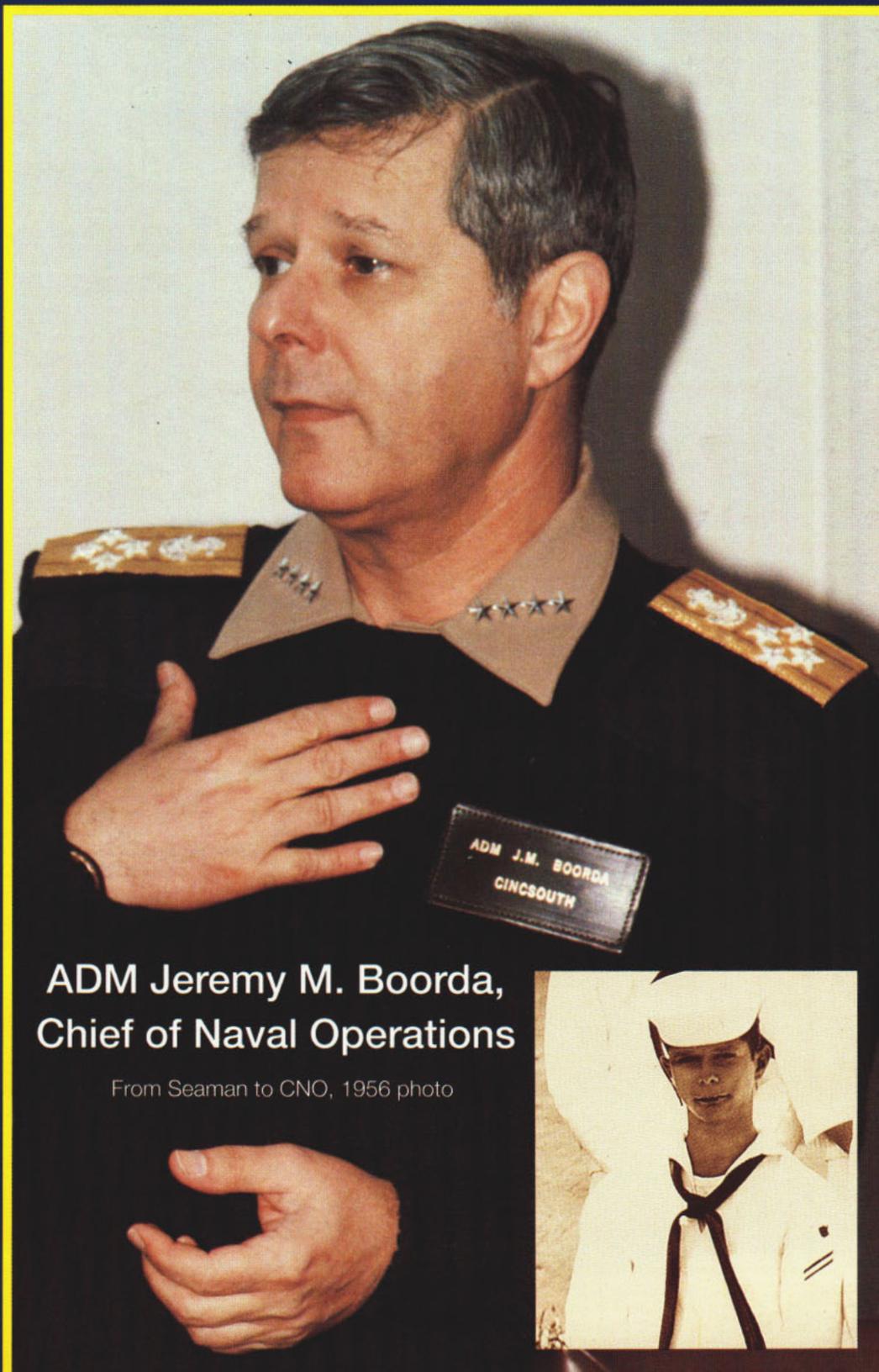


ALL HANDS

MAGAZINE OF THE U.S. NAVY

- Sailors answer Hollywood casting call
- Packaging your pets for PCS
- BuPers to act on good gouge from fleet's finest



ADM Jeremy M. Boorda,
Chief of Naval Operations

From Seaman to CNO, 1956 photo



MAY
1994

Any day in the Navy

May 18, 1994, is just like any other day in the Navy, but we want you to photograph it.

Both amateur and professional civilian and military photographers are asked to record what's happening on their ship or installation on Wednesday, May 18, 1994, for a special photo feature to appear in the October edition of *All Hands* magazine.

We need photos that tell a story and capture the faces of sailors, Marines, their families and naval employees. We're looking for imagination and creativity — posed shots will be screened out. Shoot what is unique to your ship or installation, something you may see everyday but others may never get the opportunity to experience. We're looking for the best photos from the field, for a worldwide representation of what makes the Navy what it is.

Be creative. Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend those knees. Experiment with silhouettes and time-exposed shots.

Accept the challenge!

Photos must be shot in the 24-hour period of May 18. Submit processed color slides; black and white negatives; or 5 x 7 or 8 x 10 color or black and white prints. Photos should be printed for magazine quality.

Submissions must include full credit and outline in-



Photo by PH2 David Diltunurn

formation. This includes full name, rank and duty station of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photo; and where the photo was taken. Captions must be attached individually to each photo or slide. Photos must be processed and received by *All Hands* by June 18, 1994. Photos will not be returned.

Our mailing address is: Naval Media Center, Publishing Division, ATTN: All Hands, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Questions may be addressed to PHC(AW) Joseph Dorey or JO2(AW) Laurie Butler at DSN 288-4195 or 202-433-4209.



Xerox this form and attach a completed copy to each photo you submit

Photographer's Full Name: _____

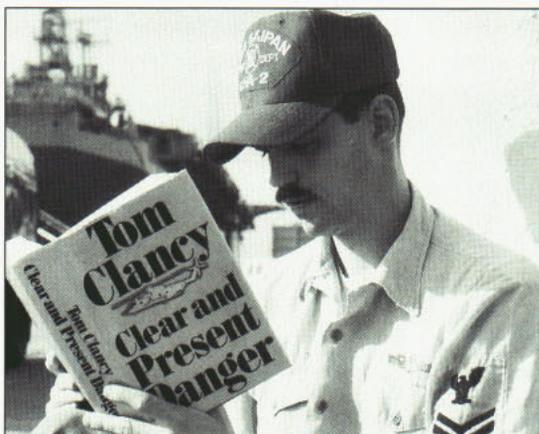
Rank: _____

Duty Station (include mailing address and phone number):

Photograph Title: _____

Caption (what the photo depicts):

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns):



Navy goes Hollywood

The Tom Clancy thriller "Clear and Present Danger" is being filmed with plenty of help from the fleet. *All Hands* joined the film's crew on location in Arlington, Va., and also talked with the popular author whose books are on the Navy's recommended reading list. See Page 19.

PERSONNEL

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On the Covers

Front cover: The new Chief of Naval Operations ADM Jeremy M. Boorda. *Inset photo:* PNSA Boorda upon graduation from Personnelman "A" School, Class 5B-56, Naval Training Center, San Diego, July 27, 1956.

Back cover: Flag bearers from Company 215 make the final pass-in-review at RTC San Diego. See story on Page 30. Photo by PH2 M. Clayton Farrington.

Next Month: More on ADM Jeremy M. Boorda

Charthouse

CAREER



Following the expansion of the enlisted recruiting force by 360 billets, the Navy is seeking enlisted personnel, E-5 and above, to fill the new positions nationwide.

Qualified individuals attached to units decommissioning or disestablishing are especially encouraged to apply for the billets. Chapter 11 of the Enlisted Transfer Manual provides details of eligibility for prospective sailors desiring to become recruiters.

Personnelmen, yeomen, journalists and storekeepers who provide administrative support for recruiting are also being sought.

Officers who are eligible for shore assignments and interested in a challenging shore tour as a recruiter should contact their detailer.

More information on becoming a

recruiter is available from your detailer or from Pers-4010 at DSN 223-1905 or (703) 693-1919.

SRB levels updated

The latest award levels for the Selective Reenlistment Bonus (SRB) program are available in NavAdmin 002/94 (CNO WASHINGTON DC 071508Z JAN 94).

The award levels, updated quarterly, are effective Jan. 31, 1994, for award levels increasing, and Feb. 15, 1994, for those decreasing. Among the new skill areas now eligible are Cryptologic Technicians who speak Serbo-Croatian or Farsi, and Sonar Technicians (Submarine).

AW Rating now Aviation Warfare Systems Operator

To better reflect the broadened scope of the AW rating, formerly Aviation Anti-submarine Warfare Operator, is now titled Aviation Warfare Systems Operator.

The change mirrors the greater responsibility of the AW rating as it transitions to a multi-mission function. The change became effective Nov. 16, 1993. For record purposes, documents should be converted by June 30, 1994.

PERSONNEL

New homosexual policy now in effect

The Navy put the new DoD regulations on homosexual conduct in the Armed Forces into effect March 1,

1994. Navy implementation guidance covers definitions, accession policy, officer and enlisted personnel separation processing procedures and specific details about fact-finding inquiries.

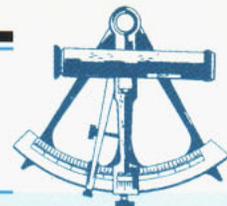
Navy guidance reflects the law enacted by the FY94 DoD Authorization Bill and guidance issued by DoD. It emphasizes the suitability of people to serve in the Armed Forces is judged on the basis of conduct and the ability to meet required standards of duty, performance and discipline; distinguishes sexual orientation (which is personal and private) from homosexual conduct; and makes clear the procedural rights of service members.

NavAdmin 033/94, which provides the detailed guidance, information and implementation procedures, is broken down into specific subject areas to make it easier to understand. Points of contact providing additional, specific information are also included in the NavAdmin. Commands are encouraged to publish the message and get word out on the new policy through POD notes, General Military Training and Captain's Calls.

Travel advances via government credit card

Navy members who have been designated by their commands as frequent travelers, and who have been issued the American Express Corporate Card, can use the card to draw travel advances, with some limitations, through local Automatic Teller Machines (ATMs).

Frequent travelers are usually personnel in rates GS-9/E-7 and above who are expected to travel at least twice a year. Commanding officers and directors can approve the American Express card for more junior personnel if they are expected to travel at least twice a year.



NavAdmin 005/94 contains information and references about the procedures to apply for, and use, the American Express card.



BuPers releases Manpower and Personnel Update

Looking for the latest information on officer and enlisted personnel promotion and advancement opportunities, early out programs, or what sailors can expect when their ship is decommissioned?

It's all in a single message, the Bureau of Naval Personnel Manpower and Personnel Update (NavAdmin 230/93), designed to provide officer, enlisted and civilian personnel with a summary of recent manpower and personnel initiatives. The message is written in plain language, and contains no-nonsense information about personnel programs that affect all Navy people during the drawdown.

Better overseas living information services offered

With the expansion of the new Relocation Assistance Program (RAP) at Navy-Marine Corps Family Service Centers, the Overseas Transfer Information Service (OTIS) at the Bureau of Naval Personnel was disestablished Feb. 1.

RAP is administered by more than 100 counselors located at family service centers and offers various services for members and their families transferring anywhere on PCS orders. For those traveling overseas on orders, the wide range of relocation services includes a computerized program that provides detailed information about DoD installations worldwide as well as cultural adaptation training.

BENEFITS

VA announces insurance dividend payments

The Department of Veterans Affairs (VA) has announced it will pay more than \$955 million in dividends in 1994 to people holding active veterans' life insurance policies.

The 1994 payment will be credited automatically to some 2.5 million policyholders on the anniversary date of their policies. Policyholders may choose to receive a check or select one of nine alternative dividend options. VA is cautioning veterans that only those policies that have been

kept in force receive annual dividend distributions.

Veterans who have questions about their policy can call the VA Insurance toll-free number at 1-800-669-8477.

Seven months left to file 1993 CHAMPUS Claims

Service families and providers of care will have some extra time — until the end of 1994 — to file Civilian Health and Medical Programs of the Uniformed Services (CHAMPUS) claims for care received or provided in 1993.

The new CHAMPUS claim-filing rules state that, effective Jan. 1, 1993, a claim must be filed within one year from the date a service is provided, or (for inpatient care) within one year from a patient's date of discharge from an inpatient facility.

Because of the timing of the regulatory change imposing the new rules, some program beneficiaries or providers of care might not learn of the change in time, or might have only a few months to send their claims in to their CHAMPUS claims processing contractor. Therefore, CHAMPUS officials decided that people who have received (or provided) care at any time in 1993 have until Dec. 31, 1994, to get claims into the hands of the appropriate contractor for processing.

Beginning Jan. 1, 1995, claims will be denied if they are received more than one year from the date on which the service was provided, or more than one year from the date of a patient's discharge from inpatient care. Claims for medical care that occurred in 1994 must be submitted within one year of the date of the service or the date of an inpatient's discharge. †



We're listening at BuPers

The results of the 3rd annual Navywide Personnel Survey are in and the Navy is listening to your opinions and concerns. This is a sneak preview of your opinions on a wide range of topics.

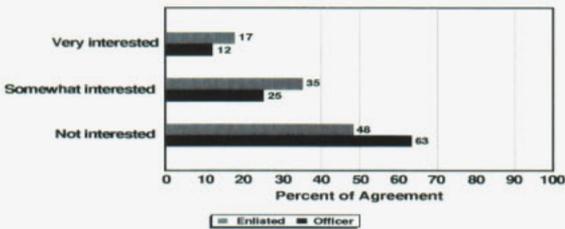
This survey was mailed to a representative sampling of active-duty officers and sailors stationed around the world. Topics covered include the detailing and assignment process, quality of life programs, leadership training, organizational climate and health issues.

The results of the survey are particularly important to policy planners at the Bureau of Naval Personnel (BuPers). This is the fleet's direct input into the decision-making process of the Navy, and responses to the survey help determine where our attention should be focused.

As one example, last year's survey showed that respondents were not happy with their ability to contact their detailers. People reported they were spending too much time on hold when they called. In response to this, BuPers has put new phone call routing procedures into place, as well as a same-day call back policy.

The 1994 Navywide Personnel Survey is being developed now, and will be mailed out later this year. If you receive a survey you are encouraged to fill it out. Let the Navy know what you think.

Would you be interested in extending on sea duty for 5 years beyond your original PRD if compensation was increased?

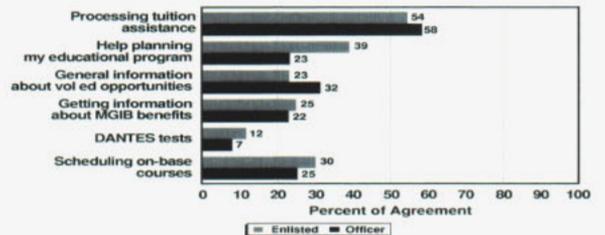


I would extend 5 years on sea duty if...

Statement	"Agree" or "Strongly Agree"	
	Enlisted	Officer
a bonus (like SRB) were offered.	74%	63%
sea pay more than doubled.	71%	67%
sea pay doubled.	61%	49%
sea pay increased 50%.	44%	29%

Note: Enlisted N=1000; Officer N=350

Which of the following educational services provided by Navy Campus offices are MOST important to you?



How much do you agree or disagree with the following statements?

Statement	"Agree" or "Strongly Agree"	
	Enlisted	Officer
TQL is being/could be effectively applied within my command.	56%	63%
My immediate supervisor fosters an environment which promotes change.	47%	62%
My immediate supervisor manages primarily by focusing on process improvement.	47%	46%
The leadership at my command is practicing TQL.	34%	46%
My work group uses statistical methods in decision-making.	31%	38%

If you have used the BUPERS ACCESS computer bulletin board, please rate the system.

Statement	"Agree" or "Strongly Agree"					
	Enlisted			Officers		
	1991	1992	1993	1991	1992	1993
Easy to use.	56%	36%	80%	59%	47%	77%
Gave me information I needed.	47%	35%	74%	45%	43%	72%
Easier to communicate with detailer.	39%	22%	47%	35%	23%	26%
Reduced the number of calls I make to my detailer.	-	20%	40%	-	21%	23%

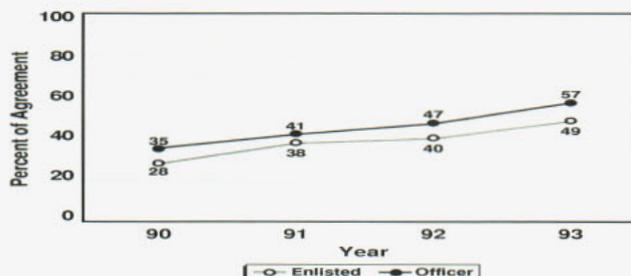


How do you rate the quality of each of the Family Support programs/services at your present duty station?

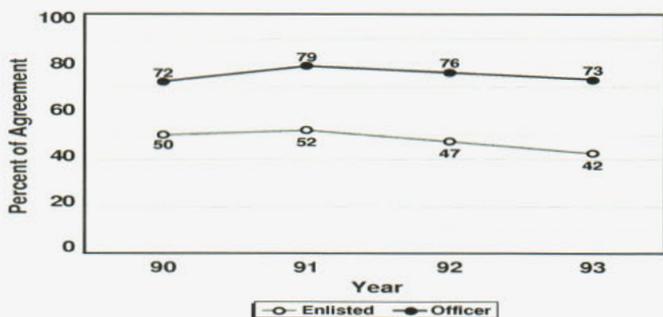
"Good" or "Very Good"

Program	Enlisted			Officer		
	1991	1992	1993	1991	1992	1993
Transition Assistance Management	-	49%	57%	-	53%	62%
Sexual Assault Awareness and Prevention	-	56%	57%	-	50%	55%
FSC Counseling	52%	53%	56%	53%	54%	57%
Sexual Assault Victim Assistance	-	52%	54%	-	47%	55%
Exceptional Family Member	-	38%	44%	-	49%	54%
Relocation Assistance	39%	33%	42%	34%	35%	48%
Financial Management Education/Counseling	43%	40%	40%	46%	41%	46%
Ombudsmen Network	45%	43%	39%	53%	49%	55%
FSC Spouse Employment Assistance	31%	31%	34%	26%	25%	31%
Base-level Family Advocacy	40%	36%	34%	45%	44%	47%
Deployment Support	42%	35%	33%	51%	45%	46%
Family Service Centers (overall)	45%	46%	53%	44%	44%	54%

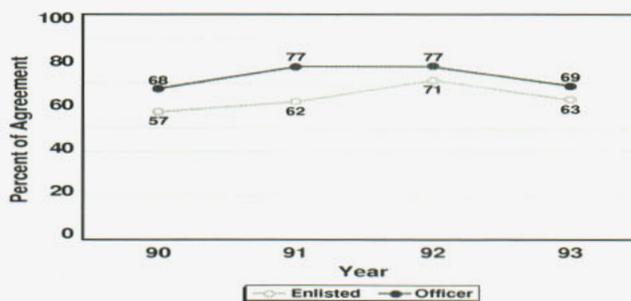
Navy family support services improve quality of life for me and my family.



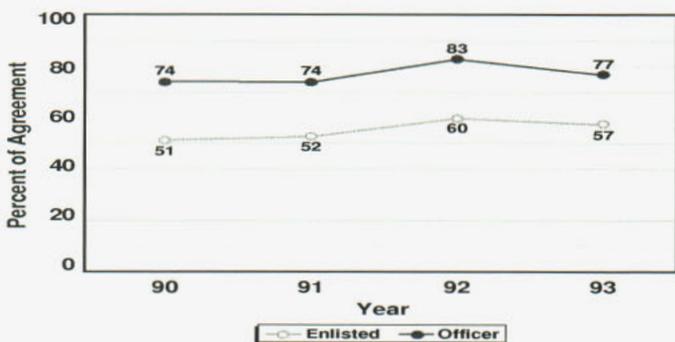
Overall, I am satisfied with my quality of life.



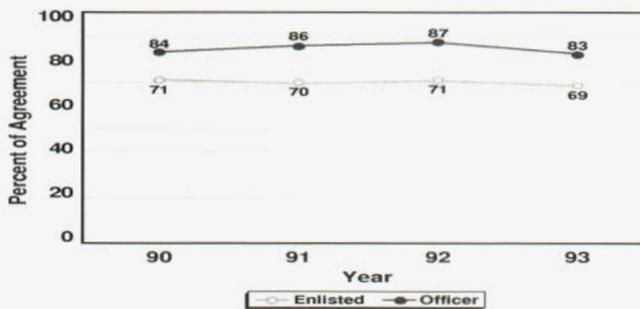
I am satisfied with my current child care arrangements.



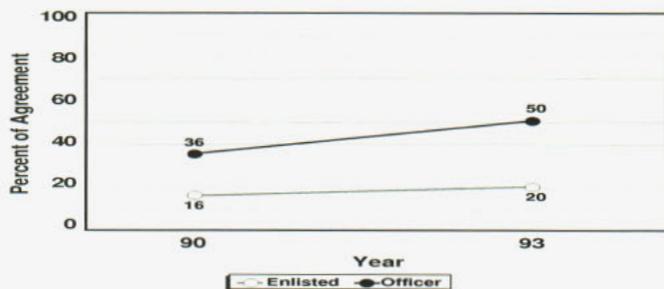
I am glad I chose the Navy over other organizations.



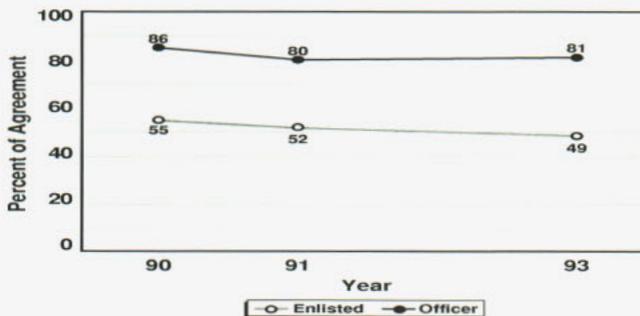
In general, I like the work I do in the Navy.



I think I am adequately paid for the job I do.

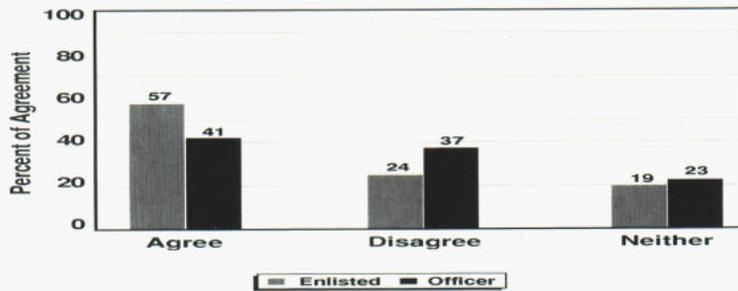


In general I can afford the things I or my family need(s).



PERSONNEL

I would leave the Navy at the end of my current enlistment/obligation if suitable civilian employment were available.



How much do you agree or disagree with the following statements on downsizing?

“Agree” or “Strongly Agree”

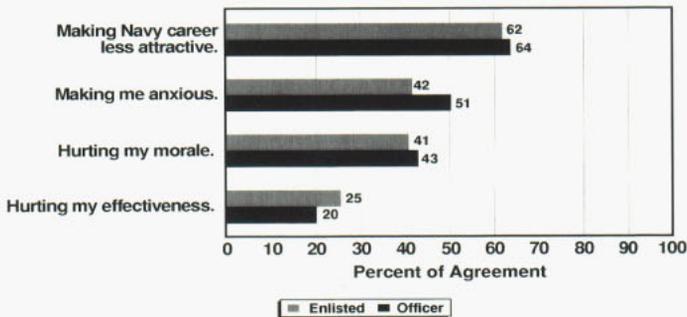
Statement	Enlisted	Officer
Early separation will bring financial problems.	57%	55%
Negative effect on quality of life.	54%	61%
If offered financial incentive, I would accept.	54%	38%
Morale is suffering.	43%	58%
Referrals for job placement are available.	40%	50%
Downsizing will be fair.	40%	41%
Negative effect on readiness.	31%	39%
Navy will be capable afterwards.	22%	22%

Please rate the IMPORTANCE to you/your family of each of the following concerns related to base closure/ship decommissioning:

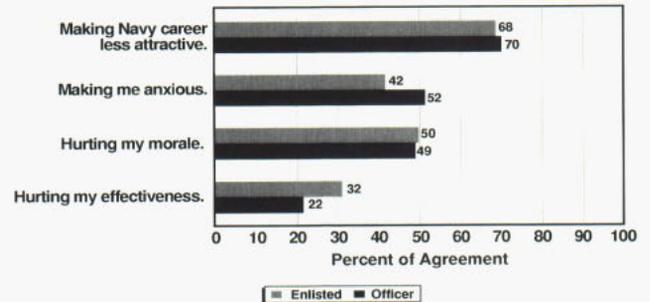
“Very Important” or “Fairly Important”

Statement	Enlisted	Officer
Loss of military medical care.	80%	78%
Fewer options for transfer.	79%	71%
Loss of specific jobs.	74%	66%
Decreased value of home.	64%	71%
Cannot remain in one location.	61%	53%
Closure of Exchange/Commissary.	60%	56%

Spending cuts, downsizing, base closings, and forced separations/retirements are:



The possibility of active duty pay caps and elimination of cost of living adjustment (COLA) for retirees are:

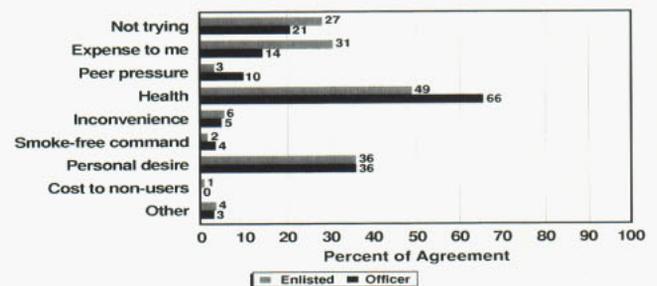


How much do you agree or disagree with the following statements about health promotion programs?

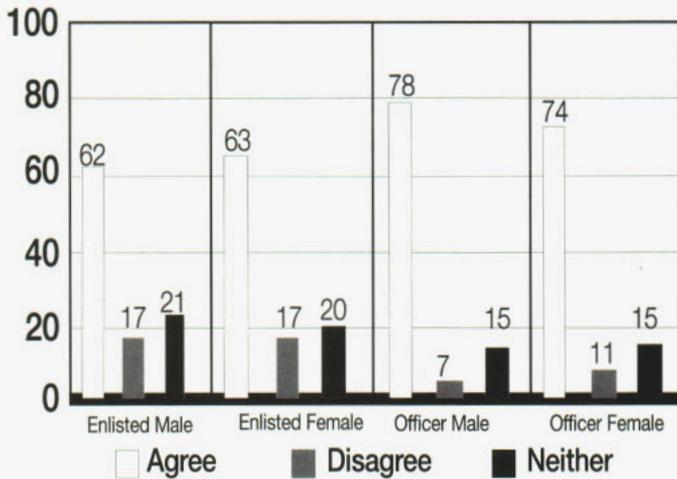
“Agree” or “Strongly Agree”

Statement	Enlisted	Officer
Navy should continue to offer obesity treatment.	80%	78%
Know where to get help for someone who is suicidal.	77%	90%
Know where to get help quitting tobacco.	66%	74%
I have access to enough nutrition information.	58%	75%
Treatment for obesity is readily available.	44%	52%
Stress reduction skills are encouraged.	35%	42%

What are the most important reasons for you to stop using tobacco products?

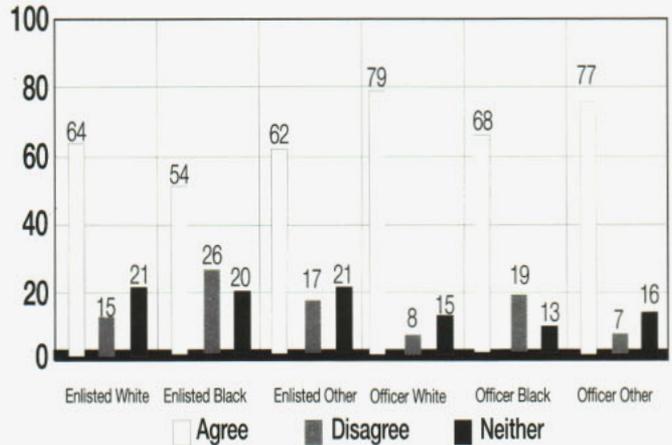


The Navy is improving equal opportunity



Source: Officer and Enlisted Personnel

The Navy is improving equal opportunity

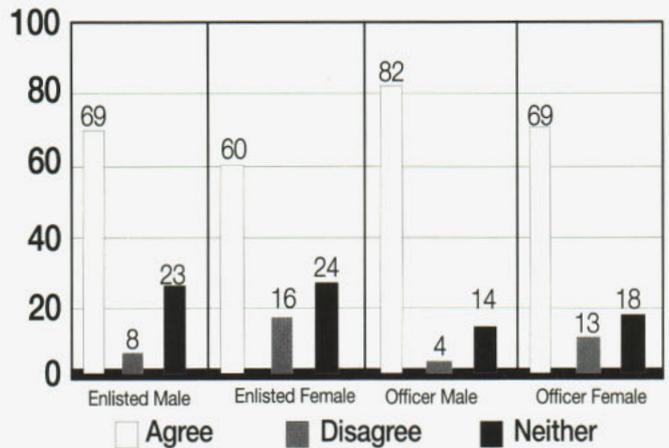


Source: Officer and Enlisted Personnel

At my command, recommendations about reenlistment eligibility are fair.

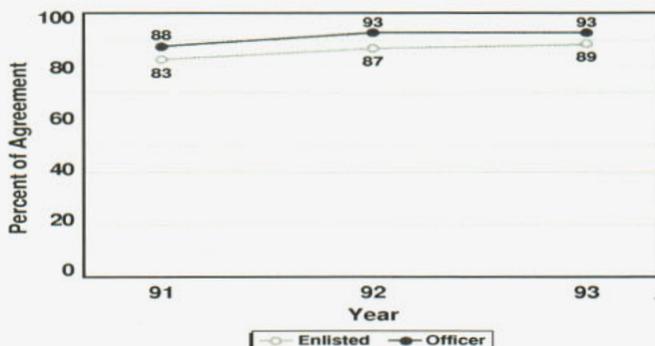
	Enlisted		Officers	
	1992	1993	1992	1993
White				
Agree	60%	62%	72%	76%
Disagree	7%	10%	2%	3%
Neither	33%	28%	27%	21%
Black				
Agree	57%	55%	64%	57%
Disagree	8%	16%	4%	9%
Neither	35%	30%	33%	34%
Other				
Agree	64%	62%	72%	74%
Disagree	5%	11%	1%	5%
Neither	31%	27%	27%	21%

Gender discrimination is not tolerated at my command

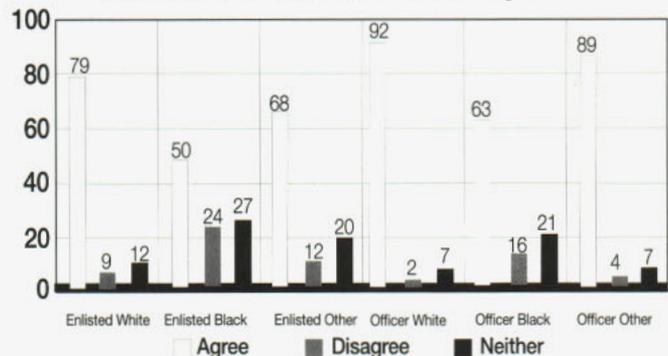


Source: Officer and Enlisted Personnel

I understand the Navy's definition of and regulations on fraternization.



Racial discrimination is not tolerated at my command



Source: Officer and Enlisted Personnel

Combatant assignments for women begin



U.S. Navy photo

Serving their country from the sea is nothing new to women. The first record of women aboard ships dates back to the War of 1812, when they served as contract nurses. Since then, women's roles in the U.S. Navy have expanded to tenders, oilers, salvage ships, rescue ships and supply ships. Women will carry that heritage into the next century — aboard combatants.

Assignment of women aboard U.S. Navy combat ships begins by June 1994, pending notification of Congress as required by the FY94 Defense Authorization Bill.

Repeal of the Combat Exclusion Law (Section 6015, Title 10, U.S. Code) potentially opens assigning women to all classes of ships. This expanded opportunity ensures a more equitable sea/shore rotation for all sailors, and provides career paths for women that are consistent with those of their male counterparts.

"We have been in the process of working through this issue and dealing with it in an effective and professional way," said Secretary of the Navy John H. Dalton, "and we'll continue that into the future as women go aboard combat vessels."

New ratings opening to women

Aviation Boatswain's Mate
(Launch and Recovery Equipment) (ABE)
Gunner's Mate (GM)
Gunner's Mate (Guns) (GMG)
Gunner's Mate (Missiles) (GMM)
Sonar Technician (Surface) (STG)

Women already in the Navy will be allowed to convert to these ratings, and women may now enter these occupational fields when enlisting in the Navy.

Combatant ships and units scheduled to embark women

Eight ships are scheduled to begin embarking women this summer. These include:



USS *Dwight D. Eisenhower* (CVN 69)
Carrier Air Wings 3 and 11

USS *Abraham Lincoln* (CVN 72)
John Stennis (CVN 74) precommissioning unit



USS *John Young* (DD 973)

USS *Moosbrugger* (DD 980)

USS *Curtis Wilber* (DDG 54)



USS *Comstock* (LSD 45)

USS *Ashland* (LSD 48)

USS *Barry* (DDG 52) will receive women as permanent crew members in FY95, and USS *John F. Kennedy* (CV 67) and USS *Inchon* (LPH 12) are expected to receive women that same fiscal year.

Plans for future assignments include two *Spruance*-class destroyers, two *Arleigh Burke*-class guided-missile destroyers, two *Whidbey Island*-class dock landing ships and one additional carrier annually. Women will begin embarking aboard amphibious assault ships (LHAs and LHDs) in FY96.

According to Dalton, 400 to 500 women will be aboard three aircraft carriers by the end of the year. "We will benefit from the experience of having women on board noncombatant ships for 15 years. ...We'll use the lessons learned from what we've already accomplished."

The Navy is also moving forward to assign enlisted women to aviation squadrons on board ships with women already

embarked as part of the ship's crew. In addition, the Navy plans to open new ratings consistent with the plans to embark enlisted women aboard combatant ships.

Women interested in taking advantage of the expanded opportunities and whose planned rotation date matches openings should contact their detailer.

More information is available in NavOp 22/93. †

Introduction teams ease transition

Integrating women into the crews of combatant ships will be done through a three-phase training plan.

Phase 1 - Pre-embarkation training sessions, under the guidance of Fleet Indoctrination Teams (FITs).

Phase 2 - Post-embarkation training in Indoctrination Division for all newly reporting personnel.

Phase 3 - Annual general military training for all personnel.

FITs are officers and senior enlisted personnel with leadership experience. FITs are managed at the fleet and type command levels in both the Atlantic and Pacific fleets.

- The FIT visits a ship or squadron one to two months prior to integration to provide the most current training material and standardized curriculum.

- The team monitors the ship's and squadron's training teams and serves as a resource for the command's leadership. It also incorporates "lessons learned" from previous embarks.

Pre-embarkation training - includes equal opportunity,

fraternization, core values, responsible sexual behavior, berthing and privacy issues.

Spouse meeting - the commanding officer and command master chief meet with spouses to discuss the Navy's fraternization policy, berthing and privacy issues and the history of women in the Navy.

Pre-shipboard/squadron training - enlisted women report to the Fleet Training Center for three to five weeks of training, including fire fighting, damage control, Chemical-Biological-Radiation (CBR) and general shipboard orientation.

Post embarkation - once women have checked aboard their command, all newly reporting personnel will be trained on a routine basis during indoctrination division training.

Annual training - refresher training will be given annually during general military training (GMT). It will include equal opportunity, fraternization, core values, responsible sexual behavior, berthing and privacy issues. †

Information provided by the Bureau of Naval Personnel

FIRE FIRE FIRE

Old Gator burns... but doesn't turn

Story by Dick Baturin,
photos courtesy of Naval Research Laboratory

*The ship is decommissioned.
Her screws no longer turn
brine to foam as she
prepares to take her crew
into battle. Yet the research
that's conducted onboard
helps save sailors' lives.*

The ex-USS *Shadwell* (LSD 15), a 475-foot dock landing ship now berthed in Mobile, Ala., is a full-scale damage control and fire test facility. Since 1987, more than 500 fires have been set and studied on *Shadwell*, which now comes under the control of the Navy Technology Center for Safety and Survivability (NTCSS), Naval Research Laboratory (NRL), Washington, D.C.

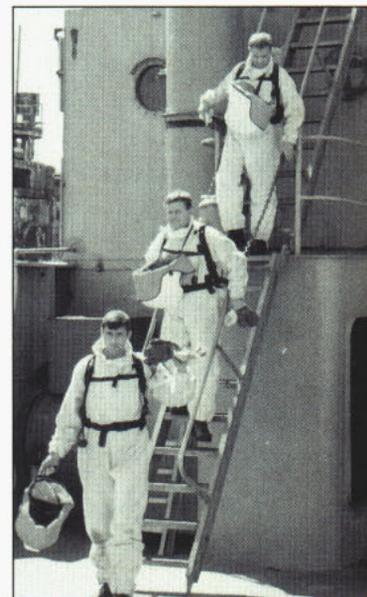
According to Dr. Frederick W. Williams, NRL's technical director for the ship's research operations, the tests done aboard *Shadwell* help the Navy develop fire models and other predictive tools, fire-fighting agents, suppression systems and fire and flooding sensors.

Recently, the final test in a series for Fleet Doctrine Evaluation (FDE) was conducted onboard *Shadwell*. The week-long smoke and heat management/fire fighting series studied de-smoking, heat management, clothing, priority in actions and heat stress.

"These studies make sure current Navy damage control procedures are not only effective, but are the best methods to use when facing shipboard hazards," said Williams. "If not, problems are identified and changes recommended."

During the last three years, eight similar workshops have been conducted on *Shadwell*. As a result

British fire fighters dressed in "fearnaught" suits in an exchange of fire fighting techniques on *Shadwell* during the FDE tests.





Researchers stack wood, a class "A" fuel, in a berthing space for a fire test. Although wood is not normally stored in berthing compartments, it supplies a controlled heat source for fire fighters to tackle.

of those tests, more than 25 percent of Navy fire-fighting doctrine in the Navy Ship Technical Manual (Chapter 555) has been changed.

Since the 1960s, damage control and fire-related work done by NRL researchers has resulted in improved fire-fighting systems, techniques and materials for both the Navy and the nation. One such advancement, aqueous film-forming foam (AFFF), is now widely used for fire fighting in the fleet and at most civilian airports around the world. †

Baturin is assigned to Naval Research Laboratory.

TREES BREATHE EASIER

Jacksonville commands go (mostly) paperless

Story by JO1(AW) Gregory W. Belmore,
photos by PH2 David Difuntorum

Someday you may read this story on your computer. It's part of the Navy's paperless plan.

Initiated in 1990, the plan continues to gain momentum as messages, plans of the day and other correspondence are now reviewed through computers.

"The paperless Navy is the wave of the future," said CDR Gregory Boatright, director of the Prospective Commanding and Executive Officers Development School at Naval Air Station Jacksonville, Fla. "You can now store anything in a written format on compact discs (CDs) eliminating tons of paper."

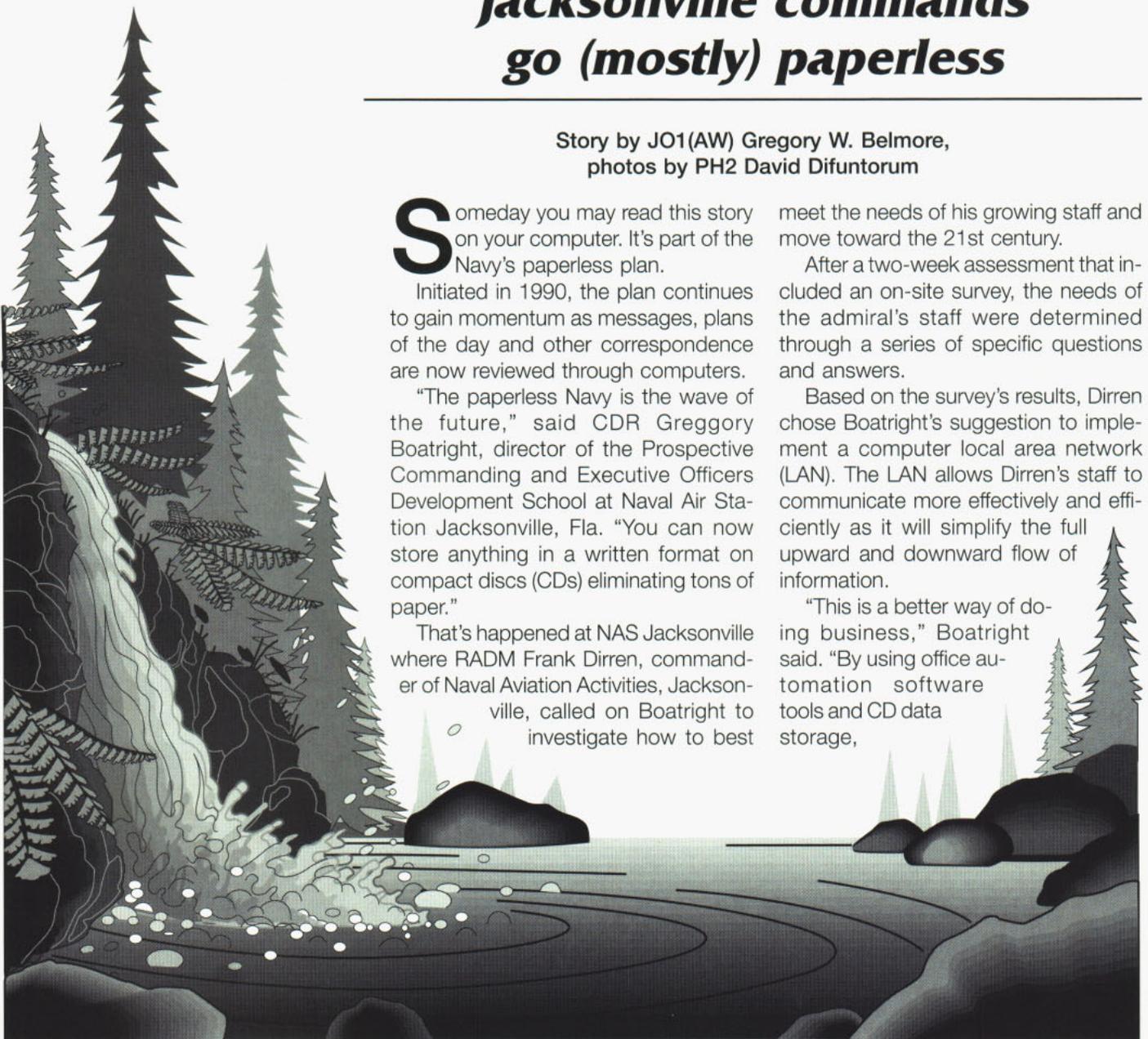
That's happened at NAS Jacksonville where RADM Frank Dirren, commander of Naval Aviation Activities, Jacksonville, called on Boatright to investigate how to best

meet the needs of his growing staff and move toward the 21st century.

After a two-week assessment that included an on-site survey, the needs of the admiral's staff were determined through a series of specific questions and answers.

Based on the survey's results, Dirren chose Boatright's suggestion to implement a computer local area network (LAN). The LAN allows Dirren's staff to communicate more effectively and efficiently as it will simplify the full upward and downward flow of information.

"This is a better way of doing business," Boatright said. "By using office automation software tools and CD data storage,



Right: As the Navy moves toward its vision of an on-line tomorrow without paper manuals or memos, sailors turn fantasy to reality by deep-sixing binders filled with Navy regulations.

the LAN will speed the retrieval of guidance, policies, instructions and eliminate volumes and volumes of paper."

Other commands in Jacksonville have had similar systems in use for some time. "It's a great system," said CDR Tom Cihlar, Naval Computer and Telecommunications Station (NCTS) Jacksonville's executive officer. "The LAN is more efficient, eliminates paper trails, in-baskets and a memo can be routed to the next person in a matter of minutes."

According to Cihlar, commands desiring a LAN should start by contacting their local NCTS and inquiring about funding for the system.

"After the funding has been allocated and a survey is completed, the system is designed, installed and maintained by experts in the computer field through a local NCTS," said Cihlar.

As the paperless concept gains momentum, other systems besides command LANs are becoming common around the Navy.

At the Navy Legal Services Office (NLSO) in Jacksonville, a modem-accessed computer database known as



Westlaw helps with legal research.

"You search through a database on computer, not on paper — you truly don't need to have manuals for your job anymore," said LCDR Jim Kenamer, NLSO administrative officer. "We can send E-mail from Jacksonville to Washington, D.C., cutting postage costs in half. We can also review Uniform Code of Military Justice cases in California through Westlaw."

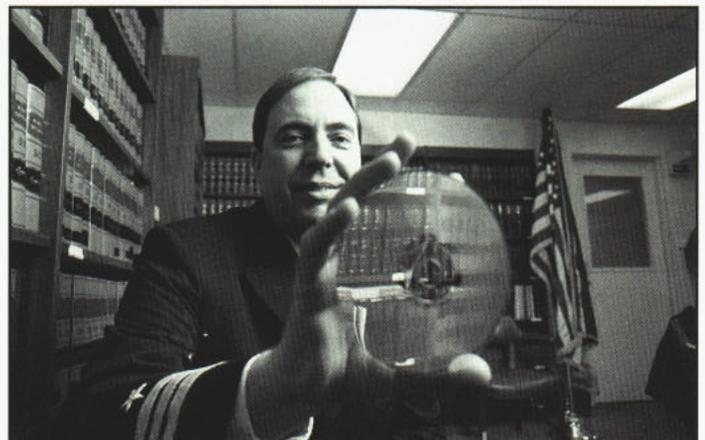
In the process of saving money, nature is also saved.

Right: CDR Gregory Boatright helped NAS Jacksonville purge its ponderous piles of policy proliferating, paper-filled manuals by converting the information to compact disc.

"The less paper we use, the more trees we save," Kenamer said. "As soon as the paperless Navy plan is fully accepted, we'll be able to better our environment and make the world a better place for our children."

And someday, perhaps, paperweights will be merely a memory. †

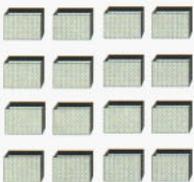
Belmore is a writer for the JAX Air News, Difuntorum is assigned to VP-45.



Paper Saved



1 Compact Disk =



16

Cases
of
Paper

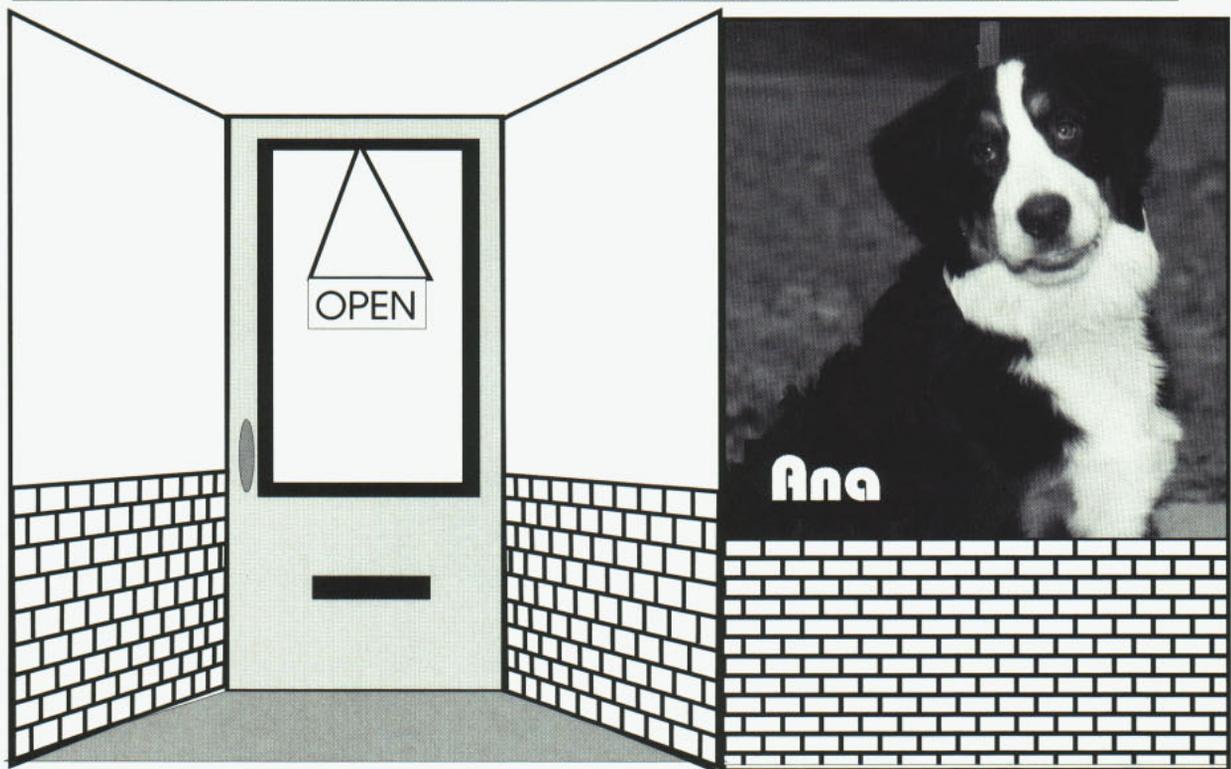
OR



1½

Pulpwood Trees

PET SHIP



Soothing ruufff edges

Shipping pets can be puurrrefected

Story and photos by Patricia Swift

Three-year-old Max throws his head back, wags his tail back and forth and barks frantically at his owner. The bark is very loud and long.

The ear-piercing pitch seems to increase as rapidly as Max's pacing and panting on the gurney. His owner, Yeoman 1st Class Stephen Ball of St. Louis, stands patiently in the examining room holding his cocker spaniel while trying to assist the technician and ease all-around tension. "What can I say; he's mine," he

said with a wry smile.

Like their masters, animals must go through routine and sometimes mandatory tests before deploying with their owners to other countries, according to Army Sgt. Rachel Goeckeritz, veterinary technician at Ft. Belvoir's animal clinic in Fairfax County, Va.

"We expect a lot of fussing and apprehension," said Goeckeritz, a native of Viburnum, Mo. "Some weeks, we're filled with frisky cats and anxious dogs, other times, they're very cooperative."

But never mind the demeanor of the animal, the technicians are always poised and ready.

It's 2:15 p.m., and Max is one of many animals going through the annual ritual of health — the first of many steps required for deployment.

According to Goeckeritz, the requirements for animal importation and exportation are as varied as the breeds.

Depending on the country in which the owner will deploy, shots and examinations must be endured by all pets be



ing shipped. And unfortunately, doggonit, Max and others pets will just have to bear with it.

Here are some simple rules and regulations that if followed, will help take the bite out of animal deployment. †

Swift is a staff writer for All Hands.



Max is about to experience a rite of passage shared by thousands of pets every time their owner gets an overseas duty assignment or purchases an animal. It's a main event where anxiety and excitement mix uncertainly. It's a day at the vet.



Right: Ft. Belvoir's veterinary clinic services all branches of the military. Four-month-old Little Rascal, a Marine cat, is given a pep talk by his owner, Brian Wendell.



Before shipping your animal check to see if:

- ✓ The country to which you are going requires a health certificate through the consulate, embassy or other agency;
- ✓ The health certificate must be accompanied by a translated version;
- ✓ The dates on the health certificate are applicable to each country. Time constraints determine if your animal will be shipped with you;
- ✓ Special import licenses and boarding certificates are required;
- ✓ Your animal requires quarantine and how much the kennel will cost per day, along with charges for veterinarian visits. Some countries require advance approval.
- ✓ Your animal meets weight limits, pets cannot exceed 100 pounds;
- ✓ Your animal can be shipped; i.e., most birds can't, due to the numerous diseases they carry, and specific dangerous animals, i.e., reptiles;
- ✓ Your animal is small enough that it can be carried with you on the flight. However, be mindful of passengers who have allergies;
- ✓ The hotel you stay in permits animals, most countries will NOT allow animals in hotel rooms;
- ✓ Your animal has any ailments. Some countries, such as the United Kingdom, will destroy or export affected animals;
- ✓ Your container is approved by the Federal Aviation Administration; and
- ✓ The weather where you're going is conducive for your pet's health. If temperatures are too low, some airlines will not ship your pet.
- ✓ **Beware:** Many countries have strict (costly) penalties if regulations regarding your pet are not carried out.

Source: Information compiled from DoD instructions.



Pet Shipment Guidelines

1. DoD has determined that pet shipment will be limited to passengers in a permanent change of station (PCS) status only. You are limited to a maximum of two pets per family. Please remember pets are defined as DOGS and CATS only. When you request reservations you must present a DD Form 2208, Rabies Vaccination Certificate (or civilian equivalent) or DD Form 2209, Veterinary Health Certificate, to your



transportation office as proof of ownership. Please be aware that pet space is limited on all flights, so requests for reservations will be made on a first-come, first-served basis.

2. Processing your pet at the airport can be difficult unless you follow some simple rules. You must show up for your flight at least two hours prior to departure. Passengers on contract commercial (Category B) flights may check-in up to eight hours prior to departure, but due to limited pet storage space you must retain custody of your pet until 45 minutes prior to boarding. All pets must remain in their container while in the terminal area.

3. Please remember you are responsible for obtaining all required documentation, immunization and

border clearance requirements so be prepared to pay any associated costs.

4. Your pet container must be an approved International Air Transport Association container. These containers are available at most exchanges, pet stores and commercial airports. Your pet's cage must be large enough for the animal to stand up, turn around and lie down with normal posture and body movements. Several

layers of newspaper, shredded paper or absorbent material should be placed in the bottom of the container. DO NOT use straw, hay, grass, sawdust, sand, or soil. Normally, pets will be individually caged. However, two small animals of comparable size up to 14kg (30.5 pounds) each, that are used to cohabitation may be shipped in the same container as long as they can stand up, turn around, and lie down with normal posture. A familiar article or toy in the cage may help placate the animal.

5. Feed your pet very lightly and

provide a drink of water before turning them in for shipment. You should also exercise the animal before bringing them to the terminal area.

6. Some animals with snub noses may experience respiratory difficulty in flight. Please ensure your container has adequate ventilation and your pet is free of respiratory problems. If at all possible, do not ship female pets that are in heat. This condition causes great distress to other pets and may result in injury. Females with suckling young and unweaned animals cannot be shipped. Weaned puppies younger than eight weeks old should not be shipped due to possible dehydration.

7. Any exception to DoD policy on pet shipment must be sent through channels to your service headquarters. However, since regulations and restrictions change, confirm this information with your traffic management office or



transportation office. †

Source: U.S. Army Service Center for the Armed Forces



Above: Zeus, world traveler and former mascot in Saudi Arabia, sports a glass right eye.

Opposite page: Distemper, hepatitis and feline leukemia shots are administered daily. Szena, a 13-week-old vizsla is in for a routine exam.



Commercial carrier toll free numbers

The following numbers are provided in case your reservations are on a carrier other than Military Airlift Command (owned or contract commercial aircraft). You may call these numbers to get additional information on pet shipments. These numbers are good in the United States only.

<u>Airline</u>	<u>Telephone number</u>
American Airlines	1-800-543-0460
Continental	1-800-231-0856
Delta Airlines	1-800-221-2121
Hawaiian Airlines	1-800-367-5320
Northwest Airlines	1-800-447-4747
Pan Am	1-800-221-1111 (except D.C.)
TWA	1-800-892-4141
United Airlines	1-800-241-6522
World Airways	1-800-967-5350



Pet shipping costs vary with the type of flight. For example, if your pet is considered "excess package," the cost is substantially lower because the animal can be carried on the plane. However, the average cost of shipping a pet ranges from \$40 to \$50 per pet, to a full fare passenger ticket. Always contact the airline prior to departure for fees.

Source: U.S. Army Service Center for the Armed Forces

Do You Have The Right Stuff To Ease Pet Peeves?

1. Pet and the container. Allow your pet to become accustomed to the shipping container a few days before departure so that it will be comfortable in its temporary home during flight. Use the crate as a bed or feed the animal in the crate for several days.

2. Use of tranquilizers. Sedation is not advised since the effects of tranquilizers on animals at high altitudes are unpredictable. The decision to prescribe a tranquilizer for your pet should be made by your veterinarian. If you believe some form of sedation might be helpful, be sure to obtain and follow expert advice.

3. Leash. It is a good idea to carry a leash with you on a trip, so you may walk your pet before check-in and after arrival.

4. Animals in public areas. Do not take your pet out of its kennel inside the airport. In keeping with airport regulations and courtesy for other passengers, you should let your pet out only after leaving the terminal.

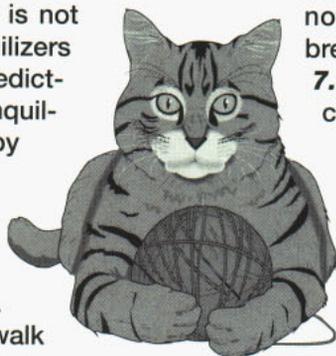
5. Kennel and pet I.D. You should mark the kennel

with your pet's name and include your name and local address or unit address and phone number if available. Purchase an I.D. tag for your pet.

6. Pet health. Check with a veterinarian to be sure that your animal is fit for travel. For example, some species such as pug-nosed dogs, simply do not fly well because they have difficulty breathing even under normal conditions.

7. Pet stress. Keep strangers, especially children, at a distance if your pet seems to be nervous. Even the most gentle pet can be provoked into growling or snapping.

8. A new vet. Once settled at your new base, it's advisable to locate a competent veterinarian. When you've chosen one, give him your pet's veterinary record, or have new records established. Having this information on hand will save time and confusion should your pet require emergency or other treatment. Your pet-owning neighbors should be able to direct you to the base veterinarian or animal hospital. †



Source: U.S. Army Service Center for the Armed Forces



Unfortunately, with deployment comes the reality that some owners can no longer provide for their pet. Often animals are left to stray. That's when Ft. Belvoir's vet clinic comes to the rescue and provides temporary shelter for them. For more information on vet service, and animal adoption in your area, call your command's veterinary clinic.



Most pet supply stores stock everything from flea and tick collars to heatworm prevention medicine to multiple vitamins and shampoos.



Pet ownership: a responsibility

Story by SGT Rachel Goeckeritz

Traditionally, wherever you find military families you also will find pets. They provide companionship and comfort, and the ways they serve their families are as varied as the families who own them. Unfortunately, the responsibility of pet ownership is often overlooked.

Pets, like any living creature, have basic needs. They need to be fed an adequate, balanced diet. They need access to fresh water. They need shelter from the sometimes harsh weather and they need to relieve themselves regularly. They also need your companionship. Pets, unlike wild animals, cannot find what they need to meet those requirements. They depend on their owners to provide for them and pet owners must be willing to accept this responsibility.

But the responsibility of pet ownership does not end here. Owners have a responsibility to prevent the spread of disease by keeping their pets healthy. They have a responsibility to control their pets to prevent destruction of property, injury to people and other animals and annoyance. And they have a responsibility to clean up and dispose of their pet's waste.

Within the community, there are laws and regulations to ensure pet owners accept this responsibility. Local laws and military regulations make these responsibilities a requirement both on and off base. Copies may be obtained through local official channels or your base veterinarian.

Pets provide wonderful enrichment to many military families. Let's return the favor by providing them with responsible pet ownership.

Goeckeritz is a veterinary technician at Ft. Belvoir, Fairfax County, Va.



Clear and present acting

Story and photos by PHC(AW) Joseph Dorey

As a crisp wind blows across the hallowed stones surrounding the assembled mourners, the president somberly recounts the admiral's life and contributions to the nation. The Navy honor guard tautly clutches the flag draping the coffin, as a mark of final respect for the admiral. Upon conclusion, the president yields the honors to a rifle squad followed by a lone bugler on a nearby hill. The ceremony is dignified and complete.

WALTER
LEE
ILLINOIS
1ST LT.
WORLD WAR II
JUN 27 1902
MAR 15 1960

"Cut! That was great. Let's do it again. Mr. President, take it from the top." The director's voice puts everyone in rewind. There's a movie being made here, so this scene will be repeated again — and again — and again.

On a cold, rainy morning in mid-January, the "Clear and Present Danger" film crew, along with some invited guests, huddled around a grave site at Arlington National Cemetery outside Washington, D.C.

They were there to film the funeral scene of CIA Deputy Director for Intelligence, ADM James Greer, played by James Earl Jones. The character was created by author Tom Clancy in *The Hunt for Red October* and *Patriot Games*. Although filming the scene took all day, it will appear for just a few minutes in the movie.

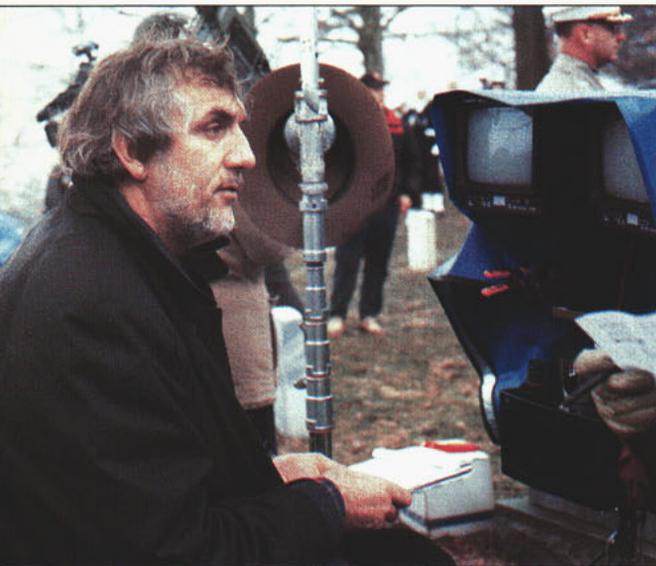
"We were all frozen to death," said Yeoman 1st Class Ebonnee Dinkins, one of the active-duty military extras on the

set. "It was a long day. I had no idea what a movie was all about. They were doing close-ups, shooting from the sides, the top, the back, it was unbelievable. ... But it never got boring."

To add authenticity to the movie, personnel from the Office of Naval Intelligence were invited to stand in for their fictional counterparts. Dinkins, a yeoman assigned to the director of Naval Intelligence, played ADM Greer's yeoman in the funeral scene. At 6 feet 5 inches tall, she is used to standing in the back. But not this time. Thanks to her role (and a 5-inch box for the main character) Dinkins wound up right next to the movie's star, Harrison Ford.

"It was great," Dinkins said about being next to Ford. "Every time there was a break, he hung around and talked to us," she said. "He was looking at all the officers with their gold and said, 'Are you an admiral too?' I said no, I'm the admiral's yeoman, so he wanted to

**"It was a long day. I had no idea what a movie was all about. ... But it never got boring."
— YN1 Ebonnee Dinkins**



Above: Director Phillip Noyce watches a taped replay of the scene just filmed. This is his second collaboration with Harrison Ford. He also directed Tom Clancy's "Patriot Games," released in 1992.

Previous page: U.S. Navy Honor Guard performs funeral scene for a character in the movie "Clear and Present Danger".





know what was a yeoman.”

When the movie comes out in August, the Miami native wants to take her husband and son to the first showing. “I’m really looking forward to seeing it because I want to see how much they cut out and if they kept me in,” Dinkins said.

If she is indeed left in the scene, Dinkins said she will probably buy a videotape of the movie so that someday her grandchildren can see her.

“It’s not very much, but they can say, ‘that’s Grandma Eb- onnee there.’”

Either way, Dinkins has plenty to talk about and would like to be in more movies. She even put in a good word for her- self.

“I was trying to get Harrison Ford’s autograph but I had no paper,” she said. “But I’m a Mary Kay and Avon lady, so I had him sign my Avon book. And I gave him a Mary Kay card to take back to Hollywood with him. I told him, ‘Look, in case you need another extra — especially a tall extra — here’s my card.’ He thought that was so funny.”

So is there a Tom Clancy character in your future? Be on the lookout for the next time Hollywood comes to a base near you. Maybe you can grab a part too. †

Dorey is a photojournalist for All Hands.

Top: Harrison Ford returns in his role as CIA analyst Jack Ryan, along with his “wife,” played by Anne Archer. They are attending the funeral of Ryan’s friend and mentor ADM James Greer, played by James Earl Jones. To Ford’s left, at 6 foot 5 inches tall is YN1 Ebonee Dinkins. Dinkins, along with CTO1 Ida Woodall (center) from the office of the Chief of Naval Intelligence, appear as extras during the filming of “Clear and Present Danger” at Arlington National Cemetery.

Left: Members of the U.S. Navy Honor Guard await direction during funeral scene at Arlington. Producer Mace Neufeld likes to use real military personnel in his films because, “They’re used to learning things quickly and rehearsing, because they’re always rehearsing. And so we put our actors with some Navy people, show them what to do once or twice, and then they just do it very well after that.”



Tom's Tomes

Techno-thriller author just wants to "be a good dad"

Story and photos by JO1 Steve Orr

Say the name Tom Clancy, and a half-dozen best-selling books spring to mind.

Books like *The Hunt for Red October*, *Patriot Games* and his latest, *Without Remorse*, have been read by millions. "Red October" and *Patriot Games* were made into movies, while cinematic versions of *Clear and Present Danger*, *The Sum of All Fears* and "Remorse" are in the works.

Not bad for someone who says he knocked around for two decades before writing his first book.

"I got started by taking a piece of paper and sticking it in a typewriter," re-

called Clancy, who recently visited Hampton, Va., to help commission the Navy's newest nuclear-powered submarine, USS *Hampton* (SSN 767). "After dreaming and hoping and putzing around for 20 years, I just decided, 'By God, I'm gonna do it,' and I did. Today I use a computer, but I still start the same way."

While the complicated plots for his novels are all written with heavy emphasis on the military, its people and weaponry, Clancy claims he doesn't spend a lot of time coming up with ideas.

"Damned if I know where the ideas come from," he exclaimed. "They just come. I don't know how. I don't know why. As long as they keep coming, I'm not gonna worry about it."

One thing is certain: his ideas turn into books that always seem to do justice to the United States' armed services, especially the Navy. "I kinda like the Navy," he chuckled. "The enlisted ranks in particular." Part of it, says Clancy, comes from an appreciation gained in his childhood.

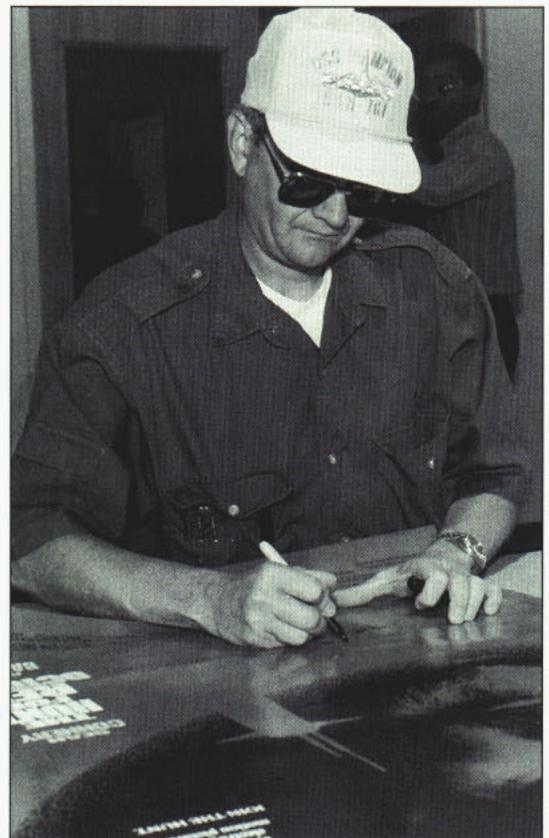
"I have a lot of respect for the enlisted ranks, because my dad was a boatswain's mate 2nd class once upon a time," Clancy revealed. "The thing that is always stunning to me is the quality, not of officers, but of the enlisted guys. You expect the officers to be smart, because they've been to college and professional schools. It's the quali-

ty of the 19-year-old kids that is always stunning. They are such good kids, and they know what their jobs are, they know what they're out there for, and they care about what they do.

"The fact of the matter is, the U.S. Navy could probably operate without officers," he said, "but there's no way in hell it could operate without chiefs. That's one of the reasons the Russians

"You expect the officers to be smart, because they've been to college and professional schools. It's the quality of the 19-year-old kids that is always stunning."

-- Tom Clancy



Tom Clancy signs one of several movie posters for the film "The Hunt For Red October." The posters were auctioned off to benefit a scholarship fund for Hampton submariners and their family.

Right: Tom Clancy pins dolphins on USS *Hampton* crew member FTG3(SS) Chris Southerland, of New Brunswick, N.J., as CDR David Antanitus, *Hampton*'s PCO looks on.

crashed and burned, they tried to run a navy without career enlisted people, and you just can't do that. They tried and tried and tried, and they failed."

Clancy's enlisted fans appreciate the writer's portrayal of the Navy ranks, although they may have varied views on why his books are so popular.

"He really gives sailors something they want in their own Navy career," said Electronics Technician 3rd Class (SS) Robert McCammon, a native of Maryville, Tenn. "He romanticizes the Navy experience. Sailors want more of that in their own everyday lives. We live for the adventure and thrills of it all, and I think he portrays that spirit quite well."

Damage Controlman 1st Class (SW) William Phoenix, of Brooktondale, N.Y., offers a slightly different view. "The appeal of his books is his portrayal of the realism of everyday life," he said. "The way that he writes, it's not hard to imagine something actually happening.

"For me, while I'm lying in my rack or sitting somewhere reading his books, I can actually put myself in that situation. When I was in the Persian Gulf, reading *Sum of All Fears*, I could actually visualize this little farmer, digging up a nuclear bomb in his sand field."

And Clancy's popularity among the Navy ranks continues to grow. As honorary chairman of the commissioning of USS *Hampton*, the 41-year-old writer toured the Newport News shipyard, where the new submarine was under construction.

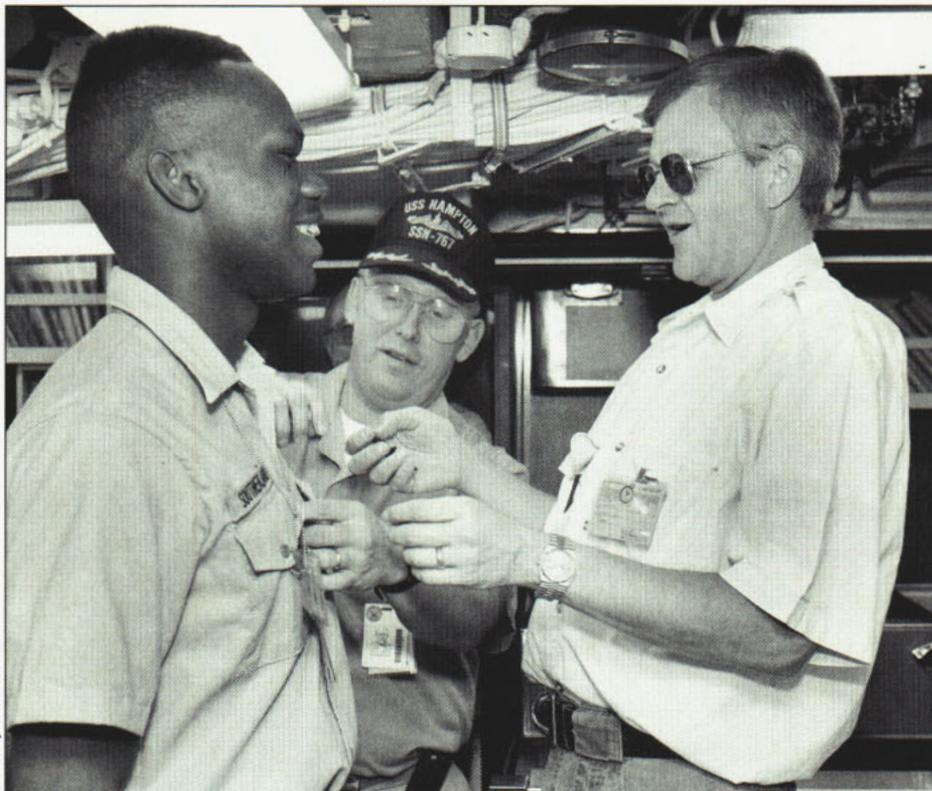


Photo by Mike Dillard

"I went aboard *Hampton* and had lunch and signed a bunch of books," Clancy said. "I thought the shipyard was great. I've always said that a naval shipyard is where God built the world. It's a very impressive facility."

The commissioning provided Clancy with a new experience, according to the techno-writer. "It's neat being this involved with a commissioning," he said. "It's something I've never done before. It became especially fun when I went on board *Hampton* and met the skipper and crew.

"But," warned Clancy with a grin,

"I won't be writing a book about the experience. I'll let the crew write their own books about *Hampton*."

Although the reading public waits for each new adventure with eager anticipation, Clancy doesn't like to give away too many clues about his next tome. "I don't discuss works in progress," he said. "I think it titillates the reader, and that's unethical. I'll talk about a book after it's published."

However, he did let one tidbit slip: "Right now, I have four or five potential books locked away in my computer. Only one is a Jack Ryan adventure, and it's my next one."

And he doesn't rewrite his books for the big screen. "I don't work on the screenplays," said Clancy, "first, because I don't know how, and second, because it's not worth my time."

What's really worth his time are his children, ages 7 to 20. "When I'm between books, I remind myself I have four children who really like to have daddy around once in a while," Clancy states. "My children's reaction to my celebrity status is that I'm still Dad, and that's important to me."

Ask Tom Clancy how he wants to be remembered, and he'll tell you it's not for his writing. "I don't worry about being remembered," he said. "My religion tells me that when you die, you get an evaluation by a somewhat higher authority than human history, before which everything else pales.

"The only thing I hope to be remembered as is Dad," Clancy concluded, "and that should be good enough for anybody." †



Orr is assigned to NIRA Det. 4, Norfolk, Va.

Journey to Africa

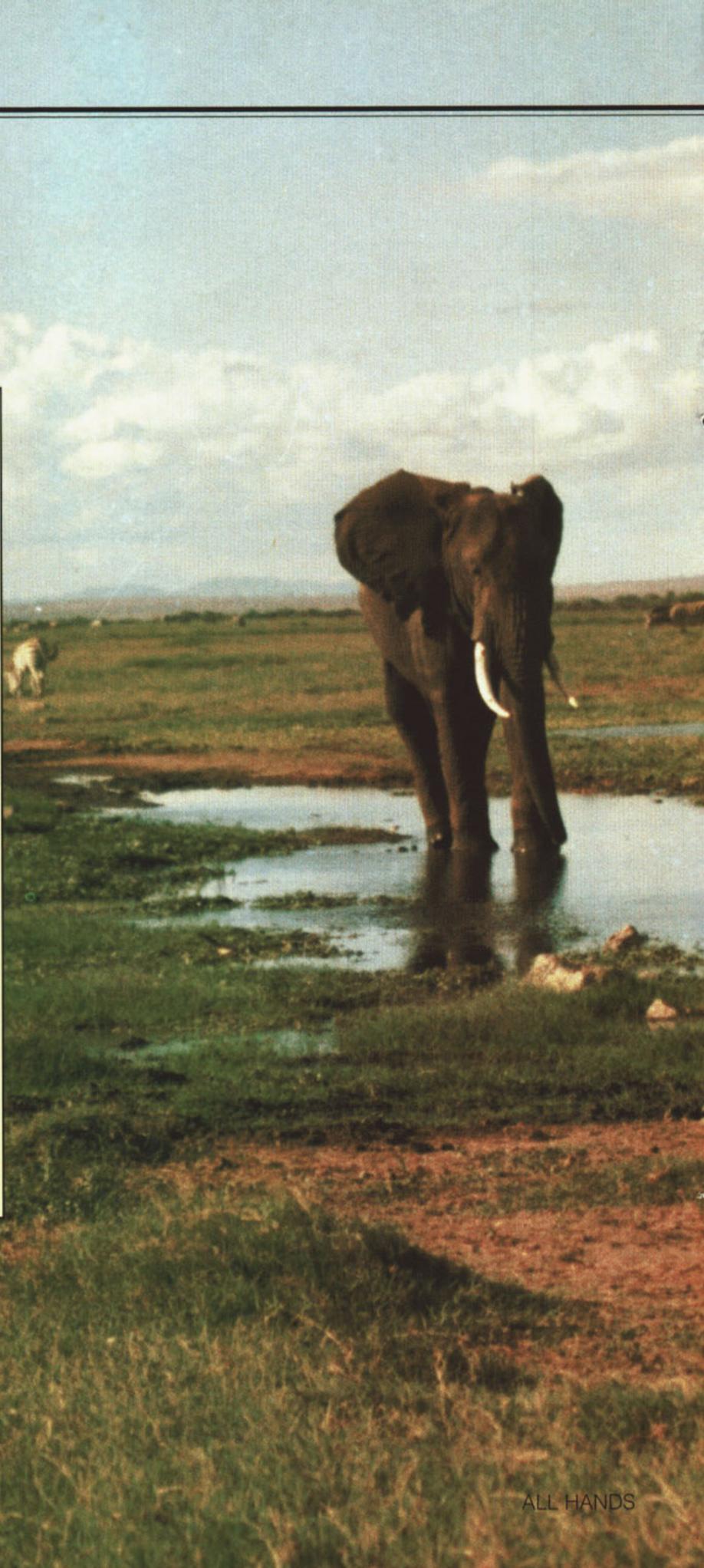
Story and photos by MS2 Keith Cephus

When I joined the Navy, I was looking for adventure and to expand my cultural awareness. Japan, Hong Kong, Thailand, Australia, Bahamas, Ireland, Norway and Germany are just a few of the beautiful places I've visited since joining the Navy.

But one country stands out in my mind. Kenya, located on Africa's east coast, is so full of interesting places and people you couldn't possibly see it all in one port visit.

Mombasa, Kenya, is where I made a port call. On the edge of the Indian Ocean, Mombasa has many beautiful beaches, lagoons and a spectacular variety of wild animals. Zebras, lions, giraffes, cheetahs and elephants roam open spaces.

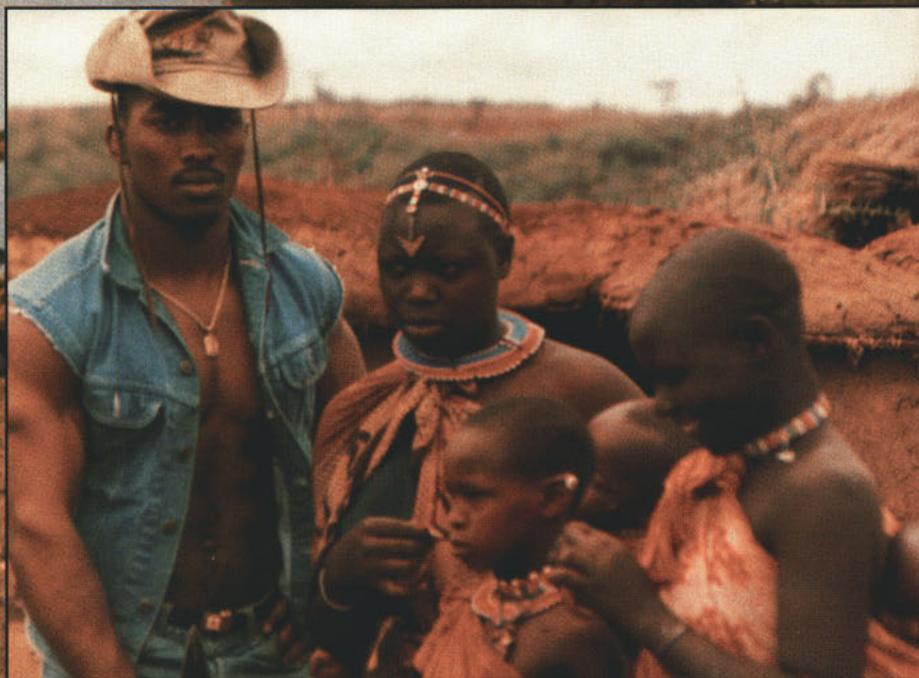
While in Mombasa, several shipmates and I went on a tour that was cultural and adventurous. Masai nomads, draped in colorful beads,





Above: Kenya's wild life parks allow the more adventurous to see animals in their natural habitat.

Inset: MS2 Keith Cephus got a chance to experience the Masai culture during a two-day stay on the reservation.





performed traditional dances against the backdrop of Kilimanjaro, Africa's tallest mountain. Barefoot Masai youths wrapped in one-piece ensembles played in the fields.

The next two days were spent on the Masai reservation. As we approached the Masai tribesmen, the tour guide asked us not to take pictures. Photographing a tribesman without his permission is, in his eyes, the guide said, the equivalent of stealing his soul.

The guide's warning was reinforced when I attempted to take a photo of a tribesman from the jeep — only to have him raise his six-foot hunting spear to launch it in my direction. Being informed of the Masai's incredible accuracy with this weapon, I quickly abandoned the thought.

The tour guide also showed us the Masai living quarters. "The rounded hut is a one-room dwelling, which the mother has built herself by placing sticks, interwoven with boughs, into the ground and tying them together at the top," he said. "She then plasters a mixture of mud and cow dung over the whole basket-like structure." He also explained that when it rains the hut is protected with a cover of cowhide sewn together.

As the sun set behind Lake Victoria, this festive excursion came to a close. Sailors with cameras were still firing away at silhouettes of wildlife stampeding toward a fiery sunset.

I never believed a port visit could be so rewarding. Now I see the Navy in a different light, "It's not just a job. It is an adventure." †



Top: Tourism is a major economic activity in Kenya. Thousands of tourists visit the country each year to see and photograph wild animals.

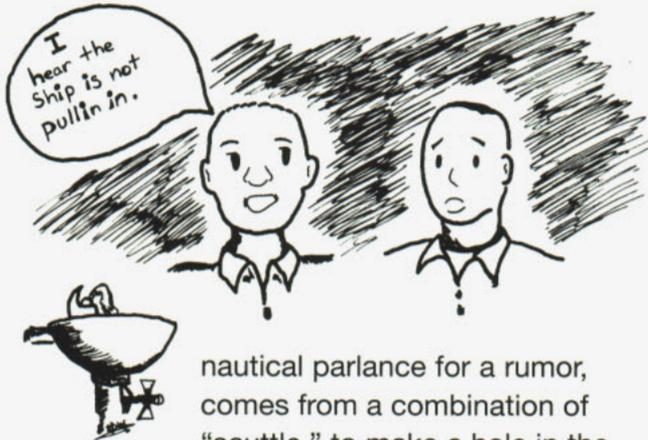
Above: The best-known Kenyan nomads are the Masai. These tall, slender people are famous for their skill in the use of weapons and their strongly independent ways.

Cephus is assigned to USS Mount Whitney (LCC 20).



Scuttlebutt

The origin of the word “scuttlebutt,” which is



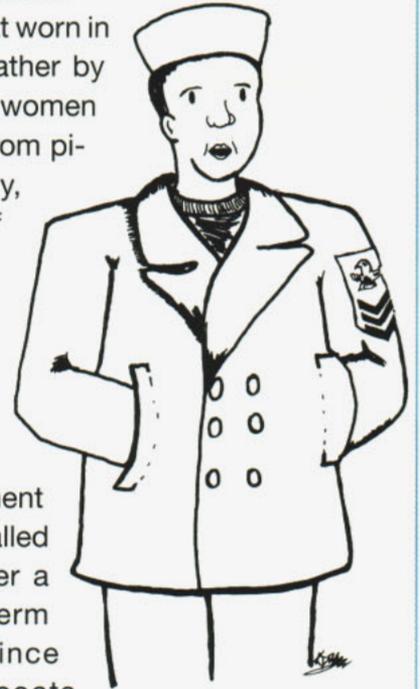
nautical parlance for a rumor, comes from a combination of “scuttle,” to make a hole in the ship’s side causing her to sink, and “butt,” a cask or hogshead used in the days of wooden ships to hold drinking water; thus the term scuttlebutt means a cask with a hole in it.

“Scuttle” describes what most rumors accomplish if not to the ship, at least to morale. “Butt” describes the water cask where men naturally congregated, and that’s where most rumors get started. The terms “galley yarn” and “messdeck intelligence” also mean the spreading of rumors and many, of course, start on the messdeck.

Pea coats

Sailors who have to endure pea-soup weather often don their pea coats, but the coat’s name isn’t derived from the weather.

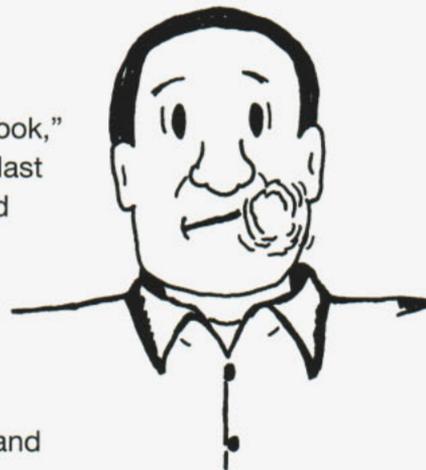
The heavy topcoat worn in cold, miserable weather by seafaring men and women was once tailored from pilot cloth — a heavy, coarse, stout kind of twilled blue cloth with nap on one side. The cloth was sometimes called “p-cloth” from the initial letter of the word and the garment made from it was called a “p-jacket” — later a “pea coat.” The term has been used since 1723 to denote coats made from that cloth.



Chewing the fat

“God made the vittles, but the devil made the cook,” was a popular saying used by seafarers in the last century when salted beef was a diet staple aboard ship.

This tough cured beef, suitable only for long voyages when nothing else was as cheap or would keep as well, required prolonged chewing to make it edible. Men often chewed one chunk for hours, just as if it were chewing gum and referred to this practice as “chewing the fat.” †



USS *Bluejacket* gives Navy recruits a dose of reality

Story by JO2 Catherine Kurchinski,
photos by PH1 Brad Stager



Sailors who climb aboard USS *Bluejacket* each day won't have the opportunity to sail to faraway ports. The landlocked ship mockup, anchored in a sea of concrete at Recruit Training Command Orlando, Fla., doesn't get underway. It does however, provide its young crew with a realistic view of shipboard duty, according to Senior Chief Boatswain's Mate Timothy Tuzicka, a company commander and course model manager for Orlando's Apprenticeship Training Command.

"Rather than reading about line handling or watching a film, the sailors can actually do line handling drills," said Tuzicka. "They can get their hands dirty and get a feel for what it's like serving aboard a real ship."

On a bright, crisp morning recently at the training command, a class of seaman apprenticeship trainees participat-



*Left: Members of a seaman apprentice training class practice heaving a mooring line aboard USS *Bluejacket* destroyer mockup.*

Below: SN Korey Munson receives instruction on a sound-powered phone from MTC(SS) Charles McDevitt.



ed in a "sea and anchor" drill aboard the three-quarter size destroyer.

"This exposes them for the first time to an actual shipboard evolution," said BMC(SW) Italo Manes. "We show them how to put their hands on the mooring lines, where to stand and where not to stand. We let them know that one mistake could cost a life."

Manes speaks from experience about the dangers of line handling. He witnessed a line handling accident aboard USS *Howard W. Gilmore* (AS 16) in January 1980, that took the life of his executive officer.

"He was killed instantly when the line snapped and hit him in the chest," said Manes, who shares this personal experience with his students to emphasize what he calls "respect for the line."

Photo by Walt Ringo



Left: BMC(SW) Italo Manes (left) shows students how much space they'll have aboard ship to stow their personal gear.

Below decks a berthing compartment is equipped with two sets of racks. One rack is equipped with a full seabag, neatly stowed and displayed underneath a Plexiglas cover. "This gives them some idea of how much space they will have aboard ship. As you can see, it's not much," Manes said.

A damage control locker below the fantail is a large compartment equipped with fire fighting

Besides learning respect for the line, these future fleet sailors practice a number of other shipboard drills, including damage control exercises, sound-powered phone talking, visual signaling, hoisting and lowering boats, a high-line personnel transfer drill, watch standing and security procedures. They are taught the centuries-old tradition of knot tying and splicing and must demonstrate these skills to graduate.

and lifesaving gear.

Recruits as well as apprenticeship trainees are taught how to properly don the gear that could one day save their lives.

"At one time we had one EEBD (Emergency Escape Breathing Device) for the entire class," Tuczka said. "We were recently funded for 120 EEBDs, and we're getting 40 new OBAs (Oxygen Breathing Apparatus) and 40 new gas masks."

Born on the 4th of July

Story and photos by
PH2 M. Clayton Farrington



Above: Walstad leads his company in the final pass-in-review at RTC San Diego in November 1993.

When Paul James Walstad Jr. was eight, he celebrated his birthday by attending an Independence Day fireworks extravaganza in the nation's capital. This was a first for him, and he was puzzled. How come nobody else in the family is getting as big a birthday party as he was?

Because July 4th, his dad explained, was also the nation's birthday. Walstad left that Independence Day celebration a little disappointed.

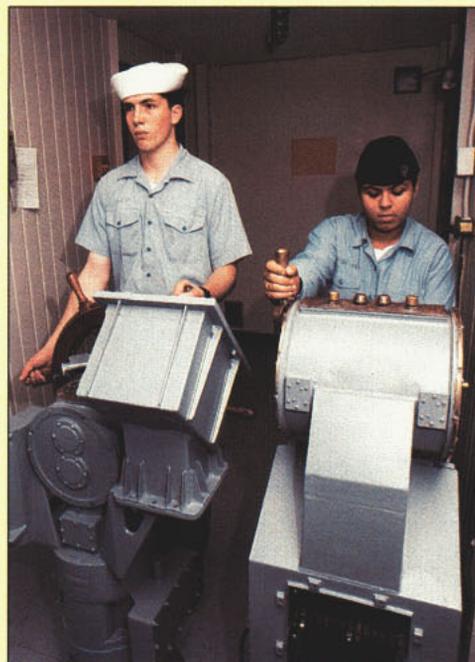
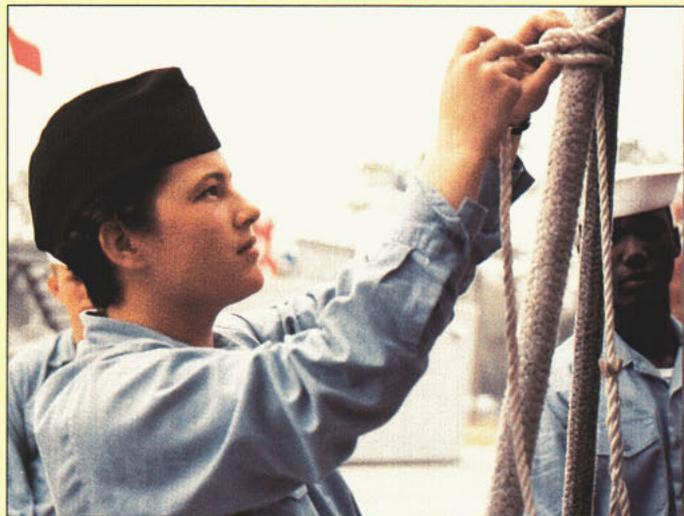
Twenty years later, the boy who grew up with red, white and blue birthday cakes, fireworks, patriotism and military parades, was leading a military formation into history.

"Yes, it was sort of a let-down at first," said Walstad. "But I began to feel special because of being born on the same day as America. It made me feel very patriotic."

That patriotism took Walstad from his home in Washington, D.C., to Company 215 — the last recruit company in

During the three-week basic seamanship course, students are tested on their knowledge with written examinations and "hands on" demonstrations.

"We can't teach them to be professional boatswain's mates in three weeks," Tuzicka said, "but we do give them the basics, and no matter what rate they go into, their seamanship skills will be an advantage." †



Far left: A seaman apprentice tries her hand at tying a "stopper" knot as part of a high-line transfer exercise.

Left: Learning orders to the helmsman are FN Jason Millis and FN Jenny Aquino.

Kurchinski is a Navy reserve journalist assigned to the Navy Public Affairs Center, Det. 208, Jacksonville, Fla. Stager is assigned to NTC Orlando.

the 70-year history of Recruit Training Command (RTC) San Diego.

Now 28, Walstad not only served as his company's Recruit Chief Petty Officer (RPOC), but he was also selected as Honor Recruit out of the 514 men of his division.

According to his company commander, Chief Electrician's Mate (AW) Rockette L. Miller, Walstad had a tough job in uniting the company to work together as a team. "The guys at the very beginning didn't seem to get along at all. They didn't even tolerate each other. Walstad had to bring out the discipline in the ranks and act as both Master-at-Arms and RPOC," he said.

To Walstad, it was just another challenge added to the pressure of being the last RPOC in San Diego.

"There was not only pressure to be really good, but there was also a kind of stigma to being the last of more than a million recruits to come through here," he said. "We had to show that we were

not just the last 100 guys that they threw together to graduate."

Under his leadership, Company 215 not only won the sports weekend trophy, but was awarded "Best Foot Forward," an award given to the company judged sharpest in their pass-in-review.

Boot camp in San Diego wasn't Walstad's first experience at proving himself in the military. In the summer of 1986, he enlisted in the National Guard and spent two and a half years as a single-channel radio operator in the 19th Special Forces Group, based in Utah.

However his interest in the military while a civilian, especially the Navy SEAL program, continued and upon graduation from bootcamp, he was selected to attend the Navy Special Warfare School.

Walstad, whose ultimate goal is to become command master chief at the Special Warfare School, said he is looking forward to his future in the Navy. "Right now I don't know what it means



Walstad and fellow recruit joke around after graduation ceremony.

to be a master chief or even a petty officer. It's just a good feeling to think that when I get home, people are going to start calling me 'sailor.'" †

Farrington is assigned to Combat Camera Group Pacific, San Diego.

an Academic investment



Sailors use Montgomery GI Bill to reach educational goals

Story and photos by JO2(AW) Michael R. Hart



month for one year, MGIB entitles you to receive \$400 a month for 36 months to handle tuition and books. That's a \$1,200 investment for a \$14,400 return.

The process of applying for your benefits, which you can use while on active duty or up to 10 years after you retire or separate from the Navy, is really not complicated, according to Fernando A. Lopez,

who is currently using his MGIB benefits at Montgomery Community College in Rockville, Md.

"If you're intimidated by the paperwork and red tape you think you might face when applying for your benefits, don't be," he said. "It was pretty easy for me. After registration I went straight to the Veterans Affairs Office on campus and filled out the necessary paper-

work," said Lopez. "That's all it took. My benefits are mailed to my home each month."

A sophomore majoring in biology, Lopez chose Montgomery College because his credits would transfer to the University of Maryland and he could stretch his dollar to the fullest. "I'd recommend going to a community college or a state-run college because they're more reasonable," said the Chicago native.

"The \$400 a month I receive is enough to pay for my books, tuition and gas money to and from school — with a little left over," he explained. "The \$1,200 I invested for the benefits is definitely worth it, because I can afford to go to college. Without the MGIB, I'd have to apply for financial aid and loans. As it stands, I won't have to take out a loan until my senior year. It's saved me three year's worth of college funding," said the former hospital corpsman.

College funding was an automatic benefit for another Montgomery College student, C. Herbert Richardson, a retired senior chief fire control technician (SS). Richardson, now a freshman management major, joined the Navy under the Vietnam-Era GI Bill. "I was automatically covered for MGIB benefits under that program without investing any money," said the Buffalo, N.Y., native. "When

Think of the Montgomery GI Bill (MGIB) as an investment you make toward your education. If that degree, diploma or certificate you seek is perched upon an imaginary penthouse, then the MGIB can surely get you a few flights toward the top.

If you entered the Navy on or after July 1, 1985, and invested \$100 per



Above: C. Herbert Richardson (l) and Fernando A. Lopez relax after class registration at Montgomery Community College.

Opposite page: C. Herbert Richardson, a retired senior chief fire control technician (SS), registers for management classes at Montgomery Community College, Rockville, Md. "MGIB is a great deal to help pay for college."

the new MGIB was established in 1989, it automatically encompassed sailors like me. I didn't invest any money, but I did invest 22 years."

Because he joined under the Vietnam Era GI Bill, Richardson had more paperwork to fill out than Lopez, but he is eligible for more money. "I'm getting extra money for my wife and two sons. Right now I'm taking six hours and I receive \$335 a month," said Richardson,

who retired in 1991. "If I take 12 credits I'll get \$660 per month.

"The MGIB is a great deal to help pay for college," Richardson continued. "Talk to anyone who's on the outside [former military] and they'll tell you one of the major benefits of the military is the educational opportunities." †

Hart is a staff writer for All Hands.

"The \$1,200 I invested for the benefits is definitely worth it ... It's saved me three year's worth of college funding."

— Fernando A. Lopez

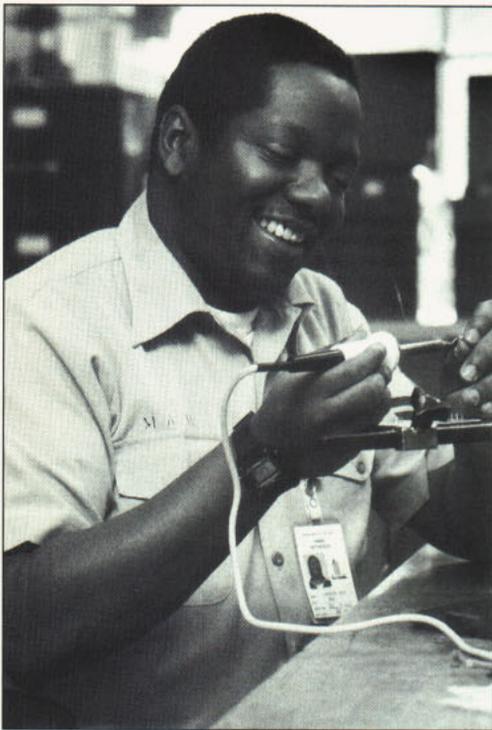
Making the best of your benefits

- ☛ Set educational goals
- ☛ Don't wait too long to start school. Just because you have up to 10 years after you're out of the Navy, don't wait until the eighth year to start a four-year program.
- ☛ Use tuition assistance as much as possible before using your MGIB benefits.
- ☛ Understand your MGIB may not cover all your expenses.
- ☛ Shop around for a school that fits your needs.

FINANCIAL BOOSTER

Tuition assistance helps sailors further their education

Story and photo by JO2(AW) Michael R. Hart



Ask just about any sailor why they joined the Navy and education will be somewhere on their list of reasons. Whether you stay in the Navy or take your skills to the civilian market, some type of degree or certification will be necessary for you to be as successful as possible.

During FY92, the Navy paid more than \$24 million in tuition on behalf of 43,584 sailors pursuing high school diplomas, vocational certificates, associate's, bachelor's and master's degrees.

The Navy's Tuition Assistance [TA] program can help you reach your educational goals by paying 75 percent of your tuition costs. "I saved at least \$6,000 using TA, and I'm still saving because I'm taking classes now," said

Left: ET1 Anthony O. Mack builds an EKG amplifier, which is used to monitor Navy divers' heart rate in a hyperbaric chamber. Mack recently earned a bachelor's degree in sociology using his tuition assistance benefits, and is currently working on a bachelor's in electrical engineering.

Electronics Technician 1st Class Anthony O. Mack, who has earned more than 70 credit hours using TA. Mack used TA to earn a bachelor's degree in sociology from the University of the State of New York and is currently working on a bachelor's in electrical engineering at Montgomery Community College in Rockville, Md.

The Chicago, Ill., native started using his TA benefits in 1985 while stationed in Norfolk. "When I decided to work on my degree, I realized that TA was a great way to save money on my college expenses," said Mack, currently stationed at Naval Medical Research Institute, Bethesda, Md.

After working and waiting eight years to earn his bachelor's (although he didn't take any classes for four years because he was at sea) Mack said he feels a keen sense of accomplishment. "It's a great feeling to finally have it," he said. "There are still some milestones I want to achieve, but having my degree feels good." †

Hart is a staff writer for All Hands.

Planting a seed

Sailor comes home; tells recruits about Navy life, benefits

Story and photos by JO2(AW) Michael R. Hart

Wanted: Energetic, enthusiastic sailors for two weeks of recruiting duty. Must enjoy interacting with people and be willing to travel. Travel home, that is.

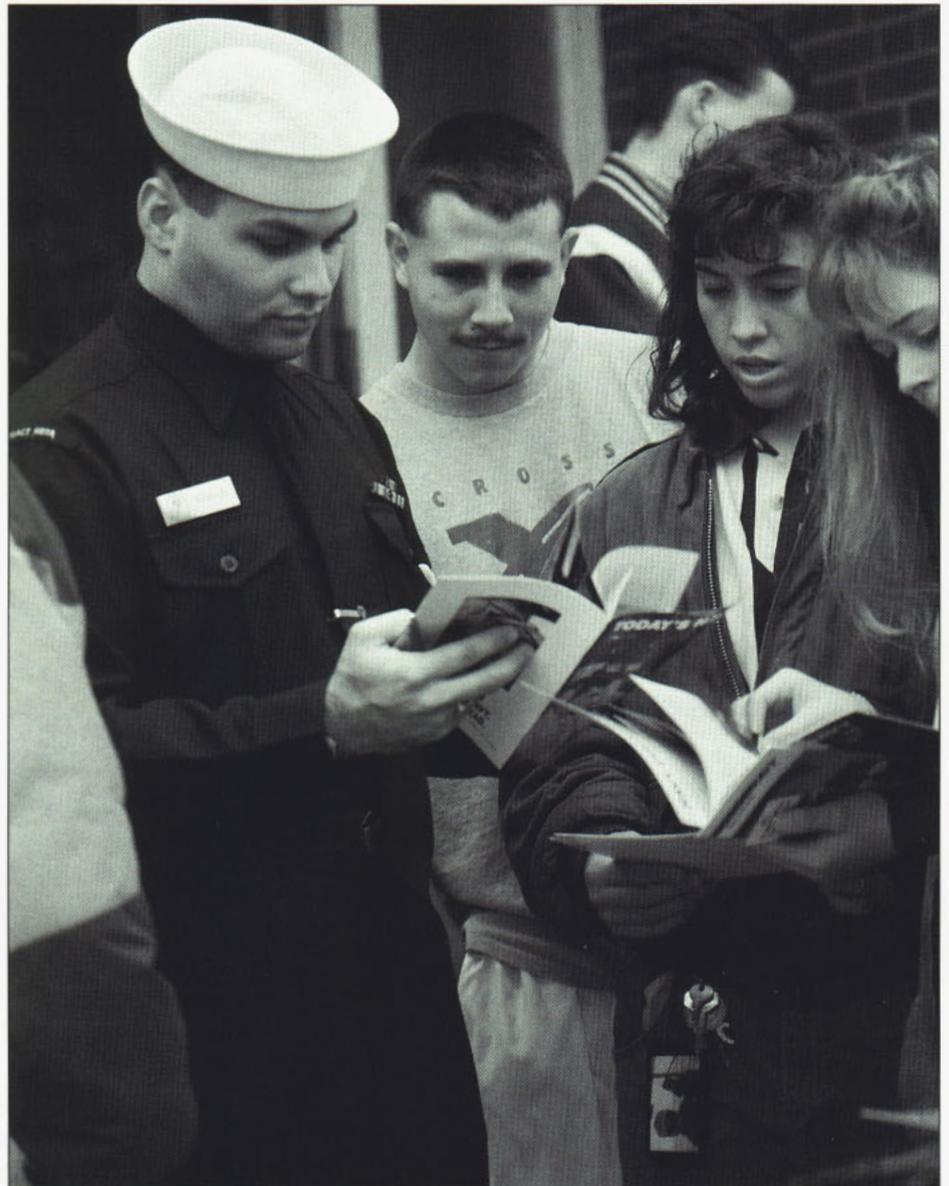
The Navy's Hometown Area Recruiting Program (HARP) provides an opportunity for you to go home for 12 days to assist local recruiters in enlisting quality recruits by relating your Navy experiences to your peers. The list of HARP duty activities is limitless.

"I've been going to area high schools and shopping plazas, talking to high school students and making phone calls," said Cryptologic Technician (Interpretive) 3rd Class Phillip S. Barbour, completing HARP duty at Navy Recruiting Station, Smithfield, N.C., 12 miles southeast of his hometown Clayton, N.C.

"It's a blast telling my friends about what the Navy has to offer — the variety of career opportunities and educational programs as well as the exciting travel," said the 1988 Garner High School graduate.

"I've always wondered what recruiting is like," he said. "It was a good

Right: CTI3 Phillip S. Barbour explains some of the Navy's many educational and career opportunities to students at Clayton Senior High School, Clayton, N.C.



HARP

Here's the scoop

- All applicants must be 18 to 24 years old.
- Must be a high school graduate from the area where you want to participate in HARP.
- Your hometown must be within 30 miles of the nearest recruiting station.
- You must exemplify the highest standards of military appearance, conduct and courtesy.
- Be prepared to visit high schools, places of prior employment, community locations where peers gather and make telephone contacts. Participants should be prepared to discuss Navy opportunities in an honest, straightforward manner.



Above: Having sailors go back home to talk to students about their experiences in the Navy is the main purpose of HARP.

“The Navy has done so much for me, it’s a real motivator to tell people all I can about Navy life.” — CT13 Phillip S. Barbour, HARP recruiter

chance to get home, spend time with my family and see what it’s all about.”

The long hours don’t compare to what sailors work on board ships, said Barbour, but they weren’t 9 to 5 by any means.

“I didn’t realize so much effort was put into recruiting,” he said. “It’s at least 11 hours a day or more ... going to people’s houses after normal working hours. It takes a lot of dedication.”

“HARP is an invaluable recruiting tool,” said Ship’s Serviceman 1st Class (SW) Edwin L. Shartzler, the recruiter at NRS Smithfield. “Having sailors return to their hometown is very important, because the students see someone from their community come back as a success. They’ve got one of their own who is sharing their experiences — good and bad. People can relate to that,” the Tucson, Ariz., native said.

Barbour, currently stationed at Naval Security Group Activity, Rota, Spain, speaks Russian and Serbo-Croatian and has traveled to places such as Australia, Germany and Italy. “The Navy has done so much for me, it’s a real motivator to tell people all I can about Navy

life,” he said. “When I talk about my experiences, it gets them more excited.”

One recruit stands out in Barbour’s mind. “When he was at MEPS (Military Entrance Processing Center), he was so excited, and I now know how he felt. He’s getting on with his life, starting a career.”

Most of his friends, Barbour said, “are either in college and haven’t finished, or finished and can’t find a job. When I tell them about all the benefits I have: free medical, dental, etc., they seem a little envious. I feel fortunate I made the Navy a career.”

Barbour has one goal in mind when he speaks to prospective recruits. “I want them to understand they need a good education, and the Navy can help them do that. If I plant a seed in their mind the Navy is an avenue to get that education, then I’ve done my job.” †

Hart is a staff writer for All Hands.

Recruiting needs officers for OHARP, too

Top-notch enlisted sailors aren’t the only ones needed to enlist quality recruits. Officers are also needed to assist officer recruiters in enlisting individuals for Navy officer programs through the Officer Hometown Area Recruiting Program (OHARP).

- All requests for OHARP are submitted to ComNavCruitCom (Code 112).

- Participants should be a resident of or have attended college in the area where you will perform OHARP duties.

- You will either be on no-cost TAD orders or no-cost temporary duty in conjunction with permanent change of station orders.



Home sweet home

Sailor helps recruit in old stomping grounds

Story and photos by JO1 Julius L. Evans

If you ask for specifics about a cryptologic technician's job, many will shy away from the conversation and eventually, if you persist, from you. But given the opportunity to share their opinion on something other than their work, the cryptic sailors' communication skills become strikingly apparent.

Such is the case for Chief Cryptologic Technician (Administrative) Sharon

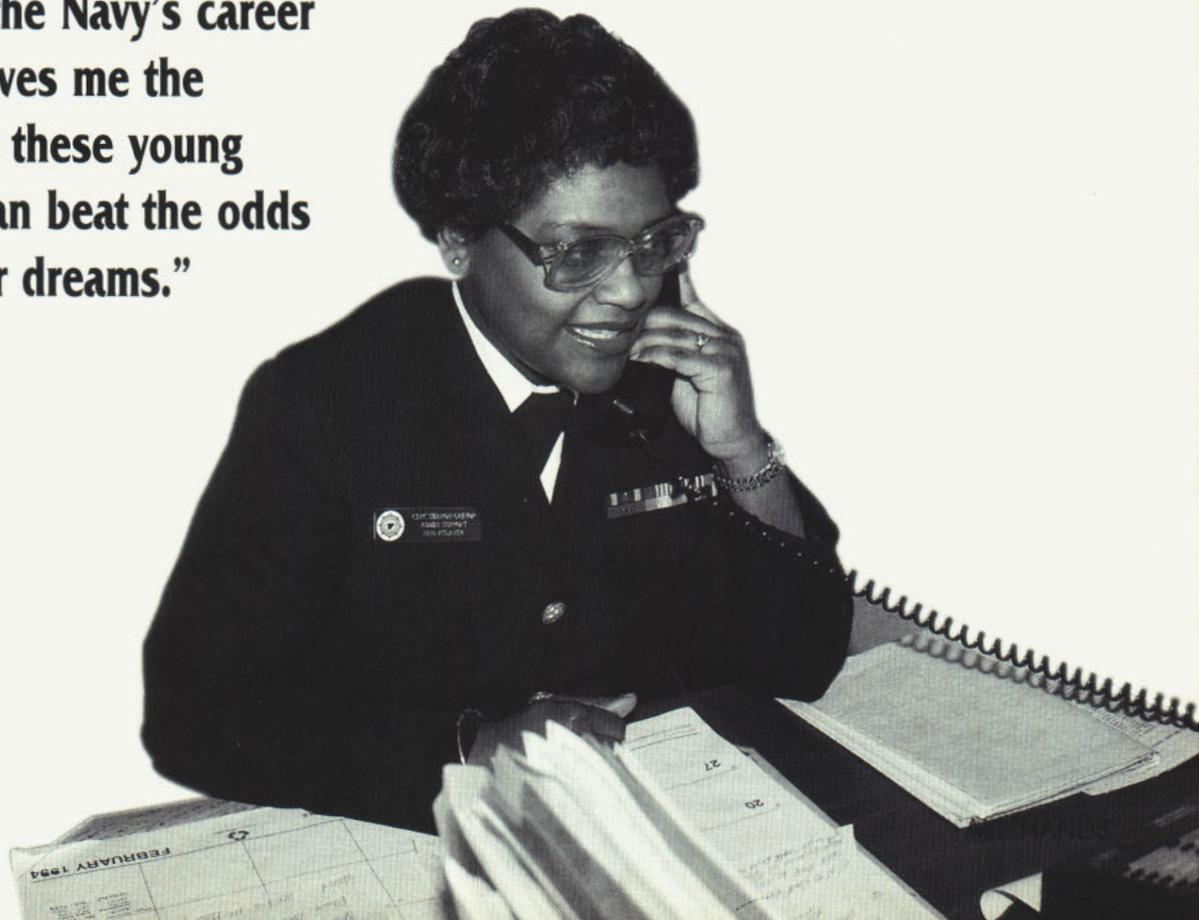
Gainor, a Cassville, Ga., native and 1978 graduate of Cass Comprehensive High School. She recently returned home to share some of her Navy experiences with high school juniors and seniors while participating in the Senior Minority Assistance to Recruiting (SEMINAR) Program.

SEMINAR allows active-duty African-American and Hispanic officer and en-

listed personnel, E-6 through E-9 and W-2 through O-6, the opportunity to go back to their hometown to assist recruiters in meeting with high school students and other community members to dis-

Below: Making contacts, talking to high school students and other community members takes up most of CTAC Sharon Gainor's time as a SEMINAR recruiter.

“Talking about the Navy’s career opportunities gives me the chance to show these young students they can beat the odds and realize their dreams.”



cuss the Navy's educational and career advancement opportunities.

Unfortunately, Gainor pointed out, not many sailors are familiar with the program. "I've been in the Navy 15 years and I had never heard of the program," she explained. "One of the petty officers on my watch asked me about HARP duty, and as I researched the program I came across the SEMINAR instruction. That was the first time I had heard of it."

Gainor said the SEMINAR program was perfect for her, because she was able to visit family members, but more importantly, she talked with high school students from her alma mater and oth-

er high schools in the Cassville area.

"Talking about the Navy's career opportunities gives me the chance to show these young students they can beat the odds and realize their dreams," Gainor said. "Too many people have misconceptions about the Navy, and women in the Navy particularly. Participating in SEMINAR lets me clarify some of those misconceptions, such as the Navy is no longer hiring women, which just isn't true. Women and minorities alike are playing a vital role in the Navy's mission."

Addressing rumors and misconceptions, however, wasn't Gainor's primary objective.

"After they see me in uniform and learn that I grew up in this area, they realize I am just like them," Gainor said. "The students see a success story grown right in their backyard, and one day that success could rest on their shoulders."

"When I tell them about the responsibilities I have in the Navy and my travels around the world, the students become more involved with what I'm sharing with them," she said. "When I look into their eyes and see the bright lights come on, that makes it all worth while." †

Evans is assigned to NRD Atlanta.

SEMINAR: One of the Navy's best kept secrets

- SEMINAR allows you the opportunity to help your hometown recruiter contact minorities who are interested in the Navy.

- SEMINAR is performed in conjunction with permanent change of station (PCS) orders.

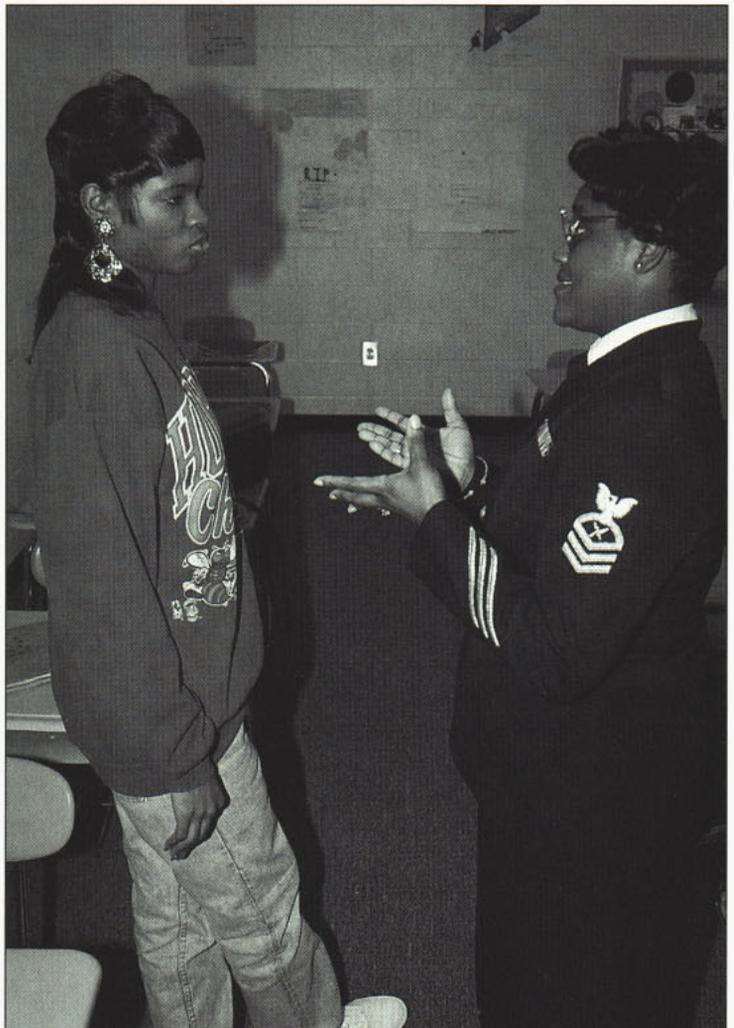
- You are entitled to per diem and travel allowances in most cases.

- There are no rate or age restrictions.

SEMINAR requests should include:

- Rank or rate
- Name
- SSN
- Race, ethnic group
- Command
- Projected rotation date (PRD)
- Command telephone number
- Hometown, state
- Name of detailer

Below: CTAC Sharon Gainor tells Keisha Clark, a student at Rome, (Ga.) High School, about the different career fields within the Navy. "When I look into their eyes and see the bright lights come on, that makes it all worth while."



Champing at

Kitty Hawk *maintains dying art*

Story by JO2 W. Scott Permer

To all who look, USS *Kitty Hawk* (CV 63) and USS *Constellation* (CV 64), moored end-to-end at Naval Air Station North Island, San Diego, are sister ships. Indeed, they are just about twin sisters, except that “Connie” is missing a “tooth.”

The tooth on the “Hawk’s” bow belongs to an old fashioned bridle catapult, a part of naval aviation that is fading into history, said *Kitty Hawk*’s LT Anthony Migliore. Until the 1960s, bridle catapults were the only way to power aircraft off a carrier flight deck.

“The aircraft we’re shooting now are called ‘nose-toe launched,’” said Migliore. “They’re hooked to the cat shuttle by their nose wheels.

“But with bridle-launched aircraft, a steel bridle cable is hooked to the aircraft’s undercarriage. Then the cable is wrapped around the cat shuttle. It actually pulls the aircraft by its fuselage rather than its nose wheel.

“Although the bridle was a well-used system in the past,” he said, “The nose-toe launch is much more reliable and less susceptible to break down.”

The bridle assembly adds another dangerous element to the already risky flight deck, said Migliore. Once an aircraft is launched, five to 10 feet of steel cable weighing more than 100 pounds is retracted along the length of the catapult. Also, the bridle has the potential to damage the underbelly of the

Right: Three soon-to-be naval aviators await a cat shot as a fourth soars from USS *Kitty Hawk*’s catapult. All of the training shots were made on the starboard bow cat which is equipped for bridle launches, a system now used only by older jet trainers.



the bit



aircraft at the end of the cat stroke.

Finally, according to Migliore, each bridle is only good for about 50 catapult shots before it has to be replaced.

Recently aboard *Kitty Hawk*, the bridle catapult on the starboard bow was the star of the air show. Three Navy training squadrons, flying TA-4 *Skyhawks* and T-2C *Buckeyes*, spent a week landing and launching from the Hawk. *Buckeye* and *Skyhawk* trainers are the only aircraft in the Navy still bridle launched.

That will change soon. Migliore noted that even as the Hawk launched and landed the trainers, they were becoming obsolete. The Navy's new T-45 *Goshawk*, a nose-launched trainer, is replacing the older jets.

"We've got some experienced crewmen who remember

shooting bridles," he said," and we also had some operators from USS *John F. Kennedy* (CV 67) who recently shot training aircraft. They came out and helped us for the first two days of carrier quals."

The training cruise was the first time the Hawk's starboard bow catapult was used for bridle launches in five years. During the week-long carrier qual process, the Hawk made about 500 bridle launches.

"Firing bridle aircraft is becoming a lost art," Migliore said, but luckily, not aboard the Hawk.

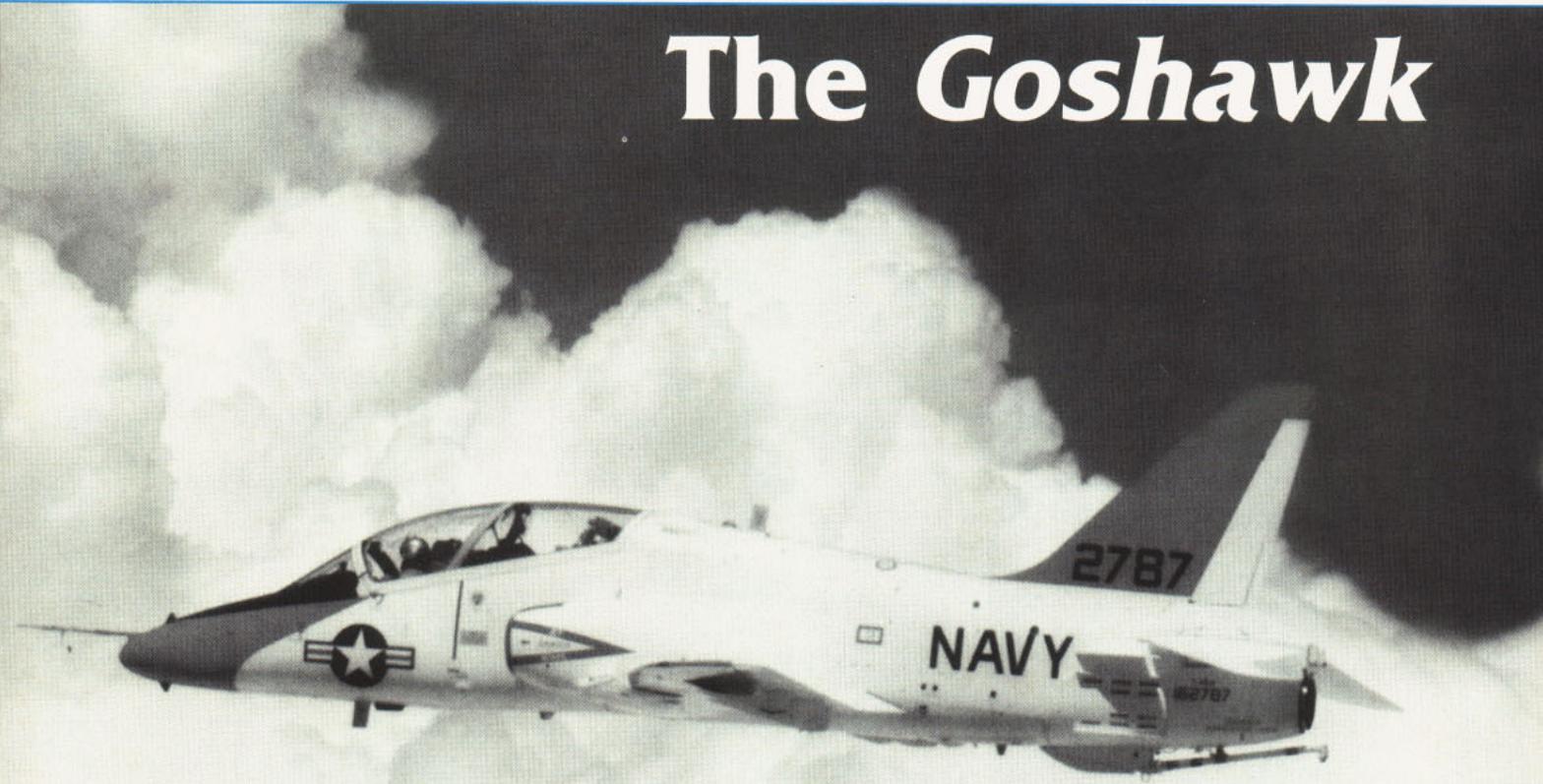
"With a highly-trained crew and a properly operating bridle," he said, "we can launch planes just as fast." †

A former Navy journalist, Permer has transitioned to civilian life. Caldwell and Byers are assigned to USS Kitty Hawk.



Catapult crewmembers hook a TA-4 *Skyhawk* training jet into a bridle for a catapult launch from USS *Kitty Hawk*.

The Goshawk

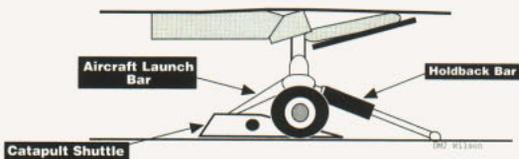


The new T-45 Goshawk is winging its way toward a new generation of eager ensigns anticipating their first carrier arrested landing. The Goshawk replaces the older T-2 Buckeye and TA-4 Skyhawk aircraft as the Navy's jet trainer. The jet is part of a new integrated system encompassing all elements of pilot training.

The new method features computer-based academic materials and training, state-of-the-art flight simulators, the Goshawk jet, and a training system package that does everything from tracking students' progress to scheduling training sessions.

The Goshawk jet trainer is based on the British Royal Air Force's Hawk jet, in service since 1976. The Hawk's design was modified to meet the rigorous demands of arrested landings and catapult take-offs. An additional modification is a heads-up display that will ease the student pilots' transition to fleet aircraft.

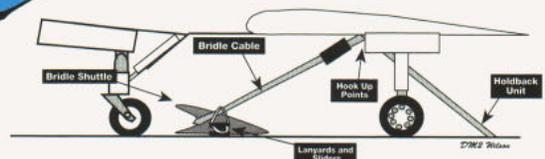
The Goshawk provides student aviators with a challenging aircraft, while maintaining safety and reliability. Additionally, the new system is less costly to operate than previous training platforms, ensuring continued top-flight training in a world of shrinking budgets. †



Nose Toe Launcher

*Davy Jones' Book
of Practical*

COATS



Bridle Launch

That's gotta hurt!

Navy Safety Center's weekly "Ouch" message

An SA entered a paint locker with an open can of soda, which he put on a shelf while he was talking to the custodian. Engrossed in conversation, he reached for his soda without looking, picked up a cup filled with primer and took a big gulp. Realizing (quite quickly) his mistake, he hurled the mouthful, rinsed his mouth with water for 20 minutes and went to sick bay. Improper storage isn't the only culprit here, food and drink really have no place in paint lockers (and I suppose, it's not a bad idea to look at what you're about to swallow.) Yikes!

An MM1 decided to scrape the soot from the inside of his chimney by scrubbing it with a gunny sack full of bricks tied with a rope while standing on the roof. While he was jerking the bag up and down it got stuck. To free it, the MM1 dropped a lit match down the chimney figuring he could burn the bag and the bricks would fall out. Instead, the chimney exploded with a "foon!" scorching his face and hands and blowing him off the roof. Poor guy was hospitalized four days with burns that took two weeks to heal. Oooh!

A seaman finished washing his dog and was drying him with a blow dryer when the dog objected and ran under a table. The seaman reached for the dog's collar and the dog growled. He again reached for the dog and it bit him. The dog air dried. Ouch!

"Ninety-five percent of safety is awareness of the hazards and the common sense to do something about it." - RADM "Guido" Granuzzo



Story and photo by JO1 Steve Orr

These stories may sound like the material of slapstick comedy, but the aim of the weekly safety message is much more serious, according to RADM Andy "Guido" Granuzzo, commander Naval Safety Center, Norfolk (left).

"Safety is a serious business," said Granuzzo, known affectionately around the fleet as "Admiral Guido." "However, safety is very boring when you read about it. People tend to say, 'Yeah, I've heard all of that before.' To make the message interesting and effective, I think you've got to use humor where it is appropriate ..."

"You'll notice that when shipmates die or are seriously maimed, we do not take humorous license -- we just

report the straight cold facts. But where a shipmate has a mishap, 'distinguishes' himself and survives -- we take a lot of license with it."

The goal, says Brooklyn-native Granuzzo, is to make people in the fleet more aware of hazards that exist on the job and off duty.

"Ninety-five percent of safety is awareness of the hazards and the common sense to do something about it," he states. "By using someone as an example, even holding him up to ridicule without identifying him specifically, we hope for a deterrent effect on the behavior of someone else who might be facing the same situation."

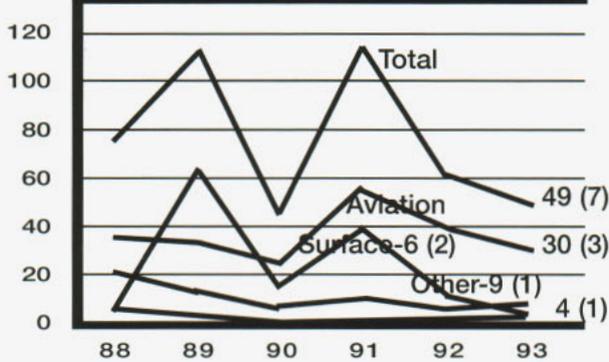
In the end, it comes down to personal responsibility, Granuzzo says. "Each of us must take ownership for our behavior and be aware of the consequences of our negative behavior, on ourselves and others. †

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

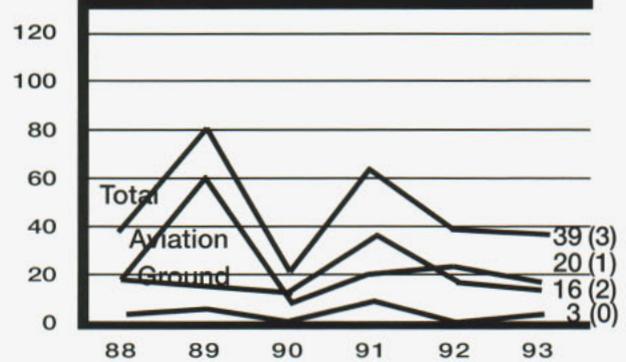
Total Navy/Marine Corps military fatalities were the lowest on record in FY93 at 299. The Navy with 201 had its best year, a 50 percent drop from 404 a decade ago and a 13 percent decline in FY92. Total Marine Corps fatalities dropped to 98 in FY93, the lowest on record, down from 123 in FY92 and 157 in FY86.



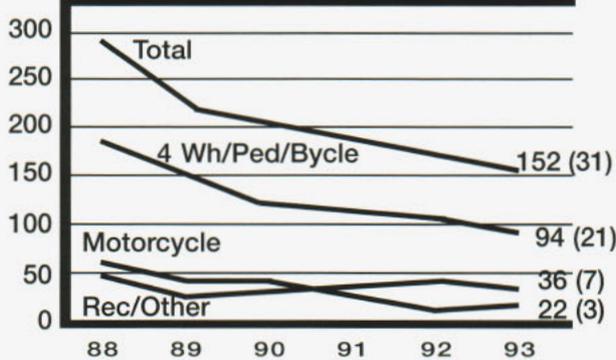
Navy Operational



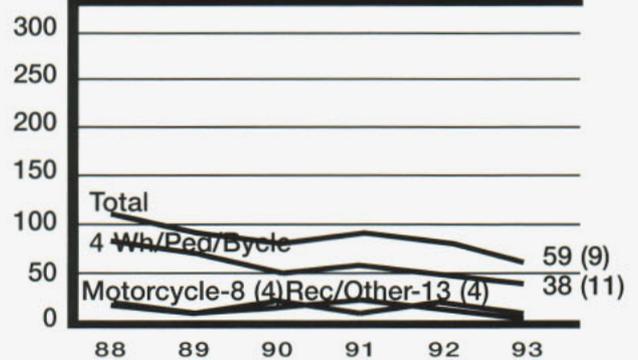
Marine Operational



Navy Non-Operational



Marine Non-Operational



() FY94 deaths through Jan. 31, 1994

Bearings

Photographer's mate gets the scoop on archaeological dig

Working on an archaeological excavation is intensely exciting. The moment you unearth anything: a coin, a piece of pottery or a bronze nail, you instantly become alert and excited. To think you are touching something that hasn't been seen by man for 1,600 years is a rush, and I loved every minute of it.



One of the first bodies discovered during the archaeological dig in Yasmina, Tunisia is shaded from the intense sunlight with a worker's straw hat. This particular body was found without any arms, a mystery that may never be solved.

I recently had the good fortune to participate in an archaeological dig at a Roman cemetery in Yasmina, a suburb of Carthage, Tunisia, located on the northern coast of Africa.

The whole idea of working on an archaeological site is bringing to light facts about how people lived during a specific period of time. As a photographer assigned to Naval Reserve Atlantic Fleet Imaging Unit, I was able to photograph different aspects of the dig.

The site was originally found in 1981 when a road crew unearthed the foundations of an ashlar monument and a delicately styled statue of a handsome Roman charioteer that once stood in a

niche of the monument. The Tunisian government immediately stopped the road work and sent an archaeological team to investigate. The team did a small excavation and found two Roman funerary monuments with plaster facing.

The site remained untouched until the summer of 1991, when a team from the University of Georgia excavated a small portion of the area next to the monument. They found a baby's grave and decided to return the next year for further excavation. In 1992, UGA led a full-blown excavation and because of the amount of material found, the cemetery will be excavated for at least two more years.



By working on the Yasmina necropolis, we hope to help recreate the atmosphere of Roman Carthage. By recreating that atmosphere we can help educate the public and give them a feel of what life was like in Tunisia, the once-thriving metropolis that today is a small, independent community proud of its Roman past. †

Story and photos by PH2 Susan Carl, who is now a student at the College of William and Mary, Williamsburg, Va.

Petty officer by day, police officer by night

He talks to high school students about the advanced training the Navy offers by day and fights crime, burglars, robbers and vandals at night.

Just a regular day for Aviation Maintenance Administrationman 1st Class Brandon Ward of Navy Recruiting Station, North Hollywood, Calif.



The Edmunds, Wash., native spends his off-duty hours serving the Burbank, Calif., community as a reserve police officer.

"I always wanted to be a police officer because I enjoy law enforcement," said Ward.

After graduating from the police academy last July, Ward began on-the-job training. Within a month, he was a fully qualified Level 1 reserve police officer. Ward works between 151 and 170 hours of patrol per month, far exceeding the minimum 16 hours per month.

"A regular police officer puts in 160 hours a month, so I'm doing as much as they do, without pay. I realize I can't save the world, but I feel I am helping my city the best way I possibly can." †

Story and photos by PH1 Charles M. Abell, assigned to Navy Recruiting District, Los Angeles.



First class playground

Great deeds are most often realized through the simplest of tasks. So it was just a simple gesture for USS *George Washington's* (CVN 73) first class mess when they extended a helping hand to the Mattaponi Indian tribe recently.

Led by Aviation Electrician's Mate (AW) 1st Class Richard Brice of Ashland, Va., they restored an aging playground on the tribe's reservation near West Point, Va.

Brice learned of the playground's condition through a friend, John Black Elk, a member of the Mattaponi tribe.

"After making all the plans and gathering the necessary materials, we were able to finish the whole job in one day," Brice said. "We replaced the swing chains and seats, scraped off years of rust and painted all the equipment."

Delighted to see the old playground with new parts and fresh paint, the children played on the refurbished equipment well into the night, Brice said.



AK1 Johnny Woods finishes sanding the upper bars of a jungle gym at the Mattaponi Indian reservation.

"There were more kids out there that day than I have ever seen," said Brice. "Black Elk said it was the nicest thing that has happened to the tribe." †

Story and photo by JO1 John Barnett, assigned to USS George Washington (CVN 73) public affairs office.

RADIOMAN VOLUNTEERS WITH AMERICAN RED CROSS

After a long day's work, many sailors stationed at Point Loma Submarine Base, San Diego, Calif., trade their dress blues or dungarees for civilian attire and head home. Others might play a leisurely game of golf or catch a movie. But for Radioman 2nd Class [SS] Doug Kappel, assigned to Commander, Submarine Group 5, the end of his military work day means the beginning of another.

The 23-year old works a full day evaluating the Navy's latest communication software as a special projects coordinator then volunteers two to three hours a night for the American Red Cross, on call to assist victims of house fires, auto accidents and other emergencies.

Recently, his work as a government liaison with the disaster services section of the Red Cross took him into the middle of two national headline events; the wildfires in northern San Diego county and a sniper incident in the east San Diego community of El Cajon.

"As a government liaison, I filter operational information at disaster sites between the Red Cross and city, state and local authorities to determine how the Red Cross can help," said Kappel, taking a break from teaching an adult cardiopulmonary resuscitation [CPR] class at the sub base.

During the wildfires, he spent the beginning of each evening at the Red Cross headquarters emergency operation center. Then he would drive past "a big wall of flame and smoke" to one of four fire evacuation centers used to provide survivors with essential items.

"Most of our work is done after the fire is over, helping the survivors return to a normal lifestyle," said Kappel.

Kappel was the first Red Cross representative on the scene after an El Cajon resident shot at pedestrians outside his apartment then set his own

home on fire. "There were many people there when I arrived, and flames were coming from the sniper's apartment," said Kappel, whose role was identifying



the police command post and establishing Red Cross presence. "We relocated the families who lived near the apartment and provided clothing and groceries for them."

Francine Nunez, education and planning associate for disaster services at the Red Cross, considers Kappel a special addition to the organization's handful of key volunteers.

"He gives 150 percent whether it's out on the front line, or maintaining our database of over 500 volunteers."

Kappel feels his job with the Navy still comes first and that his command has been very supportive of his volunteer work. "I intend to keep doing this as long as I'm physically able. Being there to lend that helping hand has been the most rewarding part of the job." †

Story by PH2 Clayton Farrington, assigned to Fleet Imaging Command Pacific, San Diego.

Shipmates



Hospital Corpsman 3rd Class Jeff Mincy of U.S. Naval Hospital, Yokosuka, Japan, received the Navy Commendation Medal for saving the life of a drowning man. The man had attempted suicide by jumping off a 15-foot-high concrete wall into the water. "On the way to the medevac he was joking with us," said Mincy, a native of Houston. "He also apologized to me."



Chief Personnelman Helen M. Adell of Navy Recruiting District Little Rock, Ark., was selected Classifier of the Year. The Forrest City, Ark., woman was among 28 recruiters and support personnel who were honored for attaining the highest number and quality of officer and enlisted contracts from their respected areas. Adell says she enjoys her job because she likes helping people.



Naval Academy Midshipman 1st Class Sean Fahey, a native of Rockville, Md., was among 32 students in the United States selected as Rhodes Scholars. Fahey, the top-ranked midshipman academically, looks forward to studying philosophy, politics and economics at Oxford. Upon graduating from the academy and completing studies in England, Fahey plans to enter the nuclear submarine community.



Master Chief Mess Management Specialist Andrew Sierra Jr., of USS *Maryland* (SSBN 738), received the Navy's Neptune Award in a ceremony at the Kings Bay Naval Submarine Base, Kings Bay, Ga. The award recognizes the submariner, officer or enlisted, who has completed the most strategic patrols. Sierra, a native of Greeneville, Tenn., has completed 34 strategic patrols.



Aviation Electronics Technician 1st Class Andre Benoit of USS *America* (CV 66), was awarded a check for \$150 after taking part in the Navy's Buy Our Spares Smart (BOSS) program. The Groveton, N.H., native submitted a "BOSS" form after noticing a circuit card in a control panel that cost the Navy \$1,850. The Navy researched the item and found it could get the same part for \$1,200.



Air Traffic Controller 1st Class Darryll Hood of USS *George Washington* (CVN 73), was recently selected as Sailor of the Year. Hood heads up the GW's top carrier air traffic control center (CATCC). As the CATCC supervisor, the Bessemer, Ala., native is responsible for managing everything in the center. As well as trying to give people a positive example, Hood says he works very hard to treat people the way he wants to be treated. †

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June 1994

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
Decommissioning dates provided by NavSea Surface Ship Programs Division (PMS 335) and are subject to change.			1	2	3	4
			Board convening: - Senior Enlisted Academy	Decommissioning: USS <i>Saginaw</i> (LST 1188)	Decommissionings: USS <i>Barnstable County</i> (LST 1197); USS <i>Bowen</i> (FFT 1097)	U.S. Navy defeated Japanese naval forces in the Battle of Midway (1942)
5	Board convening: 6 - Active E-7 D-Day - Allied forces stormed beach at Normandy, France, (1944)	7 Brevet Medal authorized by SecNav as only decoration specifically for Marine Corps personnel (1921)	8 Sloop of War <i>Vincennes</i> completed the first U.S. Navy voyage around world (1830)	9	10 First formal graduation exercises held at U.S. Naval Academy (1854)	11
12	13 Boards convening: - NavRes O-4 MC - Active O-4 MC/ DC/NC/SC/MSC/ JAG/CEC/CHC/ STF LDO	14 Flag Day Continental Congress adopts basic design of present National Ensign (1777)	15	16	17 Navy Hospital Corps established (1898)	18 First Secretary of the Navy, Benjamin Stoddert, took office (1798)
19 Father's Day Battle of the Philippine Sea (1944)	20 Board convening: - NavRes O-4 (Line)	21 U.S. Constitution ratified (1788)	22 First GI Bill of Rights signed (1944)	23	24	25
26 Congress authorized commissioning of U.S. Naval Academy graduates as ensigns (1884)	27 Decommissioning: USS <i>Jesse L. Brown</i> (FFT 1089) Board convening: - JSO	28 Decommissioning: USS <i>Moinester</i> (FFT 1097)	29 Decommissioning: USS <i>Conquest</i> (MSO 488)	30 Decommissioning: USS <i>Joseph Hewes</i> (FFT 1084); USS <i>Donald Beary</i> , (FFT 1085) Board convening: - Major AIMD Due: E-4 Evaluations		



Closing Colors - RTC San Diego