

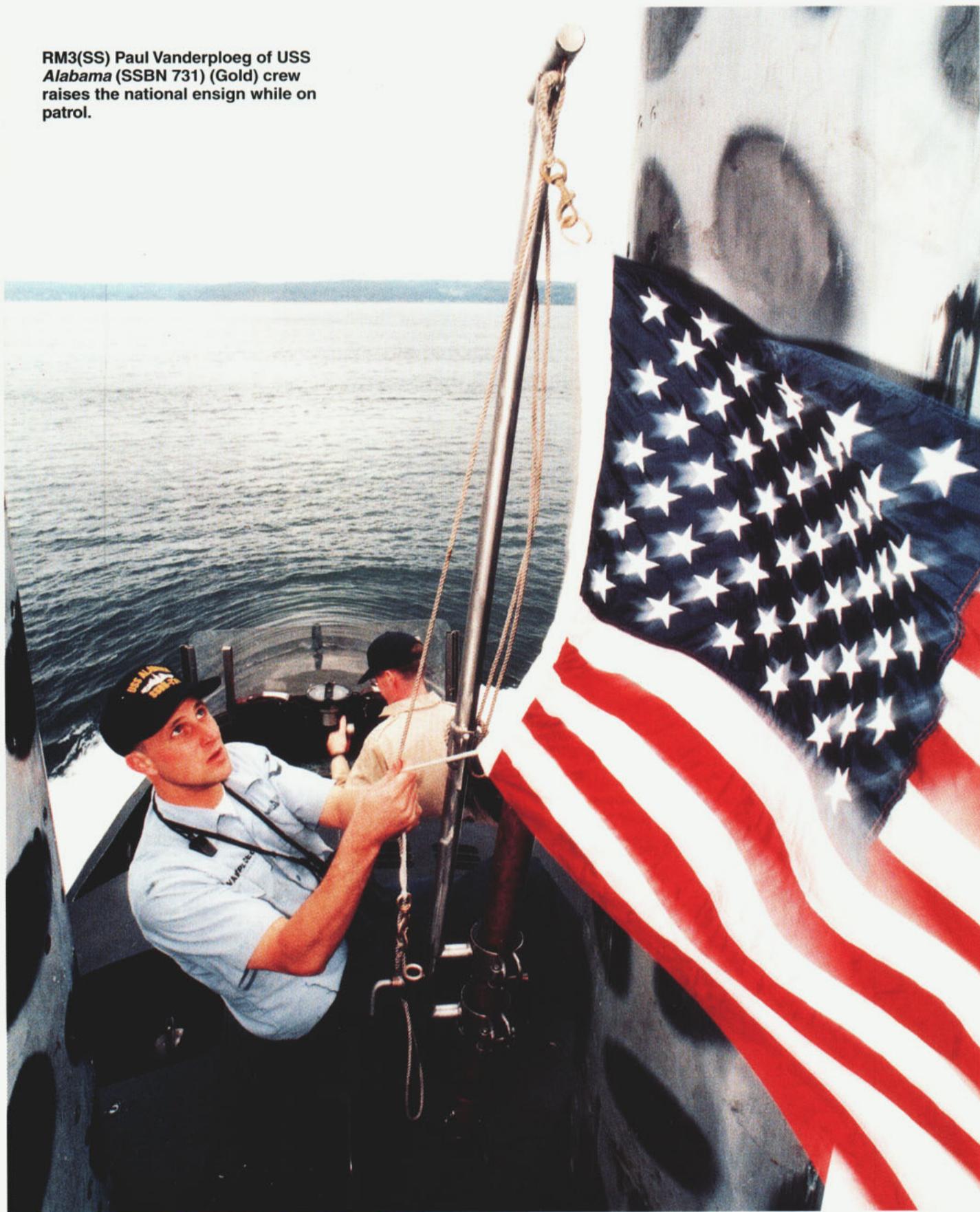
ALL HANDS

MAGAZINE OF THE U.S. NAVY

July 1997



RM3(SS) Paul Vanderploeg of USS *Alabama* (SSBN 731) (Gold) crew raises the national ensign while on patrol.



ALL HANDS

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Number 964

Battle Ready



Photo by PHC(SW) John Gay



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Photo by PH3 Chris Vickers

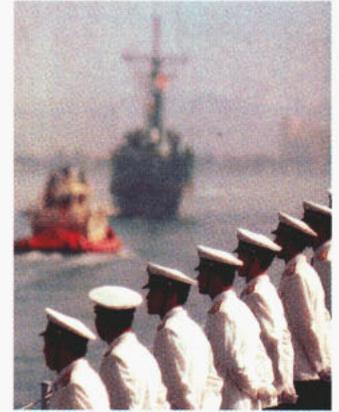


Photo by Steven Balitz

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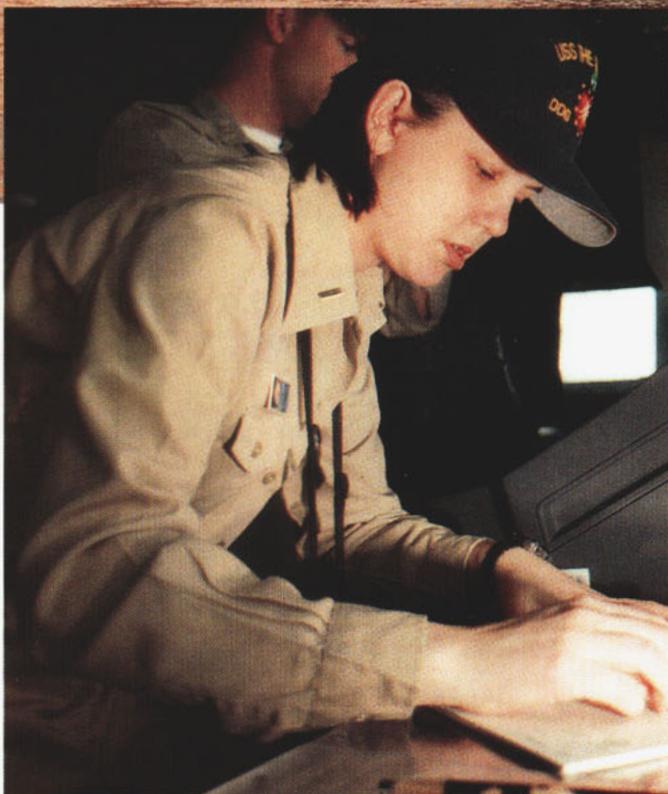
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A hose team attacks a simulated fuel fire at Fleet Training Center, San Diego, as part of their predeployment training. Photo by JO2 Rodney Furry

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We stick together!



Story and photos by PHC(SW) John E. Gay

Almost 55 years after the death of the five-Sullivan brothers in World War II, their legacy of service and sacrifice continues. "We stick together," is the motto emblazoned in bright gold on the back of each crew member's blue ball cap; words that confirm the crew's team spirit

▲ USS *The Sullivans* (DDG 68) passes under the Newport Bridge as it enters Narragansett Bay after sea trials.

◀ ENS Krystee Knott plots the ship's course from the bridge.

◀ Preparing for the ship's port arrival, a seaman rounds up a life ring and chaff cannister.

▼ BM1(SW) Jeff Reese gives helm instructions to Jesse McKinney and Josh Bolieiro while USS *The Sullivans* (DDG 68) conducts training off the coast of Rhode Island.



nity to train in low-visibility maneuvering.

As the sun burned through and cleared the fog, the crew swung into an at-sea routine of engineering casualty drills, small boat exercises and high-speed runs that created a turbulent rooster tail wake billowing high above the flight deck.

Training the new crew members proved a challenge for the veterans. More than a third had never been to sea before. Not only was the ship concerned with training and qualifying their "unsalted" personnel, but also with the safety of the "riders" aboard.

Scattered throughout the ship, exploring the spaces, were 15 photographers and journalists. There were also 20 students and teachers from Boston's Timilty Middle School. Each student had been recognized for good citizenship within their communities.

"The ship makes me too dizzy," said 11 year-old Lily Chan. "But, I liked the high-tech stuff."

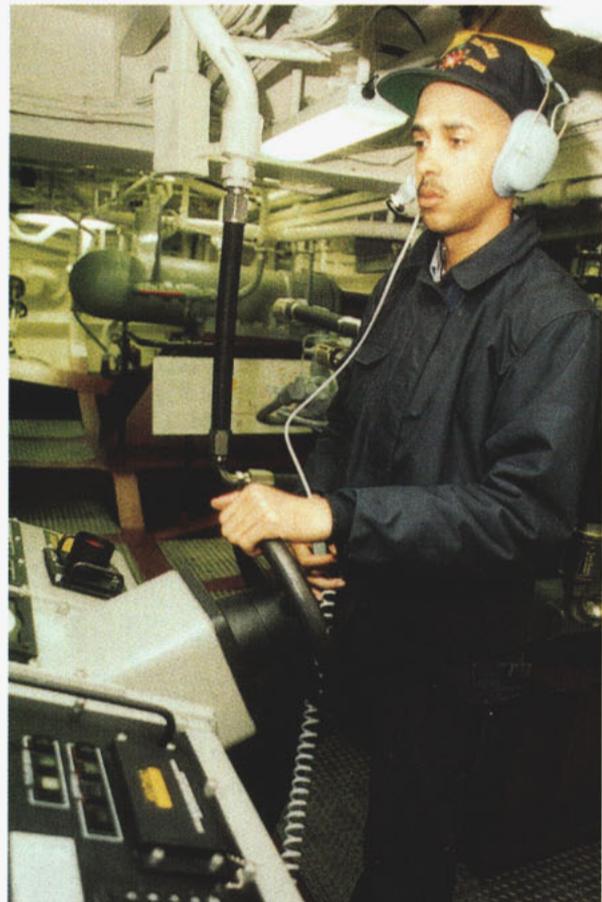
Leading the Navy into the future, *The Sullivans*

and dedication to their ship and to the Navy. This spirit mirrored by the memory of the brothers from Waterloo, Iowa, who never returned from the sea. A second ship bearing the name *The Sullivans* (DDG 68) spent two weeks in Newport, R.I., where it underwent its first at-sea operations with other ships.

Steaming from its birthplace at the Bath Iron Works, Bath, Maine, the 18th *Arleigh Burke*-class, guided-missile destroyer is the first ship built from the keel up to accommodate a mixed-gender crew.

Casting off lines, *The Sullivans'* crew prepared for its first operational exercise.

Cautiously clearing Narragansett Bay in a mist-thick fog, *The Sullivans* steamed in formation with five NATO force ships of the Belgium/Netherlands task group. Although a dense, sea-hugging cloud kept the ships of the formation invisible to one another, *The Sullivans'* crew had their first opportu-



● BMSN Darren Hutchison monitors the ship's rudders in aft steering.

has a long history and tradition. After a close family friend was killed during the Japanese attack on Pearl Harbor, all five Sullivan brothers decided to enlist in the Navy. Petitioning the Department of the Navy with a request to be stationed together, they were assigned to the cruiser *Juneau* (CL 52).

Arriving just in time for the ship's commissioning, they reported aboard *Juneau* in New York City. During the invasion of Guadalcanal, the crew earned their first battle star. A few weeks later, off the coast of Savo Island, *Juneau* was struck by a torpedo on the port side.

▼ Sailors from the Netherlands come alongside USS *The Sullivans* (DDG 68) as the two navies exchange personnel.



● OS2 Stephanie Smith explains her watch station display to a Dutch sailor.

Limping toward the safe port of Espiritu Santo with five other ships, *Juneau* met her fate. A second Japanese submarine attack placed two more torpedoes into *Juneau*. Exploding, *Juneau* sank in less than a minute, leaving the impression that no one could have survived. Concerned about another attack, the other ships with-



drew at maximum speed.

An estimated 100 Sailors were left clinging to debris after *Juneau* sank. Joseph, Francis, Albert and Madison Sullivan, all died when *Juneau* sank Nov. 13, 1942. The oldest brother, George, was one of the Sailors awaiting rescue. He spent the next seven days adrift. All but 10 Sailors died from battle wounds, exposure and shark attacks. George Sullivan was not among them.

In April of 1943, Alleta Sullivan, mother of the five young men, christened a new warship honoring her sons. USS *The Sullivans* (DD 537) was the first destroyer to be named for more than one person.

The ship went into combat Jan. 24, 1944. Supporting the fleet throughout the Pacific campaign, it earned nine battle stars. Nicknamed the "lucky ship," *The Sullivans* never experienced serious damage. The ship also survived the typhoon of December 1944 which sank three other ships in the task group en route to Manila.

After three years of service, *The Sullivans* was placed out of commission until 1951 when it was called upon again for the Korean War. Homeported in Newport, R.I., after decommissioning, *The Sullivans* served as a school ship for surface warfare students at Destroyer School in Newport. Now, the decommissioned destroyer is a nautical museum in Buffalo, N.Y.



● The Sullivan brothers died as shipmates when the cruiser *Juneau* (CL 52) was sunk off Guadalcanal Nov. 13, 1942.





▲ During a high-speed run USS *The Sullivans* (DDG 68) kicks up a rooster tail as the ship exceeds 30 knots.

Reviving the Sullivan legacy, Kelly Sullivan Loughren, granddaughter of Albert Sullivan, smashed a bottle of champagne on the bow of the designated DDG 68, Aug. 12, 1995. As the large gray hull slid down the ways into the Kennebec River, Loughren closed her remarks with, "May the luck of the Irish be with you and your crew."

The 505-foot long ship is outfitted with the latest in *Aegis* technology and a mix of *Tomahawk* and other vertically launched missiles for air defense, and strike warfare missions.

USS *The Sullivans* was commissioned April 19, 1997 at Staten Island, N.Y. The ship is homeported in Mayport, Fla. †

Gay is a photojournalist assigned to the U.S. Naval War College, Newport, R.I.

SA Natasha Ferguson and SR Angelic Wheeler take a break to play a game of cards in women's berthing. USS *The Sullivans* is one of the first ships built from the keel up to accommodate a mixed-gender crew.

"May the luck of the Irish be with you and your crew."

— Kelly Sullivan Loughren,
granddaughter of Albert Sullivan

There is no 'I' in Team

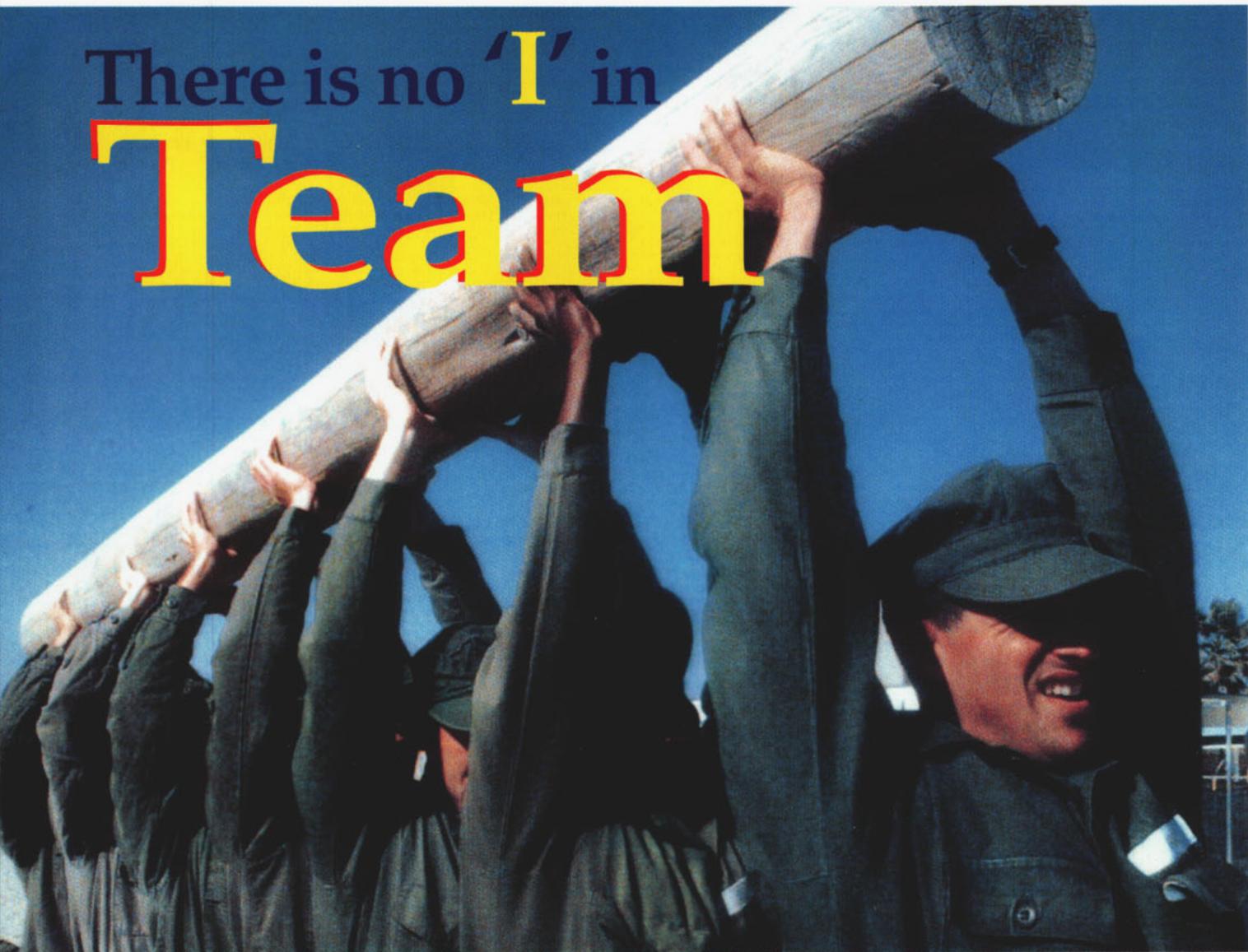


Photo by PHVA Caroline Hammonds

▲ LTJG Tristan Rizzi (right) leads other BUD/S candidates from Class 212 in team physical conditioning with a heavy log at Naval Special Warfare Center, Coronado, Calif.

Story by JO2 Rich Henson

Teamwork doesn't just happen – it's created.

It's built methodically through hours of physical and mental training. In the beginning, all students are individuals, but at the end, there is no one outstanding member of the group; all are equals. Regardless of individual strengths and weaknesses, the success of a mission depends on the cohesion and unity of the team.

Nowhere is this concept more important than in the Navy's special warfare community, where teamwork

is drilled into the consciousness of future SEALs during Basic Underwater Diving/SEALs (BUD/S) training at the Naval Special Warfare Center, Coronado, Calif. At the start of the grueling, six-month training schedule, it quickly becomes evident to every BUD/S candidate that success hinges not on what they do by themselves, but what they do together.

"Teamwork is the key factor in completing BUD/S," said BUD/S officer candidate LTJG Tristan G. Rizzi, a former resident of Hampton,



◀ BUD/S candidates hoist a rubber raft over their heads during 'surf passage' team-building training.

▼ Students prepare to launch their rafts during team-building training.



Photo by PH2 Felix Garza Jr.

N.H. "We are taught to trust and rely on each other. Everyone has a weakness and it's up to the team to overcome these weaknesses and ensure success."

BUD/S instructors place teamwork in the same bracket as physical training and tactics.

"A majority of the jobs we are called upon to complete are impossible if attempted alone but attainable if done as a group," said Gunner's Mate 2nd Class Douglas F. Sjolund, a BUD/S instructor from Sudbury, Mass. "There are a lot of times when a situation arises and only the combined skill of several people will be able to work through the problem."

"Each mission is carefully planned and rehearsed," said BUD/S officer candidate ENS Jeremy M. Komasz, a native of Egg Harbor Township, N.J. "If all but one person is following the plan, that person not only endangers himself but the entire platoon and

Photo by PH2 Felix Garza Jr.

● UDT/SEAL Instructor ICCS William J. Goward points out a discrepancy to a raft crew during 'surf passage' team building training.

►► A raft breaches a breaker during 'surf passage' team-building training on the Southern California coast.

the mission itself. An individual can compromise a mission and even cost someone their life. There is no room in the SEAL community for anyone with a 'me first' attitude."

BUD/S candidates are taught from Day 1 that teamwork will be the only way they will make it through the intense training.

"We eliminate the focus on individuals," said BUD/S Instructor Senior Chief Interior Communications Specialist William J. Goward, a former resident of San Bernardino, Calif. "By holding everyone in the class responsible for not completing an assigned task, the entire class deals with the consequence."

One of the most demanding aspects of team-building is the "Surf Passage" exercise, where groups of seven candidates use rubber boats with oars to paddle into the ocean through breaking waves. If successful, the team makes it through the breakers. If a boat is swamped, the team retrieves its members and



Photo by PH2 Felix Garza Jr.

attempts to complete the training. Whether in success or failure, the participation of the unit as a whole underscores teamwork.

"No one person can complete any given mission by himself in the teams," said enlisted BUD/S candidate Aviation Support Equipment Technician 2nd Class Joseph Jones IV, of St. Louis. "That is why the organization is called 'SEAL teams.'"

At the end of their 25 weeks of training, the candidates learned the value of cooperation. For those who hope to some day wear the gold trident, the teamwork skills they were taught will forever play a vital role in their careers as SEALs.

"We instill the concepts of team integrity, hard work ethics and the confidence in knowing that anything is possible as long as they, the team, approach it with the can-do attitude," said Goward. †

Henson, Garza and Hammonds are assigned to the Navy Public Affairs Center, San Diego.



Photo by PH2 Felix Garza Jr.



Navy doctors take eye care south to Guatemala

Story by JO3 Andee Montgomery, photos by PH2 Rick Poorman

The line formed early in the day outside the gates of the makeshift hospital. Hundreds waited, hoping to see a doctor for the first time. Word spread of their arrival long before they left Bethesda, Md. – American doctors are coming. The promise of medical care to this remote area of Guatemala devastated by civil conflict lured hundreds to seek doctors, even if it meant walking more than 24 hours to reach the remote site.

A team of doctors, consisting of LCDR Asa Morton, CDR John Avallone, LCDR Athanasius George and Hospital Corpsman 3rd Class Rick Hawkins from National Naval Medical Center's Ophthalmology department in Bethesda, traveled to Guatemala along with the nonprofit group Helps International, spending 12 days providing eye care to those in the remote mountain village of Nebaj.

"I [was] very excited to be able to experience this type of training," said Hawkins. "I've been on USNS *Comfort* (T-AH 21), but this [was] a more real-world clinical environment."

Morton, who traveled to Guatemala last year, noted the importance of bringing medical services to Guatemala. He also thought the training and experience doctors receive is beneficial for future Navy humanitarian relief efforts.

"Twenty-nine Guatemalan nurses [trained] alongside the American doctors and nurses," said Lois O'Neal, group leader with Helps International. "It's this type of training that's vital to the future of medical care in Guatemala."

Morton said he would like to see this kind of training for doctors in the Navy. "[When you] put them in a situation that could happen in the field



▲ LCDR Asa Morton operates on a Guatemalan patient while LCDR Athanasius George assists.

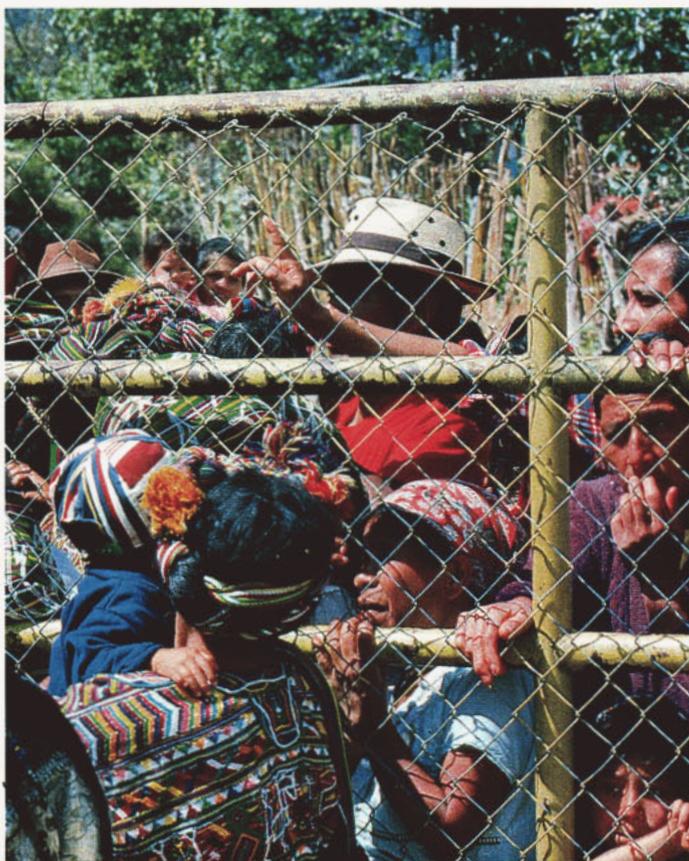
▼ The rugged terrain of the Guatemalan Highlands holds beautiful sights for many of its inhabitants. Many others are unable to appreciate these sights because of their vision problems.

● After the word spread of the arrival of American doctors, hundreds of Guatemalans waited outside a makeshift hospital.

you have to be very adaptable and ready for any situation, especially when you don't know if the electricity will go out, or you may not have all of the equipment you would have in a clinic." By working alongside the nurses from Guatemala, they also brought the nurses something for the future.

"It's like the version of the old parable," said Morton. "You can give a man a fish and he'll have food for a day, or you can teach a man to fish and he'll have food for a lifetime." †

Montgomery is a staff journalist assigned to National Naval Medical Center public affairs. Poorman is assigned to Navy/Marine Corps News.



◀ A Guatemalan woman stands inside the makeshift eye clinic after her procedure.

BATTLE

2nd Fleet

3rd Fleet

2nd Fleet

3rd Fleet

2nd Fleet

3rd Fleet

2nd Fleet



2nd Fleet

3rd Fleet

READY

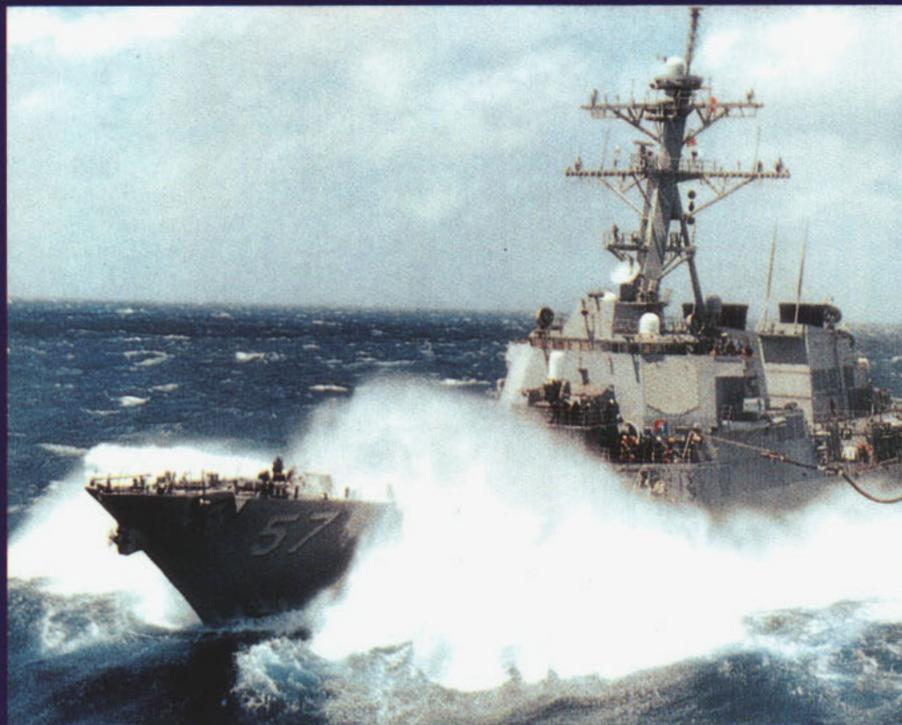
▼ A *Tomahawk* cruise missile launches from USS *Russell* (DDG 59) in the Northern Arabian Gulf during the initial hours of Operation *Desert Strike*. (U.S. Navy photo)

Our carrier battle groups (CVBGs) and amphibious ready groups (ARGs) train together to ensure immediate readiness for a wide range of contingencies. When deployed, our CVBGs and ARGs with embarked Marines provide combatant commanders with the appropriate naval force to respond to imminent or existing world crisis. Depending on the need, we may deploy individual units such as submarines that may operate individually or as part of the total force.

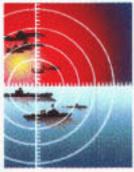
Once overseas, our forces provide a presence that deters aggression from rogue nations. If presence should fail, we take advantage of the reach of our sensors and weapons and rapidly come together from our forward-deployed positions to project awesome power over large areas.

Both CVBGs and ARGs when deployed must always be battle ready to respond to these requirements. Being battle ready takes the training, teamwork and pride of every asset in the theater of operation. In the following pages, we will look at what goes into making our force the premiere naval force of the world. †

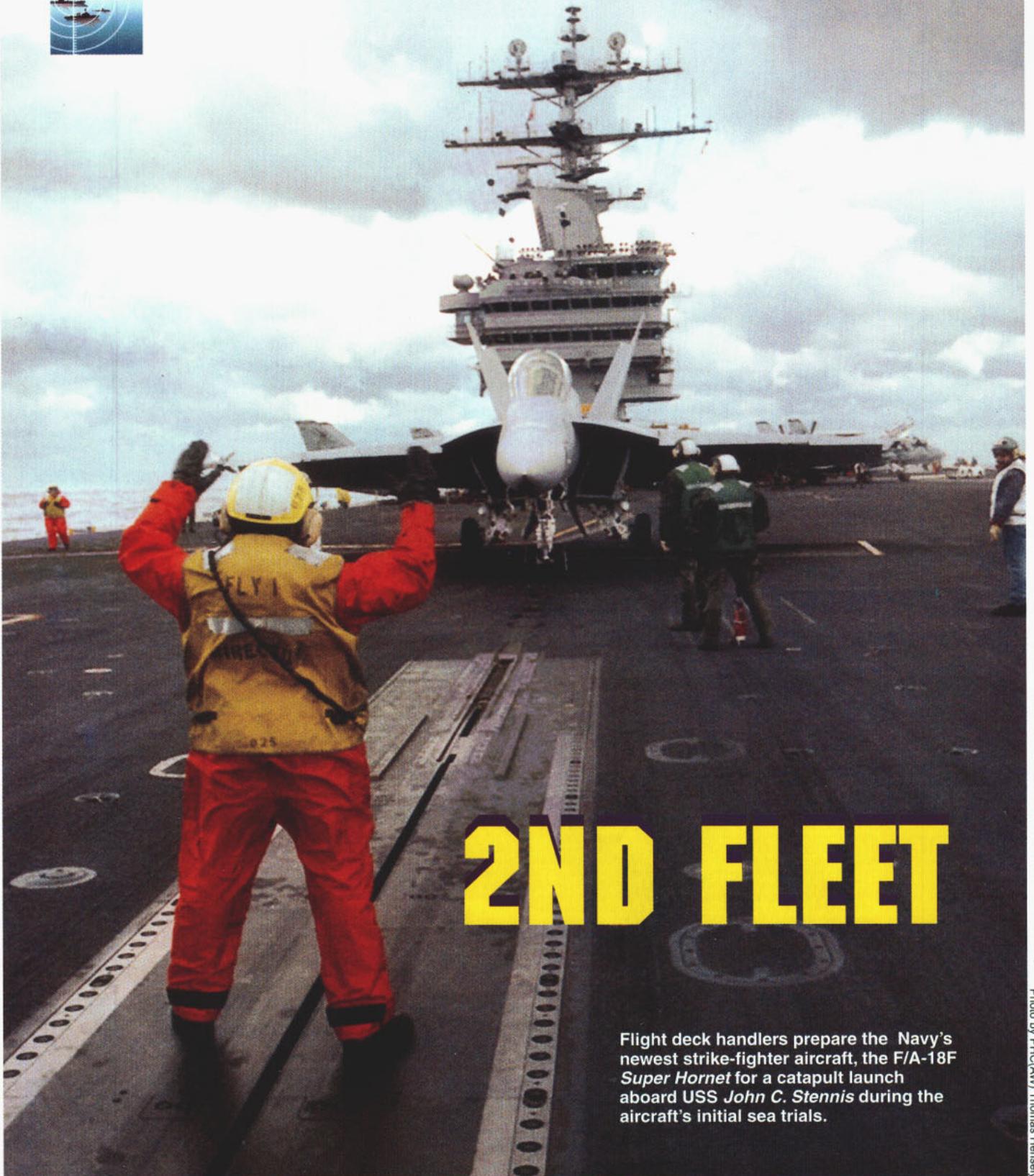
◀ An F/A-18D *Hornet* from VFA-125 moves into position to be catapulted into action. (Photo by John F. Ellingson)



▲ USS *Mitscher* (DDG 57) cuts through stormy North Atlantic seas during refueling operations. (Photo by PHAN Jacob L. Hollingsworth)



Battle Ready



2ND FLEET

Flight deck handlers prepare the Navy's newest strike-fighter aircraft, the F/A-18F *Super Hornet* for a catapult launch aboard USS *John C. Stennis* during the aircraft's initial sea trials.

Photo by PHC(AW) Thomas Hensely

Building the Fleet Team

Operating in both the Atlantic and Pacific Oceans, the U. S. 2nd Fleet is the largest of the Navy's five numbered fleets. Covering more than 38 million square miles, 2nd Fleet spans the Atlantic Ocean from the North Pole to the South Pole, from the eastern shores of the United States to the west coast of Europe, both coasts of South America and a portion of the west coast of Central America. The 2nd Fleet defends the United States and supports adjacent theater commanders, especially those in Europe.

The 2nd Fleet Commander also serves as U.S. Atlantic Command joint task force commander and a NATO combined force commander.

In peacetime, 2nd Fleet's primary responsibility is to train the Atlantic battle fleet in war-fighting skills, develop and evaluate new naval tactics, and to maintain theater battle group war-fighting readiness.

In this capacity, 2nd Fleet becomes Joint Task Force Commander 950 for Joint Task Force Exercises in support of U.S. Atlantic Command's training program. These biannual exercises center on the forward-deployed rotational forces and provide joint tactical interoperability training to CONUS-based joint forces. According to the man responsible for preparing the fleet for deployment, getting the most out of that training is vital.

"We're really about rotational forces. Constantly, we are deploying forces. As the downsizing has

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Photo by PH1 Gregory S. McCreash

occurred we're still deploying like we always have. So, the issue for us is to do this as effectively and as efficiently as possible," said VADM Vern Clark, Commander, U.S. 2nd Fleet.



Photo by JO2 Joe Clark

"We're constantly evaluating our end product to find out what we're doing well and what we can do better. We are learning we can potentially reduce underway days and make life better for Sailors."

The 2nd Fleet has a permanent assignment within NATO's Supreme Allied Command-Atlantic as

▲ QM3 Ali J. Wilkerson plots a course on the bridge of USS Anzio (CG 68).

Commander, Striking Force Atlantic. As such, Clark commands a multinational force whose primary mission is to deploy a combined joint task force to deter aggression and protect NATO's interests. Clark said 2nd Fleet's makeup and training are indicative of the Navy's future and that one need look no further than recent fleet exercises which highlight that future.

"We're made up of an array of talent, a collection of people that really reflect how we're going to fight tomorrow," said Clark. "We are constantly developing ... people and forces who know how to work together." †

3RD FLEET



Photo by PH3 James W. Olive

Keeping the 3rd Fleet ready

The task of keeping watch on more than 50 million square miles of open ocean may seem gargantuan at the very least. With more than 80 ships, 1,200 aircraft and almost 200,000 Sailors and Marines in their holster, the 3rd Fleet is a formidable seagoing power in the Eastern Pacific.

From the deck of his command ship, USS *Coronado* (AGF 11), VADM Herbert A. Browne stands that watch now, much as his predecessor ADM William F. "Bull" Halsey did at the birth of the fleet on the raging waters of the Pacific during World War II.

What they train for ...

"We think of ourselves as having two primary

operational roles, and then a third training role. I would say we expend as much or more energy preparing forces to deploy," said Browne.

"This makes sense, since the likelihood of a major conflict happening in the Eastern Pacific anytime soon seems improbable in the near future. So the focus of the 3rd Fleet's energies has been toward preparing its vast arsenal of Sailors, aviators and Marines for their more critical roles in the balance of world peace when they venture to the Western Pacific and the Middle East," Browne added.

"When you're on a carrier, you've got a bunch of other ships in your battle group. You've also got the air wing and the Marines to consider," said Aeroagra-

◀ USS *Lake Erie* (CG 70), USS *Chosin* (CG 65), USS *Mount Hood* (AE 29) and USS *Cimarron* (AO 177) conduct operations in the Pacific Ocean. The ships are part of USS *Constellation's* (CV 64) battle group now on deployment.

pher's Mate 1st Class Deborah Tankersley, 3rd Fleet Weather Division LPO, from Catlin, Ill. "So I teach the weather forecasters out there to be aware of who is out there, consciously think of [their missions] and be prepared to pass information on to the right people," she said.

Who they train ...

In keeping with the Navy's strategic concept of "Forward ... From the Sea," the 3rd Fleet keeps a versatile naval force afloat at all times. The most forward-advanced and agile component within the reach of the fleet's influence is the ready battle group. Consisting of an aircraft carrier with its air wing and a support structure of surface combatants, submarines and support ships, the battle group remains ready to respond to any emergency within 96 hours.

A little closer to home, the carrier task groups and amphibious ready groups spend their time resting and training between deployments, yet remain ever-ready to combine with other task groups and forces from other branches to support specific missions.

How they train 'em ...

The 3rd Fleet is in a continuous training mode to meet their responsibility of maintaining watch over the Northern and Eastern Pacific, where there are a number of very real, potential threats.

"We prepare our maritime forces in the Pacific to provide the presence and be the stabilizing influence that's so important," said Browne.

To back up the image they project in the Pacific, they maintain a regular schedule of exercises that keep home-ported ships and per-



Photo by Sean Megy

▲ An anti-submarine warfare specialist monitors Arabian Gulf activities on board the nuclear-powered aircraft carrier USS *Carl Vinson* (CVN 70).

sonnel ready to meet any challenge when they set sail for a deployment. Two Joint Task Force Exercises are conducted each year that put the carrier groups through the paces in mock contingency operations on a large scale. Every other year, the fleet conducts a primarily amphibious exercise called *Kernel Blitz* that puts the amphibious element of the fleet to the test.

In odd numbered years, 3rd Fleet participates in the

Rim of the Pacific (RIMPAC) exercise which is the largest multinational exercise conducted in the Pacific. Last year's combined effort was the largest in history, attended by more than 50 ships, half a dozen nations and more than 30,000 people.

According to current figures, The Pacific Basin is a region of dynamic political and economic growth. Because of this, the Pacific Basin controls 36 percent of U.S. trade to the tune of about \$1.7 trillion annually. With the responsibility of protecting an area of such importance to U.S. interests, the 3rd Fleet remains dedicated to ensuring the forces it sends to sea are fully prepared to meet any mission. †

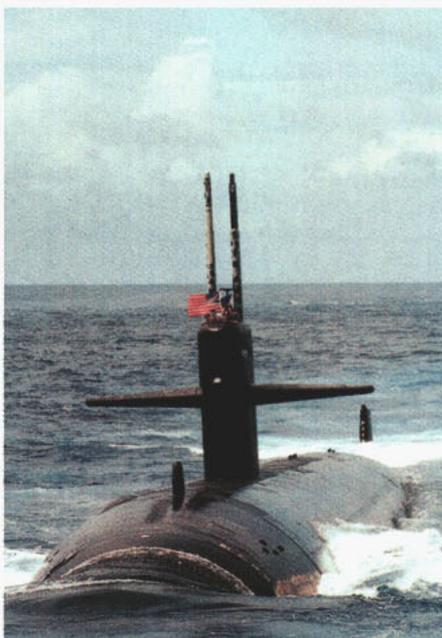


Photo by PH3 James W. Olive

▲ USS *Key West* (SSN 722) conducts surface operations and is now deployed with USS *Constellation's* (CV 64) battle group in the Arabian Gulf.

Learning how to survive

Story JO2 Rodney Furry

You worked hard to earn your rate, and you deserve it. You work even harder at showing your supervisors you can be the best in your field, and you're well on your way to proving it. But where will you be when the General Quarters alarm comes roaring over the 1MC? Now that you know the duties in your shop, are you ready to shift gears and be a Sailor at a moment's notice? These are questions Sailors are forced to ask themselves every time their ship gets underway.

Air Traffic Controller 2nd Class Henry Sauls is attached to HSL-43 at NAS North Island, Calif., said he's already been on one deployment to the Western Pacific (WESTPAC) and is back at Fleet Training Center (FTC), San Diego, brushing up on his flight deck fire-fighting skills as his squadron prepares for another WESTPAC aboard USS *Gary* (FFG 51). Although he hopes he never has to don fire-fighting equipment aboard *Gary*, he isn't kidding himself about the necessity of being prepared.

"You have to have some kind of [basic] knowledge before you hit the deck," Sauls said. "That's what they teach you here, so when it's time to respond to an emergency and look out for your shipmates, you don't let them down," he said.

Approximately 60,000 Sailors go through the doors of the FTCs in San Diego and Norfolk every year, assuring that the crews who deploy are skilled in all aspects of their job, from rate-specific tasks to basic seamanship. Nobody really wears his or her rate when they go to the FTC, because they're training for what could happen anywhere on the ship, and the training doesn't discriminate by job description.

"The most important thing to remember is that it doesn't matter where you work, a live fire is hot and dangerous," said Aviation Boatswain's Mate (Fuels)(AW) 1st Class Joel D. Hutton, a fire fighting instructor at FTC. "So even if you don't work on the flight deck or hangar bay, what we teach helps every-

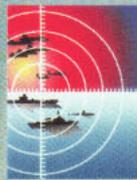


Photo by PH1 Todd Cichonowicz

▲ Fire fighters search for embers during a mock Alpha-class fire drill held aboard USS *Oliver Hazard Perry* (FFG 7).

one pitch in during a fire."

Brushing up on fire-fighting skills and being ready to pitch in during emergencies are only part of what it takes for a Sailor to fit into the big picture. There's probably not a Sailor anywhere, ship or shore, who



BUILD A SAILOR

doesn't have some kind of collateral duty. Being able to wear several different titles is one of the things that makes life in the Navy different.

Chief Signalman (SW) Jim Norrell served aboard small ships early in his career. After a couple of tours on aircraft carriers, he serves aboard USS *Shiloh* (CG 67). He appreciates the range of knowledge individual shipmates have aboard the "small boys," noting that

they're a perfect example of Sailors who are prepared to do a variety of tasks for the sake of the whole ship.

"On a small ship, you get spread really thin," said Norrell. "You're expected to be a part of just about everything. So you really learn your place on the crew."

As a supervisor, he likes to see shipmates take

● Students attack a simulated aircraft fire during training at FTC San Diego in preparation for deployment.

pride in doing jobs that take them out of their respective workspaces. He said at times it is hard, but those who succeed are the ones who keep in mind what's best for the ship.

Standing soaking wet in a foot of water, Seaman Operations Specialist Edward P. Sovis is an example of a Sailor who knows his place on the crew. After an hour of battling an onslaught of water in the FTC's damage control wet trainer, he looks less like an operations specialist, and more like a hull technician having a bad day. But he's smiling as he explains that training for his role on a damage control repair party is what makes his first job, that of a Sailor, so much fun.

"I know if I improve myself by studying and getting to know all of the jobs on the ship, I can pass that on to other people – whether they're new people coming in, or some of my senior shipmates who haven't had time to get out of the shop," said Sovis.

Sovis is serious about his role as a shipmate. Al-



Photo by J02 Rodney Fury

though he's unsure which he'd rather do full time, he's found a happy middle ground between being an operations specialist and being a damage controlman. "I sat down with my chief, and the damage control chief, and they worked it out so I could do both jobs that I love. Now I'm doing both and it's great," he explained.

Individual motivation appears to be contagious



“We all share the knowledge. That’s how we learn as individuals to become a tighter team.”

– OSSN Edward P. Sovis

▲ Hose teams learn how to work together to battle a simulated aircraft fire.

aboard *Shiloh*, where he claims the seaman community has a good system of communication that helps them prepare for the many responsibilities they’ll tackle during a deployment.

“We really stick together and feed off each others’ knowledge, not just what’s passed down to us. If one of my peers is doing well in a certain area, everyone else will ask him for help. We all share the knowledge. That’s how we learn as individuals to become a tighter team,” he said.

That individual motivation and the desire to get involved in the whole ship’s mission is what makes a winning Sailor according to Norrell.

“When I see a Sailor who genuinely cares about [self-improvement] and pulling their load on the team, progress is inevitable, and we can go anywhere in the world.” †

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



Photo by PH3 WV Davis

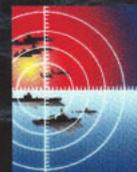
▲ Students learn how to repair a ruptured water line during training at FTC’s damage control wet trainer.

BUILD A TEAM



USS Gonzalez (DDG 66) steams through the water during sea trials. (Photo courtesy of General Dynamics)

Battle Ready





◀ View from within Combat Information Center aboard USS Anzio (CG 68) during a live missile shoot off the coast of Wallops Island, Va.

▲ Barry Werner, Aegis Console Operator's Course Instructor, explains how the system works to LTJG Stephanie Kogler to prepare her for duty aboard USS Vella Gulf (CG 72).

Photo by PH3 Sam Dallal



Together Everyone Achieves More

Story by JO2 Chris Alves

President Clinton approved the military response to the Iraqi attacks against the Kurds, Sept. 2, 1996.

The crew of USS *Laboon* (DDG 58) were briefed and readied for an attack that would involve hitting targets in Southern Iraq with *Tomahawk* missiles. The order came early Tuesday morning. With each crew member at their general quarters stations, the ship was poised for combat. This *Aegis* warship, with the combined effort of every crew member aboard, launched 14 missiles into the belly of Iraq. Mission

accomplished.

For the members of the Combat Systems Team, the nerve center of an *Aegis* vessel, individual efforts led to team accomplishments. *Laboon's* team brought their individual talents together into an awesome display of U.S. military might. They developed their skills at two locations: the *Aegis* Training Center (ATC) in Dahlgren, Va., and the *Aegis* Combat Systems Center (ACSC) in Wallops Island, Va., miles away from shopping malls and gathering holes.

Laboon's Combat Information Center (CIC) crew members, along with all other members from *Aegis* combatants, are required to go through these schools to become console operators. Although students are from different rates and commands they are taught to operate their specific watchstation.

"We're training individuals to operate a multi-million dollar weapons system as a team," said Fire Controlman 1st Class Marcel S. Castro, an instructor at ATC. "A lot of people depend on their performance and maturity levels. They're expected to do their jobs and be top-notch."

Once Sailors graduate from ATC, they go to their



Photo by PH1 Dee Anglin



Tomahawk cruise missile launched from the aft of USS *Laboon* (DDG 58) in the Northern Arabian Gulf. (Photo by PH1(AW) Wayne W. Edwards)

prospective commands and ultimately return to ACSC with their Combat Systems Team to undergo team training in Wallop's Island.

"You have an environment that allows your team to focus on training, tactics and [communicating]," said LT Jeff Munn, planning and operations division head at ACSC.

The ACSC gives *Aegis* Combat System Training Teams a fully operational mock "Ship in the Sand" to train aboard.

The instructors at ACSC put Combat System Training Teams (CSTT) into mock situations and real world conflicts.

"There's a lot of realism built into the scenarios, and with the exception of shooting a missile, it's pretty realistic," said LT Keith W. Rhodes, team training branch head for the *Aegis* Training Group.

The students go through a "pre-brief" before going into the combat system to do a scenario. The pre-brief discusses the operating area, geopolitical situation, intelligence and sometimes environmental factors that relate to operating radar.

"These things are briefed for the ship to go into the combat system knowing what the threat is they're looking for," Rhodes said. Prior to going on deployment *Aegis* crews get intelligence briefs to determine the threat and possible course of action.

The key to success in dealing with these scenarios in school and the real world is effective two-way communications.

"You're taught the correct phrases and words to use while communicating on the network and how to get along better with your team," said Sonar Technician (Surface) 3rd Class Brian S. Gies, aboard USS *San Jacinto* (CG 56).

Students at the school agree that realistic scenario training is essential for a watchteam to

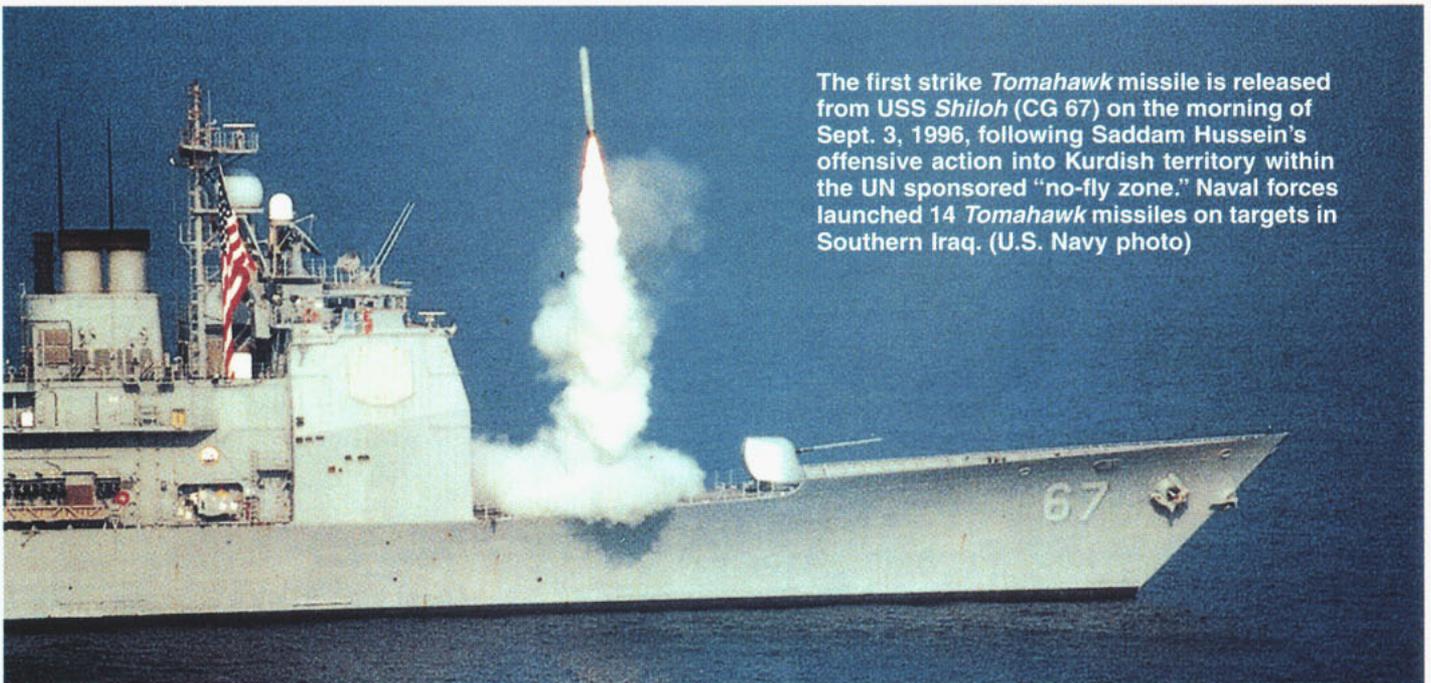
be efficient.

"The best part of the program is that you can experience the thrill of battle and work with electronics," said Gies. †

Alves is a photojournalist for All Hands.



▲ Operations Specialist Wisley Fisher sits before the Bright Bridge Display on the bridge of USS *Anzio* (CG 68).



The first strike *Tomahawk* missile is released from USS *Shiloh* (CG 67) on the morning of Sept. 3, 1996, following Saddam Hussein's offensive action into Kurdish territory within the UN sponsored "no-fly zone." Naval forces launched 14 *Tomahawk* missiles on targets in Southern Iraq. (U.S. Navy photo)

BUILD A BATTLE GROUP



Battle Ready



Photo by LTJG Stephen Davis

The Final Exam

Story by JO1 Ron Schafer

For months leading up to a deployment, Sailors and Marines go through a lot of training – from basic fire fighting and damage control to basic combat skills and weapons training. Whether they're getting ready to travel to the Mediterranean or sail throughout the Pacific, countless hours are spent making sure the knowledge they take with them is the most current and technologically advanced available. The responsibility for making sure that those deployable forces are indeed

prepared for real-world operations falls on the shoulders of U.S. 2nd Fleet and U.S. 3rd Fleet.

To accomplish that goal, the fleet commanders hold a series of periodic training exercises designed to test the fleet's accumulated knowledge by conducting joint operations with a wide range of capabilities.

The most recent of those exercises was *Joint Task Force Exercise 97-2*, conducted off the North Carolina coast by Commander, U.S. 2nd Fleet. With more than 20,000 U.S. service

members participating, JTFEX 97-2 tested the abilities of USS *John F. Kennedy's* (CV 67) Carrier Battle Group, USS *Kearsarge's* (LHD 3) Amphibious Ready Group and the U.S. Marine Forces Atlantic with elements from the 2nd Marine Expeditionary Force (MEF) and the 22nd Marine Expeditionary Unit. Additional participation included elements of the U.S. Army, Air Force, Coast Guard and the Canadian Maritime Forces.

The joint forces used a simulated crisis scenario to test their

◀ Two F-14B *Tomcat* aircraft from VF-143 pass over USS *George Washington* (CVN 73) during training operations.

rapid-deployment capability and performed operations including the establishment of a “no-fly” zone using air, ground and amphibious forces. Applying state-of-the-art technology in all facets of the exercise, JTFEX 97-2 served as a type of “final exam,” according to VADM Vern Clark, Commander, U.S. 2nd Fleet, “to certify that the forces that we train up are ready to go represent our nation in the forward areas of this world.

“When I take the ships to sea during JTFEX, the focus is to train them. The focus is a collection of people who really reflect how we are going to fight tomorrow. It means continuing growth and development of forces and

▼ SN Robert Hunter of Detroit helps keep a mooring line taut as USS *Oliver Hazard Perry* (FFG 7) docks.

Photo by PH1 Todd Cichonowicz

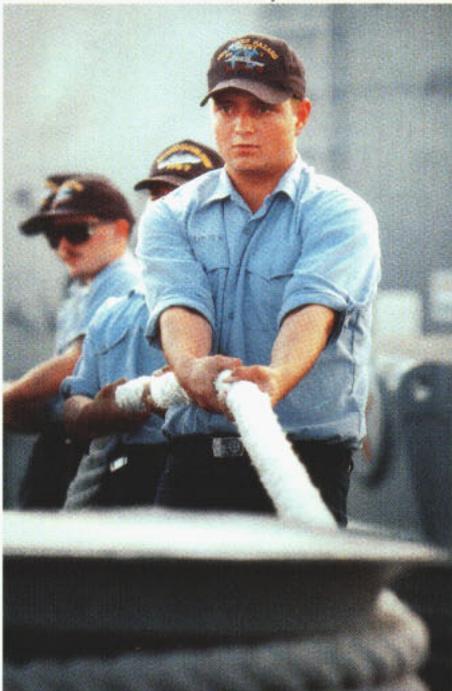


Photo by PHAN Kris White

people who know how to work together. That cooperation, that team building, is taking place on a continuous basis with COM-FIFTHFLT and COMSIXTHFLT. They are able to tell me what kinds of skills these forces will need. We work them up here to make sure they’re ready to go and represent our nation,” said Clark.

As the culmination of months of training, JTFEX 97-2 was the first opportunity to test their skills in a real time situation. When put to the test, Sailor after Sailor proved that today’s training provides the Navy with personnel who come to the fleet with a solid foundation.

“When we were in school, it seemed a lot harder than it really is,” explained Operations Specialist Seaman Apprentice Jerritha L. Stacey of Pensacola, Fla., describing her watch station in the command information center aboard USS *John F. Kennedy*.

▲ Aviation ordnancemen with VFA-131 hoist a 500-pound bomb into place on an F/A-18C *Hornet* that is preparing to launch for a bombing training run.

“But, when you get in and work with the equipment, it’s much easier. You just have to get used to really doing the job instead of an exercise that goes step-by-step.”

Operations Specialist 2nd Class James B. King reported aboard *Kennedy* during its recently completed period in the shipyard. Coming straight from “A” school and having been through



Photo by PHAN Angela Jones

▲ Ramp Marshall PC3 Bice directs an LCAC from ACU-4 on shore to retrieve another piece of equipment and ferry it back to USS *Gunston Hall* (LSD 44).



Photo by JO1 Ron Schafer

numerous schools, the Savannah, Ga., native said he was anxious to get under way and put to practical use the extensive training he had received. JTFEX 97-2 helped whet his appetite for the upcoming deployment.

"It actually puts us in the environment — the theater of operations — in which we'll be operating," King said. "We already have a heads-up about what we'll be looking at when we get to the Med. Now, we're just starting to polish our skills so we'll know our jobs better and know what's expected of us."

King added that the real-time scenarios created for the exercise proved invaluable in helping him to realize how he and his shipmates fit in to the big picture that is U.S. 2nd Fleet.

● Marines from USS *Kearsarge* (LHD 3) Amphibious Ready Group move their Light Armored Vehicle (LAV) into position during JTFEX 97-2 training exercise.

◀ RM3 Tiko Porter of Atlanta, directs an LCAC from Beachmaster Unit 2 as part of JTFEX 97-2 amphibious training.

"In terms of my job back in detection and tracking as the tracking supervisor," he explained, "I found out, if my job isn't done, the tactical action officer won't have his picture from the other units in the link and the captain won't have his battle picture. Without the picture of the carrier, there will be no tactical assessment of the situation, no long range visibility of incoming contacts, or battle scenarios. So, if I don't do my part, the rest of the teams can't fulfill their missions. As small as it may seem, it's really huge."

Although junior Sailors benefit a great deal from this type of training, the value of a fleet exercise is not lost on veterans of numerous deployments who are now in senior leadership roles.

"For the Sailors who have never been on one of these before, it drives home the impor-

tance of what we do, as an amphibious fleet, to get the Marines to where they want to go," said LT Thomas B. Binner, the damage control assistant aboard USS *Kearsarge*. "The Marines are our external customer and it's our job to put them where they need to go. If it wasn't for them, this ship wouldn't exist."

"For the average supervisor, it cements everything on what we do," said Binner. "It drives home that we're here as war fighters first and boiler techs, machinist's mates, hull techs or damage controlmen second. That's our job. Trying to get that down to the deckplate level is a difficult task, but that's what a supervisor is supposed to do."

As the Navy moves toward the start of a new millennium, our ability to do more with less has never been more vital. Clark stressed the importance of fleet exercises like JTFEX 97-2 as valuable tools in the effort to ensure that today's Navy is the best-equipped, best-trained



Photo by JO1 Ron Schafer



Photo by PH2 Felix Garza, Jr.

▲ Petty Officer 3rd Class Jason Drum of Cape Girardeau, Mo., mans a .50 caliber machine gun during flight operations aboard USS *Ogden* (LPD 5).

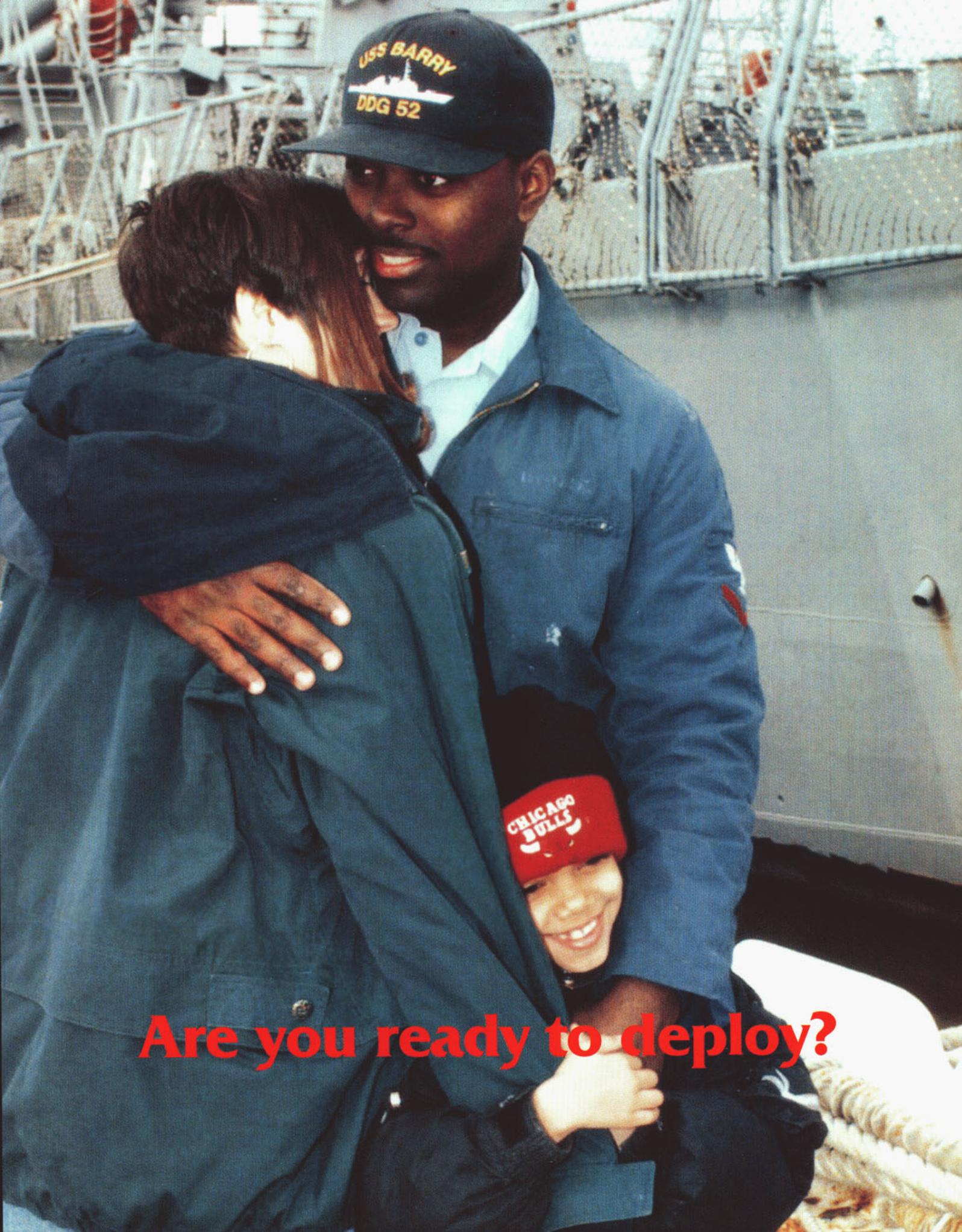
fighting force in the world.

“When those forces go forward and they steam through the Strait of Gibraltar, they are fully ready and if they’re not, we’ll never send them,” he said. “We’re going to do everything that we have to do to make sure that they’re ready. We will never sacrifice their preparedness.” †
Schafer is a Norfolk-based photojournalist assigned to All Hands.



Photo by PH2 Felix Garza, Jr.

▲ Two Marines run for positions after disembarking a Landing Craft Air Cushion (LCAC) from USS *Essex* during RIMPAC '96.



Are you ready to deploy?

Story by LTJG Chuck F. Millhollan

When Sailors prepare for an upcoming deployment, several things are going through his or her mind — mainly, the huge amount of responsibilities that need to be taken care of before departing. A question in the back of everyone's mind is, "How will my relationships endure or be affected by this deployment?"

Some relationships are stronger than others and may require special attention, like bonds with children. Everyone knows how to write home, but effective communication while deployed abroad takes effort.

According to Greg Bender, education and training supervisor for Family Service Center at Yorktown, Va., Sailors need to look at ways to communicate as well as several other areas, while preparing to deploy.

"Basically it's broken down into two areas: financial readiness — getting cars ready and other financial aspects, and family readiness — getting people in tune to the fact that somebody is going to be out of that system for six months or so," said Bender. "And that's a big deal, getting the family ready for that sort of occurrence."

Educating Sailors about the pros and cons of deployment are key elements to moving.

"Sometimes [Sailors] start out single and then get married. When you add a spouse, this is all new to them. That's why there is a continual need to educate people even though they may have deployed before. A single person knows how to deploy as a single person, but you add a spouse or a child and you've really added quite a dimension to that deployment that wasn't there before. I think there will always be a continuing need for education because things change. When you add spouses, cars and houses, it just gets more and more complicated as time goes on," said Bender.

The following checklist addresses how to prepare for deployment — whether you're with a family or by yourself. †

Millhollan is a member of the VFA-131 "Wildcats," Jacksonville, Fla.

◀ BM3 Bond hugs his wife and son one last time before he departs on deployment aboard USS *Barry* (DDG 52). (Photo by PHAN Elizabeth S. Steward)

✓ Deployment checklist

- Budget** — Make out a long-range budget to include those once a year expenses.
- Allotments** — Start making arrangements as far in advance as possible.
- Automobile** — Put your car in storage or arrange for a close friend to take care of it while you're gone. If you're leaving it with a family member, make sure you leave care and maintenance instructions with him or her.
- Checkbook** — Who will write checks on what account? Are you each familiar with balancing the checkbook?
- ID Cards** — ID cards are needed for all family members 10 years of age and older; check expiration dates; complete paperwork to renew if a card expires during deployment.
- Will** — Everyone needs a will. Contact your local legal assistance office if you need to get one made.
- Records** — Arrange for a safe deposit box at your local bank to store original records such as birth certificates, insurance policies, valuables, etc.
- Insurance** — Car, life, renters or home.
- Power of Attorney** — Will anyone need one for something special while you're gone?
- Mail** — How often and what kind of information will you share? Number your letters.
- Telephone** — How often will you call.
- Duplicate calendars** — Note special events, birthdays, school and community activities. Keep each other updated.
- Children's discipline** — Establish rules in advance for chores, curfews, etc.
- Gifts** — Buy gifts in advance and leave with a friend or family member for anniversary, birthdays, special events.
- Keep the connection** — Look for creative ways to communicate with your "special someone."



● Chinese naval infantrymen stand at attention aboard the People's Liberation Army (Navy) (PLA-N) destroyer Harbin (DD 112).

Chinese Sailors make historic port calls

Today's visit marks a major milestone in Chinese and American relations. Our navies are entering an era of peace and cooperation. Sailors around the world share a unique bond. Although we come from different backgrounds and cultures, we share a common love of country and respect for the sea."

With those words, ADM Archie Clemins, Commander in Chief, U.S. Pacific Fleet, described the significance of the visit of the People's Liberation Army (Navy)

ships *Harbin* (DDG 112), *Zhuhai* (DDG 166) and *Nancang* (AO 953) to Pearl Harbor and San Diego in March.

It was the first time in eight years the PLA(N) made a port call in Hawaii and their first-ever visit to the continental United States.

"The common bond [between Sailors]," said Clemins, "gives a unique perspective as we come together to interact, build on our friendship and

further the cause of peace." †



A U.S. Navy color-bearer displays the Chinese flag at the welcoming ceremony in Pearl Harbor.

Photo by JO1 Robert Benson



Photo by PH2 Jeffrey S. Viano

▲ A curious Chinese Sailor peers at the crowd of welcoming Americans lining the pier as *Harbin* pulls into Naval Base Pearl Harbor. *Harbin* was one of three Chinese ships visiting as a goodwill gesture between the American and Chinese navies.

◀ U.S. and Chinese Sailors compare uniform insignia during a tour aboard USS *Rentz* (FFG 46), homeported in San Diego. During the visits, Chinese Sailors had the opportunity to meet their U.S. Navy counterparts, tour U.S. ships and experience American culture.



Photo by PH2 Felix Garza

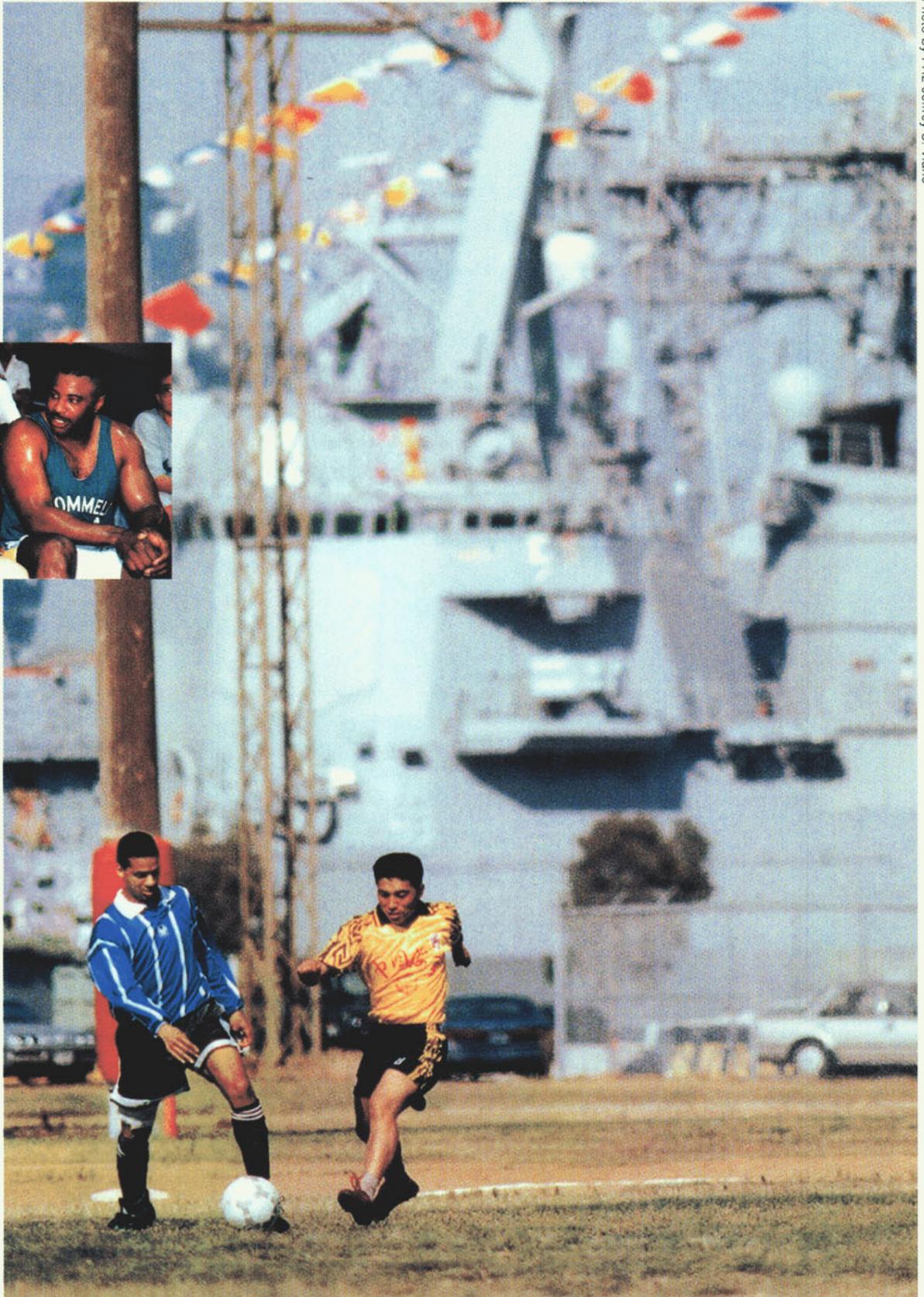


Photo by JOC(SW) Jim DeAngio

▲ A Sailor from USS *Crommelin* (FFG 37) takes a breather with his Chinese counterpart during a series of basketball games.

● Chinese and American Sailors enjoy a friendly game of soccer at Naval Air Station North Island, Calif.



◀ A 1st Class Petty Officer fluent in Chinese translates for U.S. visitors aboard the PLA-N destroyer *Harbin* (DD 112).

▼ A group of American Sailors tours the decks of *Harbin*. Interaction between the two navies was designed to increase mutual understanding and confidence.



Photo by PH2 August Sigur



Photo by PH2 August Sigur

◀ SN Ricardo Ponche secures the Chinese naval vessel *Harbin* to the pier in San Diego. The visit marked the first time Chinese navy ships have visited a U.S. mainland port.

Welcome aboard shipmate

Story by Patricia Oladeinde

What's a Sailor to do after completing boot camp, finishing "A" school and receiving orders to a new duty station? That next step may depend on whether or not the Sailor's new command has a sponsorship program.

According to OPNAVINST 1740.3, every Sailor should be assigned a sponsor by the receiving command for all permanent change of station transfers, stateside and overseas, for ashore and afloat duty.

Sponsors play a key role in making a Sailor's transition easier. "When Sailors check on board, having essential information such as housing guides, maps, names and phone numbers, makes the transition much smoother," said Cindy Stewart, relocation counselor at the Navy Family Service Center (FSC) in Washington, D.C.

Helping families and single Sailors feel welcome and getting them settled into their new commands are what sponsorship programs are intended to do.

"A sponsor is primarily a link between the detaching active-duty member and the receiving command," said Amy Burton, relocation specialist at FSC, Naval Weapons Station, Yorktown, Va. "The sponsor is the big help for the service member who is going to a new base."

Part of Stewart's and Burton's job is to teach Sailors and Marines how to be good sponsors. "With an effective sponsor, Sailors and their families gain assistance and personal support necessary to ease the trauma associated with a new duty station," Stewart said. "Commands can expect improved performance and greater productivity from new members who are properly sponsored."

Most commands and FSCs have put together a



sponsor checklist that is divided into three parts — pre-arrival, arrival and post arrival. The Navy also outlined the requirements commands should meet for a successful sponsorship program in OPNAVINST 1740.3

"What we do at FSCs," said Jim Mersereau, director of retired activities in San Diego, "is train the sponsor coordinator, and the sponsors on how to be good sponsors. The sponsor is the liaison with the new command and addresses any questions the new person may have. The sponsor also identifies resources the new person may need, whether it be personal resources or for his or her family.

"The best thing about the sponsor is that the new person or family will already know somebody that they can call and talk to," added Mersereau.

All Hands takes a closer look at what your command can do to enhance its sponsorship program to make your arrival and stay smoother. After all, sponsorship programs can be crucial to a Sailor's deployment, and those firsthand impressions can develop a strong sense of well-being. †

Oladeinde is a staff writer for All Hands.

Are you sponsor material?

If you want to become a sponsor, here's what you need to do.

- Volunteer or be appointed by your command.
- Be an E-5 or above.
- Become thoroughly familiar with the contents of MILPERSMAN 1810580 and OPNAVINST 1740.3.
- Be aware of the difficulties involved in relocation.
- Be concerned for the welfare of others.
- Be dependable and anxious to see the program work.
- Be familiar with your command's mission, procedures, etc.
- Communicate promptly with incoming personnel and provide necessary assistance.
- Assist in the relocation of the member and his or her family upon arrival in the area, to include but not limited to, temporary lodging facilities, information concerning lease and medical facilities, the Family Service Center, Navy-Marine Corps Relief Society, etc.

— Upon reporting aboard, help the new member with all check-in procedures.

— Provide the new member with points of contact throughout his or her indoctrination period within the command.

Overseas PCS

Sailors and families who PCS overseas need additional information. Sponsors should send pre-arrival material by first class mail, contact new members by phone if possible or use E-mail, SALTS or other access systems.

— Advice on currency exchange and other practical matters, such as the cost of living, housing options, child care, transportation, etc.

— Information about the weather and a list of personal goods to bring along and what not to bring.

— A view of the culture, its language, laws, safety, opportunities for recreation, entertainment and landmarks.

Sponsor Checklist

Pre-arrival of Newcomer

✓ Send a welcome letter

● Call or write the newcomer at his or her command immediately (See sample sponsor letter in OPNAVINST 1740.3).

● Include your phone number, home, work (DSN and commercial).

● If there are family members, ask your spouse and children to write the new member's spouse and children.

● Find out how many children and their ages.

✓ Welcome Aboard packet

● Get a Welcome Aboard packet from your FSC.

● Mail Welcome Aboard packet to newcomer.

● If service member is married, include the employment section from the base and local paper.

● Visit the housing office for information on housing availability.

● Include a copy of the real estate section from the local newspaper.

✓ Lodging

● Arrange lodging for the newcomer and his or her family.

● If deposits are required, have the newcomer send a check or money order.

✓ Travel

● Request flight information so you can meet the newcomer at the airport.

● If the newcomers are driving, designate a meeting place and time for you to meet them.

● Mail a map and detailed directions of the designated meeting place.

● Before newcomers depart, call them to confirm orders and verify travel plans have not changed.

● You are required to keep your department head and

Personnel Support Division informed of any change in travel and arrival plans of the newcomer.

● Keep in constant contact with the newcomer from the time of your appointment as a sponsor until the member arrives.

Arrival

● Meet the newcomer and/or family at arrival point.

● Escort the newcomer through the process of checking in.

● Help the newcomer locate the personal property office to check on household goods and auto shipments.

● Provide a tour of the base, pointing out the commissary, exchange, family service center, PSD, the credit union and other areas of interest.

● Escort the newcomer to the Housing Referral Office prior to renting or buying a house. (This is a must!)

● If the newcomer is unaccompanied, escort the Sailor to the BEQ or BOQ for room assignment.

● Offer to take the newcomer to the laundry or offer your washer and dryer.

● Other assistance

Help register children for school.

Arrange for pets to stay at a kennel, if needed.

Assist with vehicle registration and driver's license.

Have snacks available in temporary quarters.

Offer a ride to the commissary.

Invite the newcomer to dinner.

● Have a positive attitude:

Answer questions honestly about the command, but don't accentuate the negative.

Avoid opinions. Let the new person form their own.

Post-arrival

● Continue to assist the member any way you can.

● Continue to keep in contact with the newcomer.

Around the Fleet



Photo courtesy of Avondale Industries

Bob Hope christened in New Orleans

NEW ORLEANS — Christening ceremonies for the Navy's newest Military Sealift Command (MSC) ship took place March 15 at Avondale Shipyards in New Orleans.

The ship was named *Bob Hope* (T-AKR 300) in honor of the veteran entertainer's decades of devoted service to U.S. military men and women around the world.

Secretary of the Navy John Dalton was the principal speaker at the ceremony. Hope attended the ceremony with his wife, Dolores, who christened the ship. This is the first time an MSC ship

has been named for an entertainer.

Bob Hope is the first of 14 large, medium-speed, roll-on, roll-off ships constructed from the keel up for the Military Sealift Command. They are being built to enhance strategic sealift capability as identified following the Persian Gulf War. The Defense Mobility Requirements Study recommended that DOD add 5 million square feet of sealift capability to ensure adequate at-sea prepositioning and urge shipping of U.S. military cargo.

Bob Hope will join MSC's Afloat Prepositioning Force in 1998. †

1996 BATTLE 'E' WINNERS

WASHINGTON - Surface ships in the Atlantic and Pacific Fleets compete each year for the prestigious Battle Effi-

ciency Award. The Battle 'E' recognizes a surface ship's sustained superior performance in an operational environment, through day-today demonstrated excellence and by superior achieve-

ment during ship certifications and qualifications.

Atlantic Fleet winners are: USS *Anzio* (CG 68); USS *Arleigh Burke* (DDG 51); USS *Barry* (DDG 52); USS *Boone* (FFG 28); USS

Carr (FFG 52); USS *Conolly* (DD 979); USS *Devastator* (MCM 6); USS *Doyle* (FFG 39); USS *Fahrion* (FFG 22); USS *Gettysburg* (CG 64); USS *Grapple* (ARS 53); USS *Grasp* (ARS 51); USS *Guardian* (MCM 5); USS *Gunston Hall* (LSD 44); USS *Halyburton* (FFG 40); USS *Heron* (MHC 52); USS *Hue City* (CG 66); USS *Inchon* (MCS 12); USS *Kearsarge* (LHD 3); USS *Klakring* (FFG 42); USS *La Moure County* (LST 1194); USS *Laboon* (DDG 58); USS *LaSalle* (AGF 3); USS *Monongahela* (AO 178); USS *O'Bannon* (DD 987); USS *Saipan* (LHA 2); USS *San Jacinto* (CG 56); USS *South Carolina* (CGN 37); USS *Spruance* (DD 963); USS *Stout* (DDG 55); USS *Supply* (AOE 6); USS *Trenton* (LPD 14); and USS *Vella Gulf* (CG 72).

Pacific Fleet winners are: USS *Belleau Wood* (LHA 3); USS *Bunker Hill* (CG 52); USS *Callaghan* (DDG 994); USS *Chosin* (CG 65); USS *Cleveland* (LPD 7); USS *Cowpens* (CG 63); USS *Cushing* (DD 985); USS *Essex* (LHD 2); USS *George Philip* (FFG 12); USS *McClusky* (FFG 41); USS *O'Brien* (DD 975); USS *Port Royal* (CG 73); USS *Princeton* (CG 59); USS *Rainier* (AOE 7); USS *Russell* (DDG 59); USS



Shiloh CG 67); USS Stethem (DDG 63); USS Vandegrift (FFG 48); and USS Willamette (AO 180).

Chief of Naval Operations Admiral Jay Johnson congratulated the winners on their success: "Capturing the Battle 'E' is an important milestone for a ship and its crew. It is visible evidence of the teamwork, enthusiasm and professionalism that goes on throughout the fleet. I salute this year's Battle 'E' winners." †

TAX ASSISTANCE IN '96 PAYS OFF

WASHINGTON - As of April 15, 1997, the Navy's team of tax preparers electronically transmitted 81,000 federal tax returns, prepared 27,000 federal tax returns and almost 27,000 state tax returns (up 70 percent from last year).

The Navy's Electronic Tax Filing (ELF) program grew nearly 800 percent in three years with 119 sites.

People with the IRS Volunteer Income Tax Assistance (VITA) program, handled more than \$8 million in federal and state tax refunds with tax services valued in excess of \$10.5 million. †

WELLNESS UNIT AWARD

WASHINGTON - To enhance battle readiness by promoting health and fitness, COMNAV-SURFLANT and COMNAVSURFPAC are co-sponsoring an annual

Wellness Unit Award. Winners will signify their success by painting a green 'H' (for health) on their bridge wing alongside other Battle 'E' competition departmental awards.

Commands qualify for the 'H' by the fitness

of their Sailors and their health promotion activities. †

Story by Jan Davis, Bureau of Medicine and Surgery public affairs office.

McClusky Sailors help police nab fugitive

SAN DIEGO — Two USS McClusky (FFG 41) Sailors recently helped a La Mesa, Calif., police officer apprehend a violent suspect.

Electronics Technician 3rd Class Jason Miles and Operations Specialist 3rd Class Darren Shockney were driving up to their apartment when they spotted a La Mesa police officer wrestling with a violent man.

"They were wrestling right in front of our apartment," said Miles. "I asked the officer if he needed help and he said he did, so Darren and I came up to help. The officer said to be careful, because the subject had a knife."

Before the Sailors' intervention, Officer Bret Richards had become aware of the suspect's previous history of

assaulting law enforcement officers and a warrant for his arrest for a similar incident. He called for assistance, but before another officer could arrive, the suspect fled. Richards had caught the

have dealt serious or life threatening injury to Officer Richards. [Your] assistance kept this incident from deteriorating into a potentially deadly situation."

"I did what I felt was

Photo by J02 Rich Henson



suspect and was wrestling with him when the two Sailors arrived.

La Mesa Chief of Police Walter Mitchell stated in a letter to each Sailor: "Had [the suspect] been able to obtain [the knife], he could

right at the time," said Miles. "I thought it was nice that the officer came over to our place and personally thanked us." †

Story by LT Maxwell, USS McClusky (FFG 41).

Around the Fleet

WHIDBEY ISLAND WINS RECYCLING AWARD

WASHINGTON - NAS Whidbey Island's closed loop recycling program has earned the command a 1997 White House Closing the Circle Award from the Federal Environmental Executive Office. Closed loop recycling is reusing discarded materials. Plastics collected through the program were recycled into park equipment made completely of recycled plastic.

Whidbey Island's recycling program grew from recycling 4 percent of its waste stream in 1990 to 55 percent in 1996. During the seven-year period 38 million pounds of recyclable materials were diverted from the waste stream.

The savings totaled \$3.5 million. †

LAND MINE REMOVAL

NAVAL BASE GUANTANAMO BAY - U.S. Naval Base Guantanamo Bay, Cuba, is complying with a presidential order to remove the U.S. military's oldest active mine field. The order requires all mine fields

to be eliminated by the year 2000 (with the exception of Korea).

Under the direction of U.S. Marine Barracks Ground Defense Security Force Minefield Maintenance Marines and the Explosive Ordnance Disposal (EOD) Detachment, assigned to Guantanamo Bay, the mines are being removed at a steady pace.

Base Commander,

CAPT Jim Cannon, said the minefield removal is well on track and he expects to be in full compliance with the president's dateline.

"Removal of the mine fields along Guantanamo Bay's 17-mile perimeter fence line is an extremely dangerous mission and equally as dangerous as a topic of discussion," Cannon said. "There are numerous operational and

security considerations to make, so let me call attention not to this issue, but to the people doing the work. Our Marines and EOD technicians are superb. They are highly trained, extremely talented and hard working. In Guantanamo Bay, that's a given requirement." †

SILVER WAKE TRANSLATOR

ON BOARD USS NASSAU (LHA 4) - While growing up in Poland, Aviation Boatswain's Mate (Aircraft Handler) 2nd Class Steven Slezak never imagined one day he'd be aboard a U.S. warship translating for his former countrymen. But that's exactly what he did aboard USS *Nassau* (LHA 4) when refugees recently fled civil disorder in Albania during Operation *Silver Wake*.

While the Norfolk-based amphibious assault ship was off the coast of Albania, a group of Polish journalists found themselves escaping from Albania and took advantage of the U.S. offer to take them to safety. Slezak was called to assist them.

"The journalists actually went into Albania to cover the situation there," said Slezak. "They



Photo by PH2(DV) Andrew McKaskle

Like the legendary Navy frogmen of World War II, AO1(EOD) David Ahearn attaches an inert satchel charge to a moored training mine in Guantanamo Bay, Cuba, as EMC(EOD) Angelo Owens stands off. The divers were conducting training in the waters near the naval station.



didn't realize that it was going to get that bad, so they evacuated here."

Slezak spent the first 19 years of his life in the small Polish village of Ruskibrod. He left Poland and spent eight months in Vienna, Austria, before moving to the United States in 1980.

It wasn't long before Slezak began to miss Europe. "I was told by a veteran that the military has a lot of bases overseas," Slezak said. "So I went to a Navy recruiter and joined up." Since joining the Navy, Slezak has served two tours in Rota, Spain, and aboard USS *John F. Kennedy* (CVN 67) during Operation *Desert Storm*. †

Story by JO1 Brian Roscoe, USS Nassau (LHA 4) public affairs office.

EQUAL OPPORTUNITY

STENNIS SPACE CENTER, Miss. - The Naval Meteorology and Oceanography Command, Stennis Space Center, Miss., has earned the Navy's highest recognition for equal employment opportunity (EEO).

DON selected the command as the 1997 Nathaniel Stinson Affirmative Action Leadership Award winner. The command was selected

Making naval history

PORT HUENEME, Calif. - When Mess Management Specialist Chief Brenda L. Gourdin says she has her military career "sewn up," she's not bragging. Bits and pieces of several of her Navy uniforms she's worn during a 20-year career have been stitched into a quilt.

Each of the quilt's 12 hand-stitched blocks is a milestone of her career, from her third class "crow" to the chief's chevrons and rocker of her MSC rating badge.

"I've had a diverse and fun career," said the Carlisle, Pa., native, "but it's time for me to move on and set new goals."

Gourdin plans to retire in September, and join her husband, Gordon, in Malaysia where she'll gather all the "bits and pieces" of her military career and do some sewing of her own.

"I love talking to people about my career, and I thought it would

be a wonderful idea to put my experiences down on paper," she said.

Gourdin's quilt hangs on display among the sepia-colored photos of the Navy's Yeomanettes. †



Photo by PH3 Ben Glade

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Gourdin's quilt hangs on display among the sepia-colored photos of the Navy's Yeomanettes. †

Story by JO2 Dawn Davis, a staff writer for the Seabee Coverall, Port Hueneme, Calif.

is open to all Navy commands and activities employing U.S. citizens. The program is named for a former Navy civilian engineer who became the first principal equal

opportunity officer for the former Naval Materiel Command. †

Story courtesy of Naval Meteorology and Oceanography Command public affairs.

Around the Fleet

USS CORMORANT COMMISSIONED

TAMPA, Fla. - The coastal mine hunter *Cormorant* (MHC 57) was commissioned recently at Harbor Island, Tampa, Fla. *Cormorant* has a crew of five officers and 46 enlisted, and will be homeported at Ingleside, Texas.

Cormorant is the seventh of 12 *Osprey*-class ships to be built. Ships of this class are the world's largest mine hunters to be constructed entirely of fiberglass. This ship is capable of performing reconnaissance, classification and neutralization of moored and bottom mines in coastal waters. It has a high-definition, variable-depth sonar and a remotely-operated robotic submarine used to neutralize mines. †

MCPON SPEAKS TO MIDSHIPMEN

ANNAPOLIS, Md. - Master Chief Petty Officer of the Navy Master Chief Electronics Technician (SW/AW) John Hagan shared his insight into the special relationship between officers and enlisted Sailors during a recent



U.S. Navy photo

Antietam's rock band, "Extra Duty Men" jam at a popular night club in Melbourne, Australia.

USS *Antietam* Sailors rock down under

MELBOURNE, Australia — The sounds of American rock 'n roll filled the Australian air courtesy of crew members aboard USS *Antietam* (CG 54) and its rock band. During a recent visit to Albany and Melbourne, Australia, the band performed to crowds throughout the country.

"The Extra Duty Men," performed in Albany's town square and at a local night club. The town square performance made local headlines as "The biggest outdoor concert crowd in town history!" The band entertained the audience for more than three hours playing selections from The Black Crowes, Boston, Van Halen, ZZ Top, The Smithereens, The Goo-Goo Dolls, The Beatles and AC-DC.

The Extra Duty Men next rocked in Melbourne. They attracted more than 150 people to one of Melbourne's top nightclubs for their

greatest performance. The show earned rave reviews from the crowd.

The leader of the band is *Antietam* systems test officer, LTJG Vince "Ginger" Baker, on drums and backup vocals. Lead vocalist is Operations Specialist 1st Class (SW) Michael "Bear" Greer, of San Diego. Rounding out The Extra Duty Men are (from left to right in above photo: Fire Controlman 2nd Class James Schroeder, of Valparaiso, Ind., on rhythm guitar; LTJG Michael Davila, of Houston, on bass; Radioman 3rd Class Frederick Brooks, of Forest City, N.C., acoustics and vocals; Boatswain's Mate 2nd Class Robert Walton, of Baltimore, lead vocals and Signalmen 2nd Class (SW) Michael Palmer, of Grand Rapids, Mich., lead guitar. †

Story by ENS Chris Sherwood, USS *Antietam* public affairs.



speech to the midshipmen at the U.S. Naval Academy, Annapolis, Md.

Speaking about the Navy's Core Values, Hagan said, "Honor, Courage and Commitment have real meaning only in the context of the conduct of Sailors. A strong, honorable value system ensures specific challenges will result in predictable, honorable reactions.

"You, the brigade of midshipmen from this hallowed place, have a unique and special experience -- and with it comes an obligation to model, teach and promote understanding of our Core Values," Hagan said.

Midshipmen asked questions ranging from the roles of chief petty officers to the difference between good and bad traditions.

"If it is really a tradition, it is inherently good. It preserves some part of our past, ceremonially or otherwise, and our traditions are always consistent with and supportive of our Core Values," Hagan said. "If it's bad, it's not a tradition." †

Story by JOC Cleve Hardman, public affairs assistant to the MCPON.

NTC SAN DIEGO LOWERS FLAG

SAN DIEGO - Naval Training Center San Diego lowered its flag for the last time April 30. Called the "Cradle of the Navy," the West Coast training station began as a recruit depot 73 years ago with four

'A' schools to serve a Navy powered by coal.

Secretary of the Navy John H. Dalton was the keynote speaker at the historic event: "The center provided training that inspired and strengthened the Core Values of Honor, Courage and Commitment, which resides in the

heart of the Navy bluejacket," said Dalton.

"The legacy of this superb command lives both in the vision and professionalism our Sailors carry into the future and with the memories of valor and sacrifice cherished by our veterans." †

Sailor dominates Tinman Biathlon

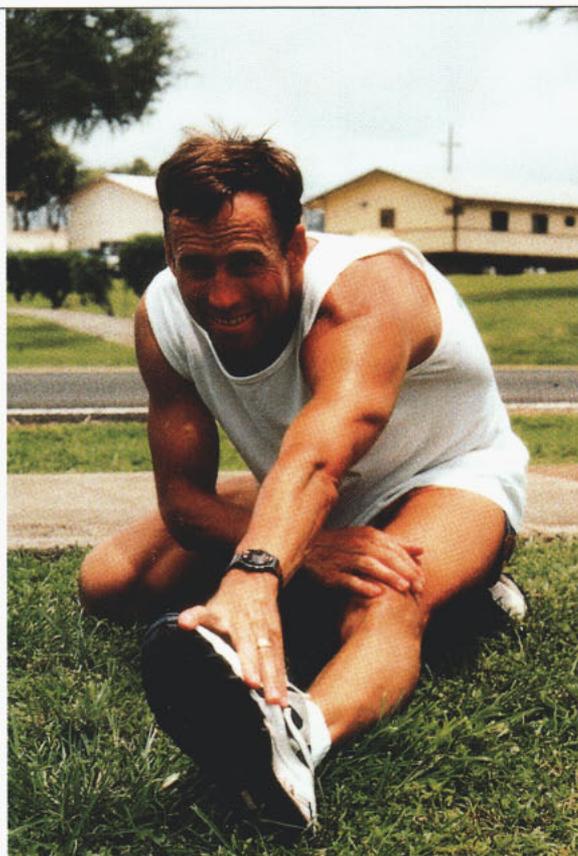
PEARL HARBOR — It was a tough race, but in the end it was a Sailor's prowess in the water that led him to victory.

CDR Mike Fitzgerald, nuclear war plans officer at Pacific Fleet headquarters, outswam 222 competitors to win the annual Honolulu Canoe Club Tinman Biathlon earlier year.

Fitzgerald was sixth coming out of the run-swim race, but caught up to the leader half-way through the 800-meter swim in the waters off Ala Moana Beach Park.

The 39-year-old native of Bremerton, Wash., clocked in at 26 minutes, 24 seconds, finishing 30 seconds ahead of his closest competitor.

"Coming first across the finish line is always neat; it's a great feeling," he said. "But it also felt lonely because there was no one there — 30 seconds is a long time in a race." †



CDR Mike Fitzgerald outswam 222 competitors to win the annual Honolulu Canoe Club Tinman Biathlon earlier this year.

Story and photo by JO1 Rita Bargeloh, Pacific Fleet public affairs office.

Charthouse

Three-day PREVENT 2000 course now available

The Bureau of Naval Personnel (BUPERS) announced the availability of a new three-day "Personal Responsibility and Values Education Training (PREVENT) 2000" course.

This revised course, offered at 18 sites Navywide and designed for 18- to 26-year-old Sailors, addresses issues such as alcohol abuse and drug use prevention; interpersonal relations; health and readiness; and financial responsibility. Navy Core Values and personal responsibility are the heart of this course, which helps Sailors develop improved communication and interpersonal skills, as well as planning and decision-making capability.

The course is a key component of the Navy's "Right Spirit" Alcohol

Abuse Prevention Campaign. The goals of "Right Spirit," launched in 1996 by Secretary of the Navy John H. Dalton, are to enhance fleet readiness by reducing alcohol abuse and related incidents; to maintain a safe and productive working environment; and to ensure quality of life for Navy members, shipmates, their families and the communities where they live.

For enrollment, quota procedures, course locations or additional course information, commands should contact LCDR Ann Vertel or Mr. John Schultz, PREVENT Program Office, Drug and Alcohol Program Management Activity (DAPMA) at DSN 524-8105/8121 or (619) 524-8105/8121 (DSN 524). †

Presidential Support Duty

The White House Communications Agency (WHCA) is looking for qualified enlisted personnel to join their team of professionals.

WHCA is a joint service organization that provides worldwide telecommunications and other support services for the President of the United States in Washington, D.C., and at worldwide travel locations.

Personnel assigned to this unique organization wear civilian clothing, and work with state-of-the-art equipment. Enlisted personnel receive a civilian clothing allowance. Interested personnel possessing a specialty in electronics, communications, or computer operations/programming should call the WHCA Recruiting Hotline at DSN 284-2000, ext. 76300 or (202) 757-6300, ext. 76300. †

Pacific comes under TRICARE

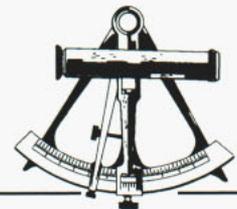
TRICARE Hawaii, DOD's managed health plan for the 50th state, now delivers medical coverage to service members and their families throughout the Pacific theater.

"It's not easy to link more than a quarter million beneficiaries scattered throughout this vast area of the world to a single health care plan," said a TRICARE official.

"But they've been up to the challenge," according to Army Brig. Gen. Warren Todd, TRICARE Pacific's lead agent.

"For Hawaii, alone, we lead the nation in TRICARE Prime (the plan's health maintenance option) enrollment," Todd said. More than 48,000 active-duty service members are enrolled automatically, he noted, but an additional 40,000 family members have also signed up.

"People enrolled in TRICARE are finding access to medical care easier than before." †



MCPON launches Naval Heritage/Core Values Reading Initiative

Master Chief Petty Officer of the Navy ETCM(SW) John Hagan is requiring chief selectees to study their naval heritage during chief petty officer initiation season.

MCPON's March "Direct Line" newsletter, sent to all Command Master Chiefs and Chiefs of the Boat, contains the reading list for chief petty officer selectees.

"Our focus is on heritage. Understanding the distinction between history and heritage is important to achieve our objective," Hagan wrote in his newsletter.

Newly-selected chiefs will be required to read at least one of the books on the list. During the CPO

Indoctrination course, new chiefs will discuss the lessons they learned from their reading and how it relates to the Navy's Core Values of honor, courage and commitment.

Included among the authors on the reading list are former Chief of Naval Operations ADM Elmo Zumwalt; retired Navy CAPT Edward L. Beach, author of *Run Silent, Run Deep* and *U.S. Navy, 200 Years*.

The Navy Exchange is stocking the books at stores

worldwide.

CPO initiation season begins upon the release of the names of those selected for advancement and culminates in September with the frocking and pinning ceremony. †

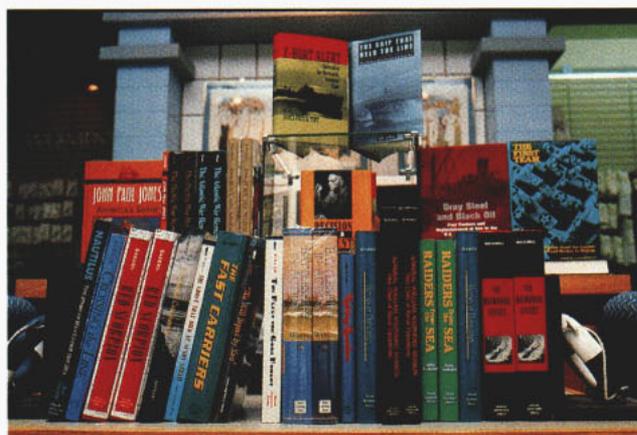


Photo by JO1 Ron Schaler

Year 2000 computer answers on Navy web page

"The Year 2000 Challenge" web page details what the Navy is doing about its computer systems for the year 2000.

Since many computer systems write the year in two digits, a double-zero date could give them "heartburn." What is the Navy doing about making its vast computer system, "Year 2000 compliant?" It established the DON Year 2000 Coordination Office at the Naval Information Systems Management Center (NISCM) in December 1995 to coordinate efforts among the Navy's agencies.

Margaret Powell, who heads NISCM, says some agencies are already compliant. "They've been working on the problem since the late 1980s and have installed systems that are fine and do not need to be repaired."

Even those that are properly configured can have problems when it comes to dealing with systems that are not.

Nearly 70 Navy agencies are in constant communication with Powell's office. After determining which programs and systems need conversion, each agency then has to estimate the cost to fix the problem. The goal for full compliance by Navy systems is Nov. 1, 1999.

Details on the Navy's efforts are on "The Year 2000 Challenge" web page: <<http://204.222.128.9/horizon/year2000/year2000.htm>>.

Links to additional Year 2000 web sites are located on the web page. †

Shipmates



Hospital Corpsman 2nd Class Shawn X. Harp was selected as the 1996 Junior Sailor of the Year for Naval Air Reserve Point Mugu, Calif. A native of Buffalo, N.Y., Harp was directly responsible for implementing an improved HIV tracking system for Selected Reserve Sailors.



Yeoman 1st Class Sara A. Boehm was selected as the 1996 Commander, Explosive Ordnance Disposal Group 1 Sailor of the Year. The Arizona native efficiently planned, prepared for and completed a series of highly successful commander's readiness assessments that allowed EOD Group 1 to support fleet warfare missions more effectively.



Equipment Operator 1st Class Mark J. Soenksen of Naval Construction Training Center Det., Fort Leonard Wood, Mo., was selected as the Non-Commissioned Officer of the Quarter, 1st Quarter 1997, for the U.S. Army Engineer Center for superior performance while serving as an interservice instructor at the EO/EA 'A' School. The Libertyville, Ill., native is the first Navy recipient of the award.



Chief Yeoman (SW) Tami M. Lindquist, stationed at Fleet Information Warfare Center Det., San Diego, was selected as the 1996 Senior (E-7 to E-9) Naval Service Woman of the Year from National City, Calif., Chamber of Commerce. The Corona, Calif., native was also recognized as the Military Woman of Achievement from the San Diego County Women's Council for her service to the community.



Ship's Serviceman 1st Class (SW/AW) Elbert Pama of Afloat Training Group, Western Pacific, Yokosuka, Japan, was awarded a Master's Degree in Business Administration by City University of Bellevue, Wash. Pama, a native of the Republic of the Philippines, is assigned to the Logistics Management Team and was recently selected as their Sailor of the Quarter.

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Photos by J01 Ron Schaler



Name: MM3 Adam M. Chadbourne

Assigned to: USS *Kearsarge* (LHD 3), Engineering, Main Propulsion Aft.

Hometown: Staten Island, N.Y.

Job description: "I work as a boiler technician (lower level), monitor boilers, fuel service pumps and casualty control."

Best part of the job: "The people. You meet a variety of people that you don't meet in your hometown. The [Navy] works together as one team."

Places visited while in the Navy: Spain, France, Italy and Greece.

Key to success: "Patience. It's really easy to get stressed out. You just have to learn how to take it easy."

LIFE CAN BE LONG WHEN YOU DRINK AND DRIVE

Photo by PH+Jim Hampshire



While driving under the influence of alcohol and drugs, a North Carolina man killed two college students. He was found guilty on two counts of first-degree murder and sentenced to LIFE in prison without parole. He got the message.
DO YOU?