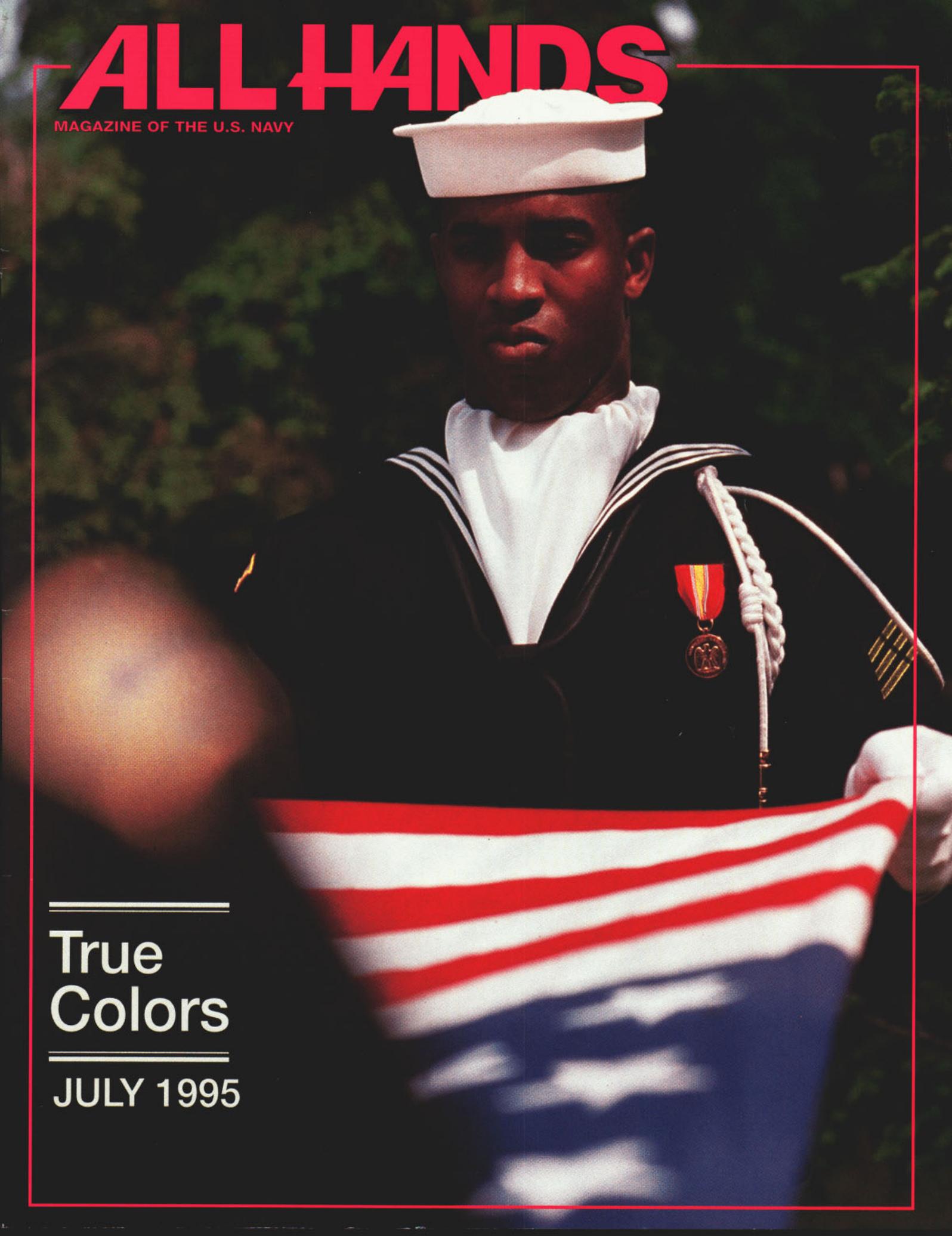


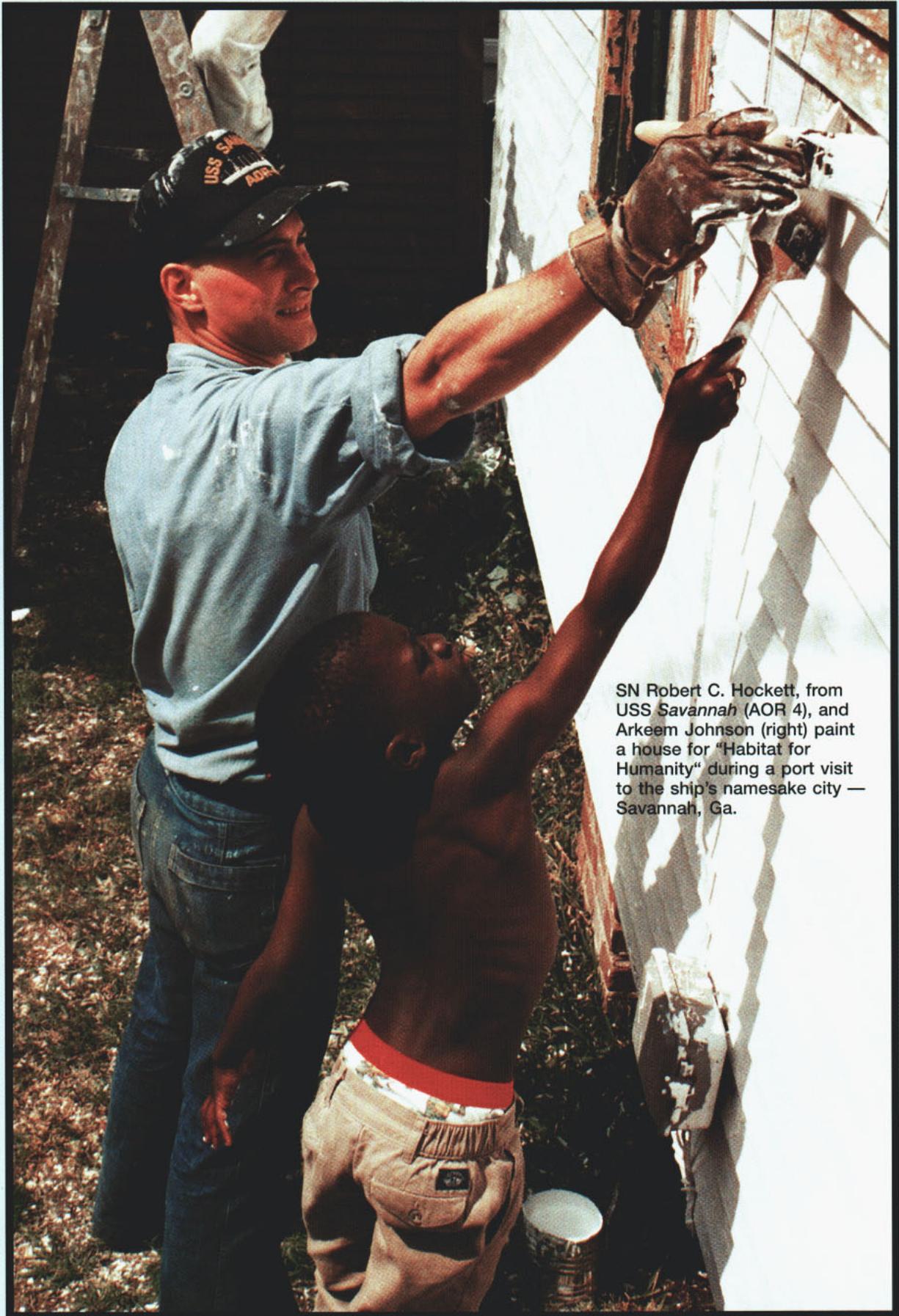
ALL HANDS

MAGAZINE OF THE U.S. NAVY

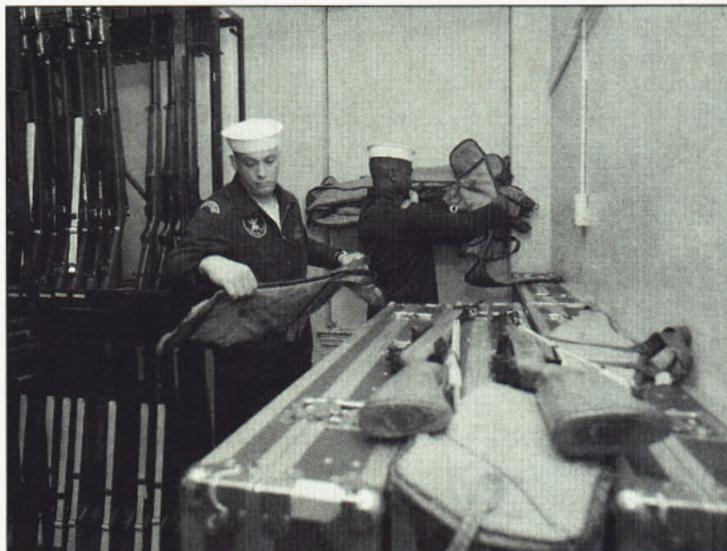


True
Colors

JULY 1995



SN Robert C. Hockett, from USS Savannah (AOR 4), and Arkeem Johnson (right) paint a house for "Habitat for Humanity" during a port visit to the ship's namesake city — Savannah, Ga.



Honor Guard shows its true colors

SA Michael L. McNabb (left), from Clementon, N.J., and SA Ethan H. Simley (right), from Seagoville, Texas, check out rifles from the armory before a ceremony.

Story on Page 24



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Front cover: AN Marvin E.B. Grant of Live Oak, Fla., folds colors during a funeral at Arlington National Cemetery. Photo by PH1 Dolores L. Anglin

OOPS!

April 1995 - The credit line for the copyrighted artwork on Pages 6 and 7 should read Sally J. Bensusen/Visual Science Studio.

May 1995 - The photo credit for the back cover photos should be JO1 Ray Mooney.

June 1995 - The box on Page 26 should read as follows: "The declared nuclear powers include the United States, Russia, China, Great Britain and France."

Charthouse

New recruits receive one-time PT clothing allowance

New recruits will receive a physical training (PT) clothing allowance to help them meet the requirement to participate in mandatory Navy fitness training.

Recruits currently are required to purchase PT clothing as an out-of-pocket expense upon arrival at the recruit training center. New funds will provide each recruit with a one-time allowance to purchase the required PT gear.

Each recruit will receive an allowance for one set of sweat clothes, a knit cap, two sets of shorts and shirts and four pairs of socks. The allowance of \$56.35 will begin Oct. 1, 1996.



Fleet Training Group moves to Mayport

The Navy moved Fleet Training Group (FTG) from Naval Base Guantanamo Bay, Cuba, to Naval Station Mayport, Fla., and will disestablish the Engineering Training Group (ETG) now at Guantanamo Bay.

The Navy based the final decision to move FTG and disestablish ETG on a number of factors, including the commitment to keep families together, improve the quality of life for Sailors, to conserve money, and the unknown future of Guantanamo Bay. The move to Mayport also decreases transit time for ships, which allows more training time in other areas to heighten ships'

readiness.

FTG's 10 officers and 81 Sailors on July 1 began moving to Mayport, where they will continue to conduct underway training of the U.S. Atlantic Fleet, U.S. Coast Guard and foreign navies. ETG Guantanamo will disestablish July 15.

The 11 ETG billets will be reprogrammed into other areas of fleet concentration, primarily in the Mayport area.

"Troops to Cops" conversion program announced

Recently separated and soon-to-be separated veterans can join the ranks of local peace keepers through a new police training grant program announced May 2 by DOD and the Department of Justice. The program, "Troops to Cops," provides up to \$5,000 in training funds to eligible policing agencies for each veteran hired this year. DOD has awarded \$15

million to the Community Oriented Policing Services (COPS) program to assist with conversion efforts and expedite a presidential mandate to put 100,000 peace-keeping officers on the streets.

Eligible veterans must have been a member of the Armed Forces on or after Oct. 1, 1993, and been honorably discharged. Veterans should contact their local transition office to find out about police vacancies.

More than 7,700 law enforcement agencies across the country were selected to receive COPS hiring grants. Grants may be used to pay for academy, supplemental or in-service training costs for veterans hired after Jan. 1, 1995.

BUPERS Access and SALTS additions

Bibliographies (Bibs) for advancement study, Personnel Advancement Requirements (PARS) and the Updates to the Catalog of Nonresident Training Courses (NAVEDTRA 12061) are now available on the BUPERS Access bulletin board and on the Streamlined Automated Logistics Transmission System (SALTS).

Advancement handbooks can no longer be ordered from the Naval Education and Training Program Management Support Activity. For CY96, NETPMSA will mail each command a set of Bibs and PARs for all ratings in the form of a hard-copy printout and a WordPerfect 5.1 disk file.

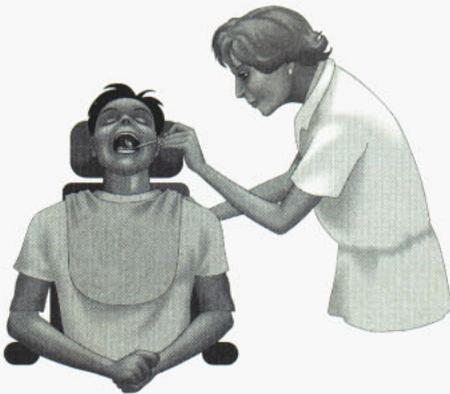
For CY97 and beyond, commands must obtain Bibs and PARs from BUPERS Access or SALTS. For information on SALTS, call DSN 442-1112 or (215) 697-1112. For information on Bibs and PARs, call DSN 922-1663 or (904) 452-1663.





Dental contract award delayed, premiums cut

Effective July 1, 1995, beginning with the June payroll deduction, active-duty service members will see the monthly premiums for the dental plan reduced from \$10 to \$6.77 for one enrolled family member and from \$20 to \$16.92 for two or more enrolled family members. This represents a 32 percent reduction in the single rate



and a 15 percent reduction in the family rate. Families who are signed up for the plan by their military sponsors on or after June 1, 1995, will be enrolled at the lower premium.

However, the transition to a new contractor for DOD's TRICARE active-duty family member dental plan has been delayed, pending resolution of a protest by an unsuccessful bidder.

After competitive bidding, the contract to operate the program was awarded to United Concordia Companies, Inc. (UCC) of Camp Hill, Pa., on Feb. 6. However, the current contractor, Delta Dental Plan (DDP), filed a protest of the award to UCC with the U.S. General Accounting Office. The GAO is expected to rule on the merits of the protest by late June.

Meanwhile, the new contractor's planned starting date of Aug. 1, 1995, will be delayed. So there will be no break in service, DDP will continue to operate the TRICARE active-duty family member dental plan for an additional six months, through the end of January 1996.

TAR program available for active and Reserve officers

Officers looking for a career in the Naval Reserve may apply for transfer or redesignation in the Training and Administration of the Reserve (TAR) community.

TAR officers serve in operational and Reserve management assignments. Applications are especially encouraged from Surface Warfare department heads, Special Warfare officers with platoon commander experience and Special Operations-

qualified officers.

More information is available in NAVADMIN 82/95.

Team makes disestablishments less painful

Enlisted aviation detailers at the Bureau of Naval Personnel (BUPERS) are trying to make aviation squadron disestablishments easier for Sailors.

Detailers now conduct disestablishment conferences for squadrons and use pre-slating as part of the process. Pre-slating or pre-negotiating orders is conducted by command representatives based on command needs and priorities. This gives Sailors more career choices by opening more requisitions for a longer period of time. This method replaces the older system in which only requisitions at the time of the disestablishment conference were available for Sailors.

The commanding officer of one of the first squadrons to use the pre-slating process, CDR John Miller of Fighter Squadron 142, had nothing but praise for the system.

"I can personally assure you that your efforts in making us the first command to pre-slate ... produced satisfied 'Ghostriders' checking out through my office," said Miller. †

USO moves to Washington Navy Yard

The world headquarters of United Service Organizations (USO), Inc., moved to their new offices at the Washington Navy Yard in early May 1995. The USO will now share space with some of the military personnel they have served throughout the years. To contact the USO, use this new address and phone number.



USO World Headquarters
Washington Navy Yard
901 M St., S.E., Bldg. 198
Washington, D.C. 20374-5090
Phone: (202) 610-5700

Space Command

Riding shotgun on the final frontier

Story and photos by JO1 Kevin Stephens

Standing watch inside a hollowed-out mountain in Colorado, Sailors use space technology to sound the alarm for U.S. and allied forces when ballistic missiles are launched anywhere in the world.

The Sailors are assigned to U.S. Space Command (USSPACECOM), Colorado Springs, Colo., — a Cold War-era organization born in 1985 — but whose utility has gained importance countering the growing threat of missile technology in the Third World.

The command began operating satellites and radar watching for a missile attack from the

former Soviet Union. USSPACECOM fed that warning data to the North American Aerospace Defense Command (NORAD) facility inside Cheyenne Mountain Air Station in Colorado Springs. That mission continues today. With more than 20,000 nuclear weapons still in the hands of former adversaries, NORAD continues to watch for any aerospace attack. Within four minutes, the bi-national U.S.-Canadian command must provide the national leaders of Canada and the United States a warning and assessment of any aerospace attack on North America.



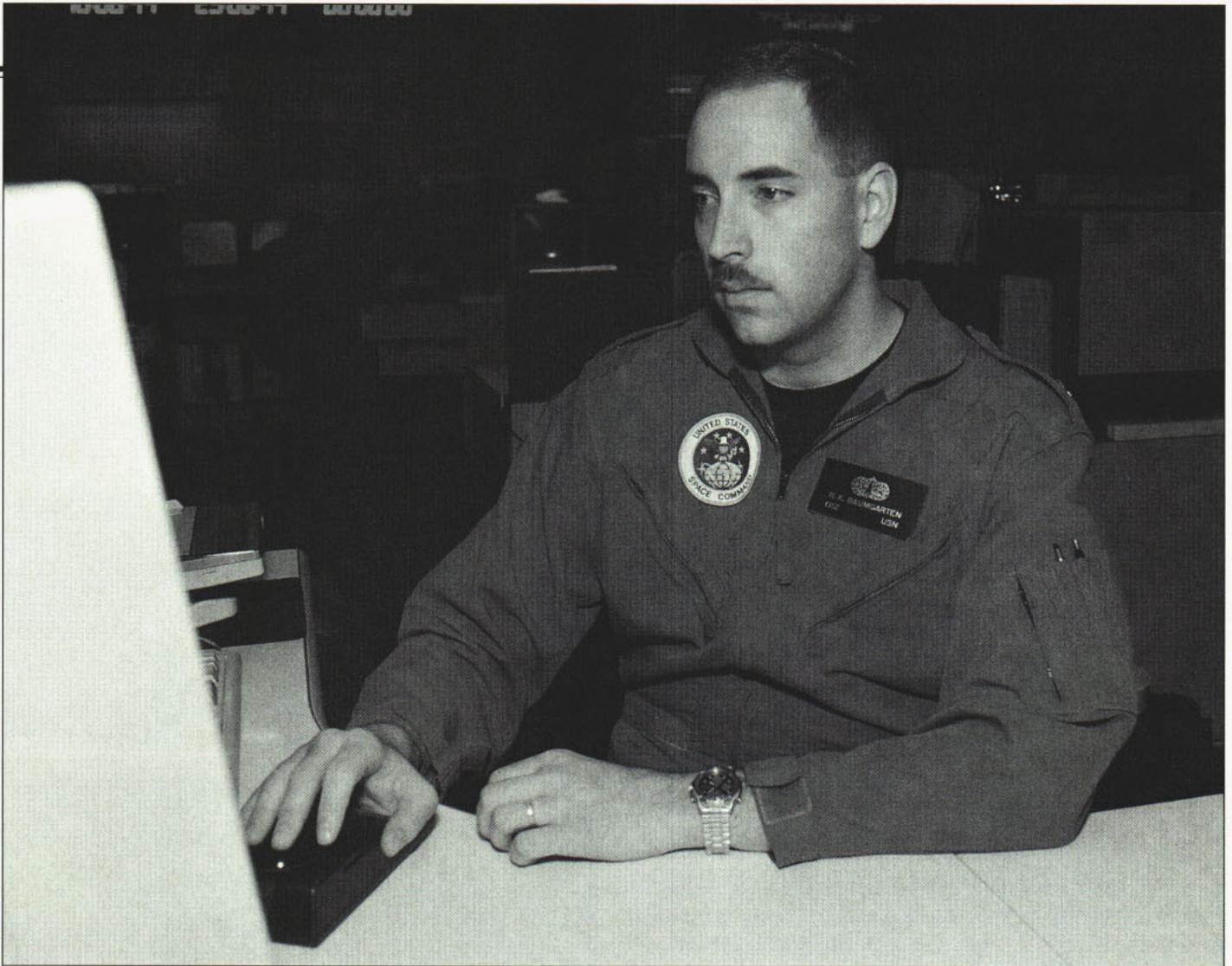
Photo by Carol Floyd

▲ Inside Cheyenne Mountain's command center, USSPACECOM and NORAD personnel keep watch around the world, constantly alert for any threat to North America.

While the possibility of attack on North America has diminished, the threat of missile attack against U.S. and allied forces deployed overseas has greatly increased. Providing the warning to those forces falls to USSPACECOM. The men and women of USSPACECOM sounded the alarm when CNN broadcasted the sirens warning of incoming *SCUD* attacks during the Gulf War.

The USSPACECOM Missile Warning Center is one of several warning and surveillance operations conducted 1,700 feet inside Cheyenne Mountain, a unique facility built in response to the Cuban Missile Crisis of 1961.

"In the 1960s they were looking for a nuclear-survivable location for NORAD," said Army Capt. Gary M. Kolb, Cheyenne Mountain plans and presentations officer. "This outcropping



▲ Assigned to USSPACECOM's space control center, OS2 Robert K. Baumgarten helps keep track of the approximately 7,800 man-made objects in orbit around the Earth.

of the Rockies is solid granite, so it met the hardness criteria engineers were looking for."

The Cheyenne Mountain complex remains the focal point for a worldwide network of space-based and land-based sensors used to detect and track ballistic missiles, bomber aircraft and cruise missiles anywhere in the world. It is manned by about 1,500 service members from all branches of the military. These personnel are divided into five crews which stand watch in the mountain's centers.

"We have a space control center; an air defense operations center; systems and intelligence; a missile warning center; and a weather support unit," said CAPT Charles M. Kraft Jr., one of the five command

● The North Portal entrance leads into Cheyenne Mountain near Colorado Springs, Colo., site of the NORAD/US-SPACECOM combined command center.

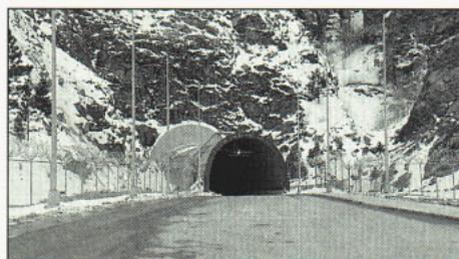
JULY 1995

directors at the combined NORAD and USSPACECOM command center.

Hundreds of times a year, these watch centers inside the mountain receive indications of an event which sets off a global reaction.

"We're talking about actual missile launches of all types, many of which are launches to put objects into space. But then there are also training and testing launches of inter-continental ballistic missiles (ICBMs) and sea-launched ballistic missiles (SLBMs)," said Kraft.

"We know about some launches in advance," said Operations Specialist 1st Class Fred Rhines of Walton Hills, Ohio, a missile warning center crew chief. "With the Russians we do, but in the Middle East we usually don't." This leads to some tense but exciting moments as analysts sift data and identify the event.



“We receive information from intelligence, from our processing nodes around the world and from the centers here in the mountain. They each lend the human element to that final decision, ‘Is this a threat to North America?’”

– CAPT Charles M. Kraft Jr.

“In the first 1.5 minutes, a network of strategically placed personnel is connected by a communications system that circles the globe,” said Kolb. “In the next 2.5 minutes the significance of the event is evaluated.”

“All of these centers provide information to the command center and ultimately to the command director,” said Kraft. “They assist in making two decisions: One — Is the event being viewed on our displays a real event? Is it valid? Two — If it’s valid, is it a threat to North America?”

Because decisions made in Cheyenne Mountain are so critical to war or peace, the people who make them allow no margin for error.

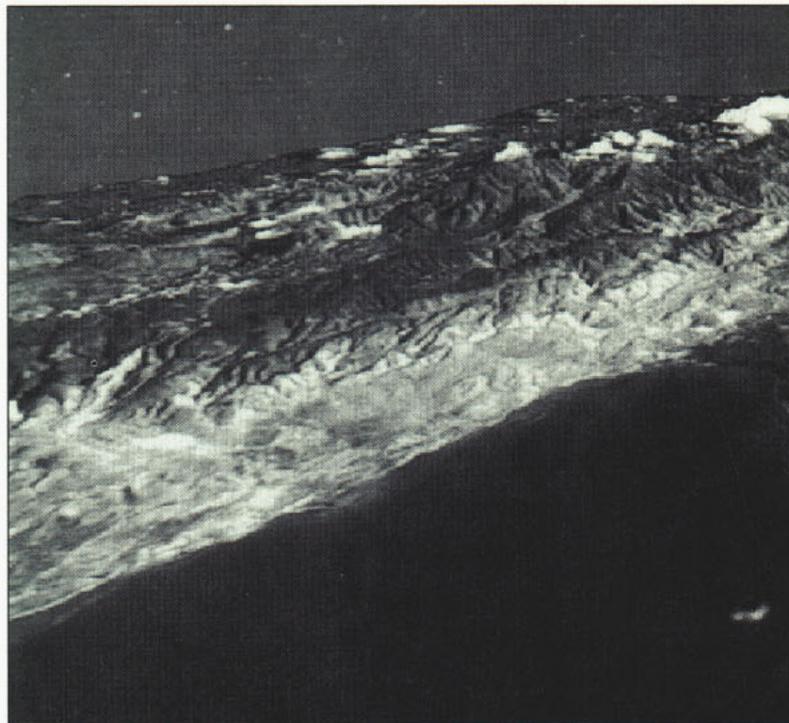
“... In our business, we have to make a correct assessment 100 percent of the time,” said Kraft. “There is no room for error and that’s why we don’t rely on machines to make the judgments. People make the judgments because machines are not always going to show us reality.”

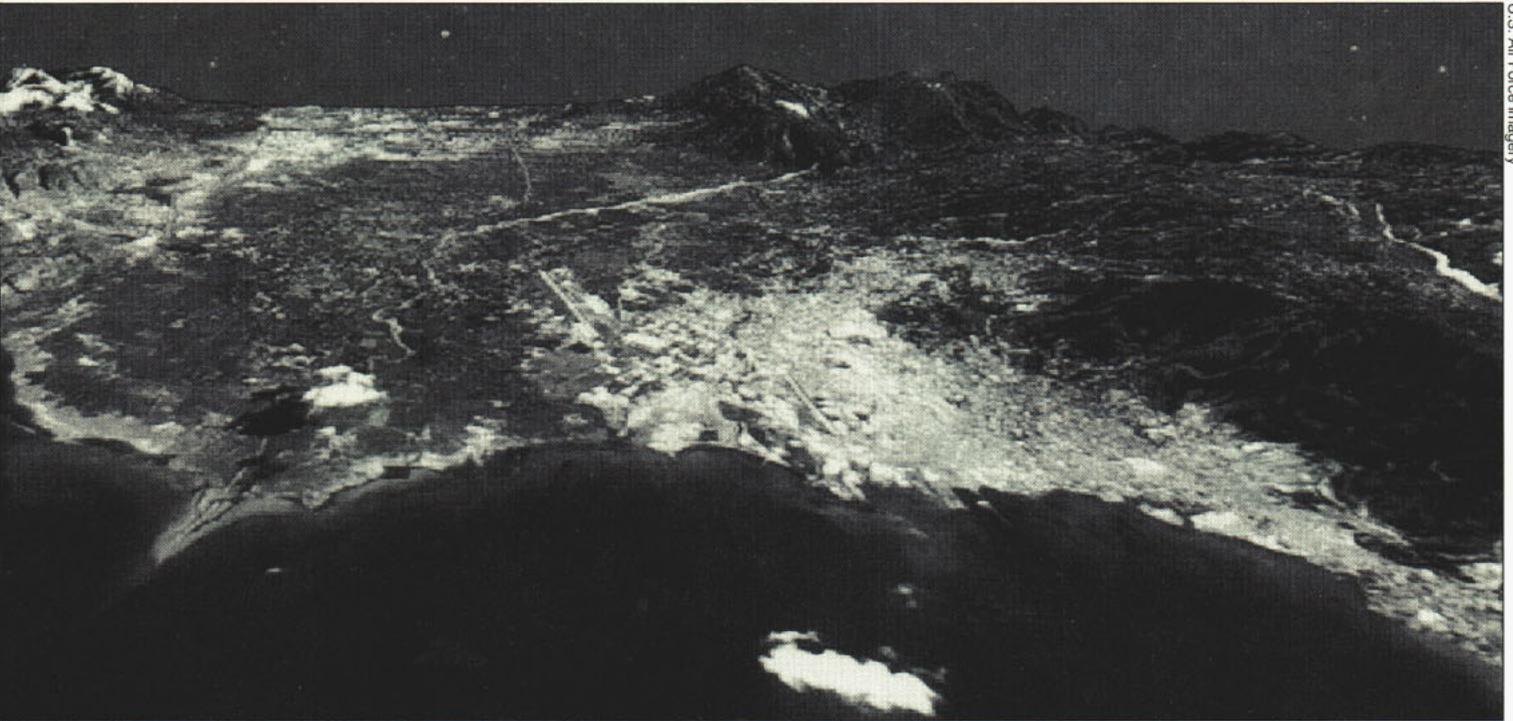
“We receive information from intelligence, from our processing nodes around the world and from the centers here in the mountain. They each lend the human element to that final decision, ‘Is this a threat to North America?’ When it comes to my desk, I can be sure my assessment is going to be correct 100 percent of the time,” he said.

According to Rhines, accurately processing an event is the most challenging part of his job. “Lots of times things will be a little slow, but once a missile event goes, we start moving, especially if it’s an unexpected one or one that’s in the CENTCOM region [Middle East] with the troops there.”

“During the Gulf War, Iraqis were firing SCUDs into Saudi Arabia and Israel, and there was also the potential for launches that might go into the Persian Gulf,” said Kraft. “This system detected those short-range ballistic missiles when they were launched and cued the theater missile defense batteries, the *Patriots*, to the launch so they were

● LTJG Yvette Dwonch’s duties in the Cheyenne Mountain’s Space Control Center include warning the space shuttle’s crew if they are in danger of colliding with orbiting space debris.





▲ Taken by a military surveillance satellite, this image of Port-au-Prince, Haiti, was used as a planning tool for Operation Uphold Democracy. USSPACECOM supervises the military's fleet of satellites.

◀ Three sets of three-foot thick blast doors are located one-third of a mile down a tunnel from the outside of Cheyenne Mountain. These doors seal off the 15 buildings inside the hollowed-out mountain.

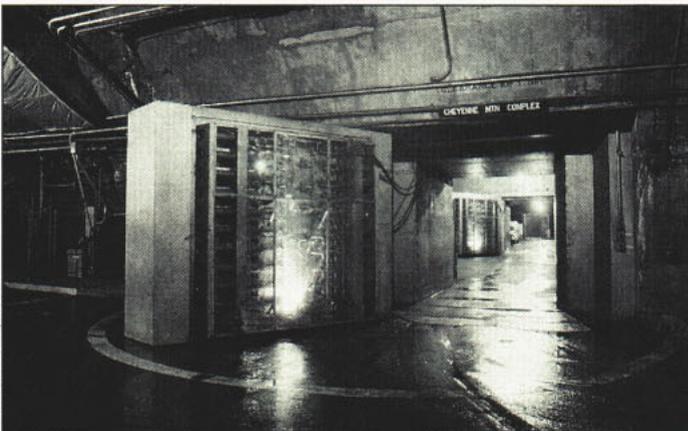
satellite or a shuttle could be catastrophic. "We build a safety box around the shuttle [so] it doesn't get hit," said LTJG Yvette Dwonch of Bollingbrook, Ill.

"That was very important with the rendezvous with Mir. We were giving them confirmation of how close they really were, making sure they weren't too close. The shuttle approached to about 33 feet from Mir and that's a very dangerous position. So I was constantly updating Mir and the space shuttle about where they were."

Duty deep inside a mountain is a far cry from assignment to a ship. The multi-service environment and global mission of USSPACECOM offer Sailors assigned there a unique opportunity to participate in operations that push the envelope of military technology.

"It was different, but once you get used to working in the space element, it becomes very natural," said Baumgarten. "I've been on crew for 2.5 years and I've seen launches and watched shuttles go up. The first barrier is the hardest to overcome. Once you're over that, it's great." †

Stephens is a photojournalist for All Hands.



U.S. Air Force photo

ready and alert."

There is more to USSPACECOM than its missile warning mission. The Space Control Center inside Cheyenne Mountain tracks objects orbiting Earth to protect and monitor space-based assets.

"Right now we have a box score of about 7,800 objects," said OS2 Robert K. Baumgarten, assigned to the mountain as a space control officer. "These are all man-made objects — we only track man-made. Out of that 7,800, only about 10 percent are active. The rest is debris associated with launches or dead payloads," said the Casper, Wyo., native.

The objects tracked by the Space Control Center range from Russia's Mir space station to an astronaut's glove and screwdriver lost on a space walk. Because these objects in orbit travel at about 17,000 miles per hour, a collision with a

Anatomy of a Med cruise

The frigate *Klaking* makes tracks

In October 1994, USS *Klaking* (FFG 42) got under way from Charleston, S.C., to join USS *Dwight D. Eisenhower's* (CVN 69) battle group for a six-month deployment.

Ike and the cruiser USS *Anzio* (CG 68) split from the group for duty in the Persian Gulf. *Klaking*, with the rest of the battle group, steamed to the Med in support of various U.S.-interest and United Nations missions.

Klaking deployed with Helicopter Anti-submarine Squadron (Light) 42 Det. 2 and two LAMPS III helos that logged 423 flight hours on the cruise.

During the deployment, 29 crew members earned Enlisted Surface Warfare Specialist (ESWS) pins and four Surface Warfare Officer (SWO) devices were awarded.

This is a look at *Klaking's* cruise — places visited, exercises completed and milestones for the crew. It was a deployment similar in many ways to those experienced by Navy men and women every day, filled with personal and profes-

sional challenges, underway periods when days blend into one another, foreign ports to explore and a mission to fulfill.

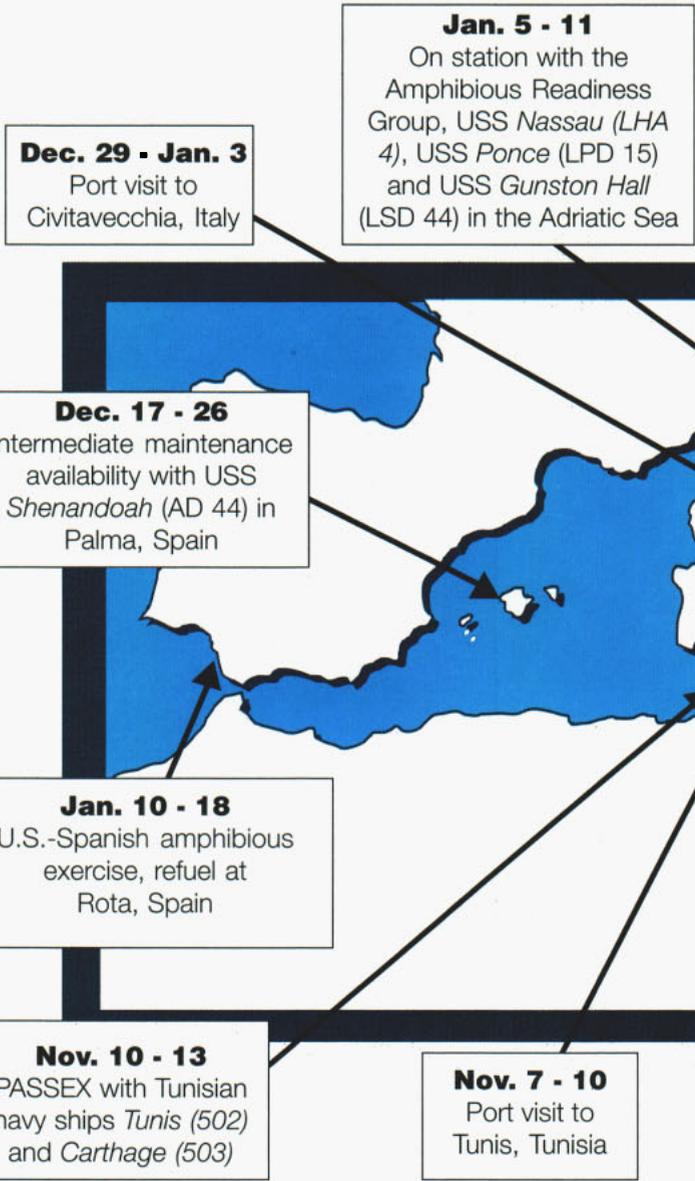
Transfer on the high seas

Klaking's deployment covered 26,329 miles in 181 days.

Multiply that by the number of ships in an average battle group and it's easy to conclude the Navy won't go anywhere without its fleet of supply and support ships.

The following ships transferred stores and fuel to *Klaking* and are among the many keeping our fleet under way every day.

- USS *Detroit* (AOE 3)
- USS *Platte* (AO 186)
- USNS *Kanawha* (T-AO 196)
- USNS *Concord* (T-AFS 5)
- USNS *Sirius* (T-AFS 8)
- USNS *Leroy Grumann* (T-AO 195)
- Spanish Oiler *Marques de la Ensenada*
- Canadian Ship HMCS *Preserver*



October

November

December

Depart Charleston, Oct. 20

CFC drive raises \$8,500, Oct. 23-29

Transit and ASW Ex. Oct. 23-Nov. 3

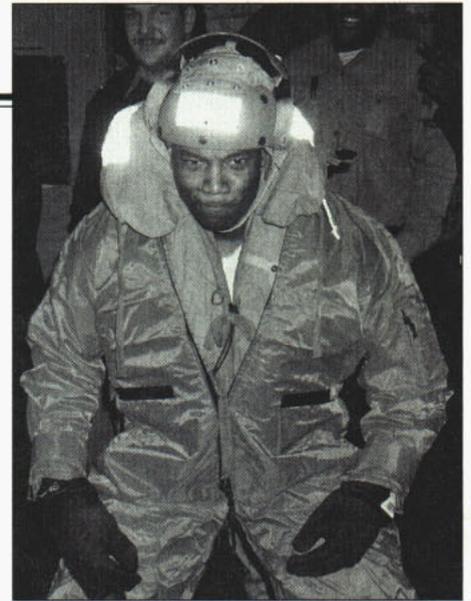
Relieve USS *Doyle* (FFG 39) Nov. 3, transit Straits of Gibraltar

Aviation standdown, Nov. 15

Frocking ceremony, Dec. 16

Ship's Christmas party, Dec. 24 in Palma

● Repair 5 fire fighters check their oxygen breathing apparatus before attacking a simulated main space fuel oil fire.



▲ EW2(SW) Byron Myers, *Klaking's* Athlete of the Year, is ready for all comers during the Pseudo Wrestling Match as part of Halfway Night events.

Nov. 28 - Dec. 12
On station conducting search and rescue ops with USS *Nassau* (LHA 4) off Bosnia in the Adriatic Sea

Feb. 7 - 13
Port visit to Trieste, Italy

March 8 - 14
Port visit to Corfu, Greece

March 21 - 24
Port visit to Patras, Greece

Feb. 20 - 23
Port visit to Souda Bay, Crete

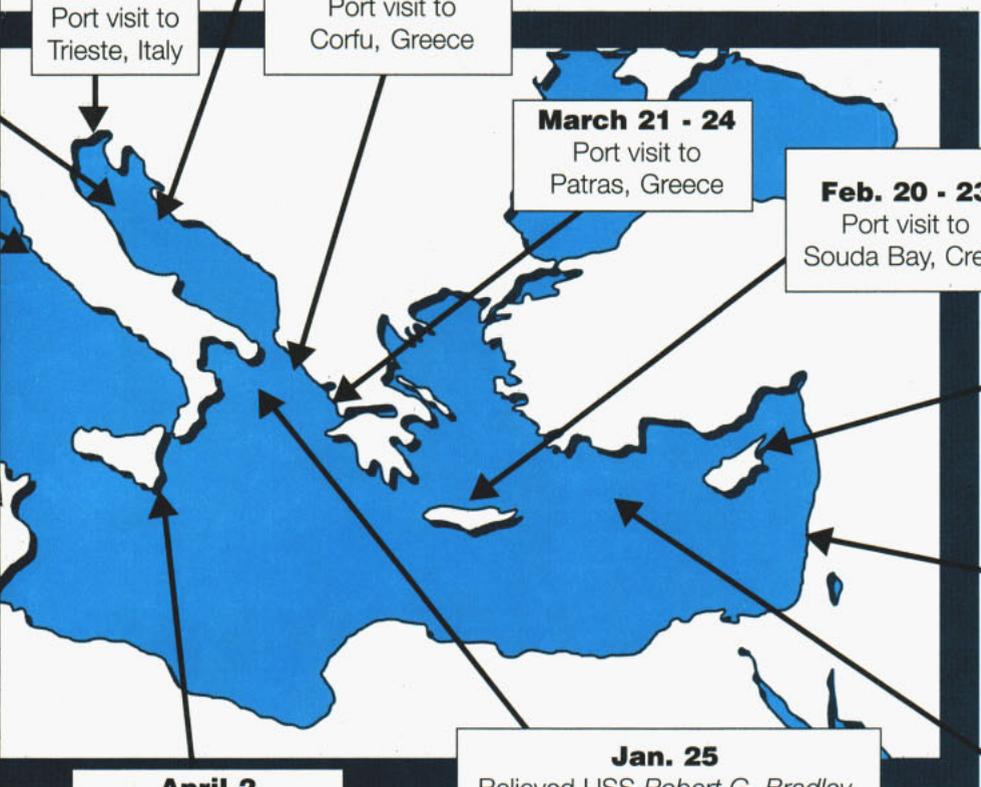
Nov. 17 - 21
Port visit to Limassol, Cyprus

Nov. 19 - 24
Port visit to Haifi, Israel

April 2
Port visit to Augusta Bay, Sicily, prior to transiting stateside

Jan. 25
Relieved USS *Robert G. Bradley* (FFG 49) at Souda Bay, Crete, for interdiction operations during Operation *Sharp Guard* off Yugoslavia in the Adriatic Sea

Jan. 24 - 25
PASSEX with Turkish navy



January February March April

New Year's Eve celebration in Rome

Halfway, or Hump Day, observed while under way, Jan. 17

Training with Turkish navy, Jan. 24

Prep for engineering casualty drills, Feb. 14, (Valentine's Day)

Personnel and zone inspections; rights, responsibilities, sexual harassment training, Feb. 20-23

Rules of engagement exercise, March 6

Return to Charleston, April 15

Cracking down on

Sailors make big bucks pinpointing overcosts

Story by Scott Fireoved

Toilet seats for \$2,000 and hammers for \$500 are a supply officer's nightmare, and since every Sailor is a taxpayer, there's no question that eliminating such waste is in everyone's best interest. But what if Sailors could get paid to look for examples or overpriced parts of consumables bought by the Navy?

The Navy's Price Challenge Hotline provides that opportunity. All you need to do is identify overpriced spare parts or consumables managed by the DOD supply system.

You can do this by reporting those items to the Navy's "Price Fighters" via the Price Challenge Hotline. You get extra money and the Navy avoids high costs and saves money.

To date, more than \$270,000 has been awarded to challengers. Cash bonuses can range from \$50 to \$25,000, depending on the type and amount of savings. Cash bonuses are also presented to challengers who identify spare parts or consumables that:

\$ Are identical and would achieve a reduced price

Price Challenge Hotline

DSN: 565-1786

Commercial: (804) 445-1786

Toll Free: (800) NAV-CHAL

Fax: (804) 444-4626

SALTS Address: FNP

Message Address:

FOSSAC NORFOLK VA //084//

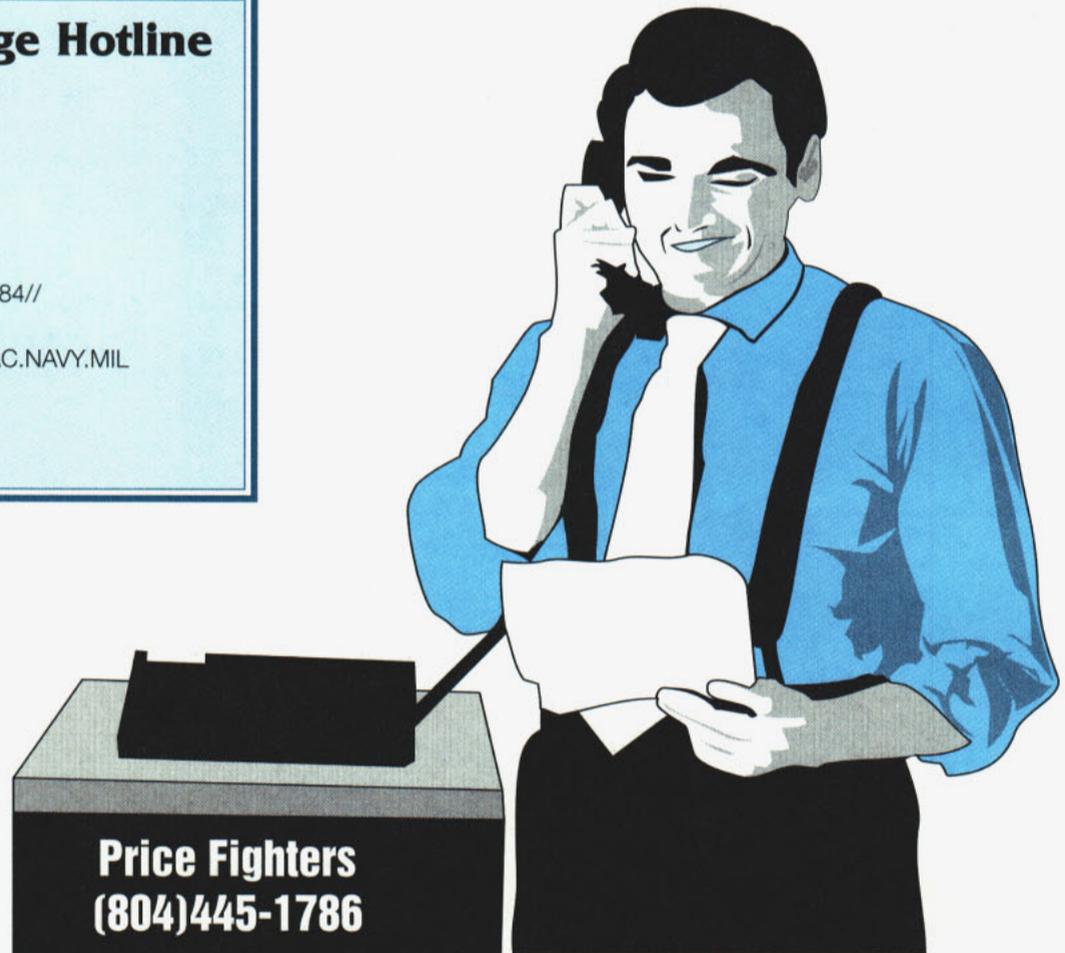
Internet Address:

PRICE_FIGHTER\$@FOSSAC.NAVY.MIL

Price Fighters Address:

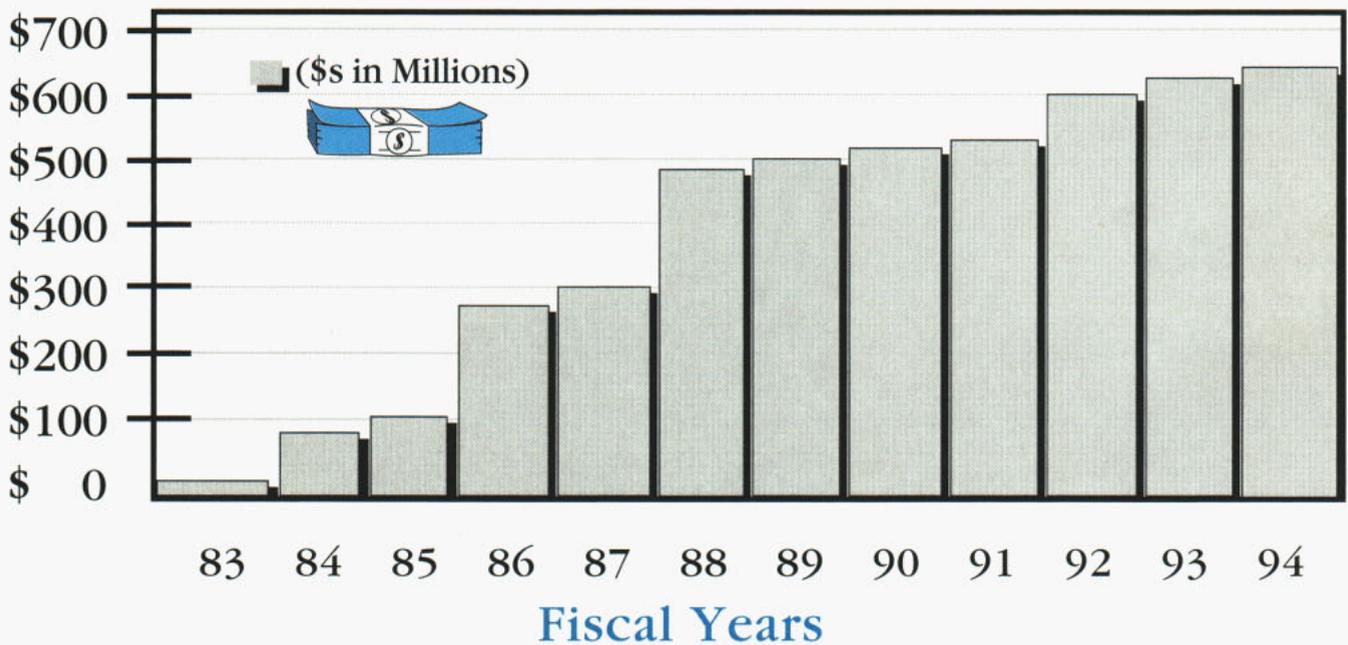
P.O. Box 15129

Norfolk, Va. 23511-0129



overpriced parts

Price Challenge Hotline's Cost Savings



through combined demand by consolidating their management under one national stock number (NSN).

\$ Would achieve a reduced price through a new commercial source of purchase.

\$ Would achieve a reduced price through a new source of repair.

\$ Would achieve a reduced price as a result of a buy/make decision.

The Navy is willing to create these opportunities because it needs your help to reduce costs. It would be impossible for every procurement official to know the intrinsic value of all the complex items they buy for today's sophisticated weapon systems. Therefore, they need to rely on your technical knowledge to identify overpriced spare parts and consumables and provide feedback using the Price Challenge Hotline.

NAVSUPPUB 485 provides a mailing format which identifies the minimum reporting requirements. If you need to report via telephone, be prepared to provide the com-

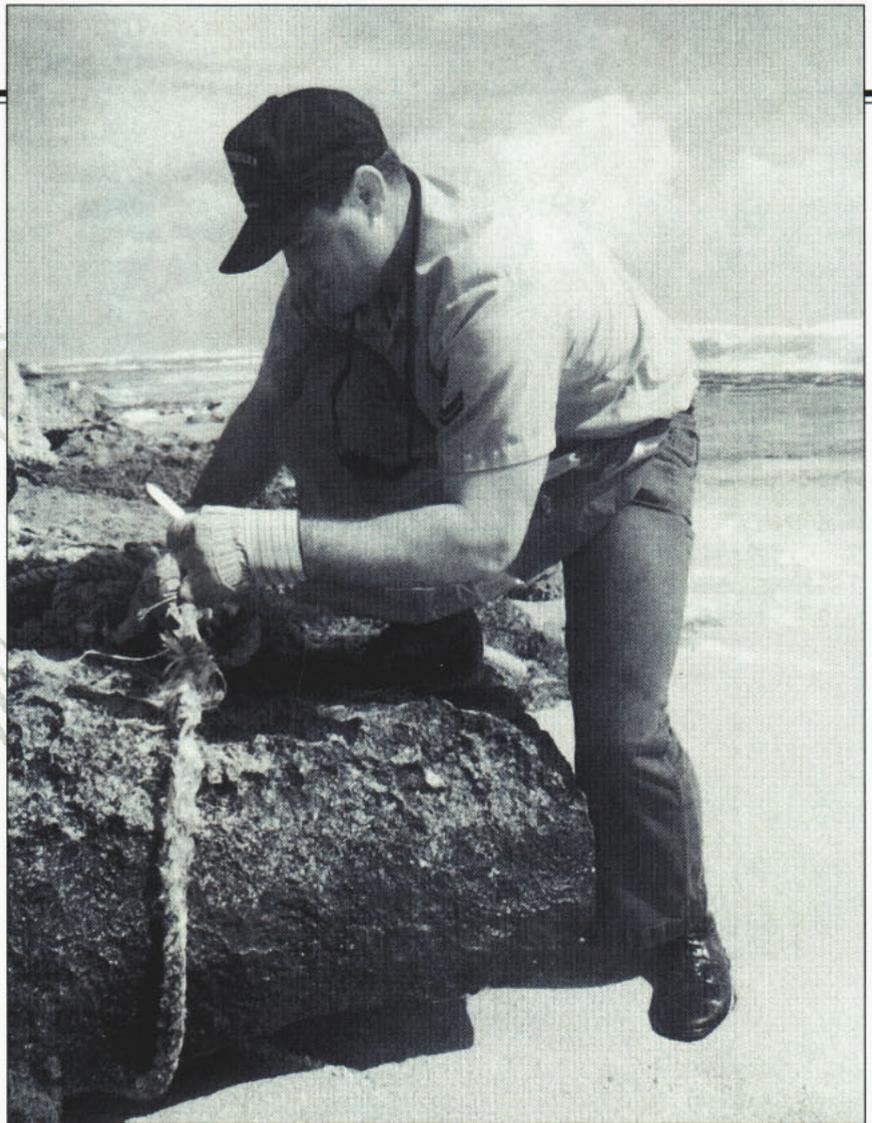
mand's address, your phone number, NSN or part number of the item, contract number (found on receipt paperwork) when identifying items by part number only, item's price, source of the price and why you think the item is overpriced. Any additional information submitted on the item could increase your chances of receiving an award and reduce the price challenge's processing time.

A letter of acknowledgment will be sent to the price challenger confirming receipt of each price challenge. If the price challenge results in a cash bonus, the funding authorization will be forwarded to your command's supply officer or disbursing officer.

The cost avoidances and savings realized by this program help the Navy get a bigger bang for each buck. For more information, contact your supply officer, the Navy Pricing Hotline Coordinator or the Price Fighters. Take the challenge ... the Navy Price Challenge. †

Fireoved is assigned to Naval Supply Systems Command, Arlington, Va.

Tampa, Fla., native AG2 Jeff Scooler, assigned to Naval Pacific Meteorological and Oceanography Center, uses a pocket knife to free ropes tangled in the lava rocks at the James Campbell National Wildlife Refuge on Oahu's North Shore.



paradise preserved

Story and photos by JO1 Rebecca Fox Celli

A tidal wave of Navy volunteers swept over the Hawaiian island of Oahu in April, during a week-long schedule of events commemorating the 25th anniversary of Earth Day. Commander, Naval Base (COM-NAVBASE) Pearl Harbor sponsored several events that spread military and civilian Navy volunteers from the North Shore to Diamond Head.

The Navy's kick-off event was the beach-front cleanup of James Campbell National Wildlife Refuge on the North Shore. Representatives from a dozen Pearl Harbor area

commands removed more than 150 bags of debris. About 300 pounds of rope and netting were also freed from the jagged lava rocks near the shoreline.

Honolulu Mayor Jeremy Harris suited up with Navy divers to participate in the state's first underwater cleanup at the mouth of Ala Wai Yacht Harbor and Canal. "The Navy has always been active in community affairs, giving their time and talents and doing what they can to make Honolulu a better place," said Harris. "They have a great track record with the local community and we're very



Military and civilian volunteers fight strong winds on Oahu's famous North Shore to clean litter and debris from the beach. Volunteers were cautious not to disturb the endangered black-necked stilts nesting nearby.

appreciative of that. They certainly make a difference here."

The largest cleanup effort focused on the Pearl Harbor Naval Complex perimeter and outlying roadways frequently traveled by Navy personnel. More than 500 volunteers fanned out across an area roughly 15 miles long. More than 700 bags and tons of larger articles, including cars, were piled along the roadside awaiting pick-up by state litter control crews.

Other events during the week included assembly and distribution throughout the complex of 12 recycled plastic picnic tables. The tables were purchased from a plastics recycling company and represent the equivalent of 2,700 one-gallon milk jugs.

The annual Diamond Head cleanup drew a large contingent of Navy personnel. After six full days of working to better the world surrounding them, Navy volunteers and their family members were treated to a Sunday afternoon Earth Day concert by the Pacific Fleet Big Band.

"All in all, I think we did real well out there," said Electrician's Mate 3rd Class Craig More, stationed on board USS Fletcher (DD 992). The Salisbury, Mass., native said he got

involved in the cleanup, "Because when I have kids someday, I want them to have a clean place to play."

"People here in Hawaii talk a lot about protecting the land and keeping it clean," added Aerographer's Mate 2nd Class Jeff Scooler, assigned to Naval Pacific Meteorological and Oceanography Center. "Maybe our getting out and cleaning up areas like this will motivate someone else to do the same." †

Celli is assigned to the public affairs office, Naval Base Pearl Harbor.

Earth Day Navy style

By Dennis Everette

Navy commands around the world celebrated Earth Day in a variety of ways. In Europe, Earth Day was observed at Naval Activity London with displays produced by Department of Defense Dependent Schools elementary school children, as well as a community cleanup.

U.S. Fleet Activities Sasebo, Japan's Earth Day week included a household hazardous waste rodeo, where unwanted hazardous waste products such as pesticides and cleaning products were collected by the Public Works department.

A collective effort of Norfolk-

area commands featured Navy exhibits geared toward recycling and pollution prevention, and exhibits from more than 40 civilian organizations at an Earth Day fair.

Fleet Anti-submarine Warfare Training Center, San Diego, coordinated a bay-wide cleanup of naval activities' beaches and shorelines.

These examples of how the Navy honors Earth Day are just a few of the many celebrations and educational efforts sponsored this year. †

Everette is the assistant editor of Navy Wire Service.

Compressed Natural Gas

Fueling the Navy's future

Story by JO3 Sarah E. Burford, photos by JO1(AW) Laurie Butler

When Henry Ford began building automobiles, it's a safe bet he didn't have any idea cars would be blamed for a large part of today's air pollution. During the years since widespread car use began, many alternative fuels have been introduced to

combat pollution problems associated with gasoline-powered engines, but none have been successful until now.

The Navy is one of the leaders in the development of just such a solution. It's called a compressed natural gas (CNG) vehicle, and it may be the wave of the future.

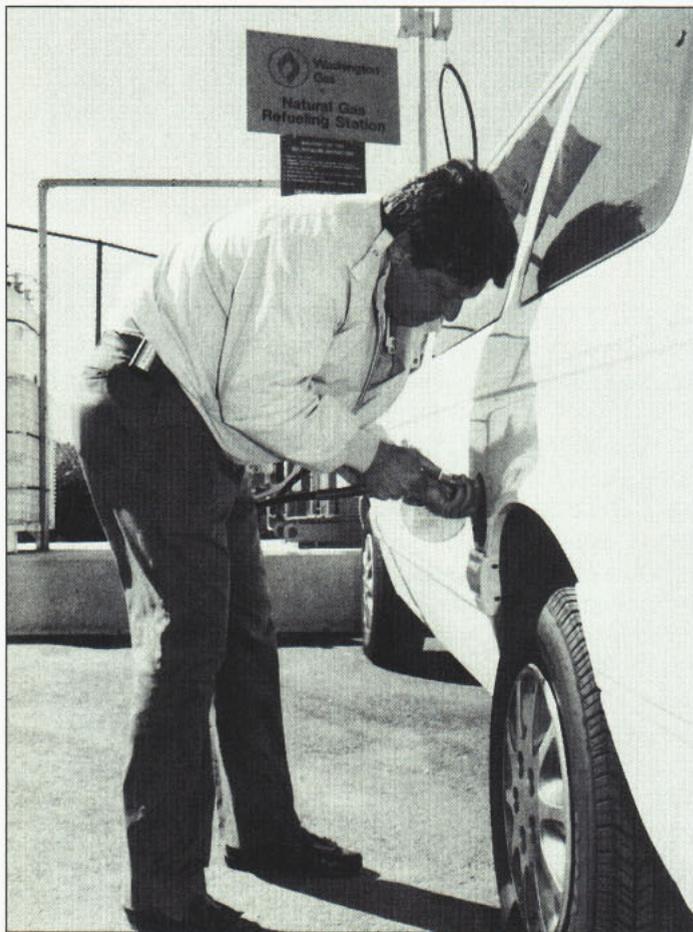
In 1993, when CNG first caught the Navy's attention, the Public Works Center, Washington, D.C., had only one vehicle that burned the alternative fuel. Two years later, the center has 52 CNG vehicles, with 60 more slated for conversion this year.

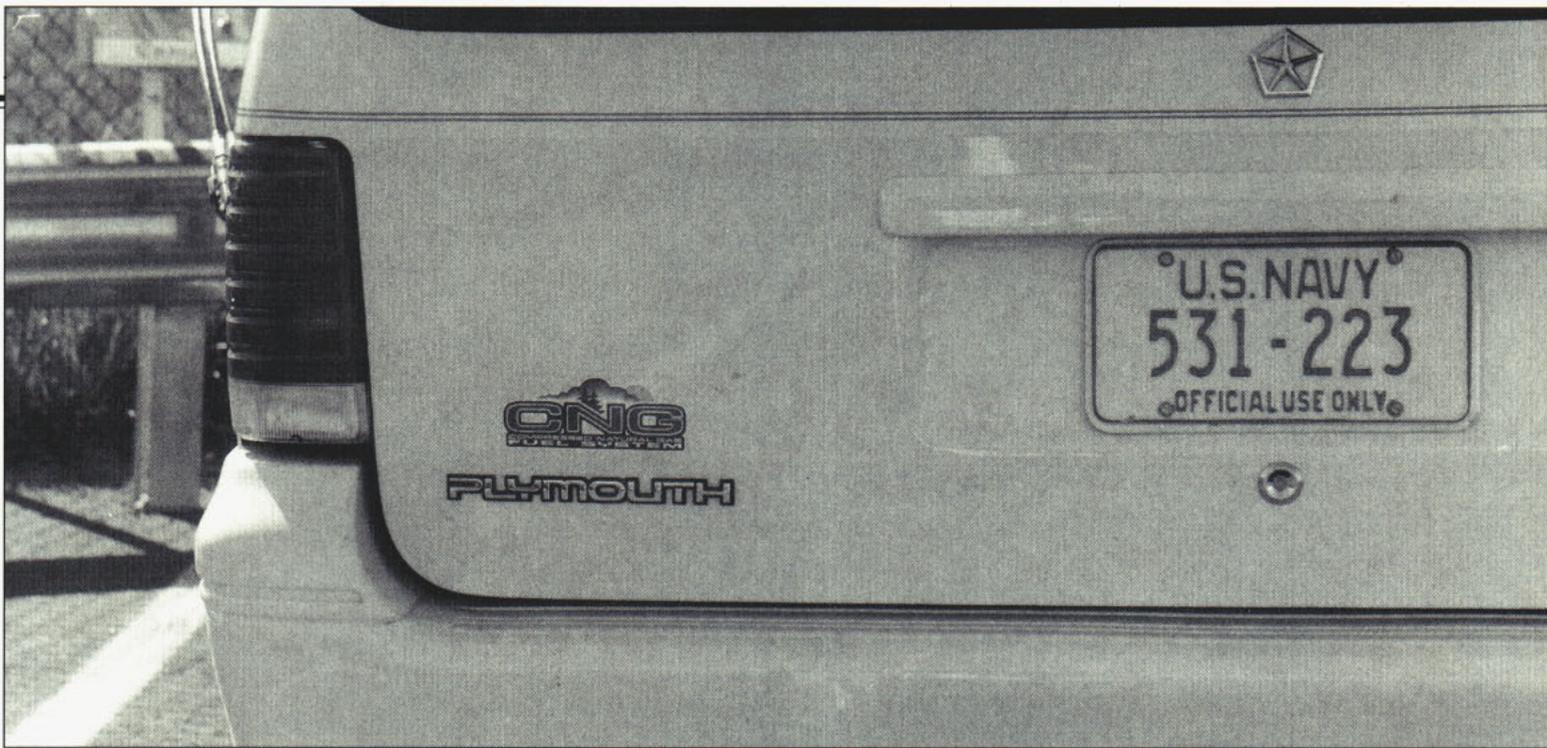
The story is the same throughout the fleet. At Naval Construction Battalion Center (CBC) Port Hueneme, Calif., 12 vehicles have been converted for CNG use, and another 87 will be converted before year's end. CBC hopes to convert its entire fleet over to the CNG system.

"It's a pretty gutsy move," said Jimmy Harvey, a transportation specialist at CBC, "but we think it's tried and true and we are going to prove it."

The concept of the CNG vehicle is simple. Regular gasoline-burning engines are converted with equipment that enables them to burn compressed natural gas. The natural gas is stored in a cylinder similar to that used to store helium for balloons. Vehicles can be converted strictly to CNG or can be equipped to use both CNG and gasoline.

Bob Gill, transportation director at PWC Washington, D.C., gases up at a fast fill station located at Naval Station Anacostia. Many cities are offering incentives to those driving the environmentally-friendly vehicles. In the Washington, D.C. area, where heavy traffic is a fact of life, those driving CNG vehicles are now allowed to use the lanes set aside for carpools.





Fast fill stations

The Navy is actively building the infrastructure needed to support CNG vehicles. In April alone, it opened five fast fill stations, which allow the vehicles to refuel in about six minutes. The following are bases with fast fill stations. Eleven additional stations are planned in the immediate future.

- Quantico Marine Corps Base, Va.
- NAS Lemoore, Calif.
- NAS North Island, Calif.
- NAVSTA San Diego
- CBC Port Hueneme, Calif.
- NAWC Point Mugu, Calif.
- MCB Camp Pendleton, Calif.
- NAS Jacksonville, Fla.
- NAS Patuxent River, Md.
- Washington Navy Yard, Wash., D.C.

CNG vehicles are the wave of the future. By the end of this year, the Navy will have more than 800 CNG vehicles. The procurement of alternative fuel vehicles is part of a unified plan to increase the use of domestic fuels and reduce air pollution.

Using natural gas as an alternative to more traditional gasoline and diesel fuel has several benefits. Because natural gas is readily available in the United States, CNG is less expensive than gas — about \$4 for a 12-gallon equivalent tank. It also burns cleaner, with about 50 percent fewer emissions than unleaded gasoline.

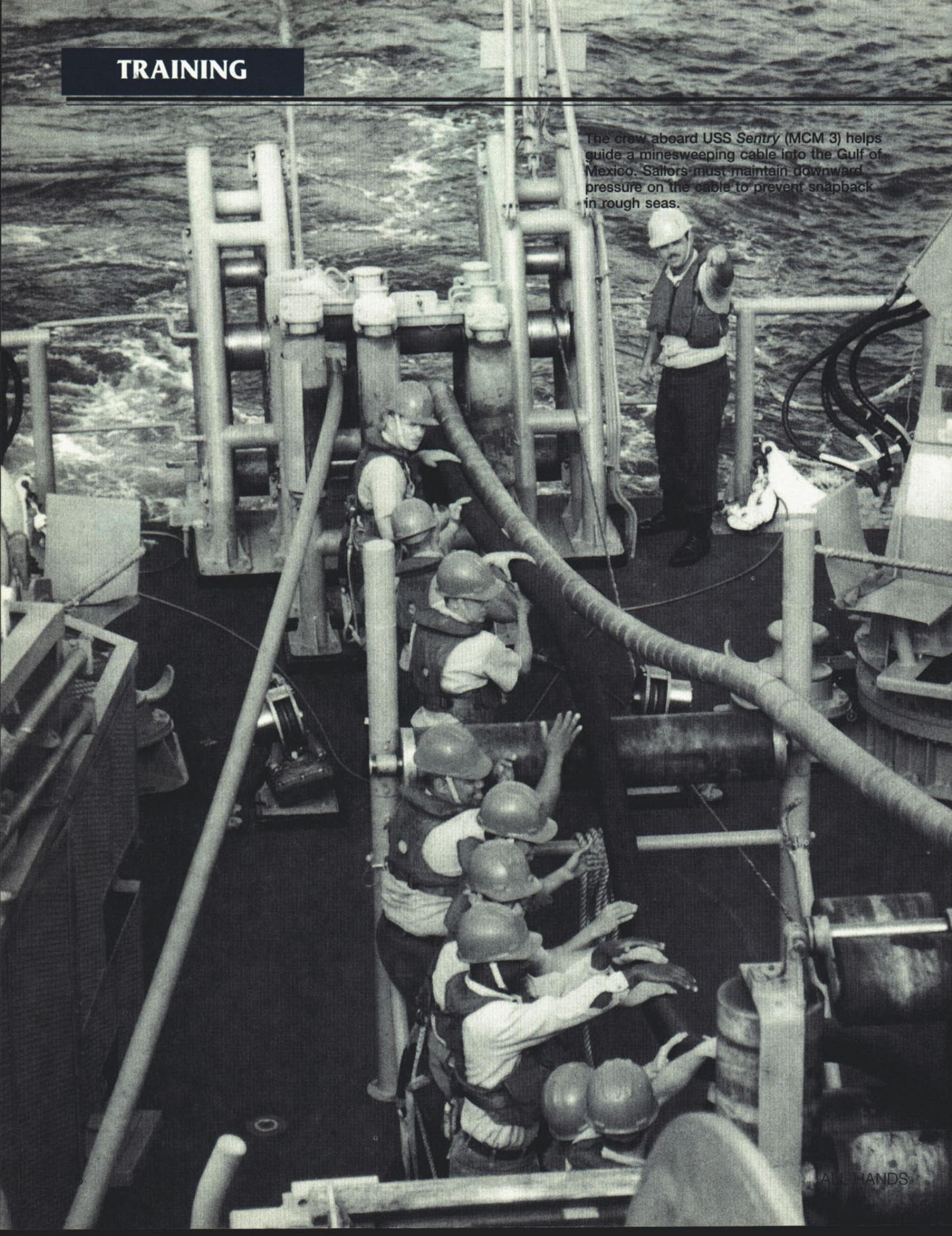
"This program was originally sold on its economic value," said Bob Gill, transportation director at PWC Washington, D.C. "But it has turned more into the right thing to do."

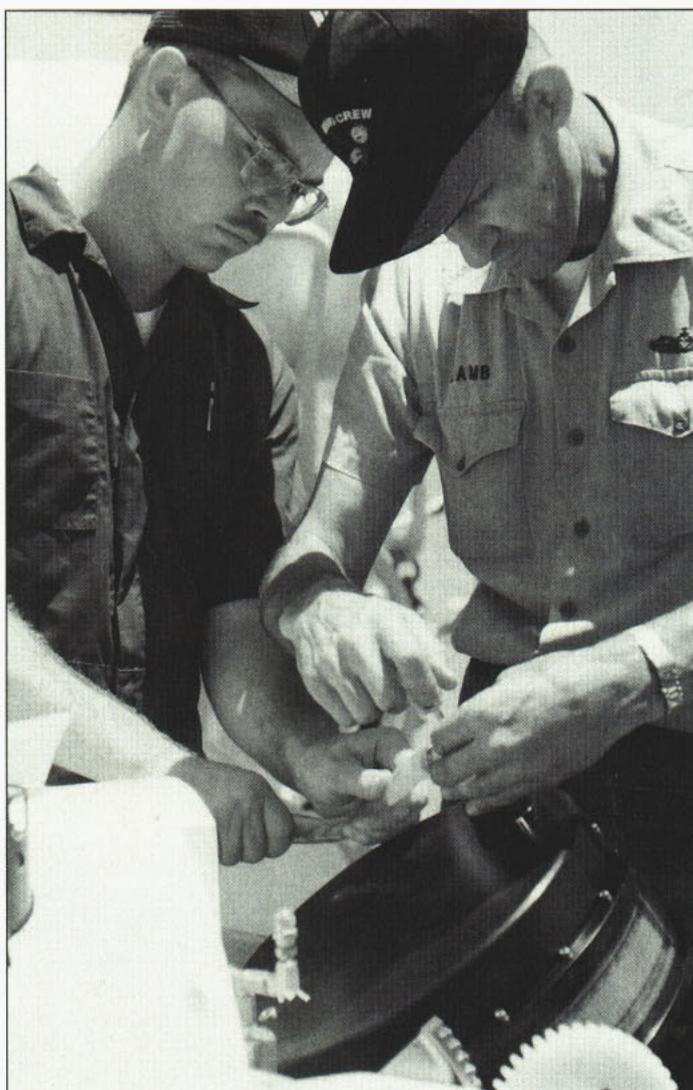
While CNG vehicles are now mostly being driven in industrial fleets, several U.S. automakers, Ford and Chrysler, will introduce CNG vehicles to the general public in August 1996. Who knows, in a couple of years we may be telling our dealer, "Hey ... make mine a natural!" †

Burford is assigned to the public affairs office, Port Hueneme, Calif. Butler is a photojournalist assigned to All Hands.

TRAINING

The crew aboard USS *Sentry* (MCM 3) helps guide a minesweeping cable into the Gulf of Mexico. Sailors must maintain downward pressure on the cable to prevent snapback in rough seas.





STG2(SW) William Andrzejewski (left) of Toledo, Ohio, and STG1(SW) Chester Lamb of Mason City, Neb., perform monthly maintenance on a mine neutralization vehicle. Both Sailors are members of MCM Rotational Crew Bravo on board USS *Champion* (MCM 4).

MCM crews rotate and deploy

Program called the “renaissance of mine warfare”

Story by JO1 James Kohler,
photos by Francoise Kieschnick

A rebirth of the mine warfare community is under way as aging minesweepers are decommissioned, making room for two new classes of mine warfare ships. CAPT Richard L. Owens, commander, Mine Countermeasures Squadron 3, calls this the “renaissance of mine warfare.”

It began with 14 *Avenger*-class mine countermeasures ships, all homeported at Naval Station Ingleside, Texas. The renaissance continues with the ongoing construction and homeporting of 12 *Osprey*-class coastal minehunters.

Forward presence

Maintaining a strong forward presence is an important part of the mine warfare renaissance. MCMs have made successful deployments throughout the world, and two MCMs, USS *Guardian* (MCM 5) and USS *Patriot* (MCM 7), are forward deployed, operating from U.S. Naval Base

Sasebo, Japan. They are manned by crews that rotate to the ships from Ingleside every six months.

The rotational crew plan grew from the need for a continued forward presence in the Persian Gulf. “We determined it would be best to forward deploy two ships and develop a rotational crew concept,” explained Owens. “So we ended up developing the six ships and eight-crew concept.”

More crews than ships

“There was a lot of concern about Sailors not being identified with a specific ship anymore,” said Owens. “They are Rotational Crew Alpha through Hotel Sailors, and they don’t have an identity with a ship until they re-embark on one.” Owens added that while this could be frustrating for the rotational crew members, the Sailors understand the unique nature of the situation and have adjusted nicely.

TRAINING

SR James West of Hot Springs, Ark., paints USS *Sentry's* (MCM 3) anchor as his shipmates watch him at the safety tending lines. West, who has been in the Navy eight months, is a Mine Countermeasures Rotational Crew Delta Sailor on board *Sentry*, homeported at Naval Station Ingleside, Texas.

LT John Gray, executive officer of Rotational Crew Delta, likes the rotational crew plan. "We have the rotational crews because minesweepers sometimes lack the speed to keep up with the battle group," Gray explained. "With the ships forward deployed and Sailors rotating through them, we can maintain PERSTEMPO[personnel tempo] goals. We keep a qualified, well-motivated and well-rested crew ready for combat at all times."

"The hardest part [about rotating to another ship] is getting used to how each ship is set up," explained Gunner's Mate (Guns) 1st Class (SW) Billy Gordon, who has been with Crew Delta since September. "Even though these ships are from the same class, each one is configured a little differently."

Owens acknowledged there are still some bugs to work out of the rotational crew system. But, as with any new endeavor, that is to be expected. The program will be in full swing when the Bravo and Delta crews deploy to Japan later this year. They will be the first rotational crews trained from scratch for the program. Owens added he looks forward to watching the next chapter of this new Navy mine warfare renaissance unfold. †

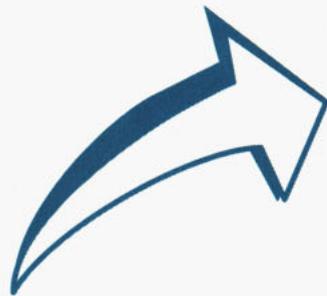
Kohler and Kieschnick are assigned to the public affairs office, Naval Station Ingleside, Texas.





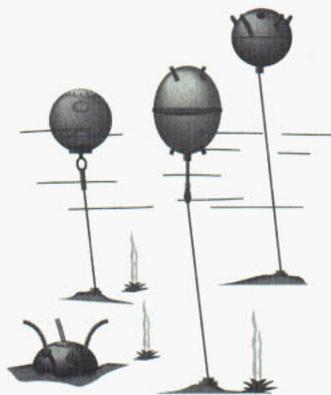
MCM Rotational Crew Golf, one of eight rotational crews for six mine countermeasures ships, is currently based ashore. While at Naval Station Ingleside, Texas, crew members will undergo four to five months of training. The crew will move on board USS *Sentry* (MCM 3) later this month.

Crew Rotation Cycle



Rotational crews move off training ships for a three to four week standdown period before next deployment

Rotational crews serve for six months aboard forward-deployed ships (USS *Guardian*/USS *Patriot*)



Rotational crews fly to Ingleside and begin training/re-training in temporary facilities (four to five months)



Rotational crews move aboard Ingleside-based ships — USS *Sentry*, USS *Champion*, USS *Devastator*, USS *Scout* — to continue training for next deployment (about nine months)





A U.S. Navy beachmaster signals to an air-cushion landing craft as it comes ashore near Trondheim, Norway.

Northern

Played out in the cold of Norway, Strong Resolve prepares NATO members for future conflicts

U.S. service members learned the true meaning of teamwork recently when they and troops from 11 other nations converged upon Norway during *Strong Resolve* '95, NATO's War military exercise.



USS Wasp (LHD 1) sails in the North Sea as part of NATO's combined Joint Task Force which was tested during *Strong Resolve*.

The exercise was NATO's ability to

ing crisis through and employment of multinational maritime, air and land forces. "It was great interacting with the other nations and learning how they operate," said Senior Chief Gas Turbine System Technician (SW) David Coker, a craftmaster assigned to Assault Craft Unit

during *Strong Resolve* largest post-Cold

designed to test respond to an evolv- rapid deployment

Exposure

Story by JO2 Michael Blankenship,
photos by CPOA (Phot) Ric Burch

(ACU) 4. Coker's unit was responsible for moving nearly 3 million pounds of equipment and Marines from the amphibious ship USS *Wasp* (LHD 1) to the shore in their air-cushioned landing crafts.

Though *Strong Resolve* is a continuation of the alliance's traditional teamwork exercises, new tactics were employed to improve NATO's response to future military operations.



▲ A Norwegian soldier (left) and a German Army mortar team share training tips during the three-week exercise.

Traditionally run by one of NATO's two major commands, Allied Command Atlantic (ACLANT) or Supreme Headquarters Allied Powers Europe (SHAPE), this marked the first time the exercise was run jointly. The two staffs, located in Belgium and Norfolk, used teleconferencing to coordinate the

► Dressed for the harsh weather, a U.S. Marine stands guard in Norway during *Strong Resolve '95*, NATO's largest post-Cold War exercise.

▼ Members of the U.K. Royal Marines come ashore near Trondheim.





exercise. According to German Navy Rear Adm. Klaus Schwabe, ACLANT's deputy assistant chief of staff for operations, this technology was crucial. "We were able to talk to them at length, face to face," said Schwabe.

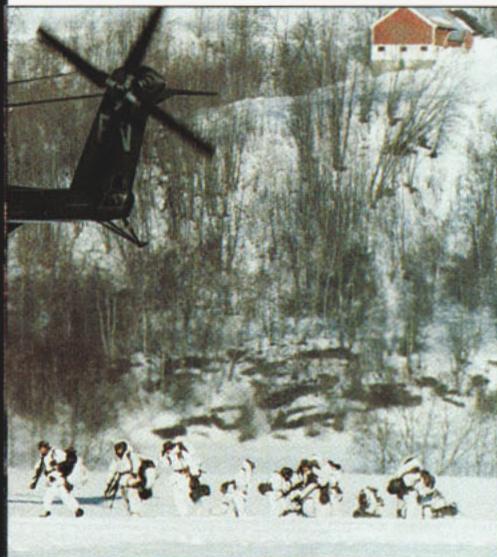
Strong Resolve also tested NATO's ability to carry out a sea-based combined joint task force (CJTF), which is a deployable force capable of establishing alliance presence in an area without an in-place NATO command structure.

While all involved are touting this year's exercise as a success, plans are already under way for *Strong Resolve '98*. "I'm sure all the exercises we undertake between now and *Strong Resolve '98* will reflect the benefits of the lessons we learned this year," said United Kingdom Navy Vice Adm. Sir Peter Abbott, deputy SACLANT. †

Blankenship is assigned to Supreme Allied Commander Atlantic, Norfolk. *Burch* is a member of the United Kingdom navy.

◀ Soldiers of the U.K. Royal Green Jackets patrol the Nordic hillside.

◀◀ A U.S. Marine Corps MH-53 helicopter lifts off after deploying Marines in Trondheim, Norway.





Ceremonial Guard

TRUE COLORS

Story and photos by PH1 Dolores L. Anglin



Guard members prepare for full honors funeral at Arlington National Cemetery.

The young petty officer eyed the Sailors one last time. He looked for a loose thread, a renegade fingerprint, a spot on a white hat, but found none. Haircuts — 4.0. Uniforms — squared away. Brass — flawless.

Satisfied with what he saw, he stepped back and called his squad to attention. “Color guard, ATTEN-HUT!” With that, the door to the church swung open and a coffin was wheeled out. Welcome to the work spaces of the U.S. Navy Ceremonial Guard.

The Guard, located at Naval Station Anacostia, Washington, D.C., is the first permanent duty station for some of the Navy’s newest and sharpest Sailors. Made up of roughly 180 men and women, the Ceremonial Guard represents the Navy in official functions and public ceremonies. Funerals, wreath-layings at the Tomb of the Unknown Soldier and state dinners at the White House are routine for the Guard.

“I love this job. It’s great. I would do this

my whole Navy career if they had a billet for it," said Machinist Mate 3rd Class Matthew C. Tabisz.

Tabisz, a native of Plano, Texas, has been with the Guard since March 1994. He is squad leader for the colors (flag) unit, and is the one with the discerning eye.

Enterprise Hall, headquarters for the Ceremonial Guard, buzzes like a bee hive before every ceremony. A salty chief bellows out some last minute details from the operations office while guard members make their way out the door, uniforms in hand. In the winter everyone carries four hangers of uniforms to every job, just in case the weather changes. Summer uniforms aren't as complicated.

Pre-ceremony preparations can appear chaotic. Sailors shuffle about, careful of metal taps on their shoes that constantly threaten to throw their legs out from under them. The steady hum of hair clippers from the barber shop and the constant chatter of Sailors in varying stages of readiness might lead a visitor to think that there is no rhyme or reason to all the activity. But, within moments, the halls are nearly empty, except for the chief, who watches a bus full of spit-shined Sailors head for Arlington National Cemetery. The scene will be repeated three more times that day.

Recruited straight from boot camp, these young men and women voluntarily serve a two-year tour of duty with the Guard before attending an "A" school of their choice. Senior Chief Boatswain's Mate Clyde Thompson, the senior enlisted Sailor at the Guard, travels to Great Lakes Recruit Training Center once a quarter to recruit new members. Acceptance standards are strict. Candidates must be recruiting-poster perfect.

"We require the men to be at least 6 feet tall and the women have to be at least 5 foot 10. You need a good complexion and no bad facial scarring," said Thompson.

Other requirements include being within weight standards, having good posture, possessing good coordination and passing a background security check. The clearance needed, termed a "yankee white," means that a recruit's civilian and military records are spotless.

The Guard does recruit from the fleet, but those billets are generally assigned to petty officers who fill the staff positions of yeoman, boatswain's mates and ship's serviceman.

Upon reporting to the command, recruits pass through several phases of training that range from learning to dry-clean their uniforms to marching as a unit. This initial training lasts about four months. Recruits also learn the



▲ AN Ann Bozung (right), of Greenville, Mich., tapes her pant legs down for a ceremony. Grommets, seen here around her upper leg, are made of water hose filled with BB's. These help to give pant legs a bloused look. FA Irene Rivera (left), of New York City, secures her locker.



◀ MM3 Matthew Tabisz, of Plano, Texas, inspects his unit one last time just prior to a ceremony.



▲ Brass plates on the inside of shoes give Guard members an audio cue during performances.

◀ SN Daniel Hsiung, right, from Torrance, Calif., (right), and Jason L. Matthews, from Louisville, Texas, perform a funeral in Arlington National Cemetery.

skills they will need before they are assigned to a specific unit. Carrying the colors, firing weapons for a 21-gun salute and executing close-order rifle drills are practiced and refined until the team's movements appear as a single, precise motion. After this first phase of training, some recruits will be assigned to the display ship *Barry* (DD 933), berthed at Washington Navy Yard. The *Barry* has about 45 Sailors who provide tours to the public and support various official ceremonies. Their tour on board is also two years.

Sailors who think they learned about attention to detail in boot camp better think again. Boot camp can't hold a candle to what guard members learn about shined shoes, polished heel brass and teamwork. This aspect of training comes out in the many personnel inspections they stand, often several in one day. Lockers are another tool used to drive this lesson home. An inspection-ready locker is expected to have uniforms pressed and hanging precisely two inches apart.

To be inspection ready anytime can be stressful, and the pressure brings out light-hearted, one-upsmanship within the ranks.

"We have competitions among ourselves to see who has the sharpest uniform," said Seaman Daniel Hsiung. "Every time I go out on a set (a funeral), I say 'Hey, my brass is better than your brass' or 'My shoes look better than your shoes.'"

Hsiung, with shoulders that could block out the sun, is assigned to the body bearers unit of the Guard. Having served 20 months with the Guard, he tries to share his knowledge and experience with the newest members of his close-knit squad.

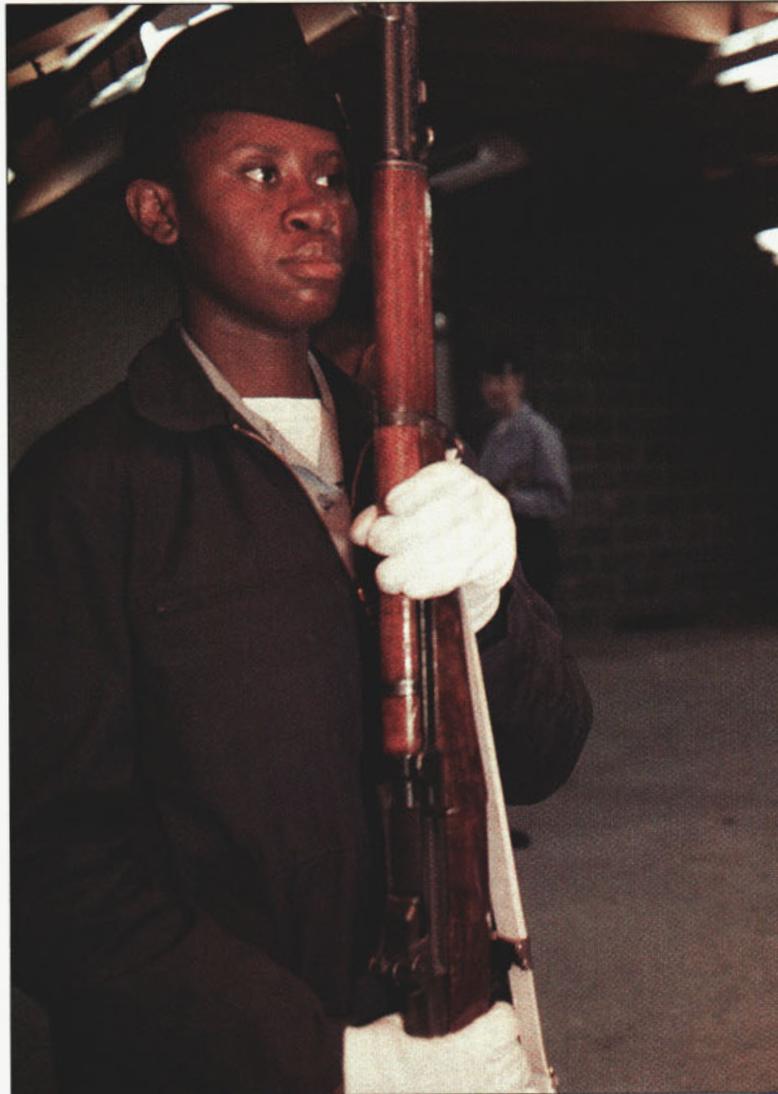
"The body bearers stick together. If one of us needs help or something, we try to help each other out as a team," Hsiung said.

Staff personnel also play a major role in helping to develop these fledgling Sailors, and this role is brought into greater focus as a Guard member's tour of duty comes to an end. In an effort to prepare departing members for life in the fleet, the staff encourages TAD trips and on-the-job training. Staff personnel set up transportation, cut hair and counsel these young men and women, who become fountains of fleet knowledge.

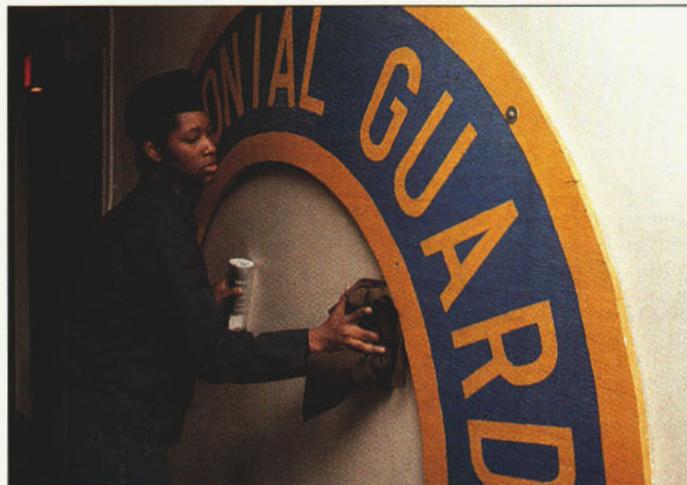
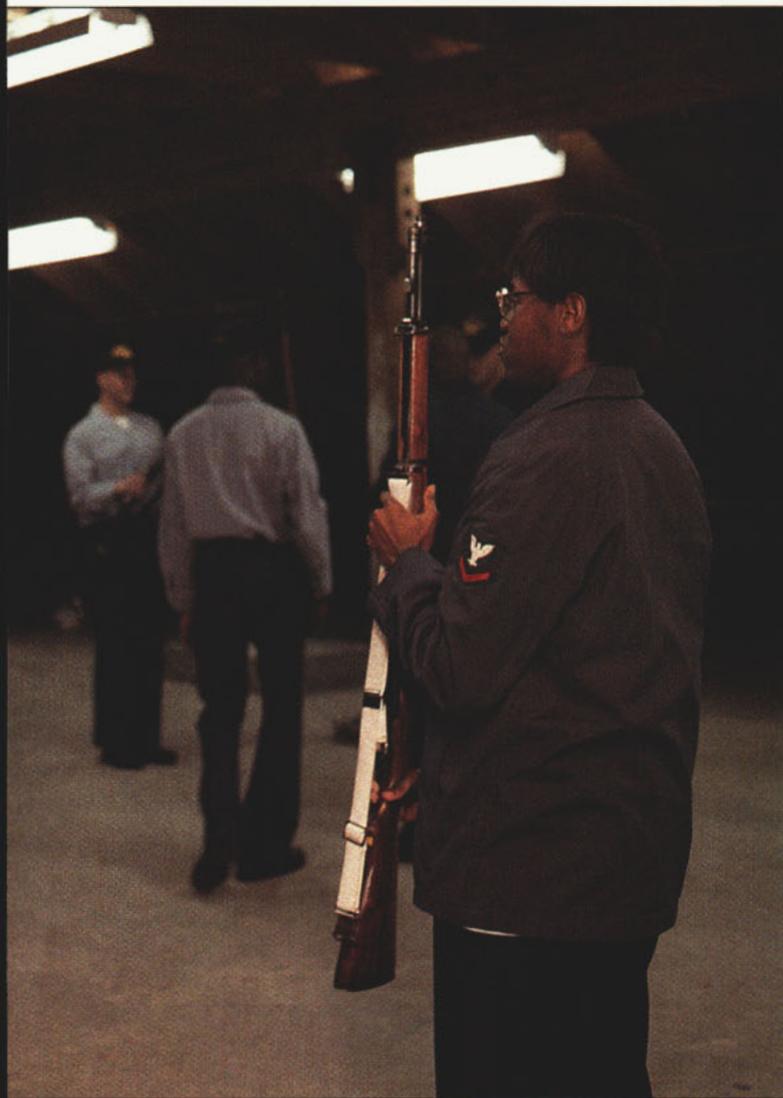
"With all the petty officers here, I get to talk to them a lot one-on-one. They tell me how the fleet is, what to watch out for, what ratings are like and how those ratings can prepare you for life in the civilian community," said SN Miriam A. Samuels. "The petty officers here really look out for you."

What draws a new recruit to the Ceremonial Guard? Travel, prestige, curiosity — you name it. The reasons are as varied as the people.

"What attracted me to the Guard was that I would be



▲ Guard members fold a flag in Arlington National Cemetery.



▲ SR Lenelle Williams, from Savannah, Ga., performs field day duties in Enterprise Hall.

◀ FN Lyntress D. Brooks, (left) from Indianapolis, and YN3 Conshombia D. Tate, from Augusta, Ga., practice drilling maneuvers in the vacant upper floors of Enterprise Hall.

don't question, they just go [do it]. We should all be like that."

The Guard is in Arlington National Cemetery today for yet another funeral.

"I don't know how [well] this person was respected before, but I'm going to [show] respect today to the fullest capacity that I can, just because I'm proud they were in the Navy," said Tabisz.

Tabisz kneels in front of a grieving spouse and speaks the words slowly. "On behalf of the President of the United States, a grateful nation and a proud Navy, I present this national ensign to you for your loved one's dedication and service to the United States Navy and the United States of America."

These are heavy words for a young Sailor to have to say so early in his career. But he walks away from the scene fully realizing the seriousness of his job and his purpose for that day. †

Anglin is a photojournalist assigned to All Hands.

representing the Navy in a way very few people get a chance," said Tabisz. "I've done a lot of ceremonies and spent whole days in Arlington National Cemetery doing funerals, but I still get butterflies."

"It's prestigious," said Airman Ann M. Bozung. "You get to perform in events where the President of the United States is standing four feet away or you meet famous people, diplomats and VIPs. I would never see this in Greenville, Mich., which is where I'm from."

Developing a green recruit into one of the Navy's finest is a role that is not taken lightly at the Ceremonial Guard. More often though, the success of guard members comes from within themselves, with the staff helping to draw out character already present.

"I've never worked around a group of young people who have so much pride and are willing to do anything you ask," said Thompson. "You tell them to do something, they

W H _ _ L _ _ F

F _ R T U N _ _ S P I N S

A B _ A R D _ I K E

Story and photos by JO1 Ron Schafer

With their 12th season winding down, producers of the *Wheel of Fortune* — called the world’s most popular game show — were looking for something special to finish out the year. They found it aboard USS *Dwight D. Eisenhower* (CVN 69).

The show dropped anchor in Norfolk to tape 10 episodes aboard *Ike*, five of which featured soldiers, Sailors, airmen, Marines and Coast Guardsmen as part of *Wheel of Fortune*’s Armed Forces Week. The carrier also played host to more than 5,000 audience members during the two weeks of taping.

Taping the show aboard an aircraft carrier presented unique challenges to the crews of both the show and the ship. Cranes lifted cars, boats, two aircraft and 280,000 pounds of set, scenery and equipment aboard *Ike*. The crews then transformed the ship’s hangar deck into a sound stage. Working side by side, both crews quickly formed a mutual admiration for each other.

“We’re so in awe of this ship and the personnel and the way everything just gets done,” explained Charlie O’Donnell, the show’s announcer. “We’re so in awe of them and they’re in awe of what we’re doing down here



LT Steven Newlund (center), assigned to USS *Gunston Hall* (LSD 44) competes against his Army and Marine counterparts during *Wheel of Fortune*. Newlund was just one of many military contestants participating in the recent two-week taping of *Wheel of Fortune* aboard USS *Dwight D. Eisenhower* (CVN 69).

“In the last year I’ve met the President, the Secretary of Defense, been on *Wheel of Fortune* and been around the world. You can’t beat that.”

— RM1 David Cooper Jr.

with the show. We kind of laugh at them and they laugh at us. But, it’s just fabulous.”

Sailors for the Armed Forces Week shows were selected from the carrier’s crew during a competition held last year in Norfolk. Soldiers and airmen were also selected during the same competition. Radioman 1st Class David Cooper Jr., of Riverdale, Md., was picking up his leave papers following the ship’s return from a six-month deployment when he found out he had been selected to represent *Ike* as a contestant.

“I had a ball,” said Cooper. “I’ve never been so nervous in my whole life. You can sit at home and play this game until the cows come home and it’s easy. But when the lights and the camera are on you and the pressure’s on, you’ve got to maintain your composure and try to think about what’s going on. I didn’t even think about the money. I hadn’t a clue how much money I had because I was concentrating on the board.”

“This is a very simple game,” said O’Donnell. “It’s the old children’s game, Hangman, that anybody can play. But it’s that combination of the wheel, the jeopardy of ‘lose-a-turn’ and ‘bankrupt.’ You may know every puzzle up there and, if the wheel is playing against you, tough luck.”

Pat Sajak and Vanna White are two of the most recognizable faces on television. But even these show-business veterans are quick to point out that seeing the crew of a Navy ship in action is enough to impress anyone.

“This is probably one of the most memorable trips we’ve taken,” White said. “Being aboard an aircraft carrier is just so spectacular. I don’t know how to describe it. The size of the ship, being on the ship, knowing where this ship has been, it’s just overwhelming.”

Sajak is no stranger to the military. He spent 18 months with Armed Forces Radio in Saigon during a tour in the Army from 1968 to 1970. But, he admits, nothing he has seen compared with his “tour” aboard *Ike*.

“It’s a very unusual place to do a show,” said the popular Chicago native. “This is certainly the first aircraft carrier game show, and everybody’s been great. Logistically, it’s very tough to mount a show like this in a non-broadcast facility. So, the officers and the men and women on the ship have been terrific. One thing you forget when you’re out of the military for a while is how people work as a unit. It’s great to see teamwork. It’s kind of an inspiration for our show.”

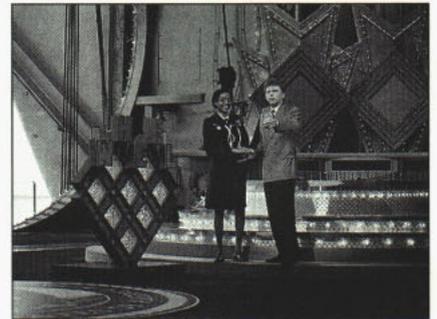
For Quartermaster 3rd Class Brian Grilli of Naval Station Norfolk, the experience as a contestant was certainly inspirational — and profitable. He walked away with a new Corvette. “Awesome,” he said. “Incredible. I can’t get over it.”

“It was a once-in-a-lifetime experience,” said Cooper. “In the last year I’ve met the President, the Secretary of Defense, been on *Wheel of Fortune* and been around the world. You can’t beat that.” †

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

● **BM2 Yvonne Dunn, stationed aboard *Ike*, plays the bonus round with Pat Sajak. She won more than \$6,000 in cash and prizes.**

▼ **Chicago native QM3 Brian Grilli and fiancée Cindy, get a first-hand look at their new Corvette. He also won \$47,000 in cash.**





Toons

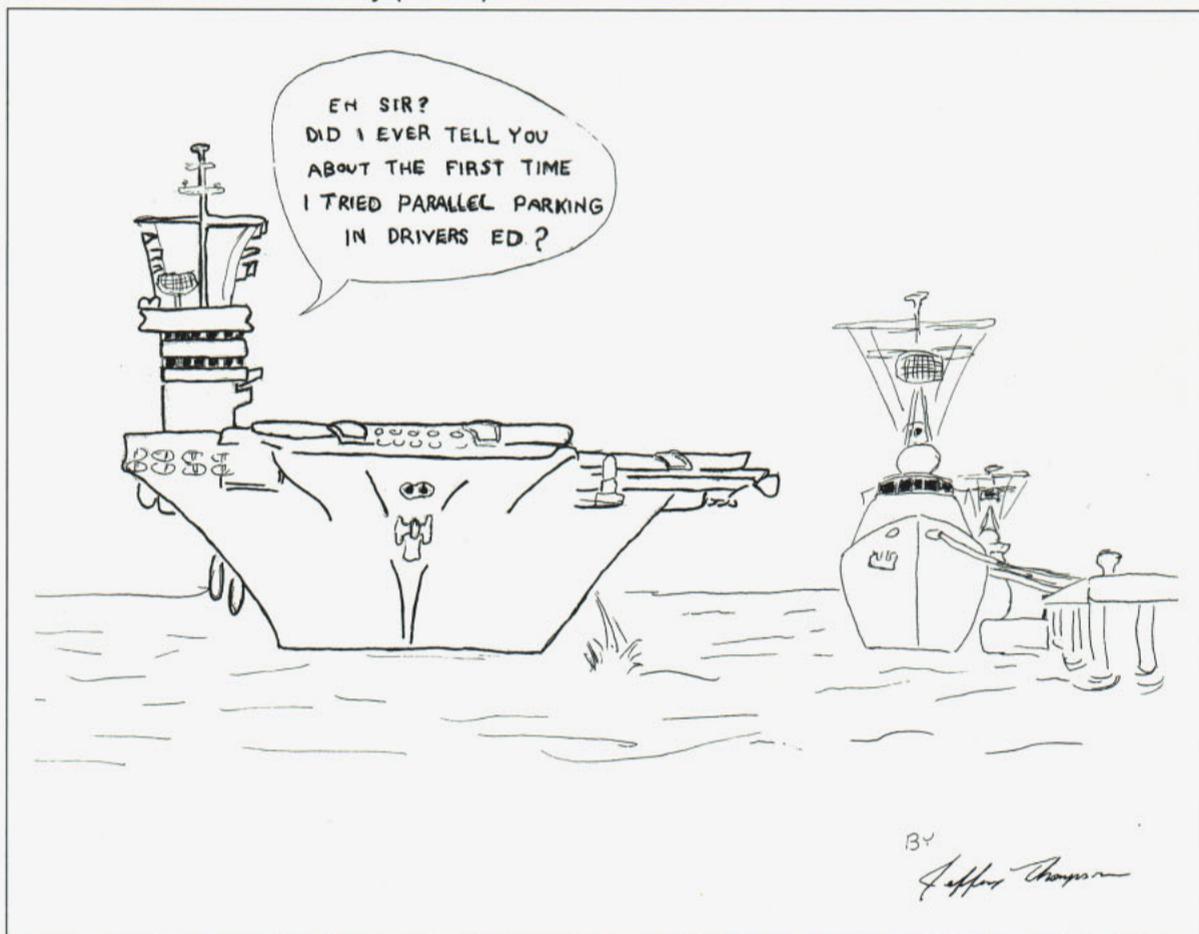
Editor's note: Several months ago we asked Sailors to send us their cartoons. The next four pages reflect only some of the submissions we received, and we intend to run more of this batch in the next few months. We hope to make this a regular feature in the magazine, so keep those cards and cartoons coming in.

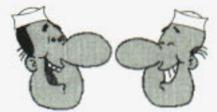
(Right) DMC(SW) Michael M. Luck
Patrol Squadron 30
NAS Jacksonville, Fla.

(Below) DM Jeffery Thompson
USS Gary (FFG 51) CS-2



"Honey, I sewed your 'crows' on all of your shirts by myself to save money."





(Left)
QM1(SW) John P. Shea
Navigation Dept.
USS Estocin (FFG 15)

(Below)
Retired CAPT John T. Williams
Bonita, Calif.

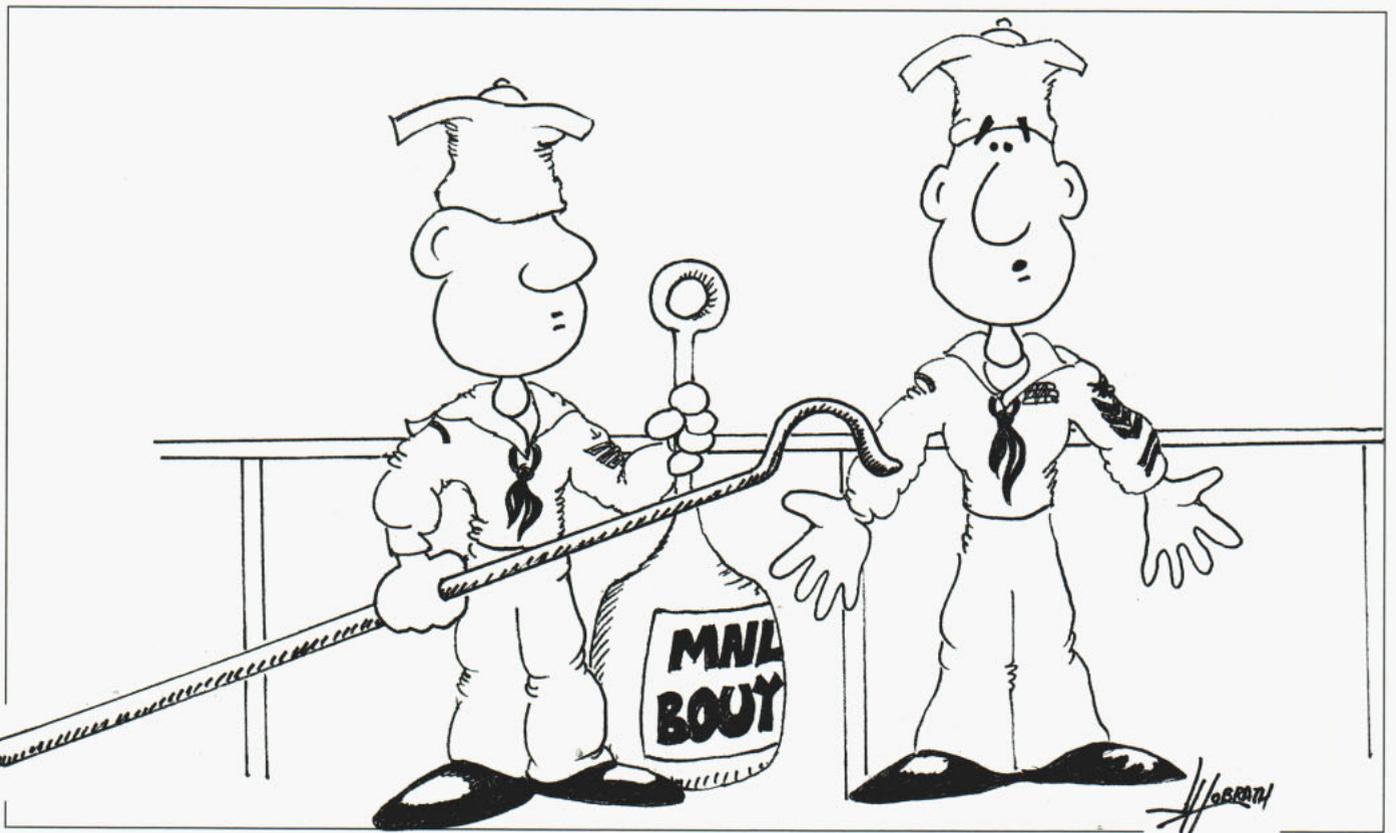




(Right) SR Tramaine Michael King
USS Peleliu (LHA 5)

(Below) PR1(AW) Jeff Hobrath
NAS JRB Willow Grove, Penn.

"There's no such thing as 'relative bearing grease!'"

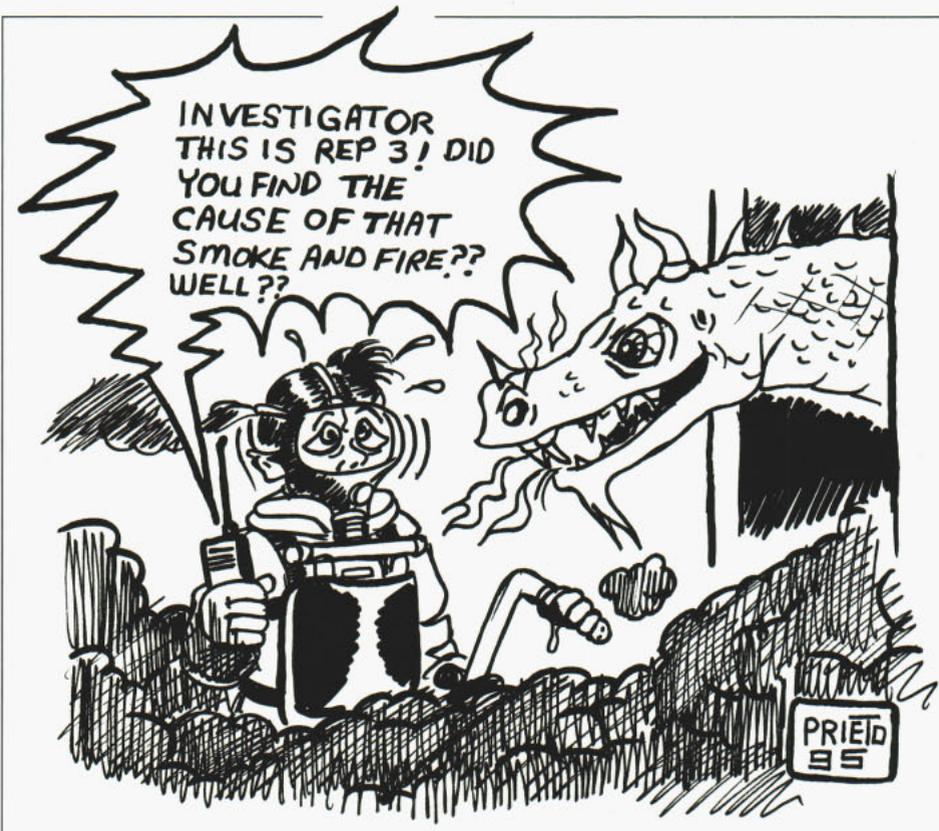




"Yes, we do have a ship called USS Enterprise, but I can neither confirm or deny that we have photon torpedoes."

(Left) IC2(DV) Daniel R. Knauss
SIMA Charleston, S.C.

(Below) MS1 Nick J. Prieto
National Naval Medical Center
Bethesda, Md.



Medical make overs

Story by JO1 Ray Mooney

Most of us probably take our faces for granted. Our eyes, nose, ears and teeth are there every morning when we get up, and aside from some daily hygiene and maybe a little cosmetic magic, we don't really give them much thought.

But what if a routine exam turned up a spot of malignant cancer and your ear had to be removed? Or suppose you caught a line drive with your teeth instead of your glove? Or maybe it was all just fun and games until someone lost an eye.

Well then, meet CDR Robert M. Taft and Dental Technician 2ND Class Steven T. Wheeler. They put stuff back where it's supposed to be at Naval Medical Center San Diego.

"It's replacing parts of the head and neck area lost due to traumatic injury or cancer," Taft said. It's called maxillo-facial prosthetics, and with the help of modern dental tools and supplies such as acrylics, new noses, ears, eyes and teeth become a reality.

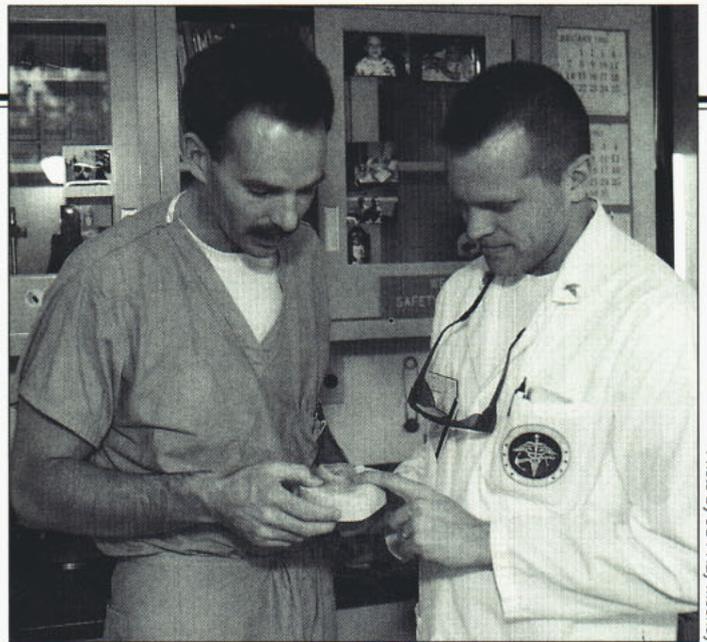
"I say the head and neck area, but we don't limit ourselves to that. We do go below the head to include digits and various parts of the body," said Taft, a native of Utica, N.Y.

But these prosthetics don't come off the rack like a cheap suit, according to Taft. "If you went into a hospital and saw an orthopedic prosthesis service, you'd walk in and see spare legs hanging up. That's not what we do here. Everything we do here is custom-made. Nothing is stock. Everything is done by hand."

And that's because their work is open to such scrutiny, Taft said. "People who have anything done to the external part of the face are left open to public criticism, and so people are very conscious of those things."

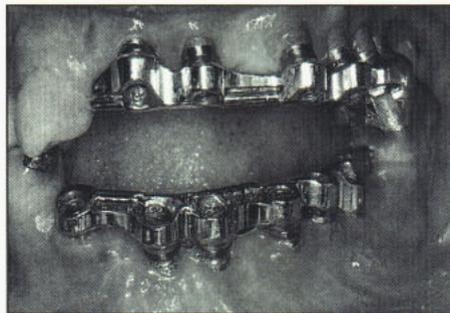
Every patient has a unique face and a unique concern, providing constant challenges for this two-man team. Once they've decided what they're going to do, that's just the beginning. There's more to it than just making a mold and casting a nose in acrylic.

"Our patients want to look the way they looked before

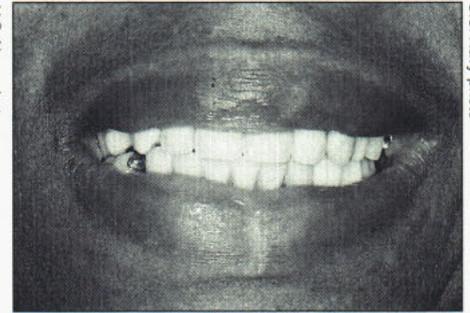


▲ CDR Robert Taft (left) and DT2 Steven Wheeler examine a prosthetic ear.

Photo by JO1 Ray Mooney



U.S. Navy photo



U.S. Navy photo

▲ Before and after a prosthetic mouth piece was created for a patient. The teeth snap onto permanent metal posts and can be removed for cleaning.

they had the surgery," Taft said. With that in mind, they look at hiding the prosthesis. "We'll sit down and map out the person's face, find the normal areas of shadowing and cut the prosthesis to fill in those areas so you won't see it. To end it on a flat surface, it would be easy to pick out.

"It's painstaking. It takes time. And many times we're unhappy and we'll do it over, and we'll do it over, and we'll do it over," Taft added.

And the job's still not finished. Every patient has a different skin tone, or freckles, or a pattern of moles, or something else that makes the job a bigger challenge. Armed with more acrylic, dyes, paints, brushes, bits of thread, and even pieces of their own hair, these artisans put colors, textures, bumps, lumps, lashes, veins and vitality into their creations, all in an effort to get it right.

"We're more critical of our work than our patients are," Taft said. "Most people are just thrilled to get anything."

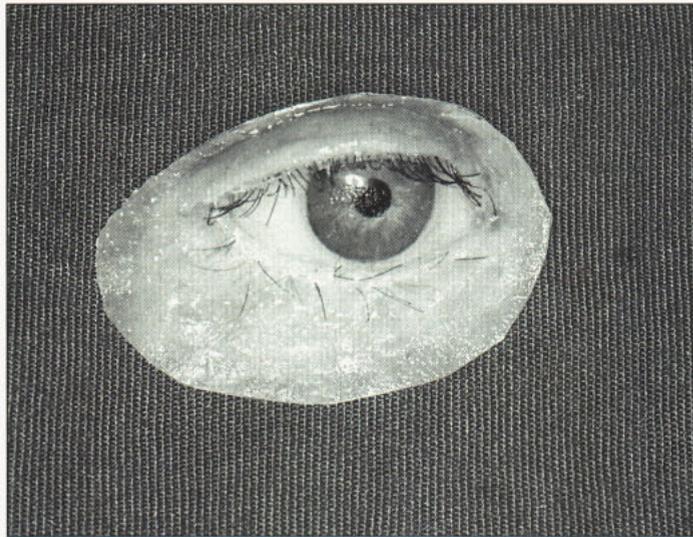
"Sometimes I find that the patient's happy and it looks great," Wheeler said. "But with most of my prostheses that leave here, I [always] think I could have done it better."



And the compassion to do a job like this, to work intimately with patients who are missing parts of their face, doesn't come easy.

"I started as a basic lab tech where you sit and you don't even see the patient," Wheeler said. After two years on the job here he admits, "I'm still trying to perfect it."

"It's a learned skill. It's not something you're born with,"



U.S. Navy photo

▲ A prosthetic eye.

They're making eyes at you

Story by Georgianna Lear

Dental Technician 1st Class Laura Tooley remembers the first eye she made for a patient who had been wearing tape and sun glasses to cover up her lost eye. "When I finally placed the eye, she just started crying and gave me a hug," Tooley said.

"I can never make the perfect replacement compared to [the real thing], but I can try," said Tooley, who is responsible for all maxillo-facial needs of patients at Naval Medical Center, Oakland, Calif. The maxillo-facial area is the upper jaw area of the face and cheek bones.

Tooley said the most difficult part of her job is that she is a perfectionist. "It means a lot to me to do my best in helping to make the patient feel whole again," she said. It's a big order recreating a face, but patients are grateful.

Tooley has made many body parts since coming to Oakland two years ago from the Navy School of Health Sciences, Bethesda, Md., where she received her

Taft explained. "What happens is, your ability to overlook the obvious grows out of your compassion and your feeling for what that patient is going through."

And at the end of a 10- or 12- or 14-hour day of supporting other departments that require prosthetic services; meeting a new patient just medevaced in from Guam; reevaluating an old patient who wants a nose with a summer tan; and repairing or remaking a prosthetic device that has worn out; maybe there's a postcard in the mail — maybe from a patient from years before, or from just last week, dropping a line to say thank you for what was done — to say know how much it helped.

And then it's all worth it. †

Mooney is a San Diego-based photojournalist assigned to All Hands.



U.S. Navy photo

▲ DT1 Laura Tooley carefully trims the eyelashes on a partial facial prosthesis.

training. From creating eyes of every color, to custom-made tracheotomy tubes (an opening in the trachea through the neck to allow the passage of air), ears, faces and cranial plates, Tooley has made them all.

Tooley is one of only seven people in the Navy who do this specialized kind of work. Currently only five hospitals offer this particular care for Navy personnel and their families. "My recruiter said my chances were slim, but I thought, 'If it is meant to be, I will get it,'" she said.

The handiwork of nature will never be replicated perfectly, either through artistic or scientific means. However, the work done in the maxillo-facial department is proof of the valiant effort to restore people's lives with good reproductions of nature's creation. †

Lear is assigned to the public affairs office, Naval Medical Center, Oakland, Calif.

Breaking the silence

Navy combats domestic violence

Story by Patricia S. Oladeinde

This sickness does not discriminate. It has no friends and many enemies. It's on the rise, and touches all economic, ethnic and social groups. Some people manage to escape it, most people know someone who's affected by it and still others do everything they can to stop it. It's called domestic violence.

The military cannot shield itself completely from the devastating effects of abuse. However, the Navy is doing a great deal to educate its people in preventing abusive behavior and helping stop the cycles that have already begun.

According to Eileen Grady, a clinical social worker (advocacy-licensed), at National Naval Medical Center (NNMC), Bethesda, Md., domestic violence tends to work in a cycle. A husband who abuses his wife may also abuse his children. An abused wife may take her anger out on a child. Children then often abuse other siblings who may grow up to continue the cycle of abuse. The cycle usually starts with emotional

abuse and gradually builds to physical confrontation.

"There is usually a combination of factors that can add to family tensions," said Grady, "especially for the E-1s to E-6s. For instance, a lot of our Sailors are young and away from their families for the first time. Distance, along with financial problems, feelings of isolation, a history of witnessing violence as a child, substance abuse and many other components that make up military and personal lifestyles, take a toll on these young Sailors or couples, and minor problems are exacerbated to out-of-control situations."

"A significant amount of abuse stems from a lack of communication and parenting skills," said Angelique Nolan, community health nurse for family support advocacy at NNMC. According to Nolan, the Family Advocacy Program (FAP) not only provides counseling services for families of domestic violence, but also provides victims with information on support groups, shelters, CHAMPUS benefits and safety planning.

The effects of domestic violence can last a lifetime

- ◆ Domestic violence occurs among all races and socio-economic groups.
- ◆ Approximately 95 percent of the victims of domestic violence are women.
- ◆ In the United States, a woman is more likely to be assaulted, injured, raped or killed by a male partner than by any other type of assailant.
- ◆ An estimated 3 to 4 million American women are battered each year by their husbands or partners.
- ◆ Research suggests that wife-beating results in more injuries that require medical treatment than rape, auto accidents and muggings combined.
- ◆ Each year, more than 1 million women seek medical assistance for injuries caused by battering.
- ◆ The FBI reports that 40 percent of female homicide victims are killed by their husbands or boyfriends, while 6 percent of male homicide victims are killed by their wives or girlfriends.
- ◆ Violence will occur at least once in two-thirds of all marriages.
- ◆ During the six-month period following an incident of domestic violence, approximately 32 percent of women are victimized again.
- ◆ National Crime Survey data show that women are the victims of violent crime committed by family members at a rate three times that of men.
- ◆ Crimes committed by relatives are more likely to result in an attack and injury than those committed by acquaintances or strangers.
- ◆ Spouses or ex-spouses commit more than half of all violent crimes by relatives and about two-thirds of all crimes by relatives against women.
- ◆ Battering often occurs during pregnancy. These women have twice as many miscarriages as nonbattered women.
- ◆ Children from violent homes have higher risks of alcohol and drug abuse and juvenile delinquency.

Nolan said the rise in reported cases is based on the fact that military agencies are more aware of signs of abuse and are mandated to report them to Navy officials. In addition, the Navy has increased its family service center staffs to include more programs and services to reach the community and its victims.

"All states now require people in public service positions — doctors, teachers and child-care workers — to report suspected abuse or neglect," said Grady. There is also "good faith" reporting, which protects people who report suspected abuse or neglect cases from being sued by the person if the report was made in good faith, with no intention of malice.

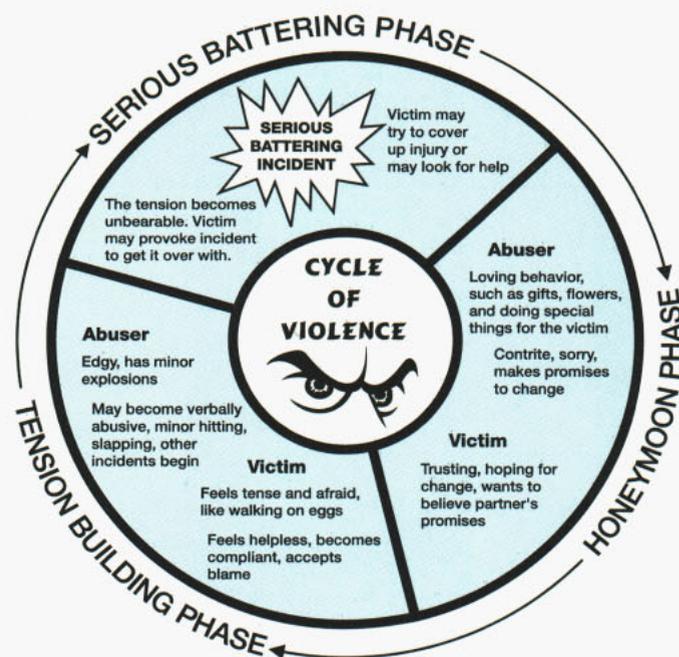
"This is not a 'guilty until proven innocent' kind of thing," said Grady. "Our main concern is to protect the child or spouse."

If you suspect that a child or spouse is being abused, report it to family advocacy. They will have those involved come in for an initial consultation. After that session, the social worker decides if an abuse case needs to be opened.

"Family advocacy is here to help you, not judge you," said Nolan. "We always give the support, training and referral if needed to anyone who seeks help. This way, we can all work together to break the abuse cycle and prevent another one from starting."

Early identification increases the chance of a positive and safe outcome and most importantly, it will help cure this sometimes-fatal sickness. †

Oladeinde is a staff writer for All Hands.



Child abuse and neglect indicators

Physical abuse:

Physical indicators

- unexplained bruises
- unexplained burns
- unexplained fractures.

Behavioral indicators

- extreme aggressiveness or withdrawal
- wary of people
- feels deserving of punishment.

Emotional abuse:

Physical indicators

- shallow, empty facial appearance
- failure to thrive in a normal way
- lags in physical development.

Behavioral Indicators

- depression
- poor self-esteem
- developmental lags.

Neglect:

Physical indicators

- underweight, poor growth pattern
- consistent hunger, poor hygiene
- lack of supervision.

Behavioral indicators

- inappropriate seeking of affection
- extended stays at school
- avoids other children, embarrassed to be with others.

Sexual abuse:

Physical indicators

- difficulty walking or sitting
- torn, stained underclothing
- venereal disease
- early pregnancy.

Behavioral indicators

- sophisticated or unusual sexual behavior or knowledge
- sexually acting out with other children
- acting out guilt with self-destructive behavior.

If you are aware of a violent episode in progress, report it. Seek help if you are involved in an abusive relationship and refer any individual in a violent relationship to a family violence, crisis or counseling resource. For more information, contact your local family service center.

Signs to look for in a battering personality

Jealousy: At the start of a relationship, an abuser may say, "Jealousy is a sign of love." Jealousy has nothing to do with love, it's a sign of possessiveness and lack of trust.

Controlling behavior: The batterer will say this type of behavior is based on a concern for the safety of the abused individual.

Quick involvement: Many battered women dated or knew their abuser for less than six months before they married or lived together.

Unrealistic expectations: Abusive people will expect their partners to meet all their needs. They expect the perfect spouse, father/mother, lover and friend.

Isolation: The abusive person tries to cut the abused person off from all resources. Victims who have friends of the opposite sex are "whores;" those with friends of the same sex are "homosexual." Victims who are close to family are "tied to the apron strings."

Blames others for problems: If abusers are chronically unemployed, someone is always doing them a wrong, or out to get them.

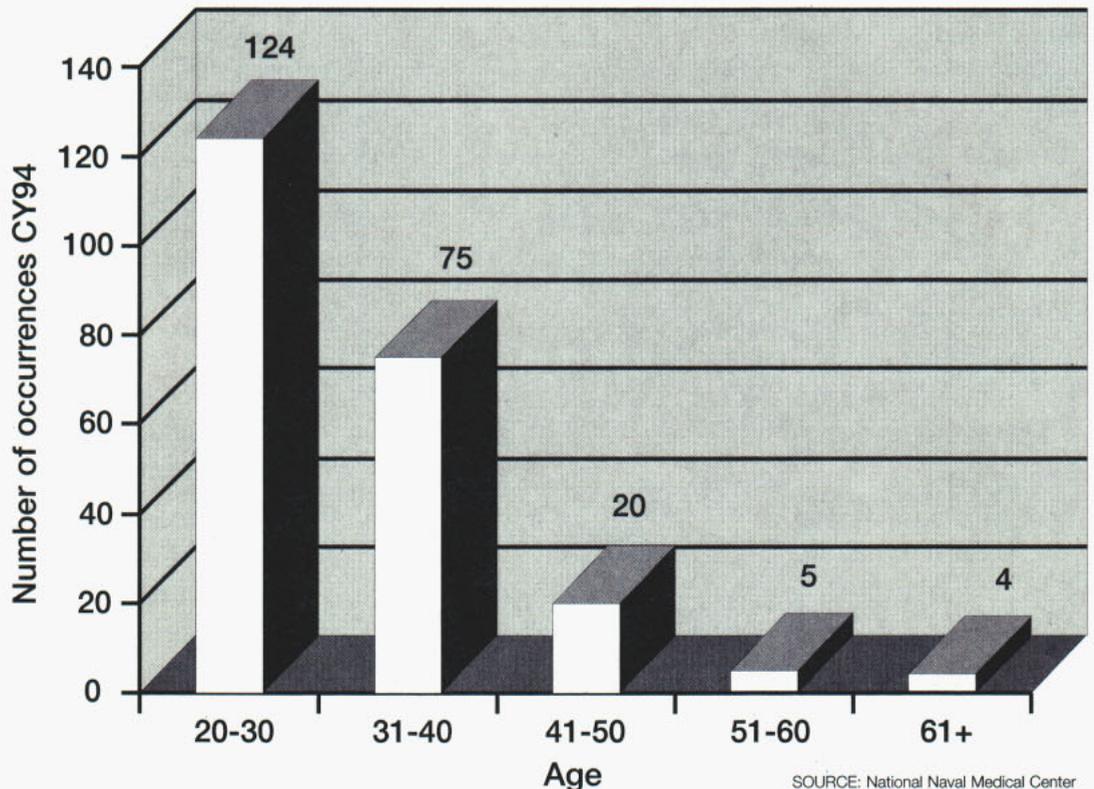
Hypersensitivity: Abusers are easily insulted. They claim their feelings are "hurt" when really they are mad. They also take the slightest setbacks as personal attacks.

Cruelty to animals or children: An abuser may punish animals brutally or be insensitive to their pain or suffering; this individual may expect children to be capable of doing things beyond their ability. For example, an abuser may whip a one-year-old for wetting a diaper.

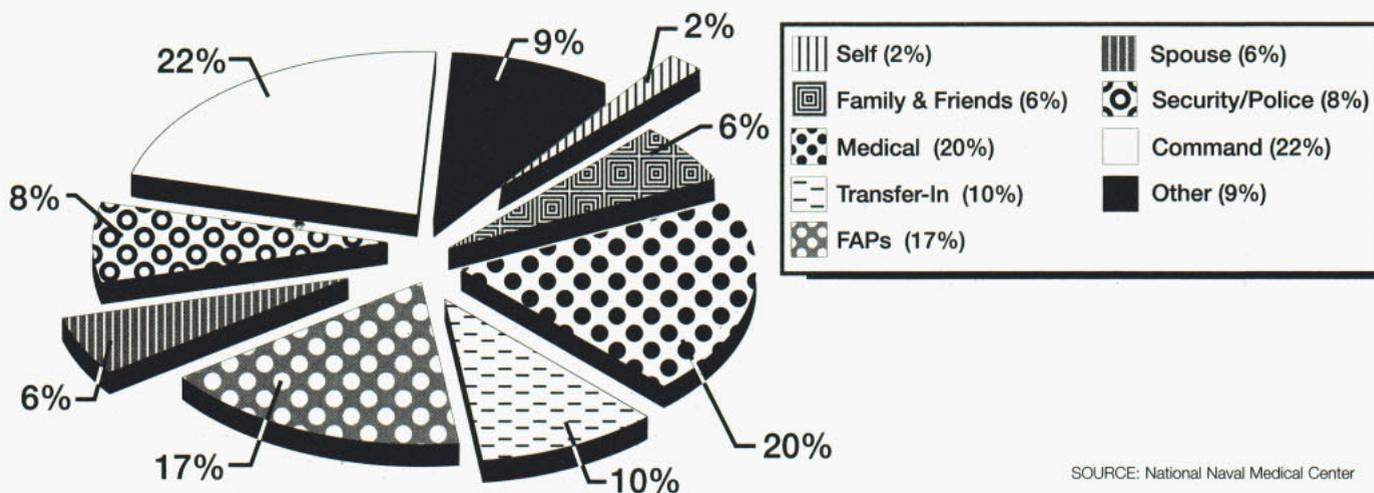
Past battering: Abusers may say they abused before because the victims "made them do it." Batterers will beat anyone they're with if the victims stay around long enough for the violence to begin. †

SOURCE: National Naval Medical Center

Spouse Abuse Offenders (by age)



Source of Family Advocacy Referrals



SOURCE: National Naval Medical Center

Treatment Services Available in the Military through FAP

“Learning to Live Without Violence” — A four-week general military training course on domestic violence in the military.

Women’s educational group — A six-week educational group for women who experienced violence in a relationship.

Women’s therapy group — A long-term, insight-oriented, interpersonal therapy group for women who have completed a short education group.

“Domestic violence treatment” — A 14- to 17-week long behavior change, education and insight-oriented treatment group for men who have perpetrated violence within a relationship.

Domestic violence treatment group (based on the Duluth, Minn., model) — A 24-week behavior change, education and insight oriented treatment group for men who have perpetrated violence within a relationship.

Men’s group counseling — An open-ended, interpersonal, insight-oriented and behavior change follow-up group for men previously treated in structured group.

Couples’ group counseling — Time limited educational, interpersonal group for couples who have experienced domestic violence.

PACE — A 20- to 24-week educational, behavior change, interactional group for men involved in perpetrating domestic violence.

Adults Molested as Children — A long-term interactional group for individuals sexually abused as children.

Parenting treatment group — An 8- to 13-week educational and behavioral change program for parents.

Children’s/parents’ concurrent group treatment programs — A 6- to 10-week interactional, educational program for children and parents (separately). ‡

Training may vary from command to command.

SOURCE: National Naval Medical Center

Keeping a

How your moods affect your driving

Story courtesy of Parlay International

It's a fact of life — we all have good and bad moods. But, when you're driving, you have to keep those moods under control — especially the negative ones.

Keeping cool, calm and collected under all circumstances is important to your safety. A mature Sailor maintains his or her self control.

Temper, temper

It's inevitable you'll lose your temper once in awhile. But learning to handle your anger is important because angry people can become dangerous people when they're driving motor vehicles.

It may be difficult to keep your anger under control, but it can be done. Your own attitude is a starting point. For instance, you may be tempted to get back at another driver who does something foolish. But, as a professional, you make a wiser choice. You know the other driver has created a dangerous situation and you could make it even worse if you react in anger.

Take some deep breaths, keep your lid on and remind yourself your own safety is more important than any urge to react. Set a good example for other drivers — including the one who made you angry.

As long as you stay in control, chances are the situation won't escalate into something more perilous than it already is. Being a defensive driver can make your driving life safer and easier. You need good judgment when there's risk involved. Emotional responses only make the risk greater.



cool head

Impaired driving

If you start your day in a bad mood, it can actually impair you physically. Your normal reactions may be clouded by anger, anxiety or grief. By starting out under stress you can tire early and can develop a headache, upset stomach or other problems.

It's good to know how to respond to stressful situations and how to avoid them if possible. If you can't, make sure your driving is orderly and careful. Your good habits will carry you through.

Learn to relax

If you are stressed out, try some relaxation techniques. Stop if you can. Get out, stretch and walk around a little. Put some soothing music on the radio. Do some deep breathing while you're at the wheel. On the other hand, it can be dangerous to get overly relaxed when you're driving. A blissful mood may be pleasant but it can cause you to daydream. Your mind may wander and, in a tight squeeze, your reactions may be too slow. Keeping an even keel is your best bet.

Keep in shape

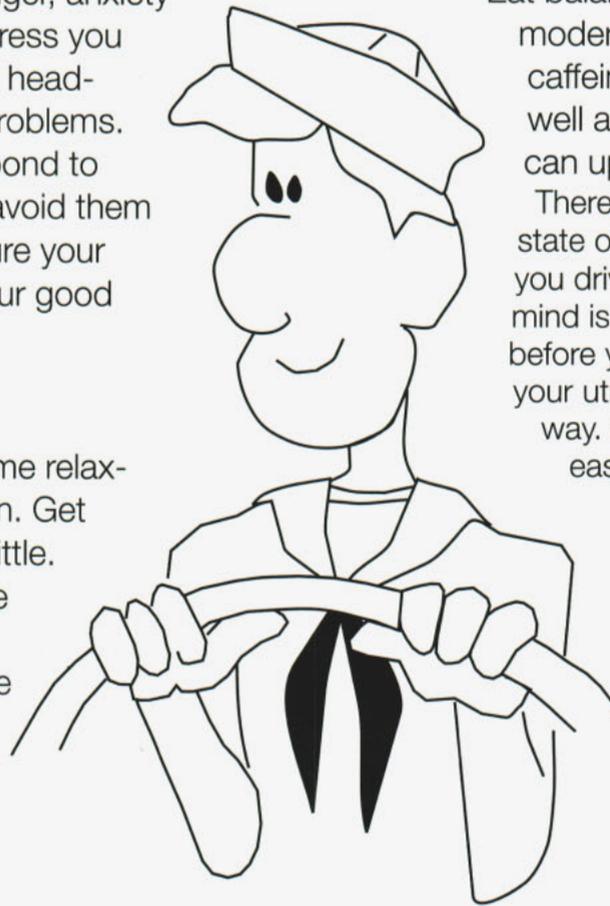
The condition of your body plays a big role in the control of your moods. Avoid fatigue when you're on the road. It's easy to fall into a

negative mood when you're tired.

The food you eat also plays a part in your moods. Avoid junk foods and too much sugar.

Eat balanced meals, eat moderately and go easy on caffeinated beverages, as well as spicy foods that can upset your stomach.

There's no doubt that your state of mind governs the way you drive. Make sure your mind is in a positive mode before you start out — and do your utmost to keep it that way. It'll make your day a lot easier. †



Be Safe



Buckle Up

Models of Success

All Hands focuses on the Navy's role models

Seaman Thang Pham



Ship: USS Barry (DDG 52)

Hometown: Ho Chi Minh City, Vietnam

Job Description: Deck hand aboard USS Barry

Hobbies: Volleyball, swimming and basketball

Marital Status: Single

Achievements: "I left Vietnam in 1987, lived in Thailand until 1989 when I moved to Hawaii, received my citizenship and decided to join the Navy. I had to muster all the courage I had to leave my family and country to make a name for myself in the United States."

Key to Success: Dedication to self-improvement.

Favorite quote: "You never really lose until you stop trying." †

Command: Navy/Marine Corps Reserve Center, Ebensburg, Pa.

Hometown: Sacramento, Calif.

Job Description: Staff corpsman for 10 active-duty and 80 reserve Marines

Hobbies: Aerobics, softball and painting

Marital Status: Married with four children ranging in age from four to 23.

Key to Success: "Be positive. Carry out your duties with a sense of honesty and fair play. Let instruction be your guide, and be consistent in their use. Always temper all assignments with humanity. Remember, we are all in this together. Remain focused on each new challenge.

Favorite quote: Lead by example. †

Hospital Corpsman 1st Class Libby Ann Valeski



Bearings



Kennedy's HAZMAT Program ... getting the job done

Environmental protection is a vital concern everywhere these days, but aboard USS *John F. Kennedy* (CV 67), undergoing a two-year overhaul at the Philadelphia Naval Shipyard, hazardous material (HAZMAT) control is a definite challenge.

"Because of our present environment and the Navy's policy on hazardous material, we track all HAZMAT from what is called the 'cradle to the grave,'" said LTJG Mel C. Davis, *Kennedy's* HAZMAT officer. Davis and his team make sure all HAZMAT is controlled from the time of requisition to the time of disposal.

Total accountability is one of the things that makes the program successful. "We begin issuing hazardous materials, such as primer, paint and lube oil at 7:30 a.m. We continue issuing material throughout the day," Davis said. "The containers we issue



SK2 Casey A. Tuggles uses a forklift to load used nitrogen bottles on a truck for proper disposal.

are specifically labeled with warnings and identification numbers that make them easier to track. By the end of the work day, we have an accurate accounting of every container."

Each person is given a receipt for any material issued. When that person returns any unused material, the

issued receipt is stamped and the copy on file is also stamped.

"If, at the end of the day, the material hasn't been returned, the tracking process is at the tip of our fingers," Davis said.

While *Kennedy* is in the shipyard, quite a bit of primer and paint is being used, but the HAZMAT staff issues the precise amounts needed for a job. "We use special-ordered measuring cans so primer waste will not occur," Davis said.

Davis estimates that USS *John F. Kennedy's* HAZMAT Program is saving the Navy more than \$900 a week on primer alone. "When you have concerned people working with hazardous materials," said Davis, "your program will be a definite success." †

Story by JO2 John Oliver Moulton and photo by PH2 Peter R. Kline, both assigned to USS John F. Kennedy (CV 67).

Navy has a raging bull in Texas

Bull riders are people who won't settle for a simple game of tennis or even football — no, they want to wager their talent against 1,000 pounds of untamed rage.

The environmental recycling and solid waste manager at Naval Air Station Dallas is one of these adventurers. Aviation Electrician's Mate 1st Class Charles W. Sibley wouldn't want any other sport.

"Bull riding is the ultimate competition," said Sibley. "You're not competing with someone who's your equal, you're competing against something that's much more powerful than you. The odds that you're going to lose are so much greater than the odds of you winning. The top 15 bull riders in the country only stay on about 85 percent

of the bulls they ride, and they're the best."

Sibley didn't start riding until he was 15 when he took a dare and decided to get on a bull. "I rode (for 8 seconds) the first bull I ever got on and decided, 'Hey I want to try this again,' so I rode until I joined the Navy," said Sibley.

Sibley was geographically away from the sport while in Virginia, but began to ride again when he returned to Texas three years ago. "I haven't won anything at a rodeo since I started riding again," said Sibley. "I do it mainly for fun.

"But, if you're going to ride bulls you'd better take bull-riding lessons," he said. "Anytime you get on a bull, no matter how docile the animal seems, chances are he could hook you with



AE1 Charles W. Sibley (left) and Scotty Jones resin their ropes in preparation for their turn in the bull-riding competition.

his horns," said Sibley. "But, their horns aren't the most dangerous part — their feet are. Twelve to 1,600 pounds stepping on you — it breaks bones."

†

Story and photos by Tammy Finegan, assigned to the NAS Dallas Public Affairs Office.

Bearings

Volunteers help out on St. Maarten

St. Maarten's citizens are used to having visitors, but they were a little apprehensive when the 97,000-ton, Norfolk-based USS *Theodore Roosevelt* (CVN 71) dropped anchor in the blue coastal waters off the island. The ship's visit marked the first port call of a *Nimitz*-class aircraft carrier to the tiny Caribbean island, and islanders didn't know what to expect. However, Sailors quickly showed themselves to be friendly visitors to the many beach-front shop

owners.

One of five islands that form the Netherlands Antilles, St. Maarten is co-owned by the Dutch and French, and the language and influences of both nations are evident. *Roosevelt* anchored at the Dutch port Philipsburg, but Sailors were offered free bus rides to the French side of the island. Many of the crew were able to enjoy the relaxing atmosphere and mixed cultures of the island, but some took their free time and put it to use doing volunteer work at Hillside Christian School in Philipsburg.

The work was a joint project of *Roosevelt's* command religious ministries department and Jack and Asha Stevens. Asha is the Hillside superintendent and has been working with the school since its inception in 1968. Her husband, Jack, is a retired U.S. Army major.

More than 300 students joined in a song of welcome for the Sailors who came to upgrade their school. The

volunteers spent several hours chipping paint, preparing metal surfaces and painting trim work. "It's a tribute to the Sailors' generosity to give up their free time for a community project," said LCDR Joseph A. Scordo, one of the ship's chaplains.

As the classes let out for the day, students stopped to talk with the Sailors. They drew pictures of the ship in art class and marched around shouting "Ahoy!" to anyone with a paintbrush. "It's a good way to show what type of people [make up] the military," said Alma Landman, the school's art teacher.

After completing the day's work, the volunteers were treated to a dinner of traditional island dishes: seasoned rice, chicken, salad and fried plantain (a banana-like fruit). "The work done today probably had more positive impact on the attitudes of locals toward America than any other aspect of the ship's visit to the island," said Superintendent Stevens. "We thank you." †

Story by MM3 W.B. Smith assigned to USS *Theodore Roosevelt* (CVN 71).



Children of the Hillside Christian School gather for a group photo.

Airmen earn their sea legs

The number of Air Force people who can tell sea stories grew by five recently when airmen from Travis Air Force Base, Calif., got under way with USS *Carl Vinson* (CVN 70).

One mechanic, three operators, an officer-in-charge and an R-11 refueler truck were aboard the carrier to provide backup JP-5 aircraft fuel while the ship's own fuel system was being re-certified.

Fuel certification has to be done after an extended ship's restricted availability," said Fuels Officer LT William Bailey. "We need clean fuel to give the embarked air wing."

"We topped off three helos the first day," said Air Force Capt. Tim Schaf-

fer, officer-in-charge of the small detachment. "We maintained stand-by services after the fuel system came back on line."

Schaffer was impressed, especially during flight operations. "We got to see how a sister service does things. That was really something. We saw how you do business and compared notes."

All five Air Force personnel got to experience exactly what a Navy ship does at sea, and they enjoyed every minute of it, according to Air Force Sgt. Mark P. Rios. "We had a real good tour of the ship," he said. "We got to see how they do business upstairs on the flight deck. We went

Air Force Tech. Sgt. Robert H. Mayer, a refueling mechanic, inspects a hose on a fuel truck during a recent at-sea period aboard USS *Carl Vinson* (CVN 70).



up to Vulture's Row about 10 times. That was a real rush." †

Story by JO1 George Hammond, photo by JO1(AW) William Dagendesh, both assigned to public affairs office, USS *Carl Vinson* (CVN 70).



MSs spice up home economics class

If mess management specialists (MSs) from Naval Computer and Telecommunications Station (NCTAMS), Eastern Pacific, Hawaii, had their way, the number of high school dropouts would decrease dramatically. The number of "A"s would increase astoundingly and the number of high school grads going on to be chefs might skyrocket.

When five MSs took over a local high school's home economics class for the day to prep students for the Hawaii Student Culinary Exposition, the students refused to leave when the bell rang.

"You guys need to go to English," insisted Laura Sato, the school's home economics instructor. "I'll give five extra credit points to anyone who goes to English." The students sat quietly, oblivious to the bell and the teacher's voice. They watched intently as MS3 Samuel Reed squeezed out frosting rosebuds on a cake.

"How about 10 extra credit points,"

MS1 Moises Lovinaria watches as a student carves a flower out of a potato.



pleaded Sato. The enrapt students pretended not to hear. They wanted more. "It was amazing!" said Sato. "We had very active participation from the students. They really loved it.

"NCTAMS has been coming out here every year for about four years. It's always an excellent chance for the students to get hands-on experience."

The students were "wowed" by the MSs wielding their culinary expertise. MS2 Glenda Perez showed how to make a napkin stand on three corners during her napkin folding demonstration.

MS1 Moises Lovinaria turned an orange into a bright, colorful flower using mashed potatoes and food coloring. MS2 Gilberto Eleazar made a flying duck out of a carrot and MS3 Ernie Scheer joined Reed in cake decorating.

"Another 20 or so more and you'll get the hang of it," encouraged Lovinaria, as high school student Randy Fernandez attempted to make

MS2 Glenda Perez watches as students attempt to recreate her napkin folding techniques.

an edible flower.

"This isn't so tough. I think I'll make one of these for the exposition," said Fernandez as he "spooned" blue mashed potato petals onto an orange.

"You see them progress in a matter of minutes," said Reed. "What we're showing them today directly relates to what they'll be doing at their culinary exposition. It's also fun coming out here. It feels good to interact with the students and the community."

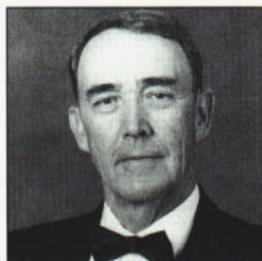
NCTAMS Food Services Officer, MSCM Danilo Batac, echoed his MSs' feelings. "They are very eager to learn. We look forward to coming out here every year. We keep getting invited back, so they must like it, too!" †

Story and photos by JO2 Robert Benson, NCTAMS EASTPAC Public Affairs.

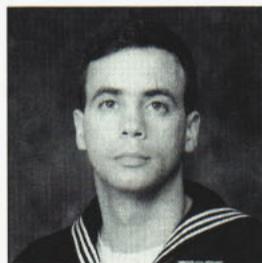
Shipmates



Yeoman 1st Class Joyce Bland was recently selected Military Sealift Command Far East's Shore Sailor of the Year. "Working with MSC has exposed me to working with other services," Bland said. Her advice to other sailors is: "Cross train yourself and know every area of the mission of your command." A native of Gary, Ind., Bland is attached to MSC Okinawa.



CAPT William J. Phillips was recently presented with "The Order of the Long Leaf Pine," by North Carolina Governor James B. Hunt Jr. Phillips, a native of Kannapolis, N.C., was officer-in-charge of the U.S. Navy Band, Washington, D.C., until his retirement last month. The award is the state's highest service award and was presented in recognition of Phillips' outstanding achievement during his 38 years of naval service.



Aviation Boatswain's Mate 1st Class (AW) Joseph D. Howard was recently named USS *Theodore Roosevelt's* (CVN 71) Sailor of the Year. Howard credits his success with a simple concept: "Follow up. When you delegate a task to someone, you need to follow up on it," Howard said. Howard, hailing from Connellsville, Pa., works as career counselor for the ship's air department.



Dr. Thomas L. Reinecke, head of the Electronic and Optical Properties Section, Electronic Materials Branch of the Naval Research Laboratory's Electronics Science and Technology Division, was recently awarded the 1994 Humbolt Research Award for Senior U.S. Scientists. The award is granted by the Humbolt Foundation to "outstanding U.S. scientists in recognition of accomplishments in research and teaching."



Aviation Structural Mechanic Debra A. Samborski was recently chosen to participate in the Navy's Enlisted Commissioning Program. Samborski, a native of Chicago, is attached to the Aircraft Intermediate Maintenance Department, Naval Air Station Fallon, Nev. Of the 700 applicants, 150 Sailors were chosen for the 1995 program.



Quartermaster 1st Class (SW) Daniel J. Nicholson was recently selected the Atlantic Fleet Surface Force Sea Sailor of the Year. Nicholson, from Reading, Mass., was cited for his exceptional achievements as USS *Clifton Sprague's* (FFG 16) assistant navigator, Enlisted Surface War Specialist Coordinator, command financial specialist and Combined Federal Campaign coordinator.

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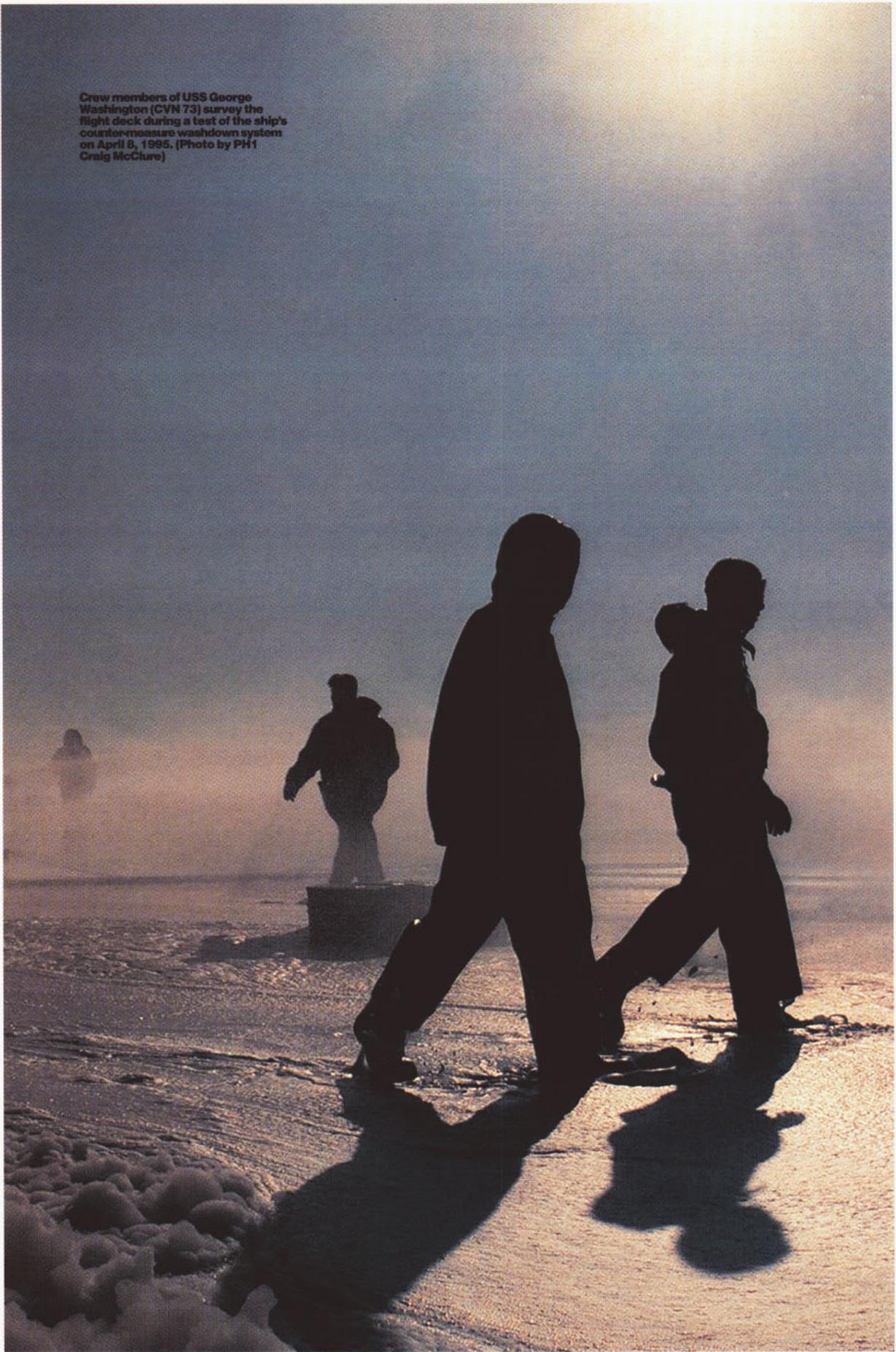
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Crew members of USS George Washington (CVN 73) survey the flight deck during a test of the ship's countermeasure washdown system on April 8, 1995. (Photo by PH1 Craig McClure)





Left: EN3 Douglas Paschall at his watch station as Main Engine Operator.

Name: EN3 Douglas G. Paschall

Hometown: Paris, Tenn.

Hobbies: Sports, especially tennis

Watch responsibilities: Main Engine Operator, Main Machinery Room 2, USS *Whidbey Island* (LSD 41).

Job responsibilities: Hydraulics Shop, "A" Division – performs maintenance on ship's ballast system, deballast air compressor and ship's boats.

Places visited while in the Navy: South America, East Africa, Puerto Rico and Cuba.

Best part of the job: Humanitarian relief in the Straits of Florida. "It was a rewarding feeling helping the Cuban refugees during Operation *Able Vigil*."

