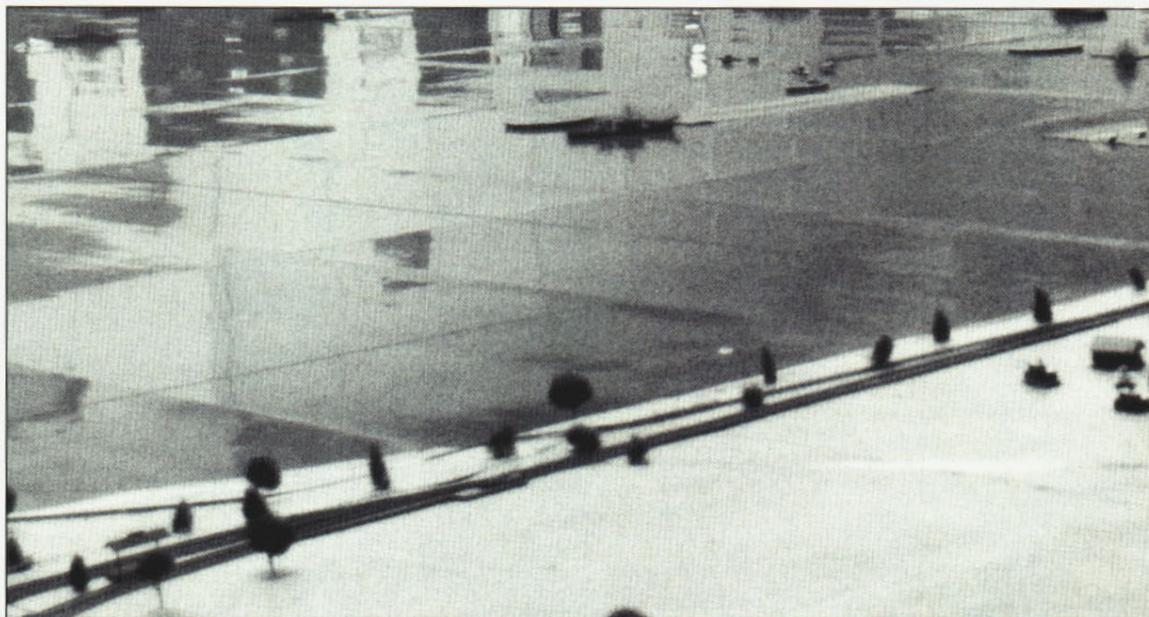
Under the cover of darkness, waves of amphibious assault craft hit the beach. Overhead, a squadron of fighter jets streak inland to knock out a radar site and a railroad bridge. Just off-shore, ships of every shape and size stand ready in their support of Operation *Intrepid Eagle*.

There's an explosion — a building collapses. Another explosion and a train crashes noisily into a river.

Suddenly, *Intrepid Eagle* is over. The darkness is immediately gone, and a giant strides across the landscape to set the buildings right, to place the train back on its track and to return the planes and ships back to their bases.

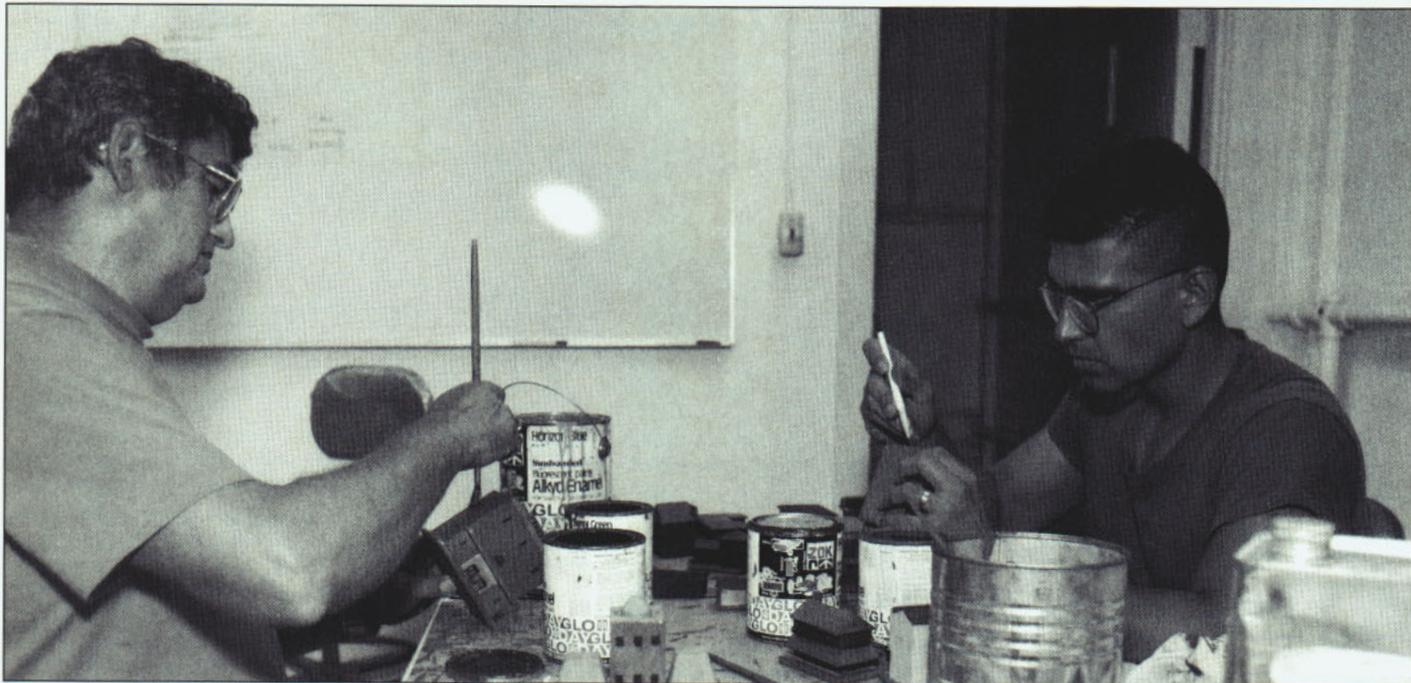
The giant is Fred Rogers, a retired Navy chief and the operator of the Amphibious Training Demonstrator at Little Creek Amphibious Base. For three years, Rogers has run these miniature assaults on Atlantis, a fictitious island nation, as part of the Landing Force Training Command (LFTC).

The Lilliputian attack on Atlantis has been a regular feature at Little Creek since the mid-1950s, according to Rogers. "It's a multi-media demonstration that explains what's

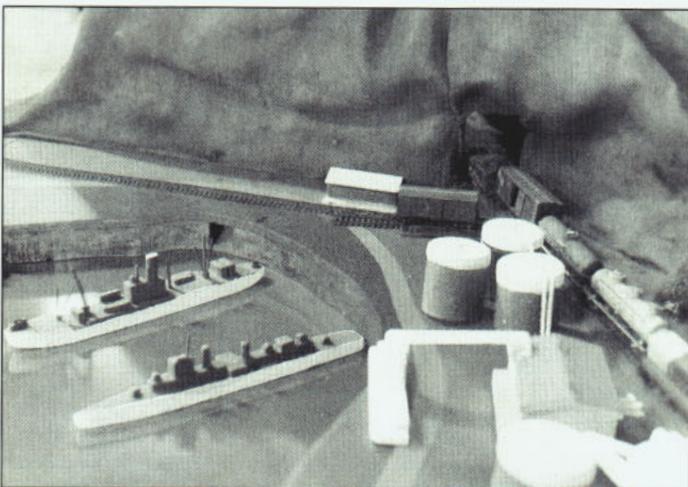




Above: Fred Rogers, operator of the Amphibious Training Demonstrator at Little Creek Amphibious Base, repairs a communications station after it was destroyed in an assault on Atlantis.



**Above:** Rogers and Ramirez take great pride in their little island country and enjoy making the buildings look as realistic as possible.



**Left:** A small, detailed fuel port on the island of Atlantis, shows the pride with which Rogers and Ramirez do their jobs.

involved in an amphibious landing," he said. "Using slides, video and miniatures, the show demonstrates what each military component does before a landing. Our presentation puts it all together, and culminates with an actual amphibious landing on the beaches of Atlantis. There are ships, planes, helos — all of the assets used in an amphibious assault."

The 40-minute program is presented as part of LFTC's curriculum; however, the exhibit is also open to the public. According to Rogers, everyone from foreign dignitaries to local school children have witnessed the precision of Rogers' tiny military operation.

Operation *Intrepid Eagle* is played out in an area slightly larger than a full-size basketball court. Half of the floor represents water, and is filled with ships. The other half is Atlantis, complete with buildings, a railroad and even an airport.

The ships run the gamut from carriers to supply ships to patrol craft. But these assets, while detailed, won't ever be mistaken for the real thing — they are painted bright colors.

"Everything is painted a fluorescent color — blue, orange, green, yellow, pink — because the assault is played out under what's called a blue/black light," Rogers explained. "The show is done in almost total darkness, and it's easier to see a fluorescent orange ship than a grey ship."

During the program, different ships and planes are spotlighted. They move around the floor using wires, motors and gear. Explosions are caused by electronically-triggered plungers. It's all controlled from hidden consoles.

And after each performance, Rogers and his assistant, Marine Sgt. Louis Ramirez, put everything back together.

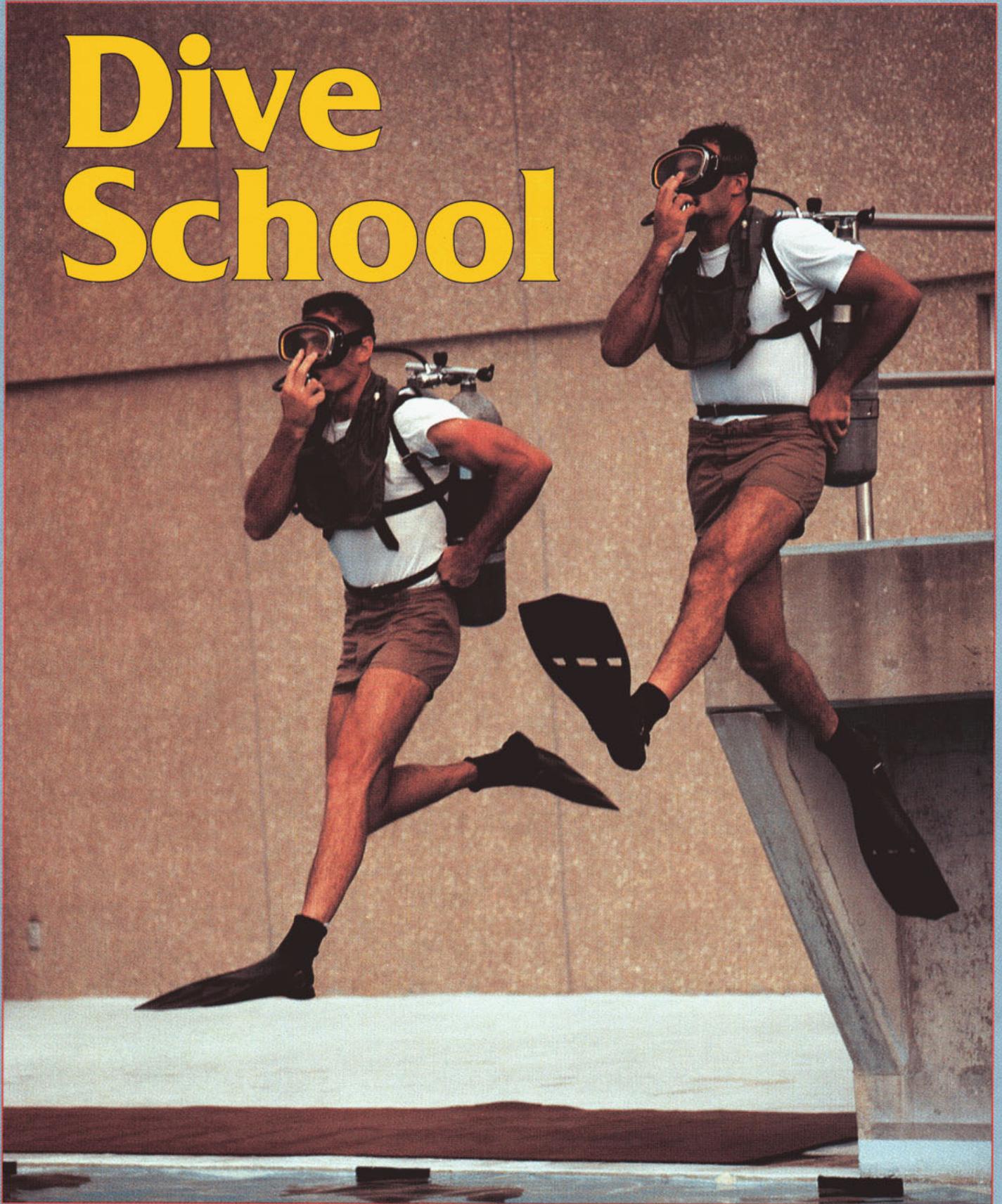
"We're responsible for the maintenance of the exhibit, from the cleanliness of the building to the repair of the models," Rogers said. "If anything goes wrong with the consoles, the floor, with the trainer in general, Sgt. Ramirez and I take care of it ourselves. We get everything ready for the next show."

This includes occasionally repairing the models and electronics, but Rogers admits its worth the effort.

"When a Navy spouse comes to me after a show and says, 'Now I know what my husband does,' I feel good," Rogers concluded. "I feel like I've done my job." †

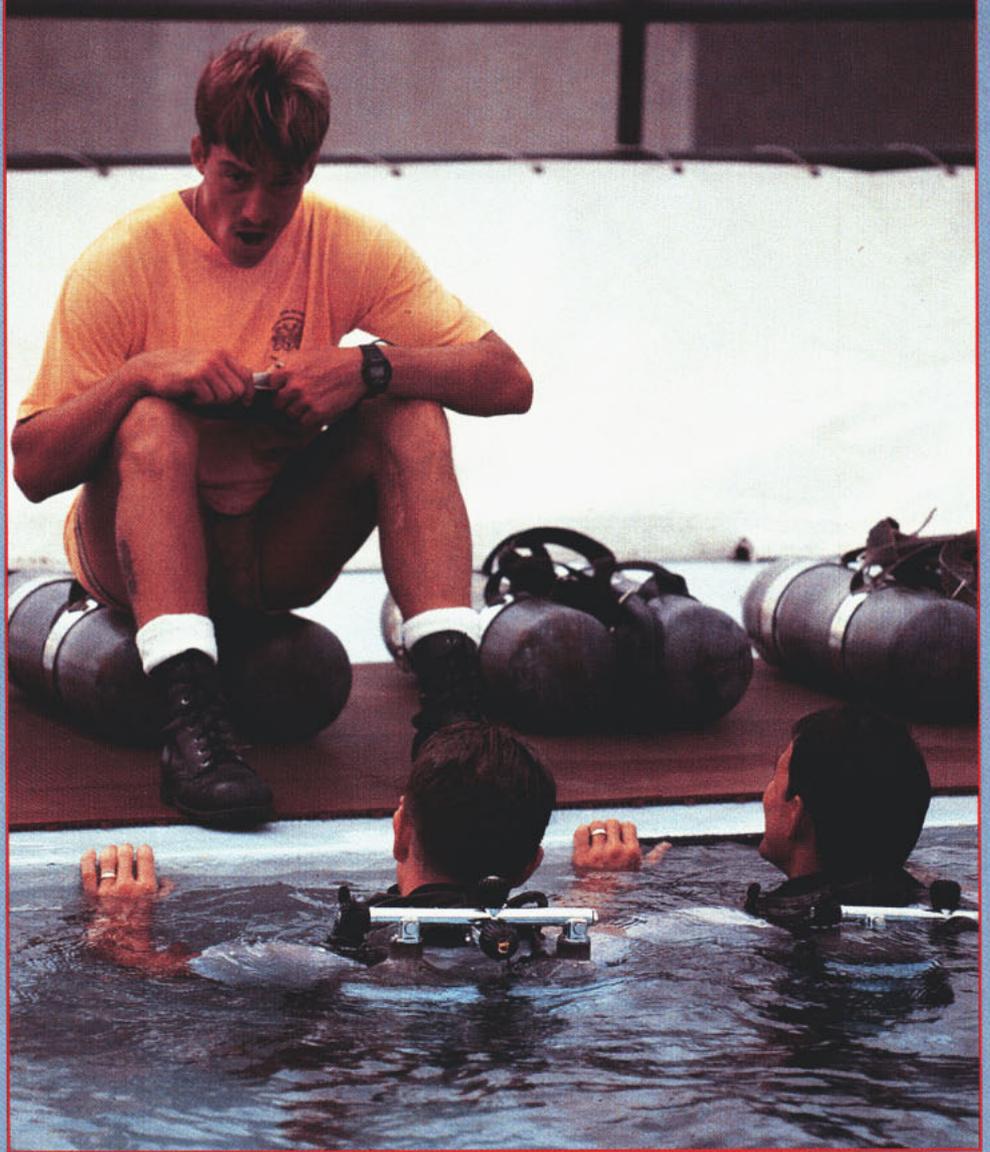
*Orr is a Norfolk-based staff writer for All Hands.*

# Dive School



*Previous page:* Diver candidates learn the right way to enter the water from a raised platform at the Naval Diving and Salvage Training Center (NDSTC). The school, the focal point for all Navy diver training, is located at the Coastal Systems Station in Panama City, Fla.

*Right:* EN2(SW/DV) John McCaulley, an instructor at NDSTC, encourages his students to increase their efforts during "pool week." At this point in their training, diver candidates are introduced to scuba equipment and techniques.

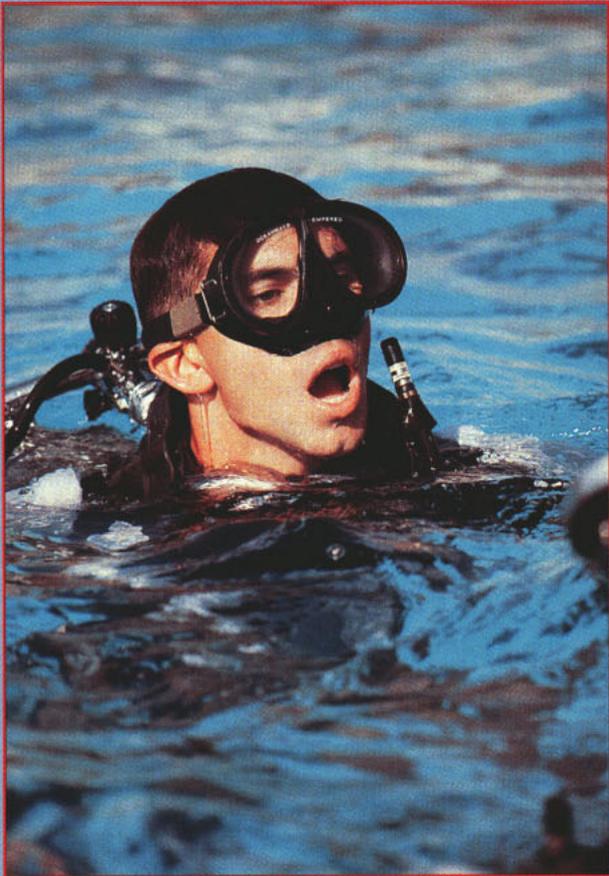


Photos by JO2 Kevin Stephens

**T**he Naval Diving and Salvage Training Center is the focal point for all Navy diving training. This state-of-the-art facility in Panama City, Fla., trains nearly 1,300 divers annually. The physical training regime is demanding, and even the strongest students can expect a genuine challenge. Most sailors come to the school seeking adventure and assignments that are beyond the ordinary, and that's exactly the sort of opportunities this training provides. †

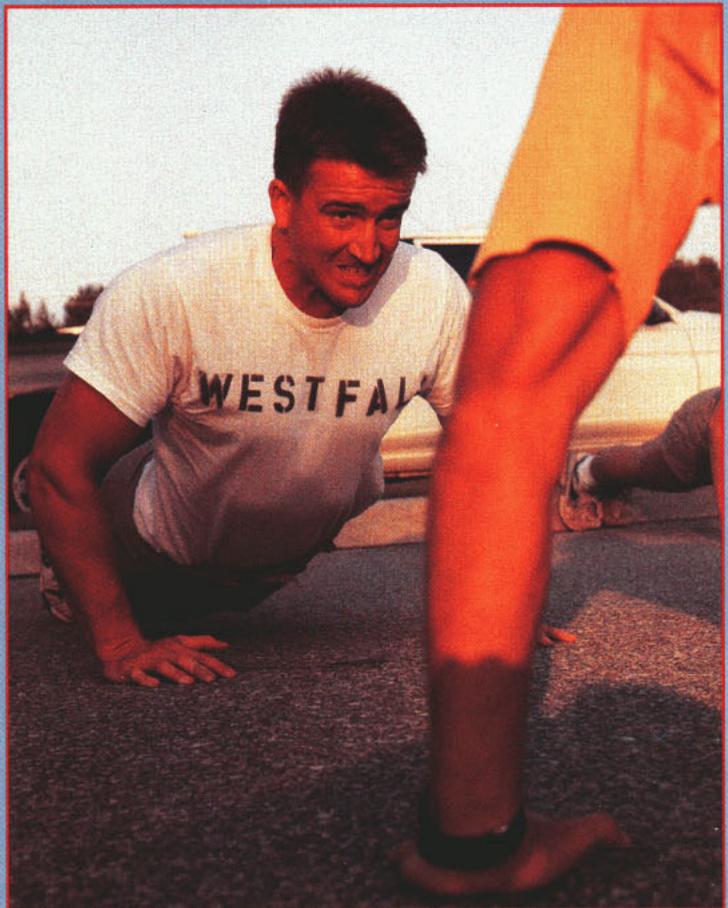


*Below:* Lengthy swims are a big part of diver training. Diver candidates must be in superb condition to handle the rigors and dangers of work under water.



**“The training is physically and mentally demanding. If you’re not really serious about a career in the military, this is not the program for you.”**

**— BMC(DV) Mark Ladd  
NDSTC instructor.**



*Above:* Diver candidate FC2 Franklin Westfall manages another pushup during a grueling physical training session on the grinder at NDSTC.



*Left:* Diving officers get hands-on salvage training by raising an actual ship sunk pier-side at NDSTC.

# ALL HANDS

The fifth annual *All Hands* Photo Contest drew more than 80 entries in its six categories. The contest was judged by Russ Egnor, direc-

tor of the Navy's Office of Information News Photo Branch; Fel Barbante, assistant photo editor for *Army Times* Publishing; and ENS Scott M. Allen, a public affairs officer at the U.S. Naval Academy. †

## "Under way"

Third Place, Single-image Color Feature (Professional). Photo by PH2 Patrick Cashin, Fleet Imaging Unit 193, NAS Willow Grove, Pa.



# Photo Contest

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## **"Norfolk Sunset"**

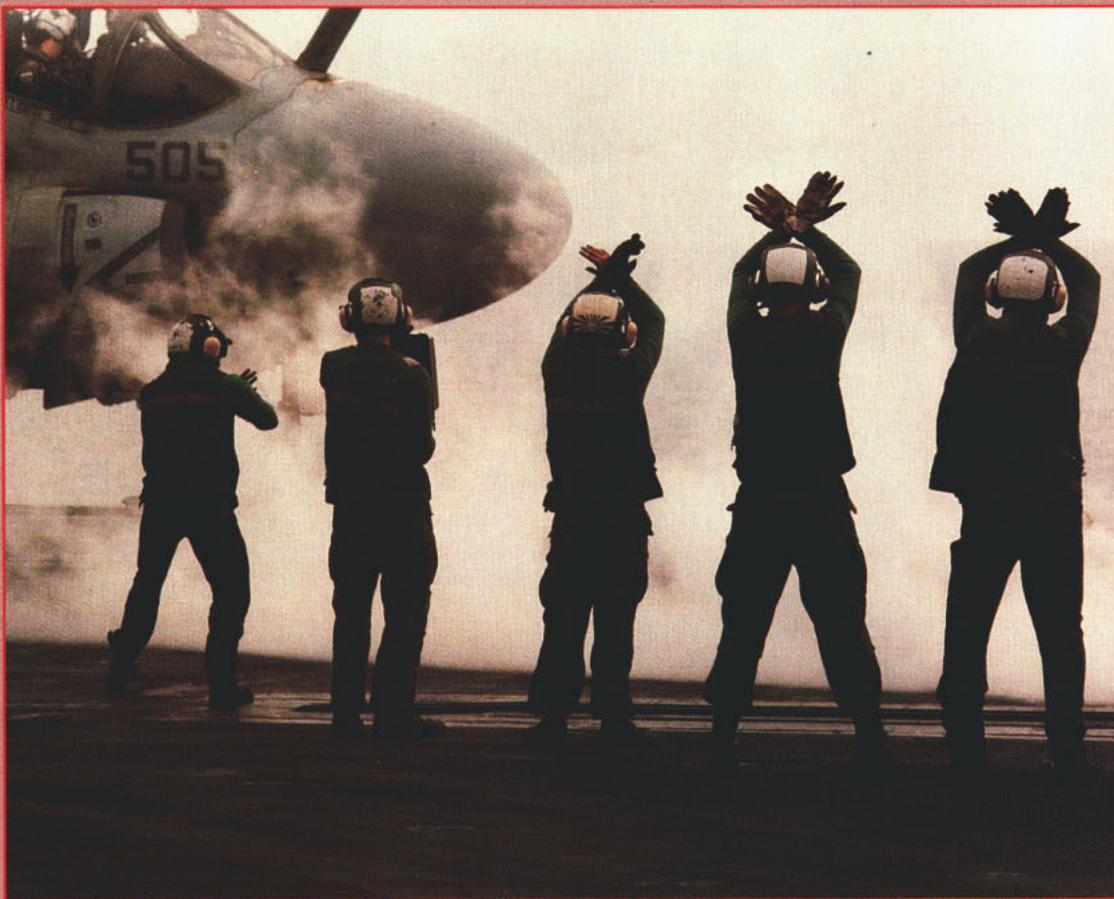
Second Place, Single-image Color Feature (Amateur).  
Photo by LCDR Thomas D. Walczyk, Branch Dental  
Clinic, NAS Fallon, Fallon, Nev.



## "Sails"

Second Place, Single-image Color Feature (Professional). Photo by Ralph Wasmer, Puget Sound Naval Shipyard, Bremerton, Wash.





**“Suspend”**  
Honorable Mention, Single-image Color Feature (Professional) Photo by PH3 Michael A. McKinley, USS *America* (CV 66).



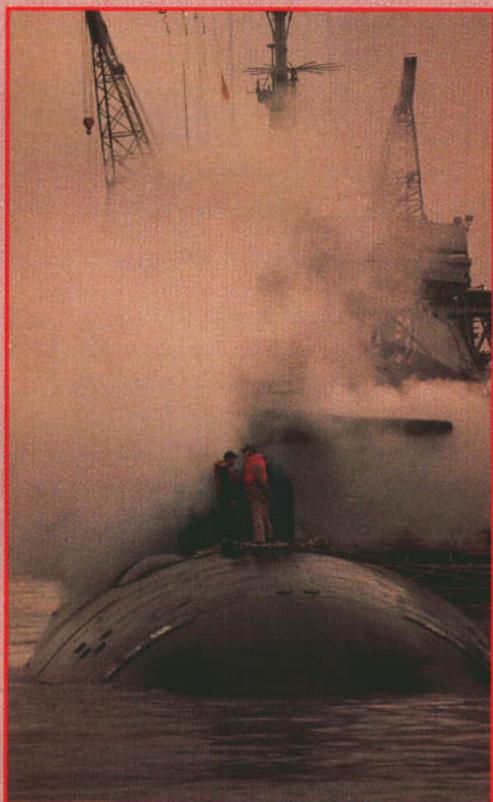
**“Welcome Aboard”**  
Third Place, Single-image Color Feature (Amateur). Photo by LCDR Thomas D. Walczyk, Branch Dental Clinic, NAS Fallon, Fallon, Nev.



**“Long Day”**  
Honorable Mention, Single-image Color Feature (Amateur). Photo by FTG2(SS) Michael T. Epley, USS *West Virginia* (SSBN 736).

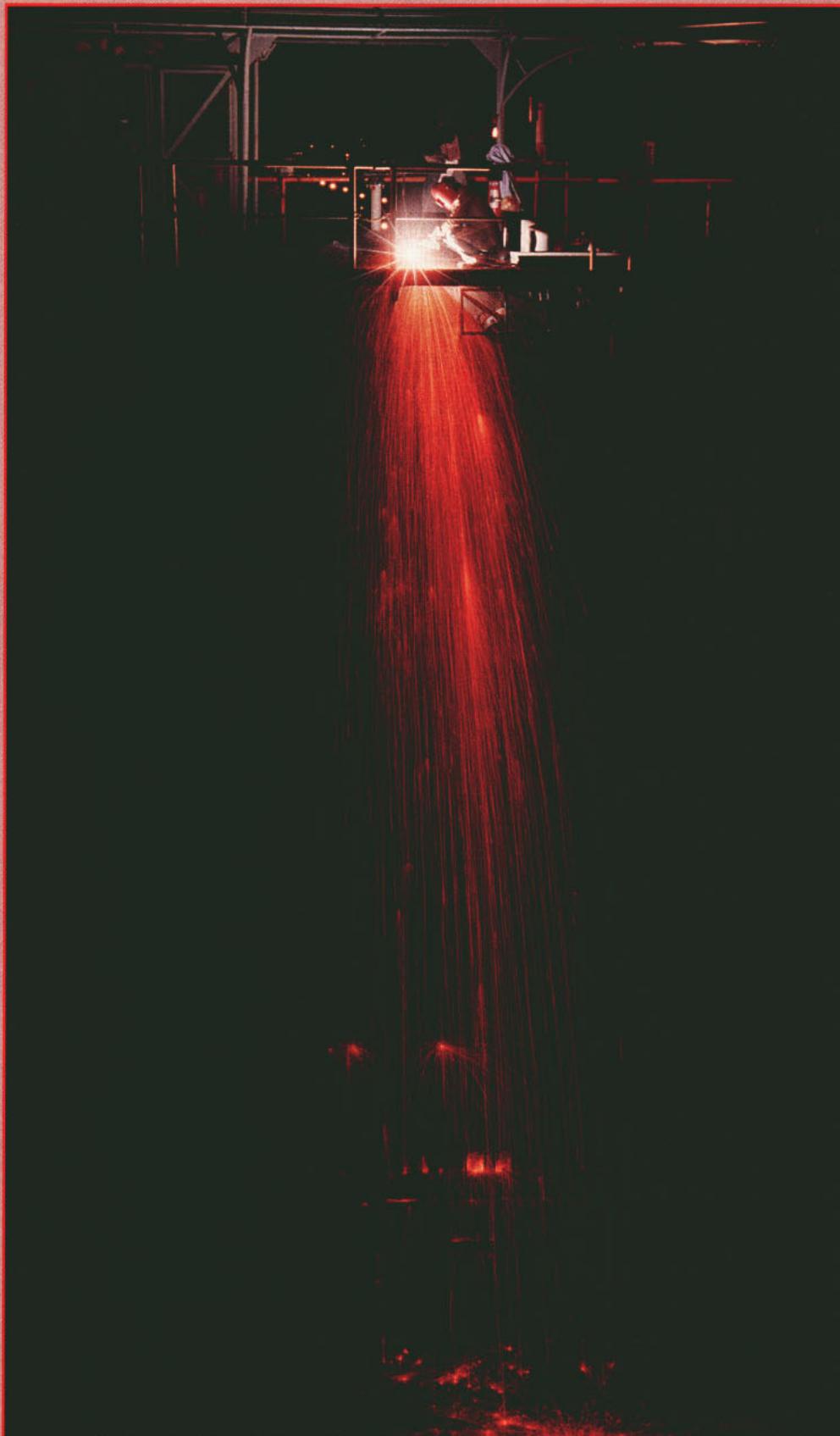
## “Twilight Training at Sea”

Honorable Mention, Single-image Color Feature (Amateur). Photo by Chaplain (LT) Don Biadog Jr., USS Roanoke (AOR 7).



## “Norfolk Pierside”

First Place, Single-image Color Feature (Amateur). Photo by LCDR Thomas D. Walczyk, Branch Dental Clinic, NAS Fallon, Fallon, Nev.



## “Firefall”

First Place, Single-image Color Feature (Professional). Photo by PH2 M. Clayton Farrington, Combat Camera Group Pacific, San Diego.

## “Deadly Intentions”

First Place, Single-image Black & White Feature (Professional). Photo by PH1 Charles W. Alley, Combat Camera Group Pacific, San Diego.





### **"First Fly-In"**

First Place, Black & White Photo Story (Professional).  
Photos by PH1 Charles W. Alley, Combat Camera  
Group Pacific, San Diego.

Personnel Advancement

Requirements

- Military Leadership Exam

- Basic Military

Requirements

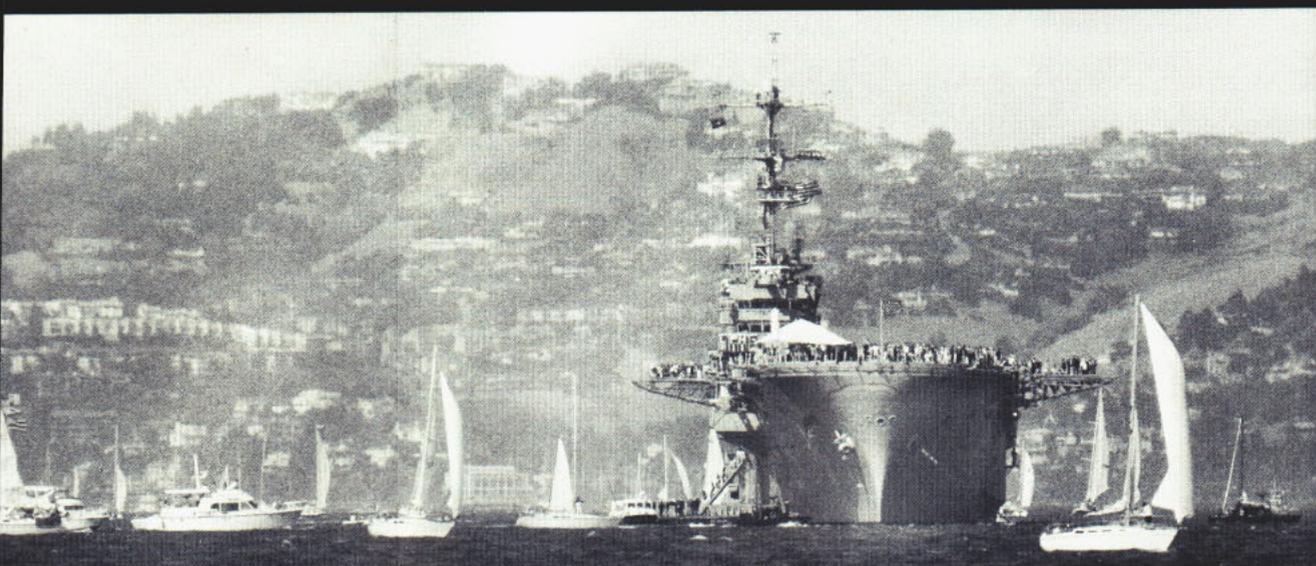
- Time in Rate?





## **“Fleet Week”**

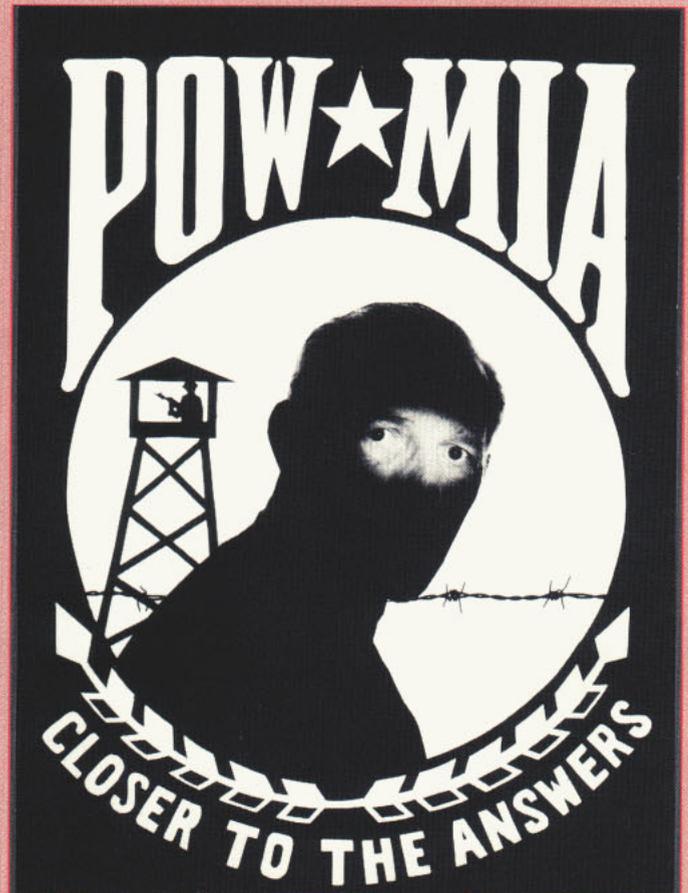
Second Place, Black & White Photo Story (Professional). Photos by PH1 Charles W. Alley, Combat Camera Group Pacific, San Diego.





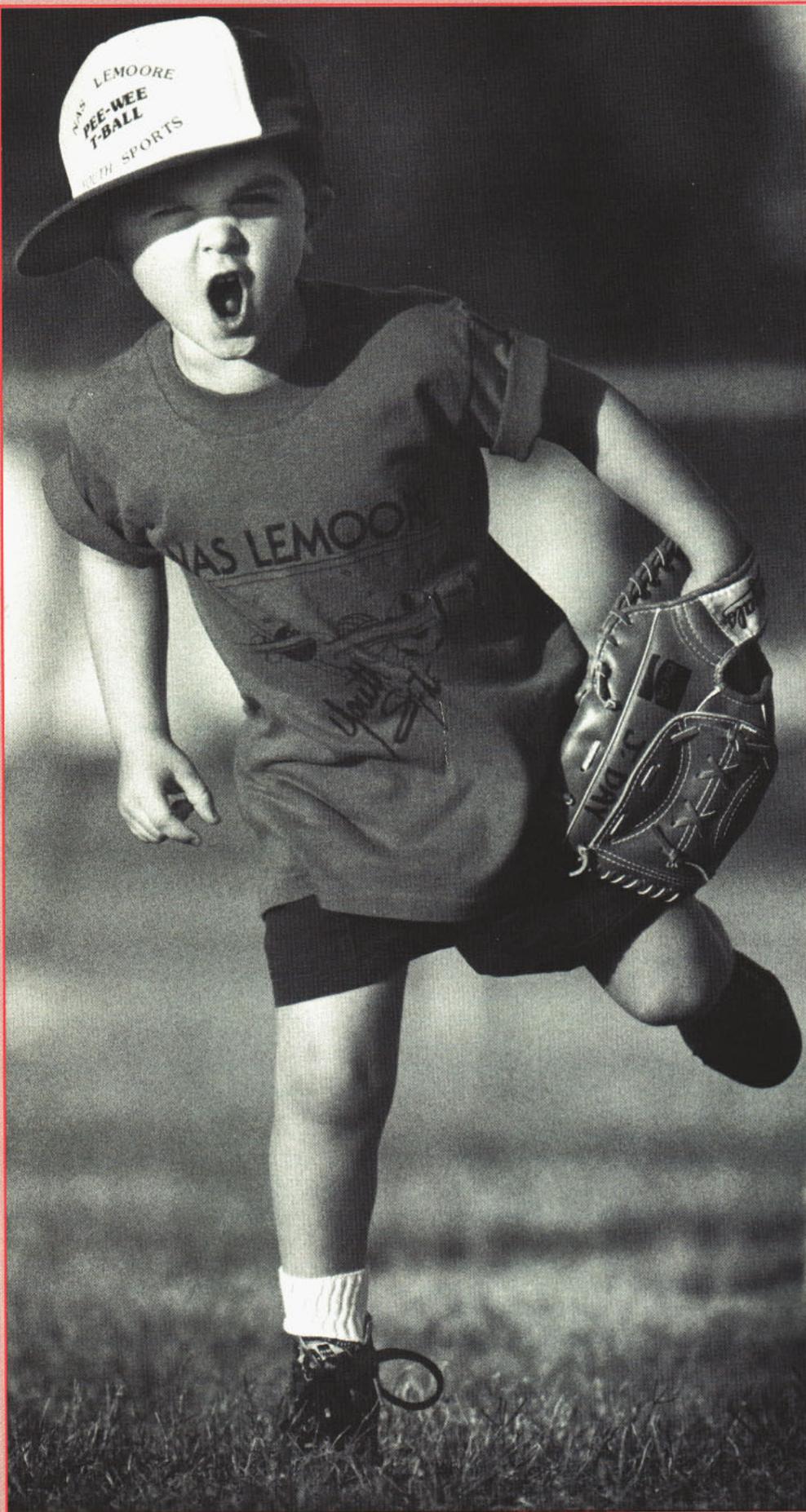
**“That Someday Finally Came:  
WELCOME HOME”**

Third Place, Single-image Black & White Feature  
(Professional). Photo by PH3 Sandra L. Peoples,  
Fleet Imaging Facility Atlantic, NAS Sigonella, Italy.



**“POW/MIA: Closer to the Answers”**

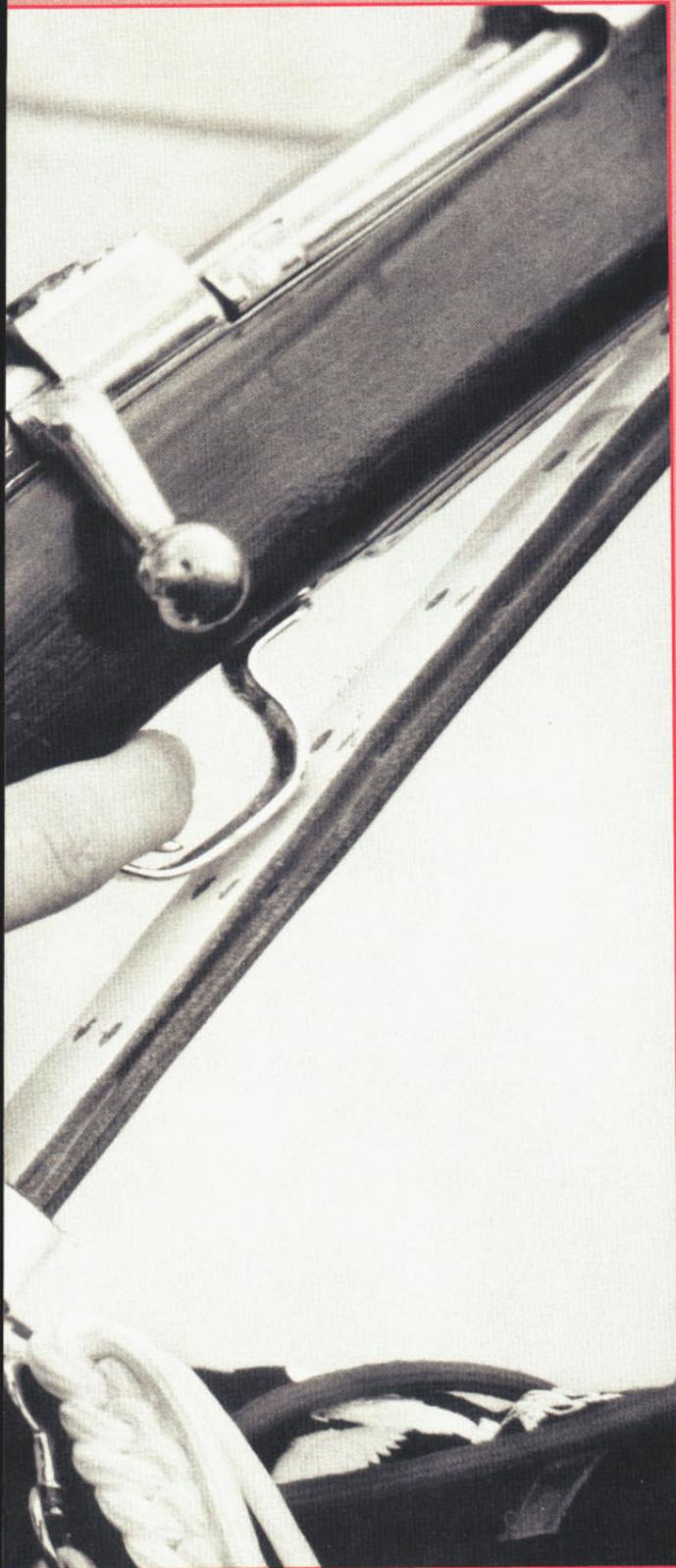
Honorable Mention, Single-image Black & White  
Feature (Professional). Photo by PH2 M. Clayton  
Farrington, Combat Camera Group Pacific, San  
Diego.



**“Play Ball”**

Second Place, Single-image Black & White Feature (Professional).  
Photo by PH1 Charles W. Alley, Combat Camera Group Pacific, San Diego.





These two photos didn't win, place or show, but we like them anyway!

### **"Shining Example"**

Photo by PH1 Charles W. Alley, Combat Camera Group Pacific, San Diego, Calif.

### **"Blade Runner"**

Photo by PH2 Willie V. Davis, USS *Abraham Lincoln* (CVN 72)





# Mythbusters!

## Getting advanced takes planning

Sailors who are really serious about being advanced have been studying for the March exam for several months. Still, lack of understanding about the exam process and what to study is a common problem. *All Hands* takes a look at several of the falsehoods surrounding the advancement process. Understanding these myths and facts will help make sure you'll be ready for next month's test.

**Myth 1 — "If I concentrate my studies on my rate training manual I should do well on the exam."**

**Truth** — Not entirely. You need to focus your efforts by looking at what additional knowledge is required for the next paygrade. This is what your occupational standards can tell you. Look at the occupational standards for the paygrade you are studying for and the references listed beneath them. You can find these in a current copy of the *Advancement Handbook for Petty Officers*. There's a handbook addressing the requirements of each Navy rating. While your rate training manual will likely be listed in the

handbook, you'll find it is far from the only study source.

**Myth 2 — "The advancement handbooks don't change from year to year so the copy I'm using is OK."**

**Truth** — No, they change. Every test in a particular calendar year will be written using the occupational standards listed in the handbook effective on January 1 of that year.

**Myth 3 — "The other sailors in my division must have had a different test than I did today."**

**Truth** — No. Every sailor in your rate and paygrade takes the exact same exam on the scheduled test day. The only exception will be those taking a makeup exam at a later date — they will take a different exam.

**Myth 4 — "Some of the questions on the exam were absolutely bogus. They have nothing to do with how we really do our jobs."**

**Truth** — The tests aren't designed to determine how well you do your current job. The advancement exam is a "rank-ordering" exam, not a "qualifying" exam. They are designed to rank you among



your peers — not determine if you should be advanced. Your command decides if you are qualified for advancement.

The tests are checked five times before exam day to ensure the questions are valid and then checked once again after everyone takes the test. As an additional validity test, the exam writer also takes the test. If questions are outdated, they are thrown out.

**Myth 5 — "If I do well on the test I should get advanced this time."**

**Truth** — The test doesn't make or break you. For E-4/E-5s the exam is 35 percent of your final multiple, for E-6s it's 30 percent and for E-7s it's 60 percent of your final multiple. Sustained superior performance — doing your job to the absolute best of your ability all the time — that's one of the keys to success. †

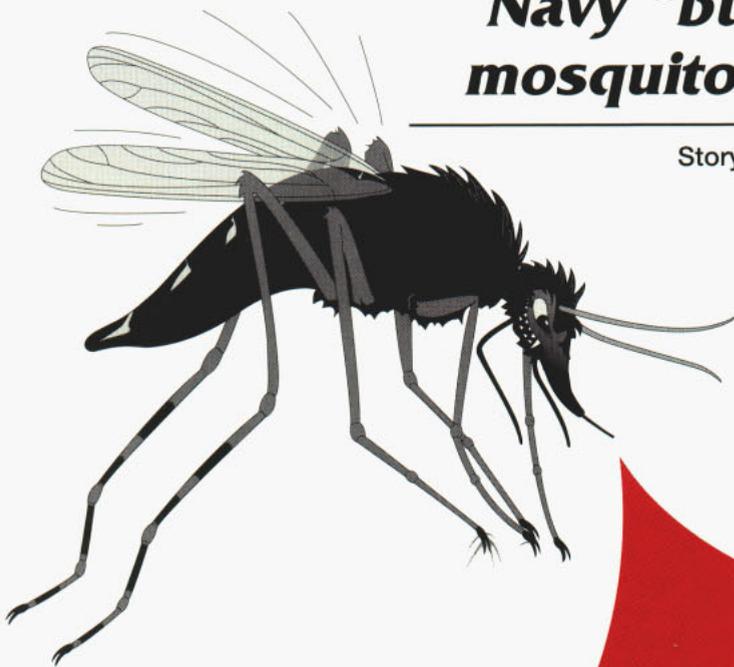




# Here's the **BUZZZZzz**

## *Navy "bug doctors" study mosquitoes in flood region*

Story by LCDR Beth Cothron



**F**or most of us, mosquitoes are an inconvenience and a source of itchy bites. But for the victims of last summer's floods in the Midwest, they were a constant nuisance that posed a dangerous health risk. Mosquitoes can carry a serious viral disease called St. Louis Encephalitis (SLE), which can be transmitted to humans.

The state of Missouri asked teams of Navy entomologists or "bug doctors" and preventive medicine technicians to catch and survey the mosquitoes for evidence of SLE. The large numbers of mosquitoes in the flood-ridden area increased the odds of SLE presence.

In August, three two-person teams arrived from Navy Disease Vector and Ecology Control Center (DVECC), Jacksonville, Fla., and began collecting mosquitoes within a five- to six-county area. Teams were assigned to Kansas City, Hannibal and Cape Girardeau. In September, the group was replaced by other teams from DVECC, Alameda, Calif., and Navy Environmental and Preventive Medicine Unit Number 2 (NEPMU2), Norfolk.

"The state of Missouri has very limited capability to do this type of work. We helped out because our assistance is needed in surveying mosquitoes," said LCDR Barry Annis of NEPMU2.

"First, we tried to determine the magnitude of the mosquito population produced by the standing water generated by the flooding," said LCDR Manuel F. Lluberias, of DVECC Jacksonville. "And second, whether this population has acquired anything, like viruses, that may affect the human population.

"History shows that diseases, like malaria, have been responsible for more casualties during armed conflict than combat," said the native of Puerto Rico.

According to LCDR James Need of DVECC Jacksonville, the surveys are done using special lighted traps designed to catch mosquitoes when they are foraging for food — a blood meal from man or animal.

The light attracts the mosquitoes to the trap. Dry ice is placed as bait in the trap because it gives off carbon dioxide, similar to what humans and animals give off when they breathe. The mosquitoes fly into the trap, believing they are homing in on their victim.

"Instead, the mosquitoes are pushed down into a net by air produced by a small fan," said Hospital Corpsman 2nd Class Decola Zollicoffer, from San Diego.

"Traps were set in various areas in the early evening and collected at dawn," LT George Schoeler of DVECC Alameda said. "This is when mosquito activity is the greatest."

The teams caught up to 12,000 mosquitoes a day. "Then,

**Above right:** HM1 Allen Shores and LCDR Joseph Conlon, both assigned to Navy Environmental and Preventive Medicine Unit 2 in Norfolk, assemble a light trap similar to those used by Navy entomologists in flood-stricken Missouri to trap and analyze the disease-carrying potential of mosquitoes.

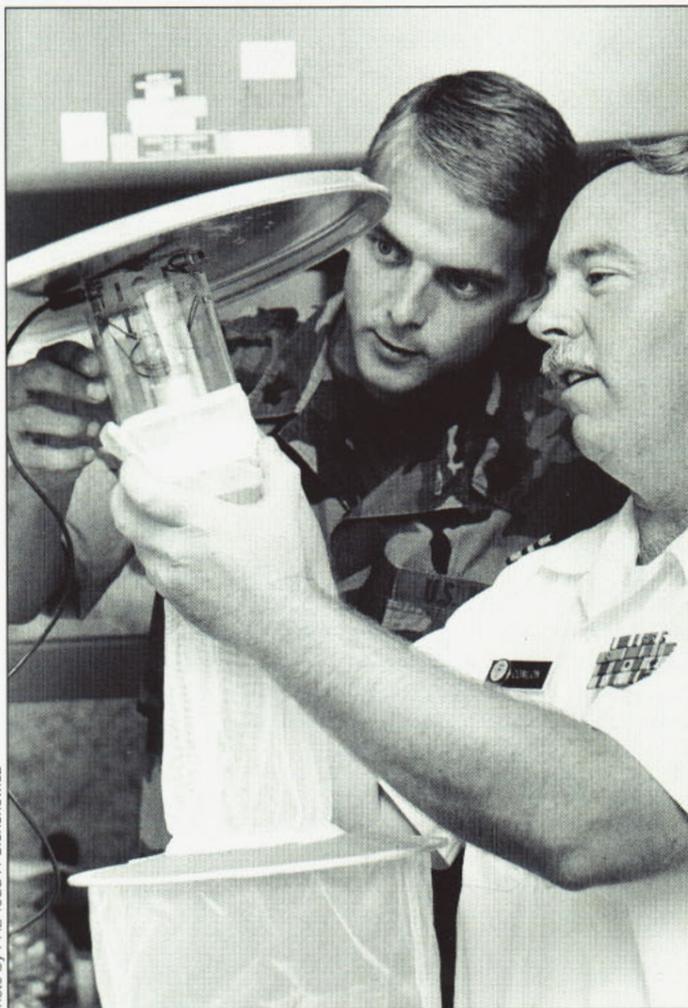
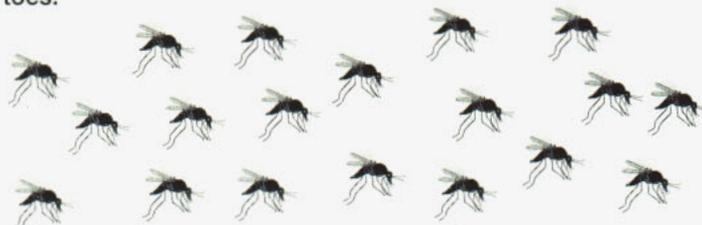
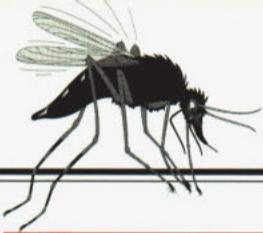


Photo by PH2 Todd P. Cichonowicz





**“History shows that diseases, like malaria, have been responsible for more casualties during armed conflict than combat.”**  
**LCDR Manuel Lluberias**

we sorted and identified the mosquitoes and sent specific species to the laboratories where they were tested for the presence of the SLE virus,” explained entomologist LCDR James Need of Decatur, Ga. No infected mosquitoes were found.

Although most assignments take teams to distant lands, Hospital Corpsman 1st Class Nora Hogue, a native of Salem, Ore., said she was glad to be assigned in Missouri. “I am thrilled to be able to help out inside the United States, she said.” †

*Cothron is the Acting Director of Navy Public Affairs Center in Norfolk.*



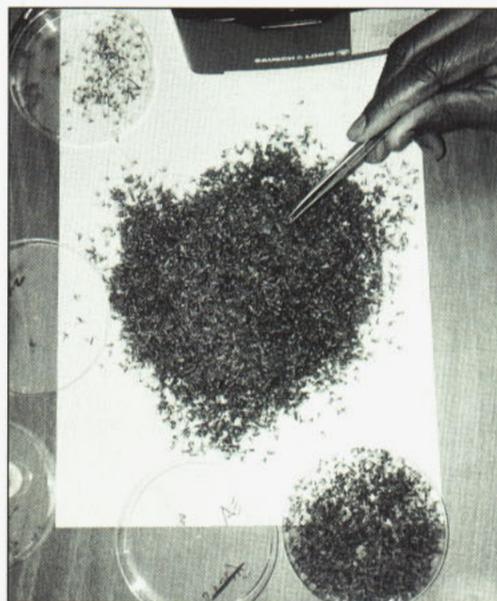
Photo by LT David Bartholomew

**Above:** The Navy tested extensively for SLE due to the high numbers of mosquitoes in the flood area.

**Left:** Navy entomology teams collected up to 12,000 mosquitoes a day for testing.



U.S. Navy photo



U.S. Navy photo

**Left:** Local Missouri ponds were checked for signs of mosquito breeding.



# Seabees plug away

Story by JO2(AW) Laurie Butler, photos by PH1(DV) Greg Slater

As divers, the Seabees of Underwater Construction Team (UCT) 1 thought they had done it all — precision underwater blasting in the Atlantic, light salvage in the Caribbean and contingency operations in hotspots throughout the world. Then they found themselves on an amphibious craft in the middle of the Potomac River facing a stone project that would save taxpayers more than \$600,000, according to the Department of the Interior.

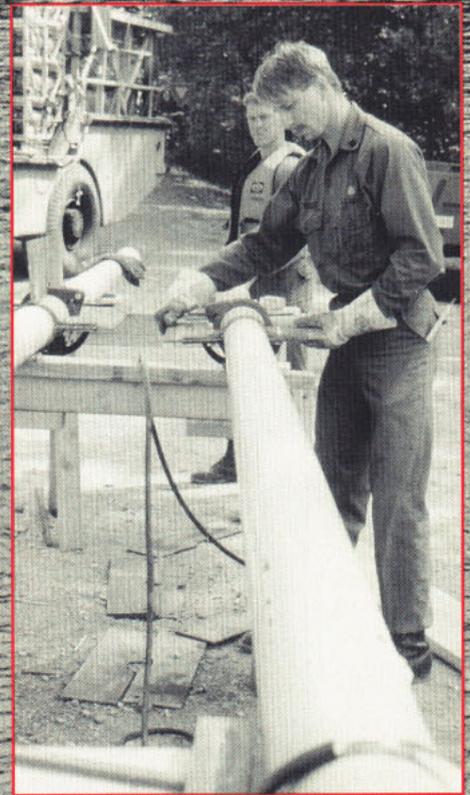
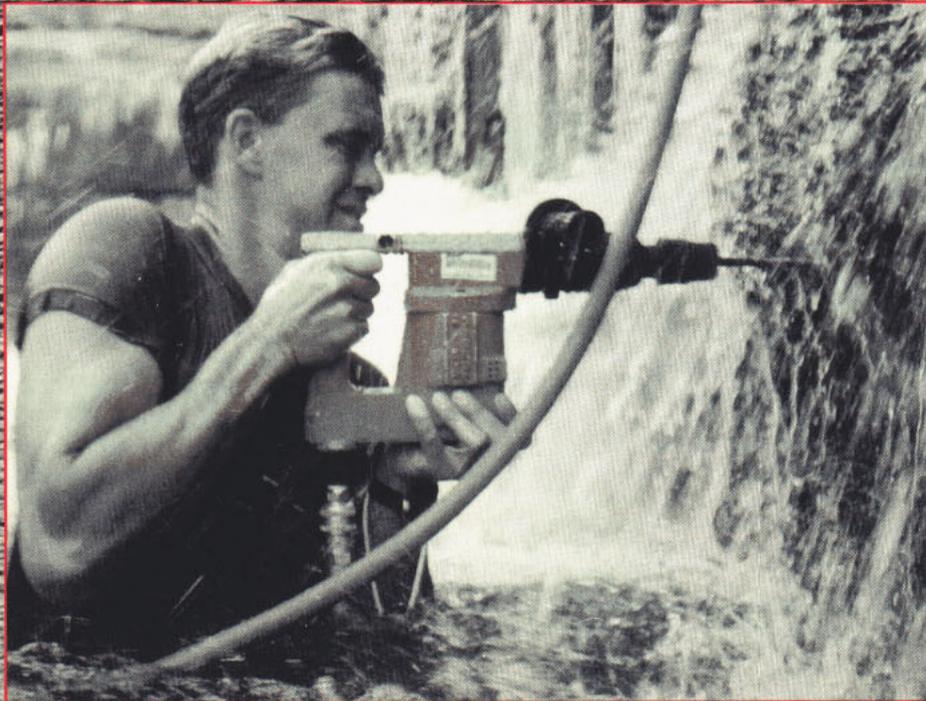
"I've never done a job like this," said Equipment Operator 3rd Class (DV) Steve Eckroth, before descending into the cold, murky water.

Eckroth, along with 13 other Seabees from UCT 1 and Beach Master Unit (BMU) 2, both homeported in Little Creek, Va., accepted a challenge from the Department of Interior and Maryland's Park service to repair two stone antebellum dams along the C&O National Historical Park on the outskirts of Hagerstown, Md.

Built in the mid-1800s, erosion and undermining had taken their toll on the dams, creating underwater voids as large as 15 feet. Government officials knew they had to act quickly to save the dams from collapsing, but they were low on funds. That's when they decided to team with the Navy.

"Basically, we signed an agreement stating that the Seabees would work for the Department of the Interior and do all the repairs as long as the material was provided," said LT Scott Henson, operations officer for UCT 1 and a native of Moncks Corner, S.C.

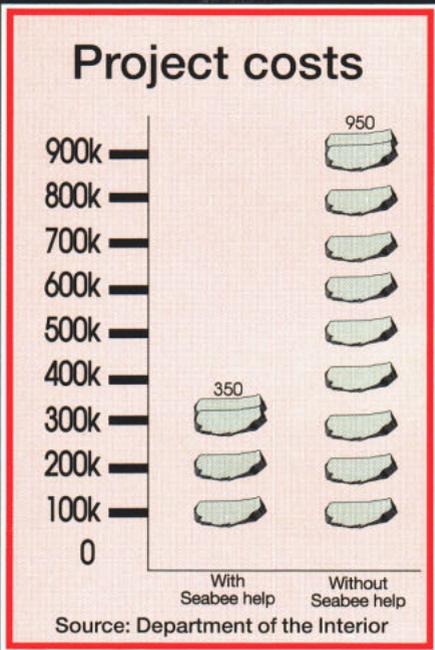
According to Chief Builder (DV) Ron Skurkis, UCT 1 Det. officer-in-charge, not only are the Seabees saving money and aiding the local community, they are benefitting from the work as well. "A year or two down the road they'll be in the water somewhere else in the world and they'll think, 'I did this in Hagerstown and I can do it here too,'" said Skurkis, a native of Wilkes-Barre, Pa. †  
*Butler is a photojournalist for All Hands, Slater is assigned to Fleet Imaging Command, Atlantic.*





The dam is the last of several built in the 19th century to provide water for the Chesapeake & Ohio Canal, which parallels the rocky river. The dam helps create about 12 miles of smooth water, which is popular with boaters and hikers.

Far left: BU2(DV) Victor McGlaugherty installs brass reference tags into the dam with a special pneumatic gun.  
Left: SW2(DV) John Emborski prepares special pipes which were used to pump concrete into the dam.



# Bearings

## Sailors and Coast Guard team up for rescue

Sailors aboard USS *Carl Vinson* (CVN 70) and flight crews from Naval Air Station, North Island, Calif. and Coast Guard Air Station, San Francisco recently saved the life of a severely injured mariner aboard a Navy oiler.

Eugene Scheller, USNS *John Ericsson's* chief engineer, needed urgent medical attention for his severed fingers and badly crushed arm. *Carl Vinson*, conducting flight operations approximately 500 miles away, came to the oiler's assistance, while a search-and-rescue helicopter from Coast Guard Air Station San Francisco was rushed to the scene.

CDR Mike Hardie, executive officer of the Coast Guard station, and a three-man crew refueled on *Vinson*, picking up *Carl Vinson's* senior medical officer, LCDR Jeffrey Brinker, before heading to *Ericsson*.

Before extracting Scheller, and while hovering above the oiler, Brinker

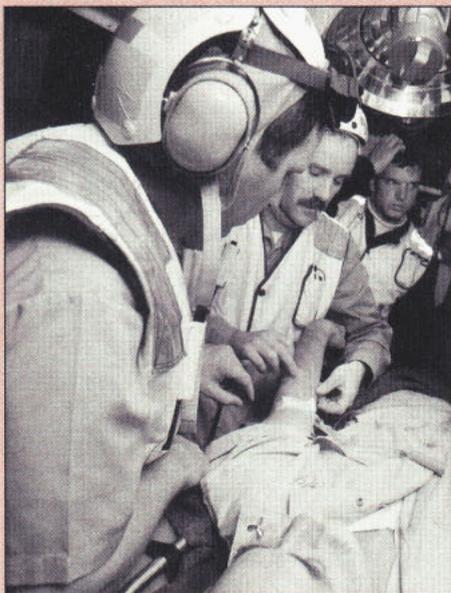
was hoisted down to assist the injured man. "I wanted to make sure he had a blood supply," said Brinker. "We needed that to save his arm and hand."

They transported Scheller to *Vinson*, which was now less than 180 miles away. A C-2 *Greyhound* from Naval Air Station, North Island, Calif., Fleet Logistic Support Squadron 30 transported Scheller to Balboa Hospital, San Diego.

When the *Greyhound* touched down at the naval air station 2.5 hours later, an ambulance drove the injured man to Balboa, where he was prepared for orthopedic surgery. "He would have lost the arm if we had not gotten to him as fast as we did," said Brinker. "He's very lucky considering how far out they [USNS *John Ericsson*] were. That we got him to the hospital so quickly is the reason they'll be able to save most of his hand and arm." †

Story by USS *Carl Vinson* (CVN 70) public affairs office, photo by PH3 W.J. Kipp Jr.

LCDR Jeffrey Brinker (left) evaluates the chief engineer he helped evacuate from USNS *John Ericsson*. Brinker is USS *Carl Vinson's* senior medical officer and was part of the effort to save the injured man's arm after an accident at sea.



## Simon Lake sailors save Italian heritage

Sailors from USS *Simon Lake* (AS 33), USS *Simpson* (FFG 56) and Naval Support Activity, La Maddalena, Italy recently helped Italian firefighters extinguish an out-of-control brush fire on Caprera Island, off the coast of Sardinia, Italy.

The fire was threatening the Giuseppe Garibaldi House — a national museum — and a wildlife preserve.

Battling strong winds, sailors fought the fire from the ground, while helicopter pilots dropped water from above.

To prevent reflashing, firefighting teams with axes and shovels patrolled

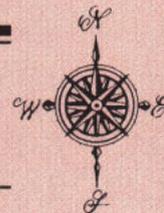


BT1 Thomas Kendrick (foreground) and HT3 Charles King, check Caprera Island for any reflash fires.

the area, uncovering hot spots and removing trees and brush to create a fire boundary. Other teams directed the helicopters to areas where water was needed most.

After six hours the firefighters had extinguished the blaze, saving the Garibaldi House and the wildlife preserve. †

Story and photo by JO2 Megan Fugate, assigned to USS *Simon Lake* (AS 33).



## Ex-Ike sailors unite to help family

As a piece of hardware, a bolt is used in construction to hold things together. As a service organization, the Brothers of the Long Table (BOLT) use goodwill and a helping spirit to build solid ties with the local community in Hampton Roads.

BOLT, made up of sailors who had

to make ends meet. We wanted to just pitch in and assist a family in that situation."

The recipients of BOLT's generosity, said Latten, are a single mother and her three school-age children. They were presented a check for \$300 at a dinner held in the family's honor.

"This is like a blessing from God," said the woman, who didn't want to be identified. "We will use the money wisely."

"In addition to the money she'll receive from BOLT, the organization will provide food baskets at holiday time," said Latten. "She and her family also have a standing invitation to attend any BOLT function."

BOLT began in 1983 as a social group of fellow first class petty officers on board *Dwight D. Eisenhower* who gathered around one of the long tables in the first class mess, but members eventually went their separate ways. In 1991, the group reorganized as a community-service organization. †

Story and photo by JO1 Steve Orr, a Norfolk-based staff writer for All Hands.

ABCM Harper Latten, BOLT president, presents BOLT's adopted family with a certificate of participation and a check.



served together on the aircraft carrier USS *Dwight D. Eisenhower* (CVN 69), recently adopted a family in need. According to Master Chief Aviation Boatswain's Mate Harper Latten of Naval Air Maintenance Training Command, Norfolk and current BOLT president, the family was adopted as part of the organization's desire to expand their community outreach.

"BOLT was put in touch with this needy family through the local Adopt-a-School program," said Latten, a Charlotte, N.C., native. "The family was exactly who we were looking for. We didn't want anyone who was just sitting down, looking for a handout. We were looking for someone who was working, but was struggling trying

## Reminder — We've changed our name

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# Bearings

## Send in the Navy

Sailors from various Philadelphia Naval Base commands supplied Philadelphia's Center City-area with a much needed dose of volunteer labor recently as they teamed with local construction organizations to restore an inner-city homeless shelter.

At the request of Philadelphia Mayor Ed Rendell, Philadelphia Naval Base Commander, RADM Louise C. Wilmot, assigned more than 50 skilled sailors to the Gateway Homeless Center to assist the renovation project, putting the project two months ahead of schedule.

"Mayor Rendell called me and said, 'Admiral, help! Send in the Navy,'" said Wilmot. "He had a volunteer project that was not going to meet the schedule, and he wanted to know if the Navy could help and I said, 'You bet we can.'"

One day later, sailors skilled in masonry, plumbing, electrical and carpentry were on the job, transforming an empty warehouse into livable spaces. Their month-long effort at the shelter included the construction of concrete divider walls, installation of

plumbing for shower fixtures, interior carpentry, dry-walling and whatever else was required to prepare the shelter for its transient occupants.

"This is wonderful," said Electrician's Mate 1st Class Michael Young, who volunteered to help with the renovations. "It makes you feel like you're doing something for the community."

"The sailors stepped in at a crucial junction in the project's development," said Bill Parshall, deputy managing director of Special Needs Housing in Philadelphia. "It's amazing how much has been accomplished in the short time they've been assisting us."

The shelter, which opened last fall, is being run by the Salvation Army. It has dining space for 250 and overnight accommodations for approximately 75. †

*Story by JO3 Butch Slaughter, assigned to Naval Base Philadelphia public affairs.*

**EM1 Michael Young and EM2 Garris Covington help renovate the Gateway Homeless Center in Philadelphia.**

## Sailor risks life to save girlfriend

Engineman 3rd Class Lamar Duke gave his girlfriend the greatest gift of all — he risked his life for hers — during an early-morning four-alarm fire at his Norfolk apartment building.

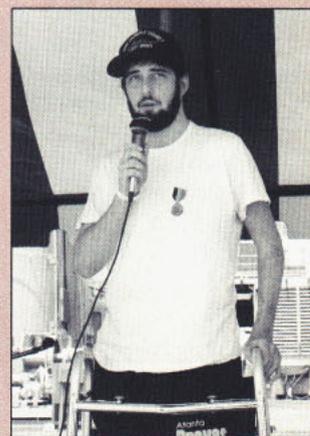
"I didn't have to think, it happened so fast," said Duke, who is assigned to USS *Fairfax County* (LST 1193). "It's something you should do, save someone's life."

Duke found 20-year-old Patricia Hedrick unconscious in his apartment. He wrapped her in protective clothing, then shielded her from the brunt of the fire by placing himself between her, falling debris and a fallen wall. The two were trapped by collapsed walls for 45 minutes before being rescued by a firefighter.

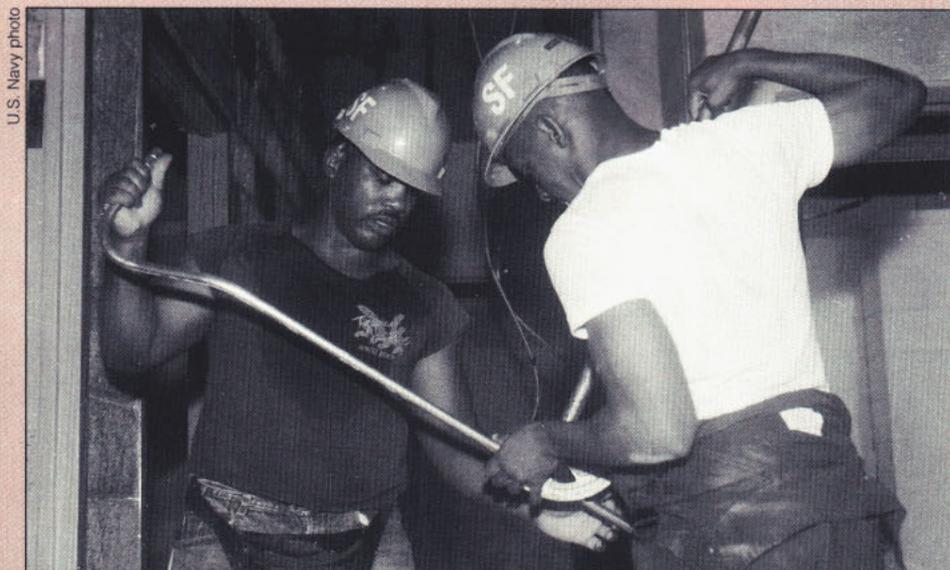
Duke sustained 3rd degree burns on 50 percent of his body and lost part of his left leg. Hedrick's feet and hands were burned. "I didn't think both of us would make it," he said. "I'm not a hero and I'd do it again."

Duke received the Navy-Marine Corps Medal for heroism July 29, in a ceremony on board *Fairfax County* and has since been transferred to the Veterans Hospital in Decatur, Ga. †

**EN3 Lamar Duke, a *Fairfax County* (LST 1193) crew member, thanks his shipmates for their support during his hospitalization. Duke received the Navy-Marine Corps Medal for saving his girlfriend from his burning apartment building.**



*Story by JO3 Wendy Hamme, assigned to Fleet Imaging Command Atlantic, Norfolk.*



U.S. Navy photo



## Cleveland rescues Cuban refugees

Nine Cuban men shared one common dream — freedom in the United States. Together they assembled a raft built of wood planks, styrofoam and inner tubes in an attempt to reach their goal. But three days at sea had taken its toll — the raft had become unseaworthy and several of the men were suffering from exposure.

USS *Cleveland* (LPD 7) happened to be at the right place at the right time while transiting from Key West, Fla., to Cristobal, Panama. The ship's crew rescued the nine refugees off the coast of Cuba during their latest counter-narcotics deployment.

The raft was spotted by *Cleveland's* embarked helicopter and the ship sent a motor whale boat to the rescue. "The Cubans wanted to jump right into the boat," said Boatswain's Mate 2nd Class Allen Zummak, the boat's coxswain.

The refugees asked for political asylum and were transferred to the Coast Guard Cutter *Sitkinak* (WPCB 1329) for transport to Florida for further processing. †

**Nine Cuban men tried to reach the United States in this raft of wood planks, styrofoam and inner tubes. The refugees were spotted and rescued off the coast of Cuba by the crew of USS *Cleveland* (LPD 7).**



Story by LT M.K. Guzman, photo by Chaplain (LT) Donald P. Troast; both are assigned to USS *Cleveland* (LPD 7).

## It's a family thing

If first impressions are lasting, then the impressions USS *George Washington* (CVN 73) left on three brothers during this year's dependents' cruise have left an indelible mark.

Randy Wohlferd, 13, and Brent Sinn, 15, both from St. Charles, Minn., flew into Norfolk to experience first hand their shared dream of becoming a sailor. A dream, which in Randy's case, runs in his family.

"I asked my parents if they could send my brother to the ship for the dependents' cruise," said Aviation Structural Mechanic (Hydraulics) 3rd Class Robert Wohlferd, 22, who works in the training department's TEMADD (temporary additional duty) division. "I said it as more of a joke, but later my parents said they'd help with the plane tickets."

It was a deal Randy and Brent said they couldn't pass up, so they began saving the money they earned from mowing lawns to purchase the plane tickets. Not only would Randy and Brent get to see the ship, but Randy would get to see Robert and his other brother, Geoff, who is also attached to GW. Aviation Machinist's Mate Airman Apprentice Geoff Wohlferd, 19, is an E-2C Hawkeye jet engine mechanic with the Carrier Airborne Early Warning Squadron (VAW) 121 "Bluetails."

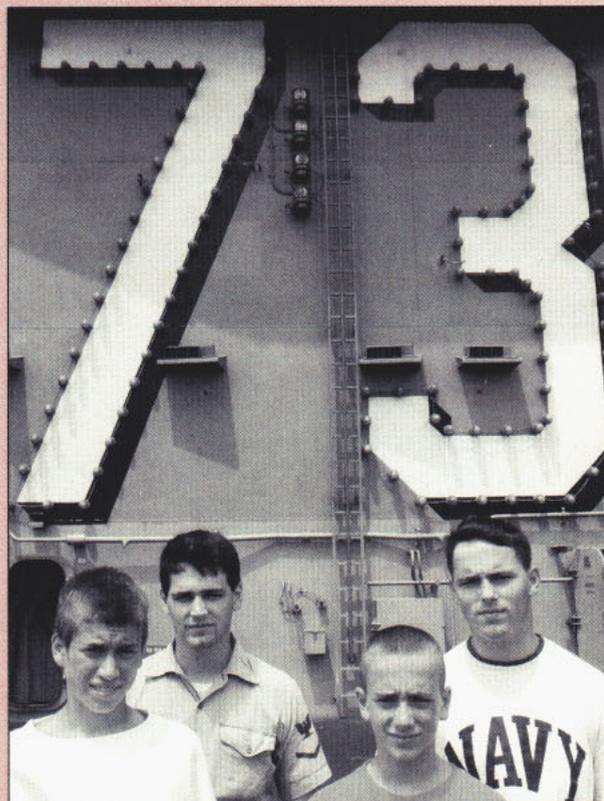
Geoff said he likes the fact that he and his brother are on the same ship. "We do things for each other. He helps me

out and I help him."

If Randy joins the Navy, he said he wants to work alongside his brothers on the same ship. He added he's not sure what job he wants to do, but the idea of continuing in his brothers' path seems attractive to him. After all, he wouldn't just be following Robert and Geoff. Randy's oldest brother, Mike, was in the Navy too. †

Story by JO3 Thomas Gelsanliter, photo by PHAN Shane Hebert; both are assigned to USS *George Washington* (CVN 73).

**Brothers Robert (back, left) and Geoff Wohlferd were reunited with younger brother Randy (front, right) during USS *George Washington's* (CVN 73) Dependent's Day Cruise. Randy and his friend, Brent Sinn (left), of St. Charles Minn., raised money for their airfare to Norfolk by mowing yards.**



# Shipmates



Airman James Gregory, of West Memphis, Ark., was awarded a Navy Achievement Medal for alerting his superiors of a potential hazardous situation, that if left undetected, could have resulted in a major disaster aboard the aircraft carrier USS *George Washington* (CVN 73). He discovered a broken link in the chain behind an arresting gear engine. Had a plane attempted to land on the carrier, the arresting wire would have snapped.



Operations Specialist 1st Class Robert W. Roeser has been named the recipient of the Stephen Decatur Award for Operational Excellence. Roeser, a native of Topeka, Kan., was recognized for superior performance of duties while serving as command information watch supervisor onboard USS *Carr* (FFG 52) while deployed during Operation *Desert Storm*. The award was presented by the Navy League of the United States.



Aviation Support Equipment Technician 1st Class Rex Puentespina was selected Senior Sailor of the Year for Amphibious Group 1. Puentespina, a 31-year-old native of Cebu City in the Republic of the Philippines was also recently selected for promotion to chief petty officer. He is currently serving aboard USS *Belleau Wood* (LHA 3) forward-deployed to Japan.



Dr. Isabella Karle, a senior scientist specializing in crystallography at the Naval Research Laboratory in Washington, D.C., is the recipient of the \$250,000 1993 Bower Award and Prize in Science. Karle, a native of Detroit and the first woman to receive this award, was recognized for her pioneering work in electron and X-ray diffraction techniques that make determination of the three-dimensional structure of molecules possible.



LCDR Earl Gay, joint plans officer of the War Plans Division, Forces Command, won a National Association for the Advancement of Colored People (NAACP) award for his role in the U.S. Army's "Future Force" youth program and community service to Atlanta. Although Gay, a native of Atlanta, works for the Army and was nominated by his Army supervisor, he was a Navy nominee for the NAACP award.



Gregory P. Lewis was presented the 1993 Master Craftsman Award from the North Carolina Department of Labor. Lewis, a native of Newport, N.C., received the award for his contributions to the apprentice program and Naval Aviation Depot Cherry Point, N.C. "The success of the apprenticeship program can only be attributed to the people who support the program," said Cookie Padrick, administrator of the apprenticeship program.

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# February is Black History Month



## AFRICAN-AMERICAN ENERGY PIONEER



**Granville Woods** was awarded more than 35 patents for electrical systems and devices which created new energy techniques for the transportation and communication industries. The prolific inventor improved the telephone transmitter, developed an electric car powered by overhead wires, a grooved wheel for the trolley car, a "third rail" system for electric locomotives and many other devices contributing to railroad safety.

## AFRICAN-AMERICAN ENGINEER/INVENTOR



The lubricating cup, which made possible the automatic oiling of machinery, was invented by **Elijah McCoy**, the Canadian-born son of runaway slaves. Educated in Scotland as a mechanical engineer, McCoy settled in Detroit on his return to the United States. His automatic lubricator meant machines no longer had to be stopped for oiling, revolutionizing the machine industry.

## AFRICAN-AMERICAN MEDICAL PIONEER



**Dr. Charles Drew** made one of the most important single contributions in medicine and to the Allied victory in World War II — developing the process of changing blood into plasma. This process saved thousands of lives during the war. Drew, an educator and surgeon, researched blood plasma and how to preserve its quality at Columbia University and established the nation's first blood bank in 1940.

## NAVY'S FIRST AFRICAN-AMERICAN AVIATOR



**Jesse Brown** became the Navy's first African-American aviator in 1948 when he received his wings. Brown, a native of Mississippi, saw combat service in Korea and was flying his 21st mission on Dec. 5, 1950, when his plane was

shot down in North Korea. Brown was awarded the Distinguished Flying Cross and the Air Medal. In 1973 a destroyer-escort was named for him — the first named for an African-American naval officer.

## AFRICAN-AMERICAN INVENTOR



**Norbert Rillieux** revolutionized the sugar industry by inventing a refining process that reduced the time, cost and safety risk involved in producing good sugar from cane and beets. Rillieux was born in New Orleans in 1806 and educated in France, where he majored in engineering and

also served as an instructor. Returning to New Orleans, he noted that existing sugar refining methods were crude. Rillieux' device was patented in 1846.

