

# ALL HANDS

MAGAZINE OF THE U.S. NAVY

FEBRUARY 1998

Inside

**DTS gives Sailors  
live TV & Radio at Sea**

**Cinema at Sea**

**Hero of the Maine**

# ALL HANDS February

Number 970

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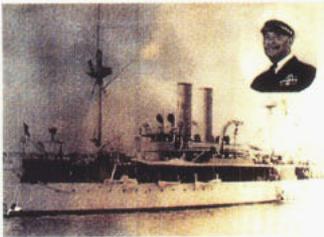
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Photo by LT Scott M. Allen



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New "Eye on the Fleet"

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## On the Cover

This month's front cover, illustrated by DM1 Eric Murry assigned to Navy Art Gallery, Washington, D.C., salutes African-American Sailors serving around the world.

# ALL HANDS

On Line

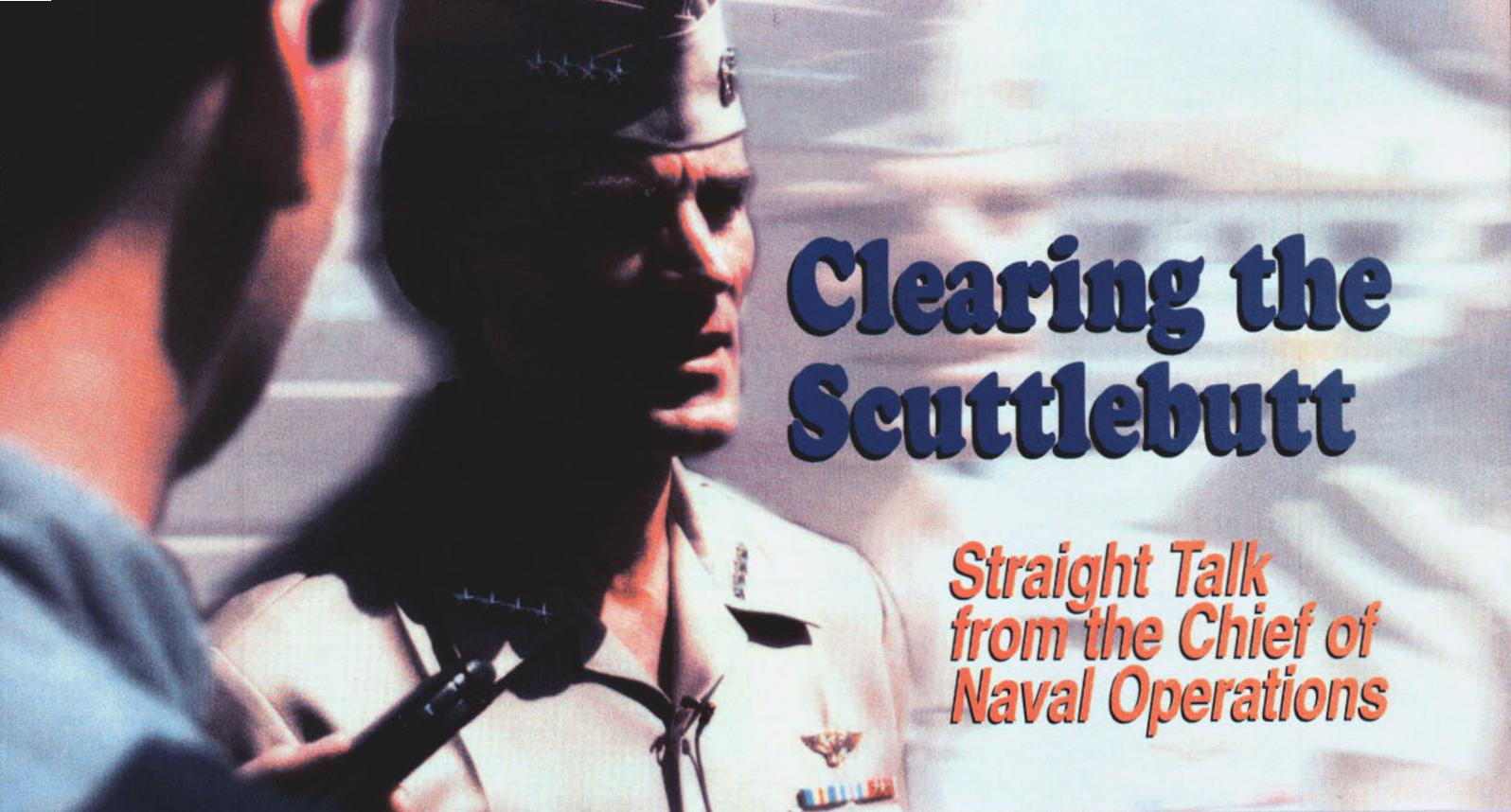
Check us out at ...

<http://www.chinfo.navy.mil/navpalib/allhands/ah-top.html>



Photo by PH3 Joseph Hendricks





# Clearing the Scuttlebutt

## *Straight Talk from the Chief of Naval Operations*

*Responses from Admiral Jay L. Johnson  
on issues most important to you.*

Q

*What are your thoughts about pay and compensation as we head into the New Year?*

A

We're making some really good strides. The latest defense authorization bill, for instance, has the 2.8% pay raise in it which went into effect Jan. 1st. Is that enough? Is that what Sailors deserve? Probably not. But the truth of it is, by law, that's as much as we're able to get. So we were supported to the maximum extent of the law.

BAQ and VHA have been combined into one allowance for housing. The net result is it's going to be more accurate and more responsive, and I think it's going to mean the right people are going to get the right amount of money for housing allowances.

We haven't updated the flight pay program for almost 10 years. It's being updated starting this new year. And the same goes for some of the other special skills.

I use those as just a few examples to tell you there is a lot going on in the compensation support and in the quality of life support for all of us. Sailors should take comfort in that and feel good about it. It's a commitment I never lose sight of.

Q

*Are there any other compensation issues you are working on?*

A

Yes. You might have heard talk about the proposed Thrift Savings Plan. I support TSP as a tool to help our military families plan for their futures. Some say it would threaten our military retirement benefit package. To the contrary, I believe it strengthens it. We really need to look at this proposal separately from the current retirement

benefit because TSP is an investment vehicle — a transportable, tax-deferred method of capital appreciation which would put our people on par with other federal employees who enjoy both a retirement plan and a savings plan. TSP is a great idea, and I'm working hard to see it implemented. We hope our efforts are successful because TSP would be an excellent means to help in retaining our best Sailors.



*What about the size of the force in terms of people and ships?*



We are reshaping the Navy. We have 390,000 active-duty personnel today — the glide slope we're coming down is going to take us to about 369,000 to 370,000 in the force by the year 2003 — that's OK — that's the right size for us. The Reserve Force is going to come down to about 90,000. The civilians are coming down by about 8,500 right now. I'm okay with that.

The number of surface combatants is coming down by about 16 or 17 more ships. The number of attack submarines is coming down by about 22 more ships, but what you'll see on the other end of all that is, what I would call a more meaner, leaner Navy. It's a Navy that can do its job and still live within its means, That way we don't get to the middle of the year each year, and have them send you a message that says, 'Stop all moves, we're out of PCS money. The manpower account is empty — we've got to wait till we get money mid-year.'

We're doing our level best to get out of that business so that when we start the year we know how much money we have and we spend that money throughout the year and we don't do the hip hop. We're very serious about making that work. Living within our means — it's extremely important.



*Do you anticipate improvements in advancement numbers?*



Advancements are too slow and too low. We know that, but I would tell you and ask you to make sure that we all keep it in perspective. When you're coming down in size and retention is good, as it is right now, and we all make a commitment that we're going to keep the faith with the career force and that we're not going to RIF anybody, then we all have to accept a slowdown in advancement until we get stabilized at the bottom of that glide slope. Why am I saying that? I'm asking Sailors to take a longer view of where we are headed in the context of advancements. Once we get through this reshaping, the numbers will come up. It's totally predictable and it will happen. So, if you're frustrated because you know you deserve to be advanced, keep trying. It will come.



*With what seems like increasing commitments in a downsizing environment, will we be seeing longer deployments?*



No. I'm absolutely committed to holding the line on our six-month deployments. I would tell you that for us, OPTEMPO and PERSTEMPO right now are OK. Why do I say that? I say it because the only one who can waive our PERSTEMPO policy is the CNO. So I have full visibility on the issue. We are not going back to the days of nine month deployments with short turnaround periods. We learned some very painful lessons about retention

when we did. There was a time when we prided ourselves on nine-month deployments, coming home for five months and then doing another. Next time you look at going for another nine months, you're the only one standing there. Everyone else is gone. That's why we have a policy of six-month portal-to-portal deployments, a two-to-one turn-around ratio and a minimum 50 percent time in home port during a five-year period — looking back three years and ahead two. So we watch OPTEMPO and PERSTEMPO very closely. Our tip of the spear readiness is as good as it has ever been. Our focus of effort today is on the nondeployed side of our lives. That's where the wheels could come off the trolley if we're not smart about it. I want to make sure that we aren't going TAD too much — in some cases we are. I want to look at working harder to balance the need to work-up for the next deployment with the opportunity for Sailors to spend quality time in home port.

**Q** *What is one major item on your agenda that you'd like to share with Sailors?*

**A** I'd like all of us to think about innovation in the Navy. We're putting ourselves in the innovation business. I believe we need to work hard on capturing the technology race that's all around us. We can do it operationally, organizationally and we can do it with the actual applications of the technology. We're working real hard to do that. We're making incredible investments in technology and in innovation. We're reorganizing the Navy's doctrine, innovation and strategy organization. What I'm really trying to tell you is we're going to try to realign ourselves organizationally in such a way that we can capture innovation in very profound ways and apply it back into everything we do in the Navy. That's not something the CNO's going

to do, that's something Sailors are going to do. Everybody is going to be able to make an input. That's important for our future.

**Q** *Some people say you can't make a mistake anymore, that it affects your career too much. What's your view as the CNO?*

**A** I hear a lot about the business of "zero defects", that if you make one mistake you're out of here. Here's what zero defects means to me: In parts of our lives, zero defects is the only way to go. As a fighter pilot, I spent a lot of time on flight decks of aircraft carriers. The flight deck of an aircraft carrier at sea is a zero-defect environment. You make a mistake and somebody can die. The business of laws, criminal laws, moral laws — that's zero-defect stuff — no compromise. Put those aside for a moment. In everything else we do, the rest of our lives, we have to accept the reality that none of us is perfect. We're all going to make mistakes, we all have made them and we'll continue to make them. The key to that is understanding reality No. 1, and No. 2 — learning from those mistakes and then getting on with it. It's much easier to say than to do.

I have to be careful when I say that because people forget the first part of what I said. Don't forget the part where zero defects is the only place to go. But for the rest of it, you've got to be real with each other. That's what 'zero defects' mean to me.

► ADM Johnson, talks with Airman Alan Milan, from Ft. Lauderdale, Fla, during a brief visit to the Persian Gulf region Christmas Day, 1997. George Washington and Carrier Air Wing One are operating in the Persian Gulf to enforce UN sanctions against Iraq, under Operation Southern Watch.



What advice do you have for Sailors to help them reach their full potential?



I would ask each of you to make sure that wherever you are, wherever you work — it's bigger than work really, it's 24 hours a day — to do everything in your power to create an atmosphere or an environment of dignity, trust, respect, confidence and caring. It's golden rule stuff. Set an environment around you in which you'd like to operate, that you'd be comfortable with no hassles, no discrimination—you get the idea. Each of us can directly influence that and we must.

I'm saying this because if we can do that, and no matter where you are turns out to be good for you, it's good for the people around you, and it's good for the Navy too because it allows each of us the opportunity to reach our own full productivity because we're not worried about this or that. You can focus on what you're doing, the task at



The CNO's Vision for Tomorrow's Navy

# The Four Stars



### Operational Primacy

"Without question, we're the greatest navy in the world, Number One, hands down. Operationally, no one can touch us."



### Leadership

"Right now, I have huge confidence in the leadership of the Navy and I have great hope for the future. We've done some pretty profound things. One is, we're taking a different approach, in some respects, to the recruits we bring into the Navy. ... We get recruits in the door and we're working very hard to instill pride in them instead of fear."



### Teamwork

"What I'm asking Sailors to do in simple terms is to take better care of each other. Invest in each other within the chain of command in very positive ways and I'm convinced we'll be a stronger Navy for it."



### Pride

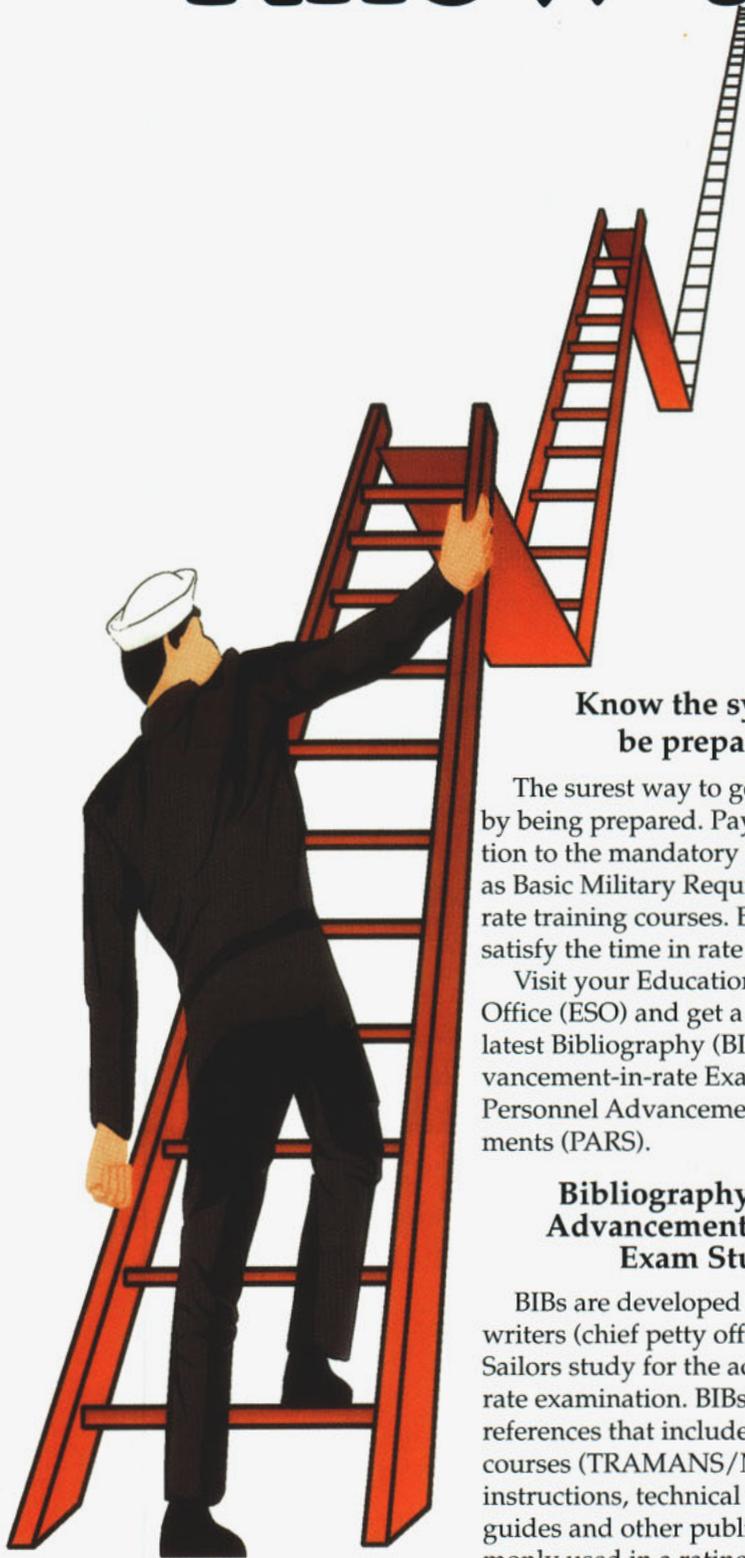
"Every Sailor should take pride in what he or she is doing well, if not better, than they did before. We should all take pride in that."

hand, and you can produce. That's what it is all about. I would ask each of you to do everything you can to create that atmosphere, wherever you are, dignity, respect, trust, confidence, friendship — you get the idea. †



Photo by PHAN Johnnie Robbins

# Know the Steps



**M**oving up the Navy advancement ladder means increased responsibility, greater prestige and more pay. Any Sailor who has spent his or her career successfully climbing the advancement ladder knows there is no real secret to making rank. The key to moving up in the Navy is simply understanding how the advancement system works, meeting set requirements on time and scoring well on the Navy wide exams.

The next few pages can help you understand the system.

## Know the system, be prepared

The surest way to get advanced is by being prepared. Pay close attention to the mandatory courses, such as Basic Military Requirements and rate training courses. Be sure you satisfy the time in rate requirements.

Visit your Educational Services Office (ESO) and get a copy of the latest Bibliography (BIB) for Advancement-in-rate Exam Study and Personnel Advancement Requirements (PARS).

## Bibliography (BIB) for Advancement-In-Rate Exam Study

BIBs are developed by exam writers (chief petty officers) to help Sailors study for the advancement-in-rate examination. BIBs are a list of references that include training courses (TRAMANS/NRTCs), instructions, technical manuals, guides and other publications commonly used in a rating.

Beginning March 1998, BIBs will be available only in electronic format and will be posted (issued) three times a year. The E-4/E-5/E-6 BIBs will continue to be posted in March and September; the E-7 BIBs will be posted in July.

BIBs posted in March will be for active-duty E-4/5/6 September exams and for Selective Reserve E-4/5/6 February exams.

BIBs posted in July will be for active-duty E-7 January exams and for Selective Reserve E-7 February exams (for the following year.) For example: BIBs issued for active-duty E-7 in 1998 will be used for Selective Reserve E-7 exams in 1999.)

BIBs posted in September will be for active-duty E-4/5/6 March exams and for Selective Reserve E-4/5/6 August exams.

## How to Obtain BIBs

BIBs are issued only in electronic format from the following sources:--



# to climb the ladder

-- NETPDTC Homepage at: <http://www.cnet.navy.mil/netpdtc/htm>

-- To go directly to BIBs: <http://www.cnet.navy.mil/netpdtc/nac/bibs/bibs.htm>

-- NETPDTC Bulletin Board — DSN 922-1394/1820 or commercial (304) 452-1394/1820

-- BUPERS Access Bulletin Board — DSN 224-8070 or commercial (800) 346-0217/0218/0227 or (703) 614-6059/8070/8076.

-- SALTS (Streamlined Automated Logistics Transmission System) — For information on how to access SALTS see your supply department, or call DSN 442-1112 or commercial (215) 697-1112

## Personnel Advancement Requirements (PARs)

PARs are skills and abilities that can best be demonstrated by actual

performance. Completion of PARs is mandatory for advancement. PARs are developed by the same chief petty officers who develop BIBs

### How to obtain PARs

PARs are now available from the same electronic sources as BIBs and can also be ordered through the supply system. Starting in January 1999, PARs will only be available in an electronic format.

For more information on the availability of BIBs and PARs, contact NETPDTC:

-- Phone: DSN 922-1328 or commercial (904) 452-1328

-- FAX : DSN 922-1819 or commercial (904) 452-1819

-- e-mail: [navy.advancement@smtp.cnet.navy.mil](mailto:navy.advancement@smtp.cnet.navy.mil)

-- SALTS: NETPDTC PMA

### Study early, study often

Being a top pro at your job will always help you in advancement. Your performance evaluations factor into the advancement equation. But, having top-notch skills is not enough if you don't score well on the Navy-wide advancement exam.

Twice a year, candidates for E-4 through E-6 participate in exams on their rating knowledge. E-7 candidates take the tests annually, usually in January. "The Back Page" of *Link* magazine lists the dates for the upcoming advancement cycles.

If you have an up-to-date copy of your BIB, you have a complete guide to the material included on the test. The three-hour exams are based strictly upon the sources listed in the BIB.

There are no tricks or secrets to taking the exam — you must know your subject to score well. Here are some tips on studying:

\* **Start early.** Advancement exams cover all areas of the technical knowledge expected of a petty officer of the next senior rank. Waiting until the last minute, then trying to cram everything into a few marathon sessions increases your personal stress levels and sets you up for failure. The best time to start is as soon as you tack on your current stripes.

\* **Plan to win.** A good study plan can help you organize your subjects, get reference sources, ask questions about difficult information and pace yourself until the exam date.

\* **Make time.** Make studying a

YN3 Chad Johnson of Richmond, Ind., positions a record in a projector for viewing by a board at BUPERS.



Photo by PH1 Dolores L. Anglin



U.S. Navy photo

part of your lifestyle. Put aside set times regularly – daily is great, every other day works well for some – and stick to it. Try studying three days a week during your lunch break or after dinner every night. Hour long sessions are best, but don't give up if your schedule sometimes cuts your time in half – if you only get through five questions in your rate training course, you are still five answers ahead of where you would've been if you had skipped the session.

**\* Teamwork works.** Get a study partner or start a study group. You can meet almost anywhere – a mess decks, library, berthing compartment or BEQ room. Sharing knowledge and experiences can level out the sometimes bumpy playing field of complex rating subjects, especially if it's an area you haven't had a chance to work in hands-on.

### The exam: Pace yourself

Every mess-deck lawyer can give you the inside scoop on taking the test – but it is all worthless advice. Answers do not conform to any certain pattern. Secret codes are not written into the questions. "All of the

above" is not always the correct answer. Exams are not designed to test minimum information required for proper performance. Beyond studying, however, there are a few things that can help:

**\* Get some rest.** You have already done the hard part if you started with a good study plan and stuck with it. Take off the night before the exam. Go out for dinner, if possible. Relax with your family or friends. Take a walk or hit the gym for a moderate workout. And, get a good night's sleep.

**\* Pace yourself.** You have three hours to take the exam. Start by reading all the questions and answers. Go back and mark the answers on those you know. Remember, your first choice is usually the best choice. If you really don't know the

answer, move on to the next question. Don't try to talk yourself out of a good answer. Go back and review the tougher questions. If you still aren't sure, take an educated guess rather than leaving the answer blank. You aren't graded by the number of wrong answers, but on the number of correct responses.

### Exam scoring

Commands send answer sheets by registered mail to the Naval Education and Training Professional Development and Technology Center (NETPDTC) in Pensacola, Fla., where they are scanned and scored.

### Number crunching

The Bureau of Naval Personnel sets advancement quotas, which are vacancy driven. Advancement numbers involve many factors, such as current manning, future of the rating (in the case of disestablishments or mergers), how many Sailors in the rating have retired or left the service and the future needs of the Navy. The bottom line is you can't get advanced unless there is a slot open in your rating.

The number of advancement slots is passed to NETPDTC. That number of qualified E-4 through E-6 candidates is then advanced. Boards annually select for advancement to E-7 from the pool of candidates who passed the exam. Advancement usually gets tougher at higher pay grades because of keener competition for fewer openings.

### Feedback from the exam

After the list of candidates selected to advance is complete, NETPDTC sends results to members in the form of examination profiles. The profiles include the candidate's final multiple score (FMS), its standard score and advancement status. Also, the profile shows the Sailor's relative standing with all other Sailors in their rate in each of the subject-matter sections of the exam.

There are several myths surrounding the profile information form. Understanding the facts (and disregarding the myths) will help examination candidates better prepare for future advancement examinations.

*Myth 1: "The profile form tells candidates how many questions they answered correctly in each examination section."*

**Not True:** The profile form only tells candidates how well they did in each examination section in relation to their peers. For example: A rating of superior indicates a candidate was in the top 10 percent of the candidates taking this section – not how many questions were answered correctly. A superior standing simply tells candidates that they answered more questions correctly than their peers who were rated below superior.

*Myth 2: "The profile form tells candidates what they should study for the next exam."*

**Not True:** The profile form only reflects how well candidates performed, in relation to their peers, this exam. The next examination will not have the same questions and candi-

dates will not be competing with the same set of peers. There are no short-cuts! For the next exam, candidates should always study the references listed in the bibliography developed for their advancement-in-rate exam.

*Myth 3: "Profile forms may be used as a basis for training programs.*

**Not True:** Because of the reasons stated in myths 1 and 2. There are no shortcuts. A training program that covers the entire bibliography will produce the best results.

### The FMS: Making the cut

The standard score from the exam is factored into the final multiple score (FMS).

The FMS shows who makes the cut and is ultimately advanced or becomes selection board eligible.

The FMS is compiled for E-4s, E-5s and E-6s by factoring the test score, time in service, performance mark averages, time in rate, awards and passed not advanced (PNA) points (see the chart).

Sailors competing for E-4 through E-6 in each rating are ranked according to their FMS – the highest FMS is at the top, followed by the others in descending order to the last person with the lowest FMS.

Advancement quotas are matched to the ranking. Sailors are advanced starting with those holding the highest FMS and working down until openings are filled.

For E-7 candidates, the FMS determines who is selection board eligible. Their FMS includes only standard score and performance marks.

### Chiefs picked by selection boards

Candidates for chief petty officer become selection board eligible if their FMS makes the grade. Board members review their records and select the best possible Sailors to fill vacancies in each rating.

Selection boards review senior chief and master chief candidates as

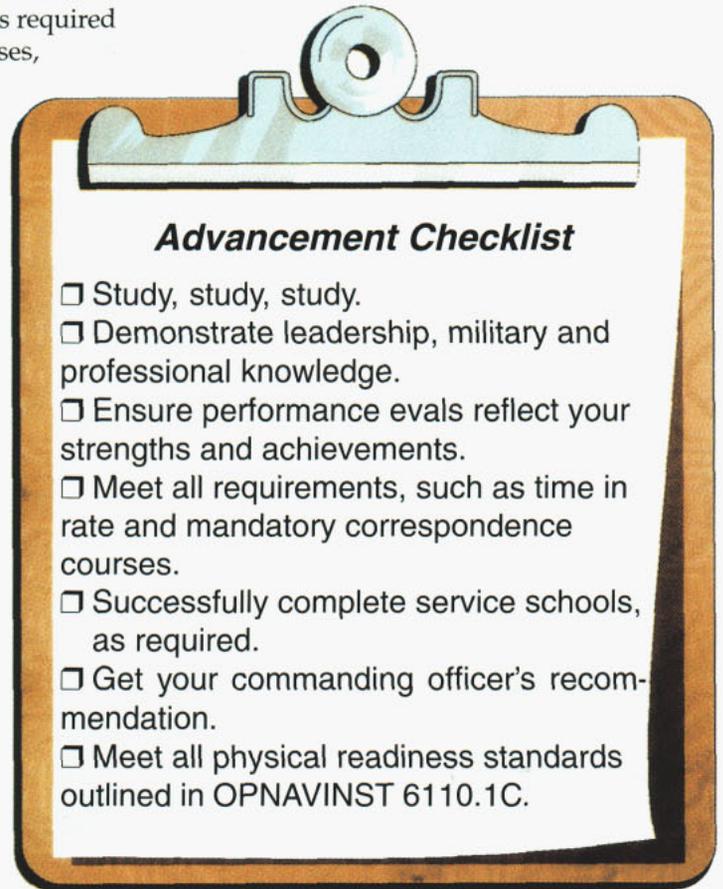
well. Candidates must be recommended by their commanding officers and must meet all other qualifications, such as required correspondence courses, time in rate, etc.

E-7 through E-9 selection boards convene annually. "The Back Page" of *Link* lists board dates.

### An equal chance to compete

There are no guarantees that meeting all requirements will result in a Sailor being advanced.

The Navy system guarantees each Navy man or woman an equal opportunity to compete for vacancies. †

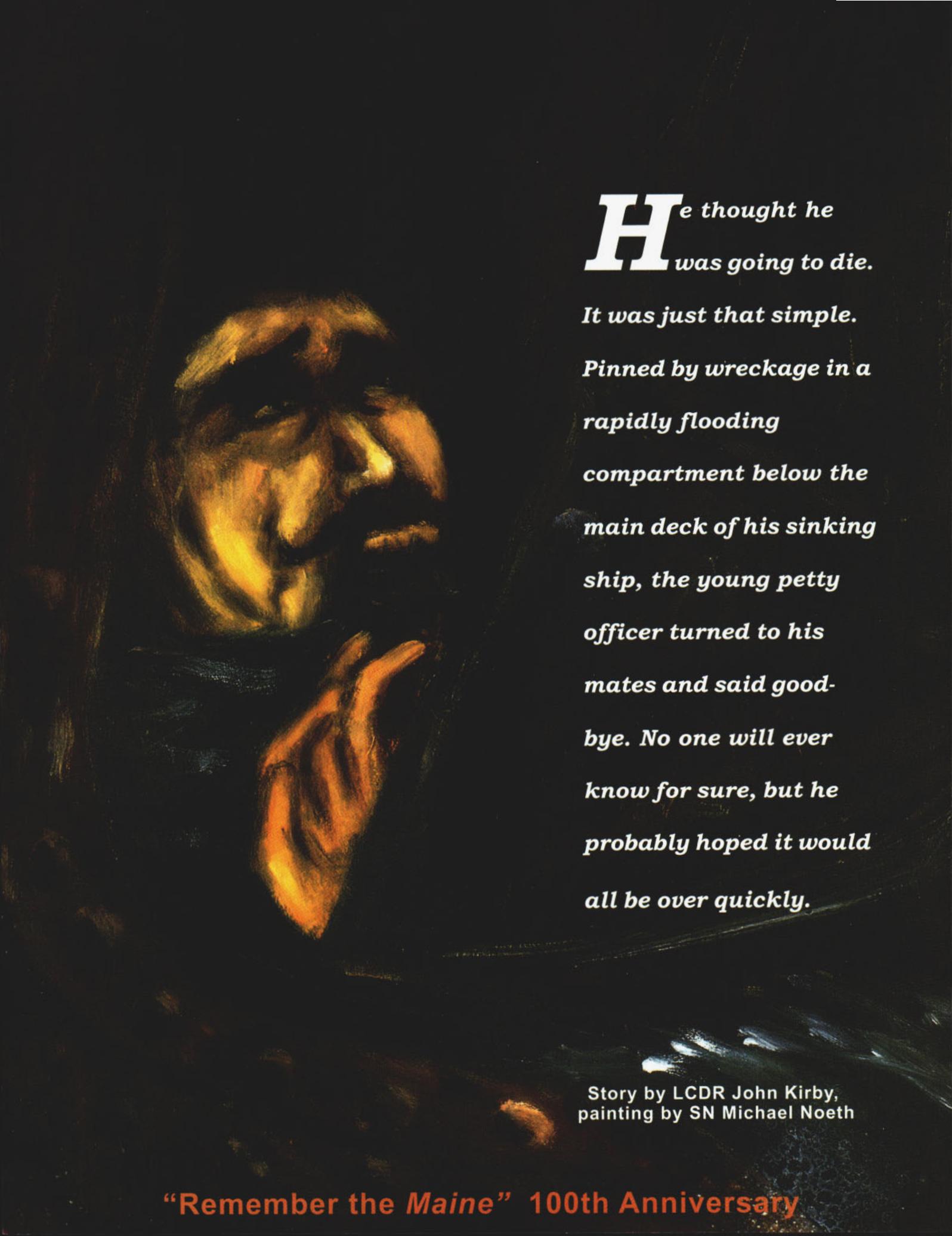


### Advancement Checklist

- Study, study, study.
- Demonstrate leadership, military and professional knowledge.
- Ensure performance evals reflect your strengths and achievements.
- Meet all requirements, such as time in rate and mandatory correspondence courses.
- Successfully complete service schools, as required.
- Get your commanding officer's recommendation.
- Meet all physical readiness standards outlined in OPNAVINST 6110.1C.

### Computing Your Final Multiple

Factor	Exam Pay grade	Computation	E-4, E-5 Max. Points (%)	E-6 Max. Points (%)	E-7 Max. Points (%)
Standard Score (SS)	E-4 to E-7	Indicated on Exam Profile Sheet	80 (35%)	80 (30%)	80 (60%)
Performance Factor	E-4, E-5, E-6, E-7	PMA x 50 - 130 PMA x 50 - 108 PMA x 13	70 (30%)	92 (35%)	52 (40%)
Length of Service (LOS)	E-4, E-5, E-6	(TAS - SIPG) + 15 (TAS - SIPG) + 19	30 (13%)	34 (13%)	
Service in Pay Grade (SIPG)	E-4, E-5, E-6	2 x SIPG + 15 2 x SIPG + 19	30 (13%)	34 (13%)	
Awards	E-4, E-5, E-6	Values Listed in Para. 418 AdvMan	10 (4.5%)	12 (4.5%)	
PNA Points	E-4, E-5, E-6	As Indicated on Past Profile Information	10 (4.5%)	12 (4.5%)	
Max. FMS Possible			230 (100%)	264 (100%)	132 (100%)



**H**e thought he  
was going to die.

*It was just that simple.*

*Pinned by wreckage in a  
rapidly flooding*

*compartment below the  
main deck of his sinking*

*ship, the young petty  
officer turned to his*

*mates and said good-  
bye. No one will ever*

*know for sure, but he*

*probably hoped it would  
all be over quickly.*

Story by LCDR John Kirby,  
painting by SN Michael Noeth

**“Remember the *Maine*” 100th Anniversary**

# *Pulling the Load*

## *A Hero of the Maine*

*Maine* (BB 2), a second-class armored battleship, was laid down at the New York Navy Yard Oct. 17, 1888. Here, she is depicted just four hours prior to the huge explosion that ruptured the forward part of the ship.

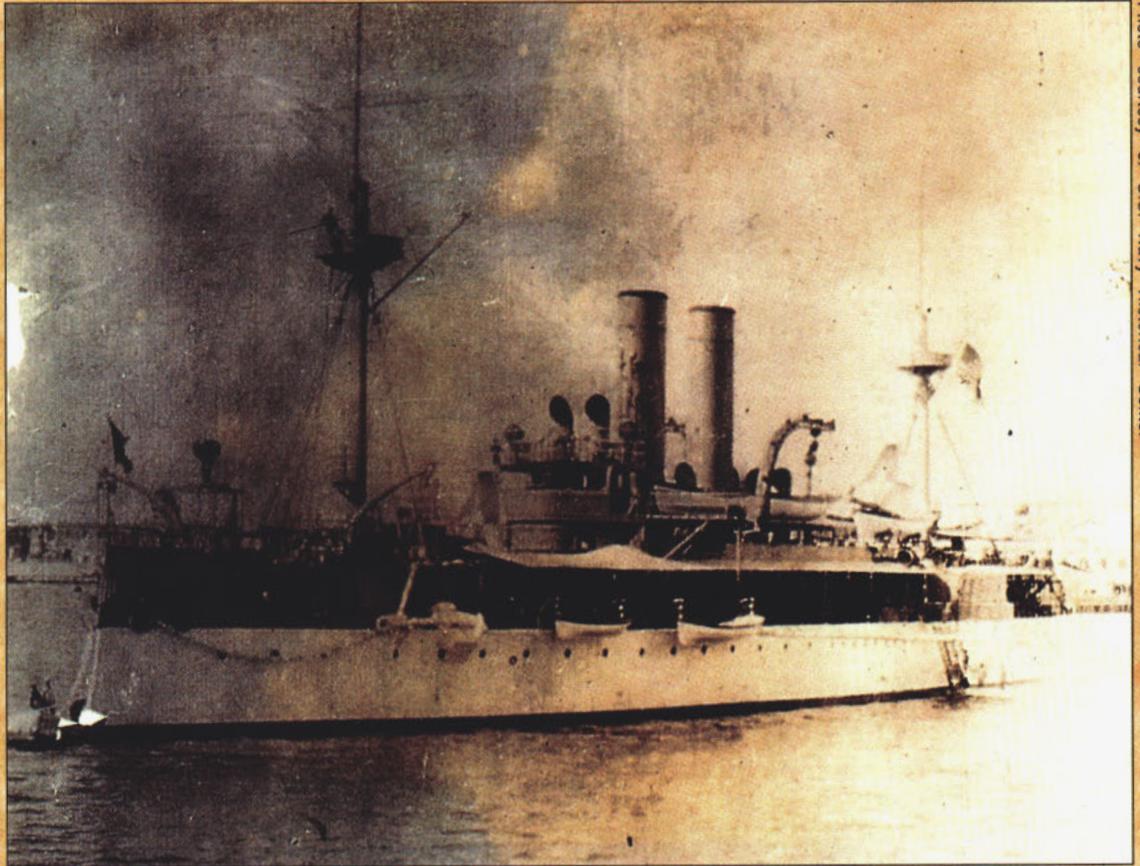


Photo courtesy of U.S. Navy Historical Center

But fate had another plan for Master-at-Arms 3rd Class John B. Load, of London. He would not perish. Not only did he live to tell the tale of the infamous explosion aboard the battleship *Maine* (BB 2), he managed to save numerous other lives before jumping into the murky waters of Havana Harbor, Cuba. *Maine* sank beneath his feet Feb. 15, 1898. If you think "Honor, Courage and Commitment" is just some new catch phrase, then the story of John B. Load is one you should read.

"The atmosphere was heavy; the easterly trade

wind had fallen flat. Occasionally, I heard the sound of a passing ferry boat. Otherwise, the harbor was very quiet." That was how CAPT Charles D. Sigsbee, commanding officer of USS *Maine*, later described that fateful Tuesday evening.

His ship lay at anchor in Havana, Cuba, after arriving Jan. 25, 1898. It was sent there to protect American lives and property during the Cuban revolt against Spanish rule, but the ultimate purpose *Maine* would serve was to catapult the country into war with Spain.

Around 9:30 p.m. that night, as Sigsbee himself was putting the finishing touches to a letter he had been writing, Petty Officer Load was preparing to turn in for the evening. After a brief conversation with the duty Master-at-Arms, Load proceeded to his hammock, slung outside the armory door underneath the middle superstructure. He removed his shirt and looked around at his sleeping mates. Ten

minutes later, their slumber and the quiet of the evening would be shattered by an enormous explosion and the screams of dying men.

At exactly 9:40 p.m., standing by the armory door, Load saw what he later described as “a red flame outside the ship. It seemed as if ... a small boat had struck the ship at first. She seemed to tremble, and then the whole deck where I was standing seemed to



Photo courtesy of U.S. Navy Historical Center

View of the battleship's wreckage in Havana's harbor, Cuba, in 1898.



Master-at-Arms 3rd Class John B. Load shown here (row 3, far right) among the crew of the battleship *Maine* prior to the fateful day of the infamous explosion.

open, and there was a flash of flame came up. It was as if someone had taken a revolver and fired it close to your face," he recalled. Having been raised on a farm, Load likened the terrible noise to that of a wagon with a lot of iron being dumped into a hole.

The next thing he knew he was somewhere beneath the main deck, trapped in a flooding compartment. The explosion must have sent him sprawling into an open hatch. However it happened, he knew *Maine* was sinking. Around him he could hear the voices of other men: Gunner's Mate 3rd Class James Williams, Landsmen Joseph H. Kane and Marine Private William McGuinness. They, too, were pinned down by debris and couldn't get out.

Initially, Load believed that a boiler blew up, because the water was so hot and the smoke was so thick. He wasn't sure whether they would drown first or suffocate to death. "It felt as if cotton were in

our mouths," he said. Coughing violently, the four men drank the filthy harbor water for relief. It was then that Load turned to Kane and told him he had given up hope. As Kane confessed similar feelings, a second explosion rocked the ship. This one freed them from the wreckage, and all four managed to escape through an opening to the port side of the upper superstructure.

Reaching the main deck, Load noticed that the awning was on fire with several injured men laying upon it. Over the groans and cries for help, he heard someone call his name. It was Ship's Cook 1st Class George Schwartz, a native of Germany. Load quickly threw him a line and pulled him to safety. Then he did the same for Marine Privates Joseph Lutz and C.P. Galpin, as well as two or three other Sailors.

*Maine* was going down faster now, and

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**“She seemed to tremble,  
and then the whole deck  
where I was standing  
seemed to open, and a  
flash of flame came up.”**

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**-- MA3 John B. Load**

Load realized the need to get the injured off. A boat from the American steamer *City of Washington* attracted his attention, and he called to it. But Naval Cadet Amon Bronson, boat officer for one of *Maine's* own whaleboats, intervened and offered to help. “Throw me your painter!” yelled Load. He caught it, made it fast to a nearby cradle and used it to lower several men into the water. Lutz then called to him. “Give me some help here,” he shouted. “There are two men dying!” Load rushed to his side and helped get the two critically hurt Sailors to the rail. Once there, they simply lowered them into the water. Given the extent of their injuries, there was no better way. Both men, Seaman Andrew Erikson and Seaman Carl Smith, would die in a Havana hospital three days later.

Once he was satisfied that he could do no more, Load prepared to abandon ship himself. While looking for a favorable spot from which to jump, he slipped and fell into the churning harbor. He was picked up shortly thereafter by a Spanish shore boat, which itself had rescued two other *Maine* Sailors.

The battleship *USS Maine* went down with more than 250 of its crew, most of whom were killed in the initial explosion. Many Americans blamed the sinking on Spanish treachery, although there was never enough evidence to prove it. A scant two months later, spurred by the public's cry to “Remember the *Maine*,” the United States declared war on Spain. It was a short war, but one which, according to historian John Edward Weems, marked “the final collapse of the Spanish Empire and the emergence of the United States as a world power ... .” To this day, no one really knows exactly what caused

the explosions, but common belief is that they resulted from the spontaneous combustion of coal stored in bunkers adjacent to the powder magazine.

Master-at-Arms John B. Load, having resigned himself to death, survived one of the worst naval disasters of his time uninjured. And, although little is known of what became of him after that horrible winter's night in Havana, two things are certain: He became an authentic American hero, risking his own life for those of his shipmates, and he proved that even 100 years ago, Core Values like Honor, Courage and Commitment were held dear by proud American Sailors. †

*Kirby is the head of still media, Naval Media Center, Washington, D.C.*

**Editor's Note:** Information for this story was obtained from John Edward Weems' *The Fate of Maine* (Texas A&M University Press, 1992) and *A Ship to Remember: Maine and the Spanish American War* (William Morrow and Company, 1992) by Michael Blow.

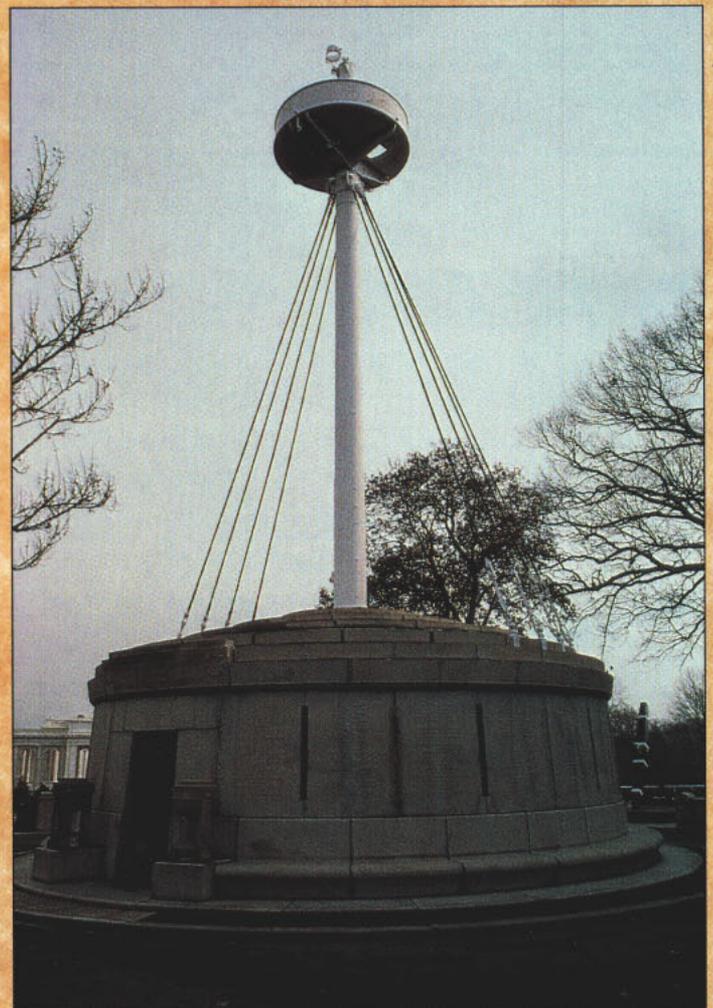


Photo by PHAN Lena Gonzalez

*Maine Memorial is located in Arlington Cemetery, Arlington, Va.*

# Honor, Courage, Commitment

## African American CPO Survives Maine disaster

Story by LCDR John Kirby

Another noteworthy survivor of *Maine* (BB 2) was then-mess attendant John Henry "Dick" Turpin. Turpin enlisted in the Navy Nov. 4, 1896, and reported to *Maine* shortly after his initial training.

He had been sitting near the icebox in the wardroom pantry, talking with two other mess attendants, when the first explosion occurred. He immediately headed topside but somehow blundered into the messroom. There he encountered an officer, Lieutenant Friend Jenkins. Jenkins asked Turpin which way they should go, and Turpin replied that he wasn't sure. The lieutenant opted to go forward, while Turpin waded through chest-deep water aft to where he thought a ladder might be. "Then the whole compartment lit up," recalled Turpin. "The whole compartment where the torpedoes were lit right up, and I saw Mr. Jenkins throw up both hands and fall, right by the steerage pantry." Jenkins was dead.

By now the water had reached Turpin's chin. It was tough to make headway, but he kept struggling aft. When he got to where there should have been a ladder, it was gone. Made of wood, it had probably floated away. Suddenly, he felt a rope touch his arm, and he grabbed

at it. Within seconds, he had pulled himself up to the main deck.

Once topside, Turpin climbed a ladder to the poop deck where he met Lieutenant George Holman. Holman, believing the ship to be under attack, ordered Turpin below to recover some cutlasses. "Aye, aye, sir," replied the mess attendant, and down he went. He didn't get very far. Well before he reached the after gun room, the water began to rise swiftly around his head. Somehow,

Turpin managed to reverse course, get topside and jump overboard. He was picked up by a rescue boat minutes later.

Seven years later, Dick Turpin would also survive an explosion aboard USS *Bennington*. In 1917, he was appointed as chief gunner's mate aboard USS *Marblehead*. Turpin retired Oct. 5, 1925, after almost 30 years of naval service. †

Kirby is the head of still media, Naval Media Center, Washington, D.C.



Photo courtesy of U.S. Navy Historical Center

Chief Gunner's Mate John Henry "Dick" Turpin survived two shipboard explosions during his 30 years in the Navy. Turpin retired in 1925.

► MM2 Linton Foster checks OBA canisters for fire fighting students.

▼ DC2 Vincenza Black teaches hose team tactics to Surface Warfare Officer School (SWOS) students.



# Preparing

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

**S**ecure from Drill" echoes off the steel bulkheads, bounces down dark passageways and reverberates through the hollow sounding 1MC.

Stripping off the soot-coated face mask of an oxygen breathing apparatus, a lieutenant stares blankly across the room — his face flushed red, khakis drenched in sweat and his body barely upright — drained of energy from the 150-degree heat.

From an air-conditioned control booth steps an enlisted fire fighting instructor. His coveralls are neatly pressed and the chevrons on his collars are polished to a bright sheen. He is one of the thousands of enlisted instructors who train

Navy leaders for the fleet.

The Navy trains hundreds of officers each year in Newport, R.I., teaching them the skills required to

become a Sailor. The Navy relies on enlisted men and women who have served aboard ships and squadrons and who have mastered their technical skills.

Surface Warfare Officer's School (SWOS) in Newport introduces junior officers to many skills. It is hoped some of the skills will never be used except in training.

"The hardest part about teaching officers is getting them to understand how important it is to be a good division officer," said

**"By putting them through the same training as enlisted Sailors, officers understand how important each step is and just what teamwork is to winning the fight."**

— DCC Roger Hulbert



▼ DCC Antonio Farese teaches the portable hydraulic access recovery system (PHARS) to department head student.



# our leaders

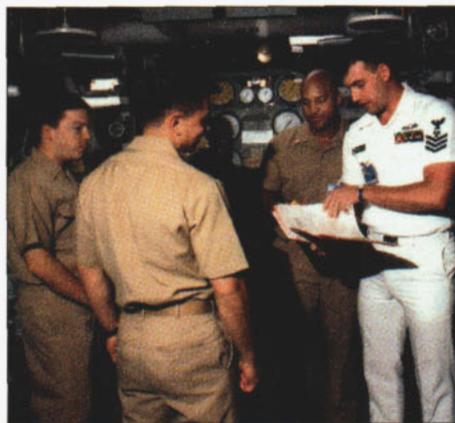
Machinist's Mate 1st Class (SW) James Chandler, a basic steam instructor. The new officers are instructed by chiefs and senior petty officers who teach more than technical skills. They teach leadership.

Practical skills at SWOS are taught in simulators. Gray boilers, brass gauges and tubing stuffed into the overheads, give the mock-up a ship-like feel. They are so detailed, the only thing missing is the heat and side-to-side roll of waves.

"The SWOS engineering room is modeled after a frigate, but it's the coolest fire room I've ever been in," joked Chandler.

Surface warfare students learn more than engi-

neering systems, they also must know how to handle a crisis when general quarters sounds.



▲ MM1(SW) James Chandler explains boiler light-off procedures to a class of engineering officers at the school's frigate mock-up.

"We give our officer students an introduction on how drills should be run when they get out to the fleet. We want them to experience the heat and the feel of wearing the bulky fire fighting equipment," said Chief Damage Controlman Roger Hulbert, an instructor at the Fire Fighting School.

"By putting them through the same training as enlisted Sailors, officers understand how important each step is and just what teamwork is to winning the fight," said Hulbert.

Training is made as real as possible and the adren-

► Two students put a clamp over a damaged fire main at the *Buttercup* damage control flooding simulator.

aline is high. After an early morning practical knowledge class, each student is given a demonstration of the equipment and its use. They form into teams and fight a real blazing inferno.

"I like teaching the damage control assistance class the best," said Hulbert, "I know how important their job is, and I have a good chance of working with them again in the fleet. I want them to be as ready as possible."

After students complete fire fighting training, it's off to *Buttercup*, a damage control flooding simulator. Students learn to stop hull ruptures, repair split water mains and dewater a flooded compartment.

"Each class must develop [their] skills and work as a team," said MM1 Steven Smith, leading petty officer at *Buttercup*.

Students usually fail their first test. The ship, capable of flooding to six feet, sinks. Sailors are then pulled up the hatch by their shipmates and they shake the water from their soaked uniforms in frustration. After a debrief and advice from *Buttercup's* staff, the general quarters alarm is sounded once more.

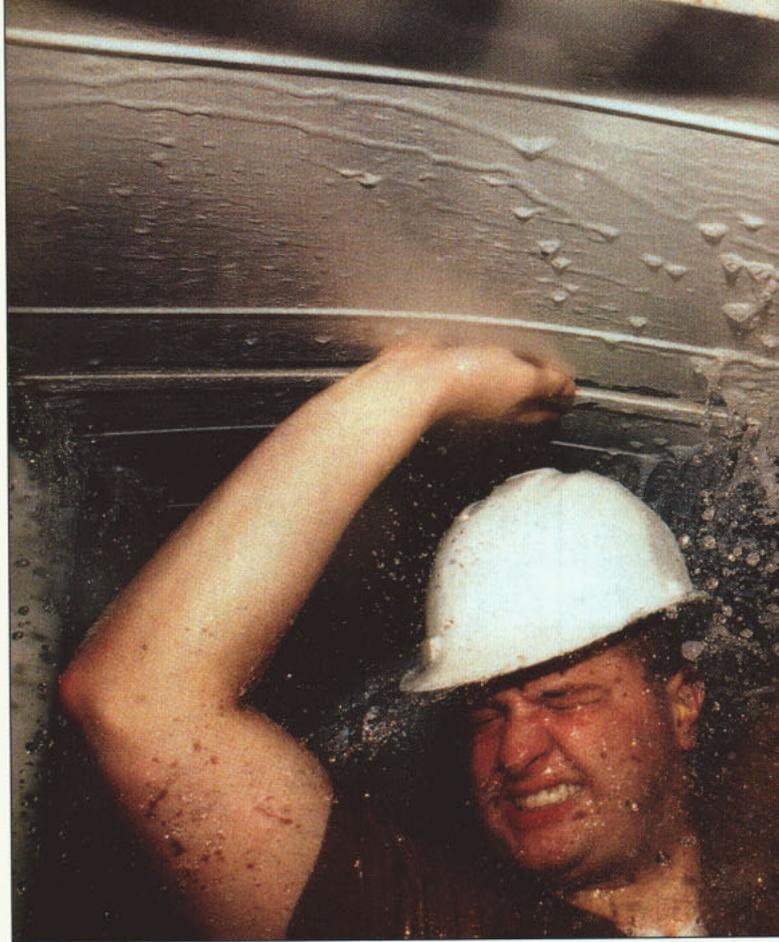
*"Incoming missile! All hands brace for shock."*

A thunder-like rumble gives confirmation that the missile has impacted. *"Direct hit, port side! All hands relax brace. Investigators out."*

Inside the compartment, water surges in every direction. The deck floods with two feet of water and quickly rises.

Two Sailors slide through the scuttle. From every direction water pours in making visibility poor. Assessing the damage, the pair reports to the scene leader.

Several teams charge into the compartment, each with a separate mission. Some fight the downpour from above and attack the split water mains. Others search for shoring, that is now floating in the flooding space. They apply pressure to the bulkhead and block the gaping hole in the compartment. Topside, others are setting up 1,250 portable water pumps to suction water from the spaces.



**When the Navy trains its leaders, it turns to the subject matter experts — enlisted Sailors with the responsibility to guide officers and ensure the Navy team is the best trained in the world.**

"We teach each class how to use various types of equipment found in repair lockers to combat flooding," said Smith. "The team must stop the flooding before they can dewater the space. If they work together they will win. If not, they end up swimming."



▲ HM3 David Shootenbauer, an instructor from Naval Hospital Newport, walks LT Bryan Ponce through basic CPR. Ponce is with NROTC, Miami University, Oxford, Ohio.

Smith said the training teaches officers how important every team member is and how they must organize the damage control team to keep the ship afloat.

Other Newport Sailors teach hands-on life saving skills as well.

At Naval Hospital Newport, Hospital Corpsman 3rd Class David Shootenbauer demonstrates basic cardiopulmonary resuscitation (CPR). "It isn't much different teaching officers than enlisted Sailors," said Shootenbauer.

"At first I was nervous, especially teaching doctors and nurses. But, once I learned the officers wanted to gain the knowledge from these classes, it made my job easy."

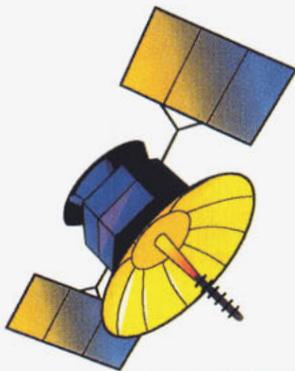
Walking students through the steps of life support, Shootenbauer continuously quizzes their knowledge. "I want them to think about the next step when doing CPR. This is a really important class, but I hope none of my students have to use it."

When the Navy trains its leaders, it turns to the subject matter experts — enlisted Sailors with the responsibility to guide officers and ensure the Navy team is the best trained in the world. †

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



◀ Students usually fail their first test in the *Buttercup* damage control flooding simulator and the "ship" sinks.



# LIVE

Story by JOC Doug Hummel

## How Direct to Sailor (DTS) works

A broadcast signal originating from the Armed Forces Radio and Television Service - Broadcast Center (AFRTS-BC), March Air Force Base, Riverside, Calif., is beamed up to three commercial satellites positioned around the globe -- one floating in space over the Pacific, one over the Atlantic and one over the Indian ocean. As long as ships at sea are within the signal's "foot-print", they can pick up the signal via a satellite receiver and distribute it through the ship's Shipboard Information, Training and Entertainment (SITE) system to the TVs on board.

## What TV-DTS provides

DTS will provide timely news, information and entertainment to the fleet through two TV channels; AFRTS News/sports channel and AFN Direct to Sailors, a modified version of Armed Forces Network. DTS will also provide three radio channels, two stereo-quality music channels and one talk radio channel. A print data channel will also be included in the DTS. Ships will be able to receive timely transmissions of public affairs products such as the "Current News Early Bird," "Navy Wire Service," "Stripes Lite," Navy News Service and a Navy edition of the *New York Times Fax*.

## Where TV-DTS is right now

There are two DTS test ships with the prototype equipment installed: USS *Tarawa* (LHA 1) and USS *Guam* (LPH 9). But other ships are receiving the TV service only, by using the dishes and decoders supplied by Naval Media Center, Washington, D.C.

## Where TV-DTS will be in the future

Ships will receive the worldwide signal through a 1.5m antenna. By the year 2000 surface combatants, amphibious ships, auxiliaries and aircraft carriers will have DTS.

There was just as much anticipation and excitement running through the decks of this mighty warship a few minutes before kick-off of the Army-Navy football game as there was on the field in the meadowlands. For the first time in Navy history, a ship at sea was going to be able to watch the Army-Navy game live via the Direct-To-Sailor Television System (TV-DTS).

Sailors of the USS *Guam* (LPH 9) and Marines from the embarked 24th Marine Expeditionary Unit (special operations capable) had just completed another major evolution as they hosted the Secretary General of NATO and almost 100 other high ranking NATO and military leaders for the final event of NATO Sea Day. Sailors and Marines gathered around television sets with their favorite pre-game snacks looking forward to something they hadn't done since the start of their six-month deployment in October -- watch a live football game.

"It was great!" exclaimed Operations Specialist 3rd Class Adam Dearing of Youngstown, Ohio. "It's really relaxing to be able to come off watch and see a live game. Before, we watched taped games and already knew the outcome of the game which really takes something away from the game. But now the excitement is back!"

Mess decks, berthing spaces, the wardroom and staterooms were jammed packed as football-crazed Sailors and Marines huddled together to cheer on the Midshipmen. The only sounds you could hear were the yells and screams of happy sea service-members celebrating big play after big play by the mids.

According to Electronics Warfare Technician 2nd Class (SW) Jack McNeese of Indianola, Ill., watching this game and being able to see other sporting

# TV & Radio Direct to Sailors

events in the future will have a huge effect on his morale. "It was awesome!" he said. "It was like home and getting together for the big game!"

The new DTS signal is a state-of-the-art digital satellite system that now provides live sports, entertainment, news and other informational programming to the crew of the "Mighty 9." The gear was installed just before *Guam* departed its home port of Norfolk for the current deployment.

*Guam* was off the coast of Naples, Italy, when *Guam* first locked on to the signal on the evening of Dec. 4, one day after the newly launched satellite moved into position and started beaming down the signal to the entire Mediterranean area.

"This is a technological breakthrough that creates high morale in the crew," stressed CAPT

William J. Luti, commanding officer of *USS Guam*. "Being able to have this system up just in time for the Army-Navy game added that extra special touch of satisfaction and excitement to the crew. It's a wonderful thing the Navy has done to bring this system to the fleet.

Thanks to DTS, the crew of *Guam*, and by 2001, most of the fleet, will now be kept up to date on the happenings in the world of sports as well as other world events by watching the 24-hour newsports channel which is one of the two channels that the

ship is currently receiving from the AFRTS Broadcast Center in Los Angeles. The other channel, a modified version of the Armed Forces Network, provides some sports and news programs but features the same entertainment programming that

**"... I think the Navy is really trying to take care of us!"**

**-- OS3 Adam Dearing**

*USS Guam* (LPH 9) and *USS Tarawa* (LHA 1), are the two test beds for Direct To Sailor Television. This service is provided by a broadcast signal from Armed Forces Radio and Television Service.



Photo by Kris White



Photo by PHC(AW) Michael L. Dale



The near global coverage of DTS is made possible by three satellites in the Pacific, Atlantic and Indian Oceans.

Sailors are used to seeing back home. Plus, instead of watching these sitcoms and drama shows weeks, sometimes months, after they aired in the states, members of the hard working Navy-Marine Corps team can now watch their favorite shows just a few days after they air back home.

"If you can't be home, you might as well bring home to us," said Lance Cpl. Johnnie T. Rowell

about watching the new programming on DTS with more than 1,500 of his closest friends. "It feels good because it gives you that home environment because you can watch sports at the same time as your family is watching it on television. Having this system on board will actually help me have a good time and enjoy the cruise a little bit more because sports is a big part of all our lives and we enjoy

watching sports," Rowell said

Dearing agreed. He looks at DTS as providing a slice of home that he had been missing since deployment. "It makes it like we're closer to home, it doesn't make it so bad that we're away from home for six months. I think the Navy is really trying to take care of us!"

The boost in the crew's morale that this new quality of life item has provided is already evident.

Sailors and Marines cheer as the Naval Academy's football team makes a touchdown during USS *Guam*'s live viewing of Direct To Sailor (DTS) television broadcast of the Dec. 6 game while *Guam* cruised the Mediterranean Sea.



Photo by PHAN Rick Williams

## DTS TV Programming

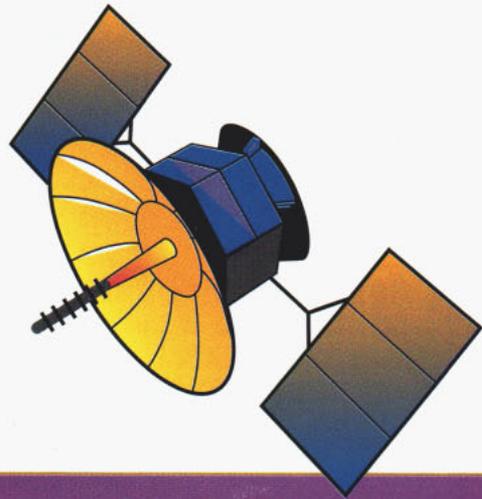
Here's a quick look at some of the many shows available on both channels of DTS TV.

### The News/Sports Channel

Live Sports  
Good Morning America  
Sportscenter  
48 Hours  
Dateline  
20/20  
ESPN & ESPN2

### AFN-Direct To Sailor

Oprah Winfrey  
Star Trek: Deep Space 9  
Wheel of Fortune  
Today  
WWF Superstars  
Jeopardy  
Home Improvement  
Mad About You  
Drew Carey  
Frasier  
20/20  
Tonight Show with Jay Leno  
Saturday Night Live  
Late Show with Dave Letterman



### Direct To Sailor Technology:

When you think of the Navy's high-tech weaponry, what comes to mind? The dangerously quiet Seawolf attack submarine? The long-range accuracy of the *Tomahawk* cruise missile? How about the versatile F/A-18 E/F *Super Hornet*?

They're all correct. But in this day and age where information equates to power, the Navy's most important weapon is an informed Sailor.

Informing Sailors is where the advanced technology of Television -- Direct To Sailors (TV-DTS) program comes into the picture. TV-DTS is a quality-of-life initiative that will change the way Sailors living aboard ships get news and information at sea.

"People are walking around the ship smiling and very, very impressed that we have this capability," said Luti.

"I believe firmly that taking care of our troops is job one. This his system is a dramatic step forward in taking care of our troops."

It's not known if the extra 1,500 screaming fans had an affect on the out-come of the game but the final score helped the morale of the crew as well. Navy 39, Army 7.

*Hummel is a journalist assigned to USS Guam public affairs office.*

Marines attached to USS *Guam* (LPH 9) Amphibious Readiness Group sit and enjoy the live Army/Navy game from their berthing area.



Photo by PHAN Rick Williams

# HEAVY METAL

## Giving birth to 95,000 tons of diplomacy

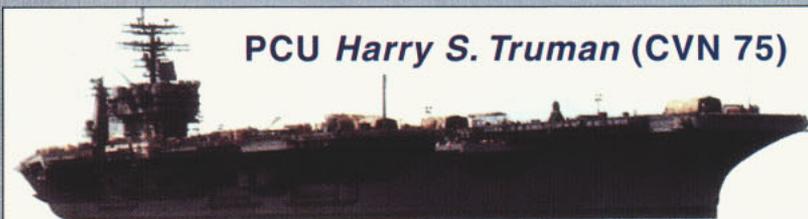
Story by JOC Kevin A. Mills

**B**ringing one of the world's largest naval combat vessels to life is like constructing a modern-day version of one of the Seven Wonders of the World. For the Navy's newest aircraft carrier *Harry S. Truman* (CVN 75), that means employ-



▲ An aerial view of the modules making up *Harry S. Truman* (CVN 75) prior to the completion of the ship's hull.

Photo by Newport News Shipbuilding



PCU *Harry S. Truman* (CVN 75)

Photo by LT Scott M. Allen

## From Blueprint to Delivery ...

ALL HANDS



◀ *Truman's* 547-ton island is lowered onto the flight deck of the Navy's newest nuclear-powered aircraft carrier as Sailors below look on.

▼ The ship's bow dangles in mid-air before being fitted into place by huge cranes at the Newport News shipyard. The bow is just one of 190 "pieces" designed to fit together into a highly complex, technological puzzle called modular construction.



Newport News photo

ing more than 3,100 shipyard workers at the height of its construction, using 1 million pounds of aluminum, 60,000 tons of steel and connecting 190 modules weighing up to 870 tons each. It takes an average of five years to construct a carrier from blueprint to delivery.

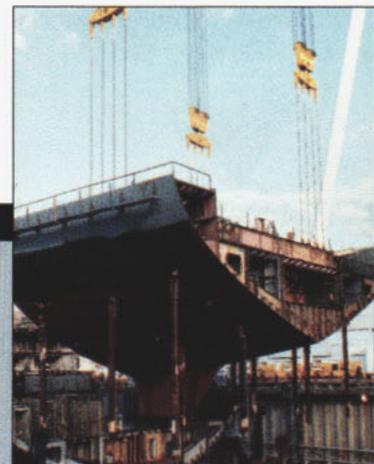
It took months to design *Truman's* more than 3,300 spaces. The contract was awarded to Newport News Shipbuilding in June 1988 and steel fabrication began April 1989.

Even before the keel was laid in November 1993, shipyard workers were constructing segments of the ship. These modules were then set on the keel and welded together.

"It's put together like a huge jigsaw puzzle," said Harold Paxton, Newport News Shipbuilding Manager of Carrier Construction. "The superlifts (modules) form the structural makeup of the ship. We start off with the mid-body section, then we continue building aft."

About 18 months before the ship was

Photo by LT Scott M. Allen



U.S. Navy photo

April 25, 1989

Construction of *Harry S. Truman* (CVN 75) begins at Newport News shipyard.



▲ A civilian welder sends sparks flying as he guides a metal support bracket into place. About 60,000 tons of steel and a million tons of aluminum went into constructing *Harry S. Truman*.

► A 90,000-pound “dead load” vehicle is catapulted off the *Truman*’s flight deck during testing. Once fully operational, all four steam-powered catapults will be able to safely launch aircraft at a rate of more than 40 an hour.



Photo by LT Scott M. Allen

**June 1993**

Sailors begin reporting aboard as the first members of the *Truman* crew.

**Nov. 29, 1993**

*Truman*’s keel is laid. The keel is the ship’s backbone where massive steel beams run stern to stern.

Photo by LT Scott M. Allen



Newport News photo

◀ Thousands of electrical lines twist and turn their way through the ship during construction. The wires power equipment used to build the Navy's newest nuclear-powered aircraft carrier.

▼ With 70 percent of *Harry S. Truman* complete, workers from Newport News Shipbuilding install a section of the shaft that turns one of the ship's four screws.



Newport News photo by Chris Oxley

launched and christened, shipyard workers continued to build forward and up to the flight deck, continually adding parts to the puzzle. The ship has seven decks below and 11 decks above the hangar bay. Six months before launching, the ship was structurally complete, minus the island house which was added in July 1996. The island completed the transformation of a floating hull with a flat top to that of a high-tech combat vessel. Total dry-dock construction lasted nearly three years.

Preparing the ship to actually touch water can be

a daunting task. An aircraft carrier that displaces 65,000 tons of water at launching is not like taking your motor boat to the local lake on the weekend. There are many factors that have to be considered.

"We have to pick a launch date based on tide and moon conditions," said Paxton. "If we had missed our launch date in September 1996, it would have been about six weeks later before we could have launched it

again during another window with the

Photo courtesy of Newport News Shipyard



**Sept. 7, 1996**

**Ship christened. *Harry S. Truman* (CVN 75) in a ceremony at Newport News Shipyard.**

## Life of a Carrier

1959	USS Independence (CV-62)	1998
1961	USS Kitty Hawk (CV-63)	2008
1961	USS Constellation (CV-64)	2008
1961	USS Enterprise (CV-65)	2013
1968	USS John F. Kennedy (CV-67)	2018
1975	USS Nimitz (CVN-68)	2025*
1977	USS Dwight D. Eisenhower (CVN-69)	2007-2027
1982	USS Carl Vinson (CVN-70)	2012-2032
1986	USS Theodore Roosevelt (CVN-71)	2016-2036
1989	USS Abraham Lincoln (CVN-72)	2019-2039
1992	USS George Washington (CVN-73)	2022-2042
1993	USS John C. Stennis (CVN-74)	2023-2043
1998	Harry S. Truman (CVN-75)	2028-2048
2002	Ronald Reagan (CVN-76)	2032-2052

\* Scheduled for overhaul and nuclear refueling in 1998, adding about 25 years to its lifetime.

tide water high enough to get the ship out of dry dock."

After the ship was floated in the dry dock, the 32-foot draft of the carrier had a mere 10 inches of clearance between the ship and blocks it was sitting on. During the construction process, there is another building sequence taking place - forming a precommissioning crew.

"The shipyard is building a ship, I'm building a crew," said CAPT Tom Otterbein, commanding officer of PCU *Harry S. Truman* (CVN 75). "It is essential the crew is prepared to take the ship to sea as a valuable component of the active-duty force."

The process of building a precommissioning crew also starts very early. Almost three years before commissioning, a unit is formed. In the case of *Truman*, the first crew members arrived in November 1995. Since that time, the crew has grown to approximately 2,000 officers and Sailors, roughly two-thirds of the ship's eventual crew size.

A large part of the crew-building process comes in the form of training.

"By definition, precommissioning duty is training," said *Truman* administrative officer, LCDR Jim Hummel. "We are taking possession of a ship built from the ground up, and we need to have the crew trained to run it."

"The training my crew is receiving on other ships in

the fleet is crucial to our ability to take charge of the ship," said Otterbein. "We have Sailors under way with other carriers so they can learn what their job will be once we get commissioned."

Hummel added that the crew arrives in several phases. "There are four nucleus and three balance phases. The first group contains one officer and 17 enlisted Sailors.

Basically, they arrive and turn the key and turn the lights on so people know there is now a precommissioning crew."

Enlisted ratings in phase one included yeomen, hospital corpsmen, storekeepers, ship's servicemen and electronic warfare technicians.

Constructing a ship almost as long as the Empire State Building is tall takes careful coordination.

"The job of construction is made easier through the teaming of three organizations: the men and women of Newport News Shipbuilding and Drydock Company, the Sailors of Supervisor of Shipbuilding, and my

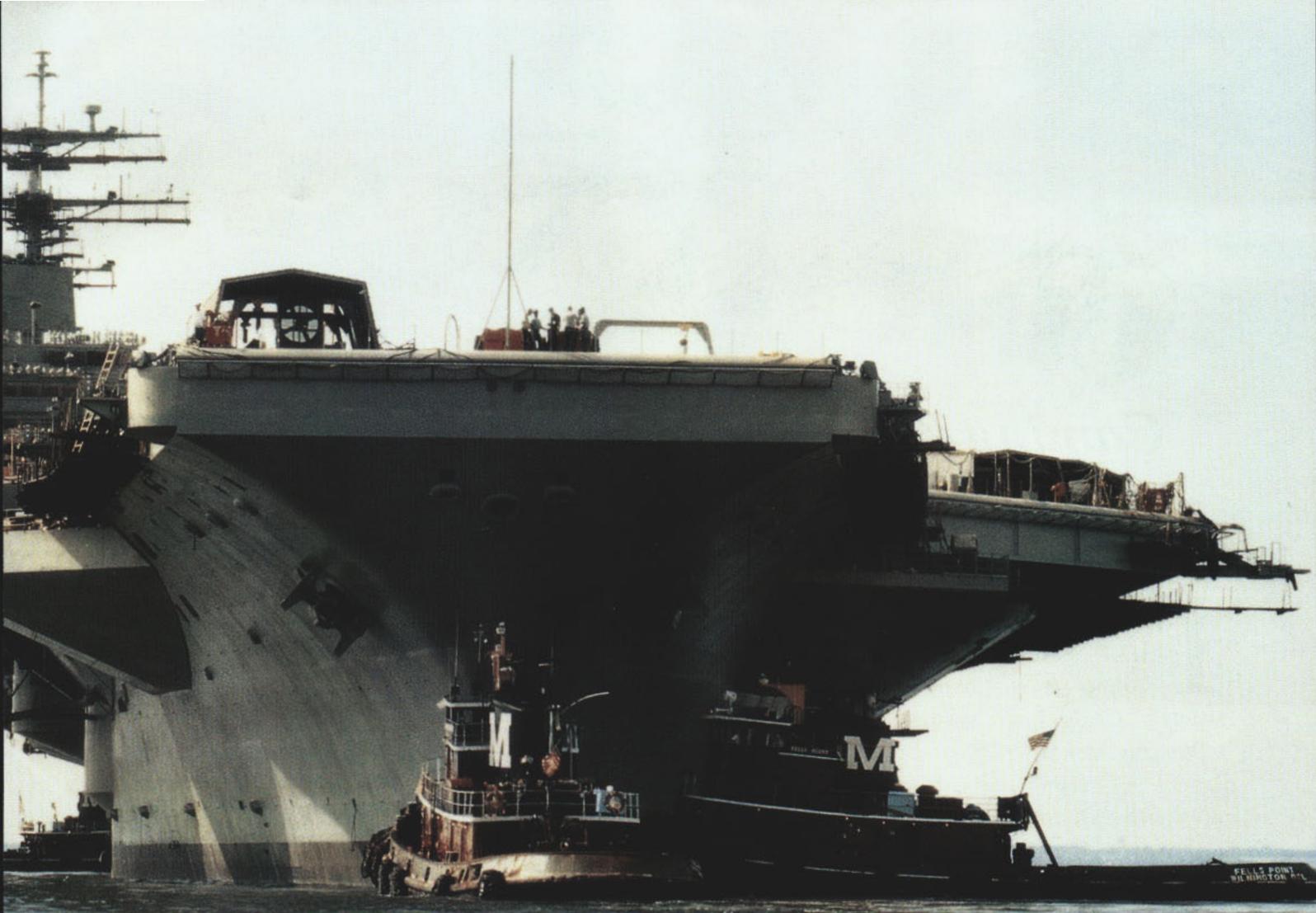
Photo by LT Scott M. Allen



Newport News photo by PH1(NAC) J. Slaughenhaupt

Sept. 13, 1996

PCU *Harry S. Truman* launches from drydock for the first time.



▲ Tugboats from Newport News shipyard guide the massive 90,000-ton aircraft carrier into position for upcoming catapult “dead load” testing.

crew,” Otterbein added.

“These three organizations work together to ‘build quality into the ship’ to ensure that we deliver the most capable carrier possible.”

Industrial components even actor Tim Allen would envy are used in constructing the ship. Cranes rated up to 900 tons move the massive superlifts into position. They also lift and place the island house, which weighs in at 560 tons, on the completed flight deck. *Truman’s* four propellers stretch a tape measure 21 feet across and tip the scale at 50 tons each.

Certainly, constructing the ancient Egyptian pyramids was a major undertaking and technological marvel then and now, but there you couldn’t serve more than 18,000 meals a day. Nor could you find accommodations for over 6,000 men and women, 2,000 telephones, the ability to produce 400,000 gallons of drinkable water. Nor are they the mobile symbols of American resolve, capable of launching more than 80

combat aircraft at a moment’s notice. †



U.S. Navy photo

*Mills and Allen are assigned to PCU Harry S. Truman’s public affairs office at Newport News Shipyard.*

**May 1998**

**Acceptance trials are scheduled to begin. This is when the Navy tests its newest aircraft carrier at sea.**

# CINEMA AT SEA

## Coming to a ship near you!

Story and photos by USS *Carl Vinson* public affairs office staff

**T**hanks to the Fleet Recreation Initiative (FRI), Sailors aboard USS *Carl Vinson* (CVN 70) now have the new Cinema-at-Sea Initiative (CASI) movie system.

"We can hook up VCRs and digital video disc players, get output from cable television stations and satellite channels, and even connect a computer hard drive to the system," said Electronics Technician 1st Class James Ryan of Stockton, Calif. Ryan manages *Carl Vinson's* Cinema-at-Sea program as part of the ship's Morale, Welfare and Recreation (MWR) program.

According to Ryan, the system shows off its full capabilities every time Monday Night Football is aired in the cavernous hangar bay of the 1,092-foot ship. "We hook the satellite system connector to the VCR, then hook the VCR up to the projector, and everyone watches together," he said.

*Carl Vinson* and Carrier Air Wing (CVW) 11 crewmembers had good things to say about the system. "I love this big screen," said Airman Apprentice Bryan Dunsmore of Sparta, Tenn. "It gives everybody a chance to watch television at the same time. It's something to do together."

Senior Chief Aviation Electronics Technician (AW) T.K. Moore, of Strike Fighter Squadron 22, described it as "a good deal." "It's a lot bigger than my TV at home," the Hanford, Calif. native joked. "It's a great idea, and will come in handy while we're out for our six-month Western Pacific deployment."



U.S. Navy photo

The next best thing to the neighborhood movie theater, Cinema at Sea offers Hollywood's latest hits in USS *Carl Vinson's* hangar bay. This underway theater isn't as dark as commercial movie-houses because of the red-lights turned on during darken-ship periods, but the movies still provide a valuable social event on board.

## Movie Call — A Naval Tradition

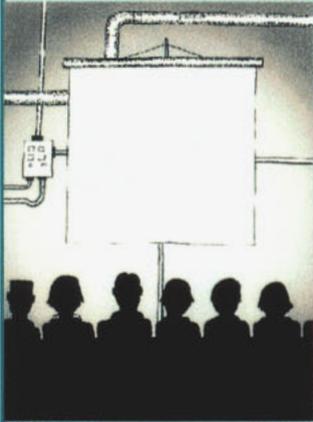
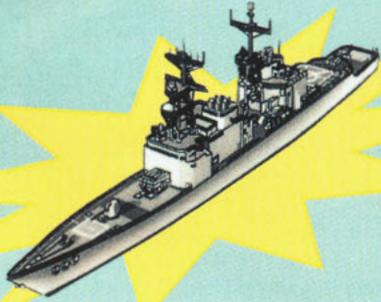


Illustration by SN Noeith

The Navy's Movie Call tradition dates back more than seven decades when the Navy Motion Picture Service (founded in 1920) began distributing movies on reel-to-reel Sailors and Marines serving in the fleet. In the mid-80s, movies starting coming out on videotape and were integrated into each ship's SITE TV system, thus, temporarily ending the tradition. But now, thanks to the Navy's Cinema-At-Sea Initiative, the long-standing tradition of large-screen movie viewing is back!



### Who's got it?

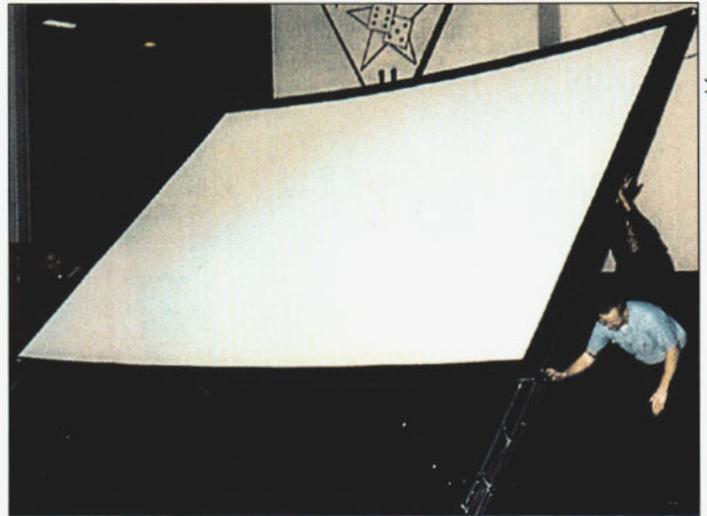
Right now 15 ships have received Cinema-at-Sea equipment: USS *Kitty Hawk* (CV 63), USS *Constellation* (CV 64), USS *Enterprise* (CVN 65), USS *John F. Kennedy* (CVN 67), USS *Nimitz* (CVN 68), USS *Dwight D. Eisenhower* (CVN 69); USS *Carl Vinson* (CVN 70); USS *Theodore Roosevelt* (CVN 71), USS *Abraham Lincoln* (CVN 72), USS *George Washington* (CVN 73), USS *John C. Stennis* (CVN 74), USS *Harry S. Truman* (CVN 75), USS *O'Bannon* (DD 987), USS *Nassau* (LHA 4) and USS *Oak Hill* (LSD 51).

### Who's getting it?

Another 12 ships are scheduled to get Cinema-At-Sea by the end of this month: USS *La Salle* (AGF 3), USS *Coronado* (AGF 11), USS *Blue Ridge* (LCC 19), USS *Mount Whitney* (LCC 20), USS *Tarawa* (LHA 1), USS *Saipan* (LHA 2), USS *Belleau Wood* (LHA 3), USS *Peleliu* (LHA 5), USS *Wasp* (LHD 1), USS *Essex* (LHD 2), USS *Kearsarge* (LHD 3) and USS *Boxer* (LHD 4).

To reach the biggest audience of Sailors and Marines, ships with the most personnel are getting CASI equipment implemented first. Cruisers, destroyers, frigates and submarines are all scheduled to be outfitted with CASI between fiscal years 1999 and 2001, subject to funding consideration. Ships will be notified by NMPS when the time comes to install their CASI equipment.

Jennifer Foster, the ship's MWR director, said the \$9,000 system is a significant asset for the crew underway. "Using this system gives the crew a chance to relax after they have worked hard, and that's very important. Everyone can have a good time watching movies, and it is great for socializ-



U.S. Navy photo

Crewmembers put the big movie screen in place on the hangar bay of USS *Carl Vinson* prior to an evening movie call during a December underway period.

ing." Foster said the system is provided to ships from MWR general funds, which allows commands to spend their command MWR fund portions as they see fit to meet other needs of the crew.

*Carl Vinson* set a precedent by being the first shipboard command to use the system, according to Anita Tornyai, Single Sailor Program manager for BUPERS. "We chose *Carl Vinson* as the model for this system because the ship had just come out of the yards, and they were starting fresh with their work-ups," she said. "So far, I've heard a lot of positive comments from the Sailors."

Before SITE-TV, reel-to-reel motion pictures entertained large groups on mess decks, hangar bays, flight decks, crew lounges, ready rooms and other gathering places on Navy ships. Over the years, the 16mm films were replaced by video tapes used solely on the closed-circuit television systems. Entertainment at sea has come full-circle, now that the 8mm video cassette movies can be aired through CASI, providing a nostalgic feel of that pre-'70s tradition.

"Although the SITE system enables larger numbers of crew members to watch films at one time, many Sailors miss the camaraderie, interaction and participatory nature of a movie call," said Tornyai. "We're doing something to give the Sailors the comforts of home. We think it's a great system and a real morale booster." †

# BOOMER LIFE:

## Hiding with pride

Story and photos by  
JO2 Jeremy Allen

**F**rom the "Hunt for Red October" to "Crimson Tide," life aboard nuclear submarines has made great movies. In the movies actors play out the script. In the Navy, they aren't acting -- it's for real.

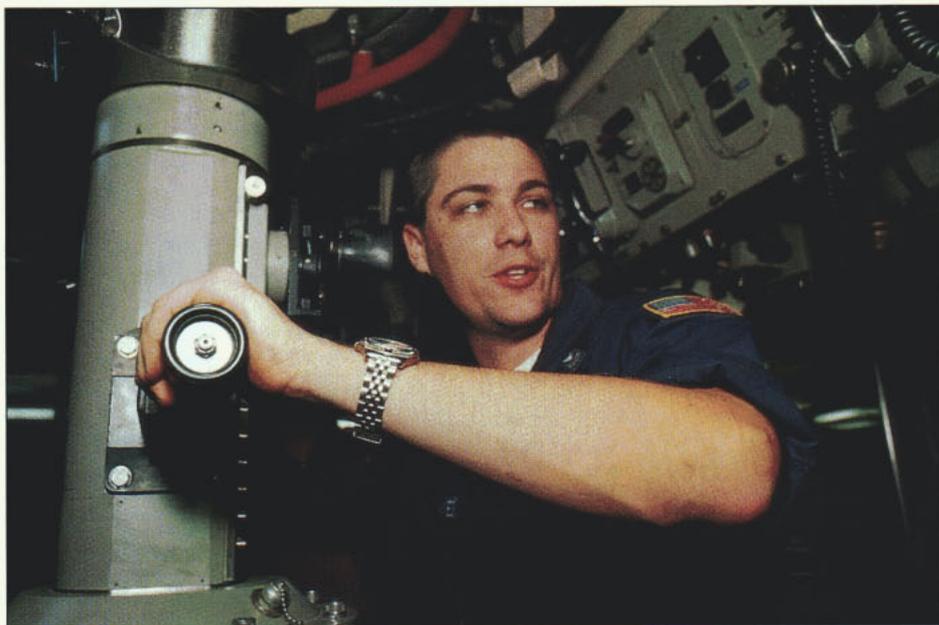
Life aboard a fleet ballistic missile submarine (or "boomer" as it's called), is unique because the sole mission is strategic deterrence. Everything the crew does is focused around this fact of life.

"It's all about being quiet and remaining undetected," said



Sonar Technician (Submarine) 2nd Class (SS) W. Scott Harris, the deck division leading petty officer aboard USS *Kentucky* (SSBN 737). "If America suffered a nuclear strike this sub couldn't be taken out because the enemy would have no idea where we are."

The *Ohio*-class replaced the



▲ LCDR Richard W. Kitchens, executive officer on USS *Kentucky* (SSBN 737) uses the periscope to find and report contacts while *Kentucky* departs Kings Bay, Ga., for a three-month cruise.

aging fleet ballistic missile submarines built in the 1960s and is far more capable, according to Harris. It is designed for extended deterrent patrols, quicker replenishments and extended periods between overhauls to 15-plus years. Boomers can carry as many as 24 nuclear-strike-capable missiles with nuclear MIRV (multiple independent reentry vehicle) warheads. Although the missiles have no preset targets when the submarine goes on patrol, the SSBNs can quickly target their missiles if a nuclear response is needed.

The use of a nuclear response has never been needed since creation of the SSBN in 1960. The SSBN provides the nation's most survivable and enduring nuclear strike capability. Boomers were

created for a different mission than their counterpart, the fast



▲ USS *Kentucky* (SSBN 737) pulls back in to King's Bay, Ga., after a VIP embark.

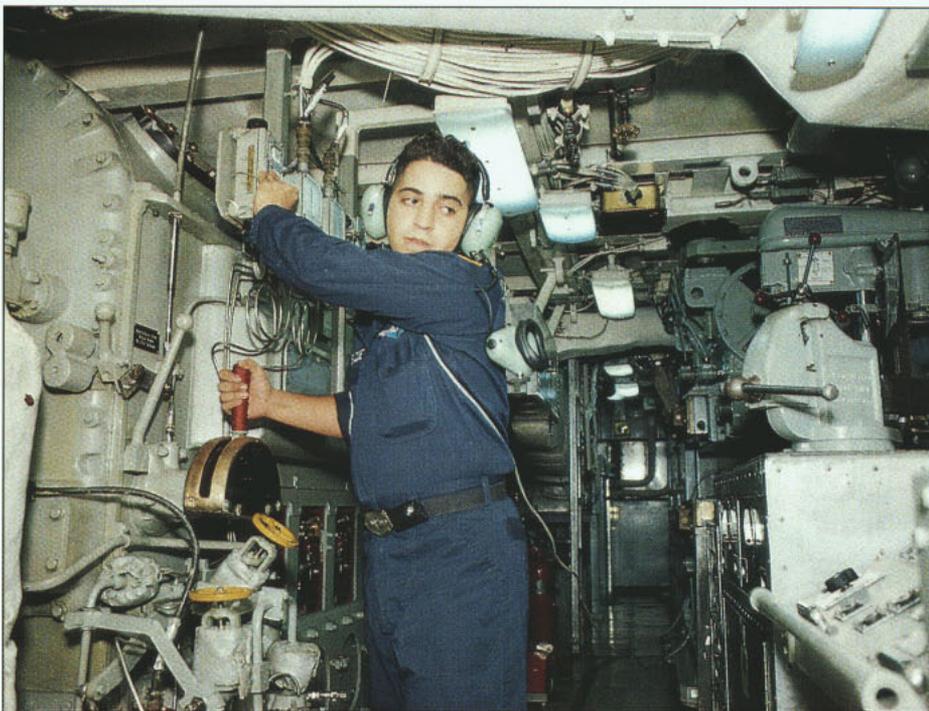
▼ SK2(SS) Charles Hamlett, from Reidsville, N.C., drives the boat during maneuvering drills under the watchful supervision of Executive Officer LCDR Richard W. Kitchens from Jacksonville, Fla.



attack submarine (SSN). SSN's seek out and destroy enemy threats. But, because boomers carry such long-range firepower, they don't need to go into harm's way. Even if attempted, boomer Sailors have a better chance at not participating in any wars than SSNs because of their "hide with pride" mentality.

"The only war we are ever going to participate in would be World War III," said Harris, a Tulsa, Okla., native. "After that there won't be anything worth coming home to. You're pretty safe on a *Trident* submarine. Since silos can't move and Air Force aircraft can be hit

▼ MM2(SS) Senen G. Torres-Vazquez, from Puerto Rico, prepares to start USS *Kentucky's* (SSBN 737) backup diesel engine.



down before getting off the ground, the only nuclear deterrent left is a boomer. This submarine may be in the Atlantic, but you don't know where."

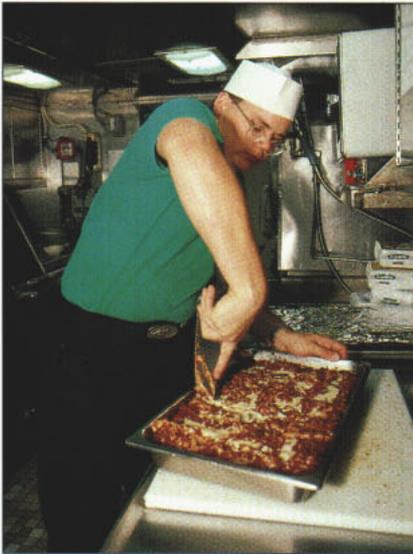
Boomers are assigned certain grids in the ocean to patrol. Even though its exact location is classified, keeping a schedule is easier for them than other parts of the Navy because they patrol by themselves.

"Because our schedule is classified and pretty much set in stone I know when I am leaving and coming back," said Fire Control Technician Chief (SS) Timothy J. Duffy, chief-in-charge of all fire control technicians and missile technicians aboard *Kentucky*. "Since we never go out with a task group, I know what I am going to do for off crew."

An "off crew" is the other 150

▼ ETC(SS) Gary A. Vickers, from St. Cloud, Fla., and ET2(SS) Chris Johnson, a Seattle native, are secondary plotters for USS *Kentucky* (SSBN 737) during sea and anchor detail while transiting to the Atlantic Ocean.





▲ MS2(SS) Joshua J. Johansen, from Butler, Pa., cuts into the lasagna he made for the crew's lunch.

guys waiting on shore to take the boat back out. Each crew has 150 men and a life cycle of 112 days. "There are two crews on a *Trident* submarine, the blue and the gold," explained Duffy. "We are the blue. Right now the gold crew is in their off crew."

According to Machinist Mate Chief (SS) Paul R. Wierbonics, a former assistant leading chief

petty officer aboard *Kentucky*, The blue crew pulls in and turns the boat over to the gold crew "After the gold crew accepts the boat with an exchange of command, the blue crew gets to take some well-deserved R&R. After the blue crew comes back from leave they go directly into 10 weeks of training."

A big part of submariner life involves training. The first goal of sub training is getting a subsurface warfare pin, known as "dolphins."

"As a crew we have to earn our warfare pin in 12 months," said Duffy. "Although our average is six to nine months, if you are not qualified in 12 months you can be kicked out of the Navy."

Submariners who don't qualify for their dolphins aren't really part of the team yet. "On your first patrol you are trying to get your dolphins because you don't want to be called a NUB (Non-useful Body)," said Harris. "You

don't get to watch any movies until you get your dolphins. The command feels that if you have time to watch movies, then you have time to study."

"When you get to your first boat, you're scared, nervous and have a lot to prove," added Storekeeper 2nd Class (SS) Charles W. Hamlett, *Kentucky's* master-helmsman. "You have to show that you want to earn your dolphins. When you do that, everyone will go out of their way to help you. Whether you're the highest ranking officer or an E-1, everybody depends on each other."

The teamwork spirit submariners emulate underway is carried on shore as well. "We may have two crews, but we all get along," said Hamlett. "If one of the wives of the gold crew need help with moving or repairing something, she will call us. We look after each other whether at sea or at home."



Being home is something all Sailors love to do. But when boomer Sailors aren't patrolling the deep seas, they pride themselves on being the country's most effective deterrent against nuclear war. That is when Boomer Sailors usually get the stereotypical label of being arrogant.

◀ Crew members onboard USS *Kentucky* (SSBN 737) stop to enjoy some great home-style lasagna for lunch on the only enlisted mess deck. Because space is limited, officers and enlisted crew sometimes eat together.



◀ ET2(SS) Terrance D. Brown maintains the master file of High-8 movie tapes for the crew.

going nuts," said Harris. "Each message is no more than 40 words from your wife or family. They can send out a maximum of eight of these periodically throughout the patrol."

"I wouldn't say we are arrogant, just proud of what we do," said Duffy, a Tucson, Ariz., native. "We are an elite force. There are only 18 subs that do what we do. We still follow the standard Navy traditions and rules, but our lives are a bit different and the crew is a lot tighter."

The crew is like a big family. When pressure and stress begin to build, it's nice to be able to talk to a caring family member. "It isn't like you can go topside," said Hamlett. "You only have 565 feet to walk around in. The more you hold things in and let things bother you, the more panicky and disgruntled you are going to be."

What keeps the crew from getting disgruntled is sitting down and talking the problem out. "If we see a guy who is upset we let him blow off steam and then, he's fine," said Hamlett. "You don't want to let things bother you to a point that you can't concentrate on your job. Probably the biggest worry here, especially with the new guys, is when the familygrams start coming in and they don't get one."

"Familygrams keep you from

Family grams are nice, but it still doesn't erase the fact that communication to and from a boomer is very limited. "If you're interested in being on a sub, read up on it and see what it's like and then talk to some guys to see if you have the will power to handle it," recommended Hamlett, a native of Reeds-



ville, N.C. "There is a lot of time under way so make sure you have the right frame of mind to endure before joining."

Being true isn't what nuclear submarine fiction movies are best at portraying. "I've watched 'Crimson Tide' and 'The Hunt for Red October;' they're nice pieces

of fiction, but the situations would never happen. It's kind of humorous to watch these movies," said Harris. "In 'Crimson Tide' they show guys in bunk rooms with loud music on, nobody is loud. You go way out of your way to be quiet on a sub because it all equates to noise. The key comes down to being quiet and remaining undetected. If we get detected we fail." †

*Allen is a staff writer assigned to All Hands.*

▼ STS2(SS) W. Scott Harris, leading petty officer for deck division, tracks a contact on the broadband display in sonar division. The boat has no active radar so the sonar acts as the eyes and ears of the boat.

**Hot Link**  
To learn more about USS Kentucky  
check out the web site:  
[http://www.subasekb.navy.mil/  
737page.html](http://www.subasekb.navy.mil/737page.html)

# Time, Talent and Treasure

## The YMCA - at your Service



Story by Patricia Oladeinde, photos courtesy of YMCA

**A**sk any generation-X-er what the YMCA is and you're likely to see an immediate throwing of arms in the air forming huge letters, in conjunction with, tilted body gyrations and lip syncing of the Village People's smash hit "YMCA." But few know that the real YMCA (Young Men's Christian Association) and its subsidiary, the Armed Services YMCA (ASYMCA), have been gold hits for the military since 1861.

A spin-off of the YMCA, the ASYMCA is one of the nation's largest nonprofit civilian volunteer service corps. Its work is carried out by a network of branches and affiliated YMCA Associations across the United States, Hawaii, Alaska and in the Republic of Panama and the United Kingdom.

What began as an all-volunteer organization that aided servicemen on the battlefields of the Civil War has continued its mission of serving military service members -- single and married-- and their families.

Back in earlier days, YMCA members were recruited to serve as surgeons, nurses, chaplains and chaplains' assistants while others distributed emergency medical supplies, food and clothing. Many volunteers brought books to ser-



Photo by Ann Hawthorne

▲ Reading programs are aimed directly at helping children. Here a Sailor spends his spare time reading this little girl a story.

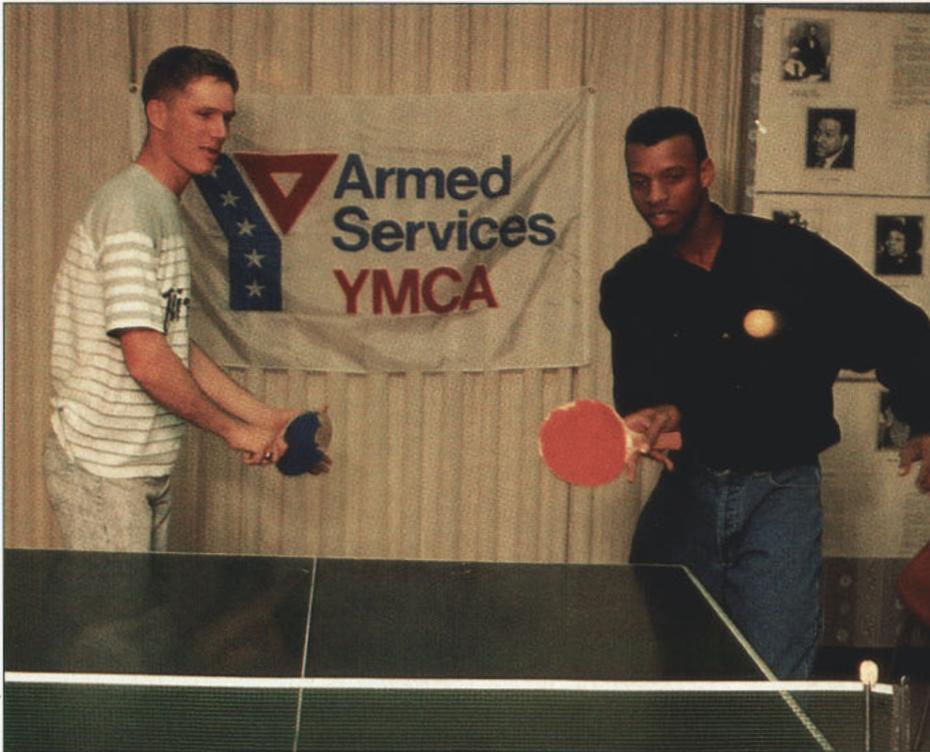
vicemen and taught them how to read and write.

Today, you probably won't see volunteers serving on battle-grounds in horsedrawn canteens, but chances are you'll still see them in hospitals, child care centers and outreach centers providing quality programs and services that promote the development of Sailors' bodies, minds and spirits.

From the single's programs to the recreational programs, the ASYMCA aims to strengthen family units and encourage individuals to achieve their fullest potential.

"Our basic focus is to take care of our servicemen and women - primarily paygrades E-5 and below, by offering them free- to-low-cost programs," said retired RADM Frank Gallo, National Executive Director of the Armed Service YMCA. "We don't compete with the USO, Red Cross, Family Service Centers or any other such organization. We're here to assist commands and provide services where other organizations can't, just like in the past," said the Brooklyn, N.Y., native.

The emphasis of service was once focused exclusively on military



personnel, but, today, there are programs and services for the family members as well.

"We are not like the local YMCA," said Ralph Blanchard, public affairs officer for the ASYMCA national headquarters, Springfield, Va. "We're better because we offer more than just the physical programs. We have lots of programs to enrich the quality of life for service members," added the Pawcreek, N.C., native. "And we know that if we take care of our military members, they perform their duties better."

As a result of the ASYMCA shifting its emphasis to include family members, outreach activities for preschoolers have become as commonplace as the more traditional recreational programs for military personnel.

"We even try to employ dependents to run the facilities," said Rodney Johnson, family service director for the ASYMCA in Bremerton, Wash. "We're

close to 70 percent (employed family members), and we hope to reach 80. We want to show the military we appreciate them and their support in our community."

Community support is crucial to the ASYMCA's success, but it takes special people to run the programs and services.

"Time, talent and treasure, are the three elements volunteers must have if they want to join the ASYMCA team," said Gallo. "You've got to be able to deliver on your promise when you say you will, possess the skills to work and have a deep appreciation for the people you're giving your service. We've been around a long time -- more than 136 years -- which tells me that a lot of people are still delivering on their words," he added.

The ASYMCA operates more than 50 program centers in 20-plus locations on and around military installation in the United States. Each base or facility has its own

◀ Single Sailor programs are sprouting up around many bases. An activity such as ping-pong is a great way for Sailors to enjoy themselves.

lineup of programs that are mostly reflective of its community needs.

"The classes offered are great for the kids and adults," said Missile Technician 2nd Class (SS) Patrick Smith, who works out at the Kitsap ASYMCA in Berrington, Wash. "My kids love Storytime, tumbling, 1-2-3 Grow and ballet. Aerobics and karate are great for the adults," he added.

"Kitsap family YMCA is a great addition to Subbase Bangor," said Suzanne Grandlois, a military spouse. "It provides jobs for spouses and the on-site day-care is a money saver. The programs fit the whole family. The after-hours facility availability is wonderful for support groups because it helps to maintain stability when our spouses are gone," she said. "The wonderful caring staff ensures everything runs well and everyone stays happy."

As the ASYMCA heads into its 137th year, there's no doubt it will continue to provide services and programs to its service members and their families. And whether the YMCA is remembered as the '70s song sung by the guys who dressed up in occupational costumes or whether it's remembered as the solid gold military-support organization it's always been, the name will remain at the top of the charts because of the dedication and service it. †

*Oladeinde is a staff writer assigned to All Hands.*

# YMCA and ASYMCA: INFORMATION and TRIVIA

► **Trivia question.**  
**Who is the boy, fifth from the left in the front row.**  
**Hint: He played in this YMCA boys band in Dixon, Ill., in 1924.**

**A number of innovative projects created by the YMCA during World War I were destined to become institutionalized:**

1. Overseas entertainment for the troops — would be carried on by the United Services Organizations (USO), an organization the YMCA would help create some 20 years later.

2. Overseas “exchanges” for the convenience of the troops, also established by the YMCA, would be carried on by the services themselves.

3. Educational scholarships for veterans would give rise to the GI Bill

4. The concept of R&R for battle weary personnel would become routine in future conflicts.

**ANSWER: Ronald Reagan who later became the 40th President of the United States.**

► Corinne Francis, a YMCA worker, plays and sings for a group of Doughboys in the ruins of Verdun, France, during World War I.



## Where does the ASYMCA obtain its funding?

The ASYMCA does not receive any federal subsidy. Sources include:

- United Way/Combined Federal Campaign (CFC)
- Partner Memberships (donations)
- Endowment Allocation
- Corporate Donations
- Government Contracts
- Membership Dues/Program Fees
- Donated Services and Materials
- Social, Recreational and Cultural Program Fees
- Residence and Related Services
- Sales of Materials and Services

## Programs vary between facilities. Here is a sampling of programs and services that are provided in support of the military community.

- ◆ Drop-in centers both on and off base
- ◆ Trips and tours
- ◆ Service on Saturdays program (S.O.S)
- ◆ Single Sailors' program
- ◆ Outreach centers
- ◆ Contract services to meet special command needs
- ◆ Counseling services
- ◆ Support during family separations that are created by military duties
- ◆ Training in parenting skills
- ◆ Home visitations
- ◆ Child care
- ◆ Transportation to help military families living in isolated areas
- ◆ Recreational programs
- ◆ Day camps for young children
- ◆ Training and conference management for the Armed Forces
- ◆ Contract services for military commands
- ◆ A national publication for young military families.

For more information on your local Armed Services YMCA call your command's MWR or Family Service Center.



# ASYMCA provides recreation, education in Bangor

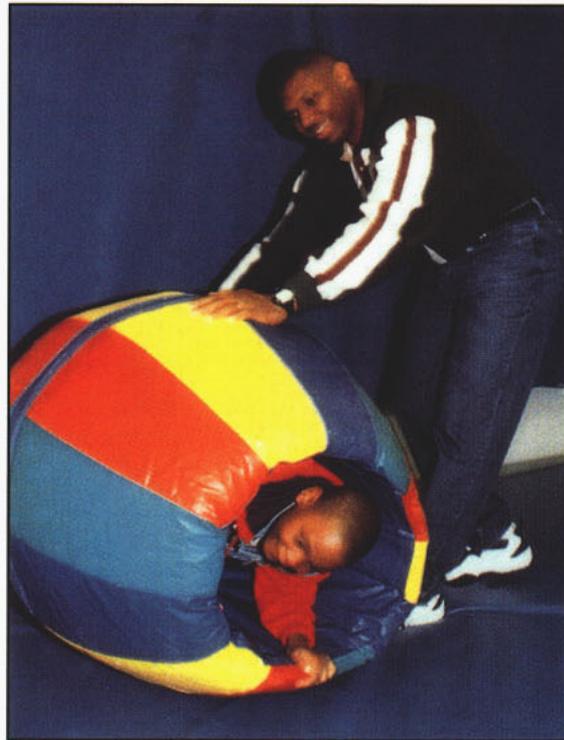
Story by JO1 Brigmon Lohman,  
photos by Wendy Hallmark

**N**aval Submarine Base Bangor, Wash., recently opened a new community center in West Family Housing.

The center, built as part of the base's family housing expansion, opened its doors in May and began normal operations. The center is being operated by the Armed Services YMCA (ASYMCA).

"This is something common at a lot of bases," said Rodney Johnson, family service director for the ASYMCA and former Navy dental technician. "The bases write up a memorandum of agreement, and we come in and run the programs."

The program has been designed with the needs of the base in mind



◀ This is just one of many ball games USS *Carl Vinson's* (CVN 70) Operations Specialist 1st Class (SW/AW) Keith R. Lockett plays with his 7-year-old son Keith.

the children, but it gives them a place to interact with other children. But the programs offered aren't just for children. We will be offering classes for all ages."

"We are also going to offer child watching so that parents will be able to take a class or get a workout," Johnson said.

The programs they are offering sound really good," said Suzanne M. Babgert, a family member. "I want to go

and will offer classes like Gym Kids, Adventures in Storytime, Music and Movements and three types of aerobics for adults.

The center also has ping-pong tables, basketball courts, volleyball nets, tumbling equipment and an outdoor playground.

"Our mission is to cater to the military," said Johnson, a native of Tampa, Fla. "SUBASE came to us and said they wanted a family service program. We showed them what we were already doing and what we could do."

"The center offers many of the same programs as the YMCA in town," said Toni L. McGuire, an instructor with the YMCA in Bremerton. "Having the center here benefits

the aerobics class, and the kids can go to the Gym Kids."

"I think the center is great. It will help alleviate the congestion at the other gym and give the kids a place to play," said Operations Specialist 1st Class (SS/SW) Keith R. Lockett stationed on USS *Carl Vinson* (CVN 70).

While use of the facility is open and free of charge, the classes are not.

"Fees are the only way we are able to offset our costs," Johnson explained. "We are not being financed by the military at all. SUBASE is providing the building, but funding comes from the Armed Services of the YMCA of the USA."

For more information on the programs offered at the center, call (360) 396-4079. †

◀ 18-month-old Christopher, son of ET1(SS) Herbert T. Bangert from USS *Georgia* (SSBN 729) gets one of many balls to play with.

*Lohman is assigned to the Trident Tides, Hallmark is a freelance photographer.*



# CyberSailor

Hey Sailor,

## are you doing your homework?

Okay, I've put it off long enough! Like writing this article, I've been procrastinating with the bane of our lives ... homework! No, not the vacuuming and the trash. I'm talking about REAL homework, the kind teachers throughout the millennia have loved to torture us with.

Every time I sit down to do that report on the impact of tree farming on the declining numbers of tree frogs (hey, may not be interesting but it is three credits!), it seems like my browser icon calls out to me. Before I know it, I give in and I'm happily zipping (okay, maybe not "zipping" -- my connection isn't that good) along the virtual avenues of the web.

Is there anything better than mindless meanderings through the electronic maze we call the net? To surf haphazardly from one point to the next in search of that one site which will spark your interest and open new horizons to your creativity? I don't know! But there are times when we can use the web to actually get information on a specific subject.

A quick search for "www.treefrogs.org" came up empty. But when I used one of the many search engines available, I got more hits than I could ever need.

So what's the point? The point is that the "Information Superhighway" is just that -- a superstore of I-N-F-O-R-M-A-T-I-O-N. Unfortunately, it's not all useful.

When using the net for homework or research, you have to be careful. Web sites can be created by anyone and given some pretty official sounding titles. Likewise, a site found today may be gone (or rededicated to another topic ... like Peruvian love poetry) the next. As my Editor always tells me ... verify, verify and reverify. Don't rely on just one source.

The first thing you have to master is use of the search

engines. Yahoo, Lycos, Excite and the rest have some pretty impressive databases to draw from and they're updated regularly. But each one has ways to get the most out of a search. Read the tips page on how to phrase your query (syntax). That'll help you get to those sites which are most likely to contain the information you're looking for. That way you avoid sites like the guy who believes

frogs are actually CIA agents in disguise and a covert way for "big brother" to keep an eye on all of us.

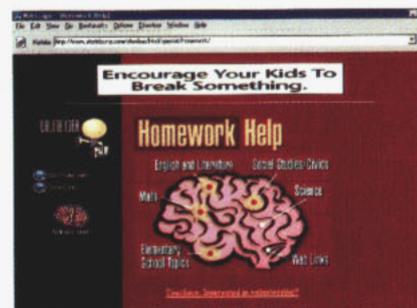
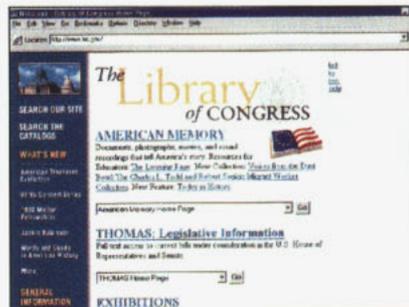
Knowing who you're connected with helps. There are a lot of personal web pages that are legitimate, but you can never be too sure. In my experience, I've found some of the most useful sites to be those maintained by educational organizations. Look for URL's with the .edu extension. Not a total guarantee,

but a good starting point. Also, addresses ending in .org can yield some terrific finds. Don't avoid commercial (.com) sites completely. Some are great and, most importantly, free (thanks to advertising). Researchpaper.com ([www.researchpaper.com](http://www.researchpaper.com)) offers a variety of topic ideas for term paper assignments. Select from one of five subject areas and find a subject to write on, along with some reference suggestions from eLibrary and infoseek.

The Library of Congress is online ([www.loc.gov/](http://www.loc.gov/)) and offers documents, photographs and exhibits on American history and government. Most universities now have sites which contain graduate dissertations, research papers and reference works on a number of

subjects. Everywhere you look, there's information to be had.

While accessing the net to find some help on that one algebra problem or to develop better study habits doesn't require attribution, research papers do. Traditional school writing/style guides do a good job in guiding you



through formats for bibliographies, footnotes, etc. I've seen some, though, that don't take into account reference material found on the web. If your school has a writing guide, get it. If it doesn't deal with the net, ask. Professors get pretty particular when it comes to proper attribution.

Getting school work done with the help of cyberspace is getting easier and better. One person I know even used e-mail as a way to interview experts on a topic for use in his research. The possibilities are sky-high and, as more libraries and schools come on line, getting higher. Now, get back to work! Hit those books...or should I say, keyboard?

**Know your topic:** It's useful to know at least some-

thing about your subject. It helps when you're heading to a search engine for find that elusive "perfect site."

**Narrow your search:** Learn how search engines work. Each one has a link to search techniques which help you configure your request and increase the chance for success.

**Check the source:** Be wary of all sites! There are some personal sites with great information, but look for those with ".edu" extensions. This means the site resides on an educational server.

**Read your school's style guide:** Most schools recognize the net's usefulness, but have specific rules on how you use web resources in bibliographies, footnotes, etc. †



## Helping the Kids

Here's a few sites I found that offer some good help for kids in elementary and high school:

**[www.fliegler.com/mathman.htm](http://www.fliegler.com/mathman.htm):** A site established by a teacher at Trabuco Hills High School in California with help in (you guessed it) math. Her daughter-in-law, also a teacher, offers science help at "[www.fliegler.com/science/](http://www.fliegler.com/science/)".

**[www.startribune.com/stonline/html/special/homework/](http://www.startribune.com/stonline/html/special/homework/):** Just one of many homework helpers maintained and sponsored by newspapers, radio stations, etc. Links to many useful math, science, history and research sites.

**[www-lj.ed.com/mw/](http://www-lj.ed.com/mw/):** A hypertext Webster English dictionary.

If your pride-n-joy are getting older, you might remember that hundreds (if not thousands) of scholarship organizations maintain web sites!

If you're a parent and the kids want to use the net for homework help, here's some things to remember. First, there are some (not many, but some) nuts out there. Sit down with your kids, but be warned, this means you'll have to talk with them, too! And, as a bonus, let them do the keystroking ... it's the best way to keep their interest and they might even learn something. Secondly, there are a number of sites offering completed term papers (with bibliography) on any number of topics. I may be reaching here, but isn't that cheating?

P.S. There are thousands of sites not listed. U.S. Navy does not endorse or support any sites listed nor the links found on any of them.

# Eye on the Fleet



Photo by PH2 James Watson

▲ AA David L. Teachey stands watch on the Landing Signal Officer platform to report landing gear and tailhook are down while a Carrier Onboard Delivery aircraft attached to Fleet Tactical Support Squadron (VRC) 30 makes its final approach to the flight deck of USS *Nimitz* (CVN 68).

***Eye on the Fleet*** is a new monthly photo feature that will showcase today's Navy operating around the world "Forward ...From the Sea." We are looking for submissions from fleet Sailors like you who have captured high impact moments of Sailors in action. Submissions must include full credit and cutline information, including: full name, rank, duty station and phone number of the photographer; names of the identifiable people in the photos; details on what's happening and where the photo was taken. Captions must be attached to each photo or slide. Send your submissions to:

ALL HANDS PHOTO EDITOR  
NAVSTA ANACOSTIA BLDG 168  
2701 S CAPITOL ST SW  
WASHINGTON, DC 20373-5819

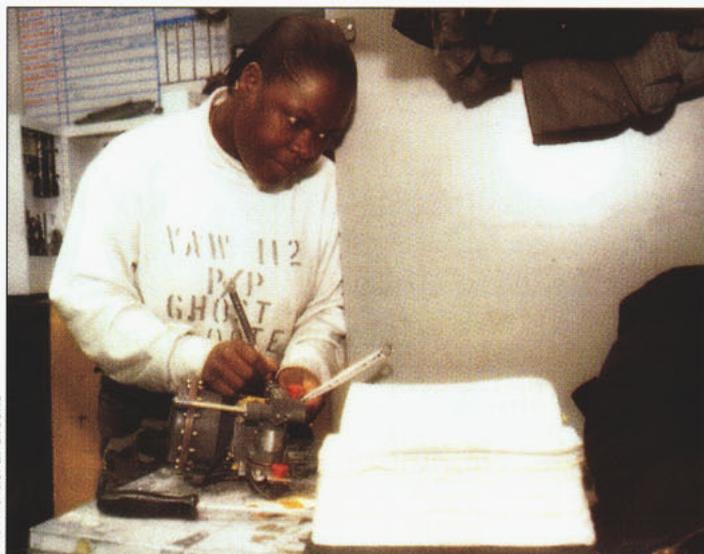


Photo by PHAN Joseph Strevell

▲ OSSN Gary Sadler, from Wellsburg, W.Va., monitors the movement of ships in the Arabian Gulf from the combat center aboard USS *Normandy* (CG 60) Dec. 5, 1997. *Normandy* is currently conducting operations in the Arabian Gulf during a six-month deployment.



▼ AD3 Aretha E. Southwell, of New York City, performs maintenance on a starter control valve prior to installation on an E-2C *Hawkeye* Carrier-based airborne early warning aircraft aboard the aircraft carrier USS *Nimitz* (CVN 68).

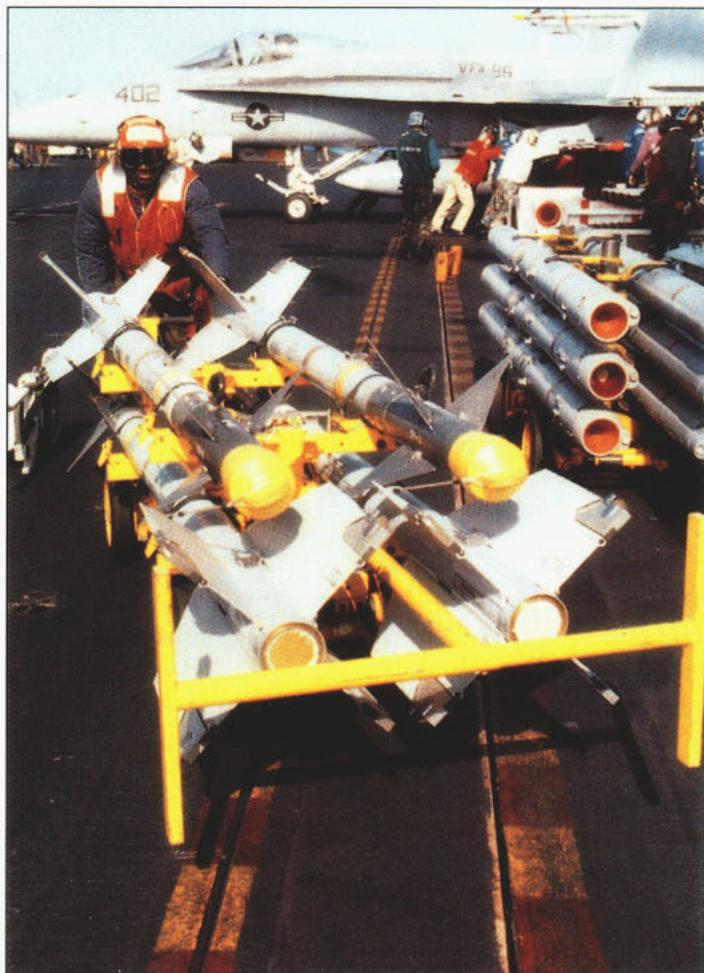


PH3 Michael L. Greene

▼ SM3 James Hage, of Jefferson, Ore., signals another ship from the aircraft carrier USS *Nimitz* (CVN 68) as *Nimitz*, the aircraft carrier USS *George Washington* (CVN 73) and the amphibious assault ship USS *Peleliu* (LHA 5) battle groups merge into formation. The ships are currently operating in the Arabian Gulf in support of Operation *Southern Watch*.



PHAN Glenn E. Cook III



PHAN Johnnie Robbins



Photo by PH3 Class Prather

▲ The aircraft carrier USS *John C. Stennis* (CVN 74) launches a RIM-7 NATO *Sea Sparrow* System (NSSM) missile during a missile exercise. *Sea Sparrow* is also used for the Basic Point Missile Defense System for anti-ship missile defense.

◀ AOAN Derrick Coach, from Birmingham, Ala., moves AIM-9 *Sidewinder* missiles across the flight deck of the aircraft carrier USS *George Washington* (CVN 73). The "GW" is deployed to the Arabian Gulf in support of Operation *Southern Watch*.

# Around the Fleet

## Mohawk recovers Navy F-14 jet remains

Sections of the wing and fuselage of a Navy F-14 *Tomcat* fighter jet from Fighter Squadron 101 based in Oceana, Va., were pulled from the watery depths and placed aboard Military Sealift Command fleet tug USNS *Mohawk* (T-ATS 170) during salvage and recovery operations. The fighter jet crashed into the Atlantic ocean during training maneuvers late last year.

After an exhausting 30-hour search for the missing plane, wreckage of the F-14 was discovered in approximately 293 feet of water.

Bad weather conditions and rough seas hampered recovery efforts. The Magnum 6000, an underwater, remotely operated vehicle and salvage system used for the first time on board a Navy vessel—was launched to



recover sections of the aircraft and equipment.

“Weather was a big concern for all of us,” said Capt. Garry Wanzor, *Mohawk*’s master. “We were not far from Cape Hatteras which is not the place to be during winter.”

The threat of bad weather conditions forced *Mohawk* and her crew to return to the safety of Little Creek twice before recovery operations were completed.

The pilot and the radar intercept officer ejected from the *Tomcat* just moments before the aircraft crashed into the water about 50 miles off the North Carolina coast while on training maneuvers. The jet’s Radar Intercept Officer, CDR Craig A. Roll, was rescued, but the pilot has not yet been found.

## Navy honors its finest recruiters

Chief Electrician’s Mate (SW) Rene E. Ferreras and LT Michael D. Niedert were named the Navy’s top 1997 enlisted and officer recruiters during recent “Recruiter of the Year” (ROY) ceremonies.

RADM Barbara McGann, commander, Navy Recruiting Command (CNRC), Secretary of Defense William S. Cohen, Chief of Naval Operations ADM Jay L. Johnson and Chief of Naval Personnel VADM Daniel T. Oliver in recognized the eight ROYs

and their spouses.

Ferreras was a first class petty officer when he arrived for the ceremonies. During an office call with the CNO, Ferreras was promoted to chief petty officer. The Quezon City, Philippines, native is stationed at Navy Recruiting Station (NRS) Mira Mesa in Navy Recruiting District (NRD) San Diego.

“If you put 100 percent effort into everything you do, you’ll get back 100 percent in results,” Ferreras said. “This honor is definitely the high point of my career. Recruiting duty has

taught me how to deal with people very effectively and how to be a better manager.”

Niedert is the Officer Programs Officer for NRD Kansas City, Mo. The Waterloo, Iowa, native achieved more than 100 percent of goal in all categories assigned to him during FY97.

The rest of this year’s top recruiters were:

— Yeoman 1st Class (SW/AW) Daniel D. Burke, NRD Kansas City, Mo., Support Recruiter of the Year. The Columbia, Mo., native serves as the admin-

istrative assistant.

— Personnelman 1st Class Timothy A. Deane, Classifier of the Year. Deane, from Calais, Maine, is the classifier of the Military Entrance Processing Station in Seattle.

— Machinist’s Mate 1st Class (SS) Mark A. Engler, Advanced Programs Recruiter of the Year. The York, Pa., native is stationed at NRD Richmond, Va.

— LT Christian A. Paul, NRD Nashville, Medical Recruiter of the Year.

— Ocean Systems Technician (Analyst) 1st



Class Anthony Reihl, Recruiter-in-Charge of the Year. Originally from Bryn Mawr, Pa., he now works at the Joint Maritime Facility in Cornwall, England.

— Master Chief Navy Counselor (SW) Carlis N. Womack from NRD Seattle, is the Chief Recruiter of the Year.

## USS Thomas S. Gates rescues two men at sea

ATLANTIC OCEAN — At the end of their six-month deployment, USS *Thomas S. Gates* (CG 51) pulled into Bermuda to embark 39 of their family and friends for a two-day Tiger Cruise back to Norfolk. The guided-missile cruiser received a distress call concerning a small boat adrift 25 miles north of Bermuda and its crew was in need of assistance.

A two-man crew had been sailing the 30-foot French sloop, *Glou Glou*, from Nantucket, Mass., to Bermuda when bad weather came upon them and capsized their boat. David Dietz, the boat's captain, reported that the yacht was hit by 50-foot seas and 60 mph winds that tore off the mast and rolled the boat 360 degrees.

With the mast gone and a broken engine shaft, Dietz, and his crew member Eric Humphrey, rigged a sail that allowed them to travel 250 miles. Unfortunately, just north of Bermuda, the winds shifted and started to push them away from the island. Dietz made an electronic distress signal which was picked up by aircraft from USS *John F. Kennedy* (CV 67). *Thomas S. Gates* was sent to make the rescue.

When *Thomas S. Gates* arrived at the scene, the sloop looked battered. Barely visible from the ships' bridge due to the seas, she deployed her Rigid Hull Inflatable Boat (RHIB) to aid the crew.

The Navy cruiser had to position herself upwind of the two small boats to block the wind so that the RHIB crew could bring the sloop's crew safely aboard.

"It was a good mission," said RHIB coxswain Boatswain's Mate 2nd Class (SW) Michael Marsden. "It really feels good to know that those two men will not have to spend another day adrift."

Following their pick-up, the two rescued sailors were given a medical examination and a hot meal and a ride to Norfolk.

## Self-taught artist completes mural

OAK HARBOR, WASH. -- Watch out! The hallway is full of sharks and airplanes. Air Traffic Controller 2nd Class (AW) Christopher Tognocchi has used his natural talents to transform an otherwise dark stairwell in the northwest end of Bldg. 385, NAS Whidbey Island, Wash.

Tognocchi volunteered to head a self-help working team to upgrading the area. With help from the Public Works Self-Help Division and Chief Aviation Boatswain's Mate Peter Ang of Airfield Facilities, Tognocchi began his project. Beginning at the bottom of the staircase and ascending the stairwell, you see an underwater scene of whales, sharks, dolphins and a colorful school of smaller fish.

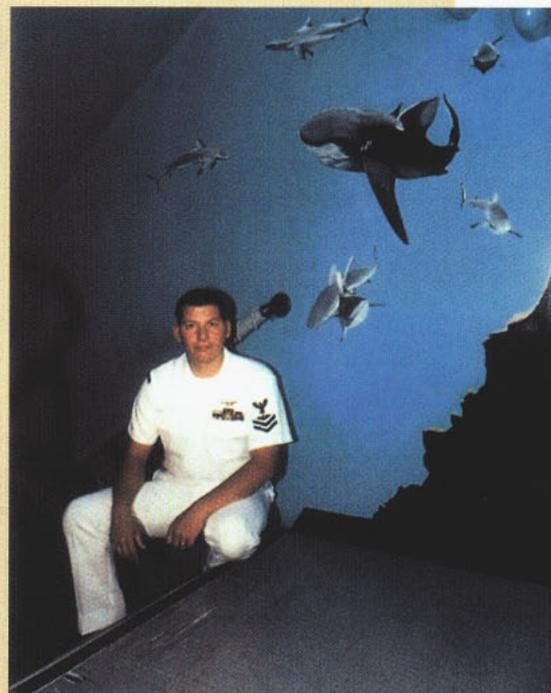
Farther up you see a shoreline, an eye-level view of Mount Baker and an overhead view of the original air station.

As you climb toward the Air

Traffic Control Facility, you move into busy aircraft traffic patterns. When you reach the top of the stairs, there is a painting of the space shuttle *Columbia*.

Other aesthetic improvements included rope tie details on the handrails by AC2 Jason Hathaway and ACAN Julie Wagner. New tiles and stair coverings were laid in by a team of ACs.

Tognocchi took three months to complete the project. The self-taught artist recently received a lateral conversion to the cryptologic technician (CT) rating and moved to Pensacola, Fla. with his wife and son. †



# Charthouse

## State primaries announced

All states and U.S. territories will hold primary elections for federal and state officials from March 10 to Oct. 3, 1998. Navy personnel are strongly encouraged to participate in these elections and command voting assistance officers should emphasize maximum participation by all hands.

The following states and U.S. territories have scheduled primaries:

**March 10** - Texas

**March 17** - Illinois

**May 5** - Indiana, North Carolina, Ohio

**May 12** - Nebraska, West Virginia

**May 19** - Arkansas, Oregon, Pennsylvania

**May 26** - Idaho, Kentucky

**June 2** - Alabama, California, Iowa, Mississippi, Montana, New Jersey, New Mexico, South Dakota

**June 9** - Maine, North Dakota, South Carolina, Virginia

**June 23** - Utah

**July 21** - Georgia

**August 4** - Kansas, Michigan, Missouri

**August 6** - Tennessee

**August 11** - Colorado

**August 18** - Wyoming

**August 25** - Alaska, Oklahoma

**September 1** - Florida, Nevada

**September 5** - Guam

**September 8** - Arizona, New Hampshire, Vermont, Virgin Islands, Wisconsin

**September 12** - Delaware

**September 15** - Connecticut, District of Columbia, Maryland, Massachusetts, Minnesota, New York, Rhode Island, Washington

**September 19** - Hawaii

**October 3** - Louisiana

**November 3** - General Election

The toll-free Voter Hotline, 1-800-368-5056, is available for Navy personnel and their families with voting questions in CONUS (except Virginia), Alaska, Hawaii, and the Virgin Islands. In Virginia and overseas, call DSN 224-3248 or (703) 614-3248, Mon. to Fri., 7:30 a.m. to 4:30 p.m. (EST). Mark your calendar and don't forget to vote. (*BUPERS*)

## Overpaid? Don't spend the extra yet!

Sailors are not responsible for calculating their pay, but they are responsible for questioning anything which isn't normal, or risk being charged with larceny, according to a recent ruling handed down by the U.S. Court of Appeals for Armed Forces.

Computerized systems, equal pay periods, and Leave and Earnings Statements (LES) have made budgeting your pay easy. You should be getting the same amount every payday.

But computers are only as smart as their operators and the electricity they run on. When you notice a radical difference in your pay from last payday and you aren't due for a longevity raise, promotion or the annual pay raise, any great difference in pay may be an error. You may be the recipient of more pay than you deserve.

Sailors who haven't reported the difference to their Disbursing Offices have found themselves held liable for stealing. Even if you do notice and report a questionable payday - and nothing changes - you are still liable for the overpayment. Regular disbursing audits balance payments made with those due. You will eventually have to reimburse that amount, so bank the overage.

Look at it this way - would you rush in to your disbursing office and insist on knowing why you were paid too little? Rush in if you're being paid too much, too. It could be the smartest move you make. (*NAVNEWS*)

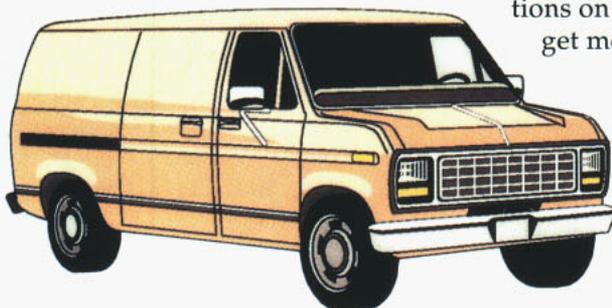
## Toll-free number established to check DITY claims

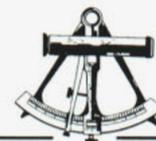
The Naval Transportation Support Center in Norfolk has established a toll-free hotline for Sailors to check on the status of their Do-It-Yourself (DITY) move claims. The number is 1-888-742-4467.

Service members can call the toll-

free number to find out when their DITY claim is received; when a claim is processed; the amount of a refund check, if one is warranted; and when the check will be mailed. The automated response also tells callers if their claim is being held up for any reason, and gives instructions on how to contact someone to get more information.

The automated toll-free number is available 24 hours-a-day. Customer service is available Monday through Friday between 1 p.m. and 4 p.m. (EST).





## New tuition assistance policy announced for FY98

Navy officials recently announced the Tuition Assistance (TA) Policy for FY98 that provides \$2,500 for undergraduate courses and \$3,500 for graduate courses. The new policy applies to both officer and enlisted personnel.

This is the final year that tuition assistance (TA) policies will be set by the individual military services. Beginning next fiscal year, TA policy will be set by the Department of Defense and will be uniform for all branches. Starting Oct. 1, 1998, the policy will be \$3,500 per member, with a \$187.50 per credit hour cap, regardless of the level of study.

No course caps or other restrictions apply. Requests for waivers to exceed the limits will not be granted.

In announcing the FY98 policy,

the Chief of Naval Personnel reiterated the Navy's view that education is one of the top quality of life priorities and encouraged Sailors to participate in a voluntary education program. He pointed out that the Program for Afloat College Education (PACE) is now open to all ships on a continuous basis. He also said that the 12 Academic Skills Learning Centers scheduled to open in FY98 will bring the Navy's world-wide total to 21. An ASLC provides a Sailor a place to prepare for college or study to raise their ASVAB scores.

Additional information regarding TA policy is available in NAVADMIN 245/97 or by calling Dr. Fran Kelly at BUPERS, 703-693-1749, DSN 223-1749 or LCDR Kate Lowell at 703-693-1738, DSN 223-1738. (BUPERS)

## Early separation policy returns to MILPERSMAN format

Early separation requests are again being processed through the MILPERSMAN procedure, announced in NAVADMIN 265/97 by the Bureau of Naval Personnel.

Earlier this year, NAVADMIN 007/97 gave commanding officers expanded authority for granting early separation requests, as long as the units were willing to accept a gapped billet. With the Navy approaching steady state, the service is focusing even more on retaining highly qualified and skilled Sailors and improving retention in all areas.

In FY97, approximately 800 Sailors were released under the early separa-

tion program, and this program expired at the end of the fiscal year. Commanding officers still have authority to separate enlisted personnel for specific situations, outlined in MILPERSMAN 3620100, where members have 90 days or less obligated service to complete before their end of active obligated service (EAOS).

Requests that require BUPERS approval will be considered on a case-by-case basis with emphasis on unit and Navywide manning levels of the member's assigned rate and Navy enlisted classification (NEC) code. (BUPERS)

## Navy programs gear up as tax season nears

The Navywide volunteer income tax assistance (VITA) and electronic tax filing programs (ELF) are already gearing up for the 1998 tax season.

Last year, Navy volunteers prepared almost 150,000 state and federal returns, providing services valued at close to \$11.5 million. The Navy is looking to expand the VITA/ELF programs even more this coming tax season.

Legal offices, family service centers, staff judge advocate offices and command financial specialists have already asked for 122 of the Navy's 140 electronic filing licenses to bring free electronic tax filing services to their shipmates in 1998. Last year, Navy tax programs operated on every continent at 119 sites, including 34 ships, and doubled the amount of tax assistance provided in 1996. The ELF program manager for CNO, the Office of the Judge Advocate General's (OJAG) legal assistance division, anticipates the amount of tax assistance provided in 1998 will continue to increase.

Commands who do not currently have access to a military electronic tax filing program and are interested in operating one should contact OJAG (Code 36) for information and assistance at DSN 221-7928 or (703) 325-7928. (OJAG)

### Rights and Benefits Update

The instruction number for the Adoption Expense Reimbursement Program is SECNAVINST 1745.3A. (BUPERS)

# Shipmates



**Quartermaster 3rd Class (Surface Warfare) Wanda F. Wright** was selected Fleet Area Control and Surveillance Facility, Virginia Capes, at NAS Oceana, Va., Junior Sailor of the Quarter, 3rd Quarter, 1997. The Waycross, Ga., native is assigned to the Schedules/Safety Division as the Assistant Safety Officer. She has qualified as a Military Training Routes Specialist, a job usually assigned to Air Traffic Controllers.



**Hospital Corpsman 2nd Class (Surface Warfare) James B. Area** was selected as the Navy Environmental and Preventive Medicine Unit No. 2 Sailor of the Quarter, 1st Quarter, 1997. He is a preventive medicine tech assigned to the Industrial Hygiene Department. During the quarter, he assisted in three industrial hygiene surveys, conducted two noise surveys and taught industrial hygiene courses to 30 people.



**Dental Technician 2nd Class (Surface Warfare) Tony A. Lauderdale** was selected as USS *Frank Cable* (AS 40) Junior Sailor of the Quarter, 2nd Quarter, 1997. The Atlanta native is the dental department's supply petty officer, and is responsible for ordering all supplies for the department, as well as tracking the department's budget and managing the supply backlog.



**Aviation Machinist's Mate 2nd Class John F. Beck** was selected as Sailor of the Quarter, 2nd Quarter, 1997, for Naval Air Reserve Point Mugu, Calif. The Sterling Heights, Mich., native was responsible for the research, update and submission of the annual review for two HH-60H helicopter maintenance courses. During the quarter, he also provided 92 hours of classroom instruction to Selected Reserve personnel.



**Electrician's Mate 2nd Class (Surface Warfare) Christopher G. Shaw** was selected as Junior Shore Sailor of the Quarter, 2nd Quarter, 1997, for Fleet Information Warfare Center Det., San Diego. The Greenwood, Miss., native is the Command Facility Maintenance Electrician and Command Hazardous Material Coordinator. He saved the command more than \$3,500 by upgrading and installing facility lighting and power receptacles.



**Your shipmate's face could be here!** Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face color print or slide to: *All Hands* magazine, Naval Media Center, Pubs Division, NAVSTA Anacostia, Bldg. 168, 2701 S. Capitol St., S.W. Washington, D.C. 20373-5819.



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# Any Day in the Navy 1998

*Any day of the week May 4-10 is a typical day in the Navy. That's why it's so important to us.*

**W**anted are quality photographs that capture Sailors, Marines, Navy civilians, Naval Reservists and family members performing daily tasks, interacting with each other and/or otherwise contributing to mission accomplishment. The shoot has been extended to encompass an entire week to allow commands more flexibility. Selected photos will be published in the October 1998 issue of *All Hands*.

Photographs taken should reflect the diversity of both people and capabilities in the U.S. Navy and must be shot during the week of Monday, May 4 through Sunday, May 10, 1998. Photos depicting safety or uniform violations will not be considered. The best shots tend to be candid and unrehearsed, displaying the imagination and creativity of the photographer.

Submissions must include full credit and outline information, including: full name, rank, duty station and phone number of the photographer; the names and hometowns of identifiable people in the

photos; details on what's happening and where the photos were taken. Captions must be attached individually to each photo or each slide.

Photos must be processed and received (not post-marked) by *All Hands* by May 30, 1998. Photos will not be

returned. Submit processed and mounted color slides, or quality color prints, either 5X7 or 8X10. Digital images will also be accepted. Just mail a zip disk containing the high resolution JPEG images with cutlines and photo credits embedded. Zip disks will not be returned. You may also download high resolution JPEG images directly to the News Photo Division of CHINFO by dialing (703) 521-1370 or (703) 521-1713. Mark all images as "Any Day Submissions."

Mail submissions to:  
Naval Media Center,  
Publishing Division,  
ATTN: *All Hands*, Photo Editor, NAVSTA Anacostia, Bldg. 168, 2701 S. Capitol St., S.W., Washington, D.C. 20373-5819.

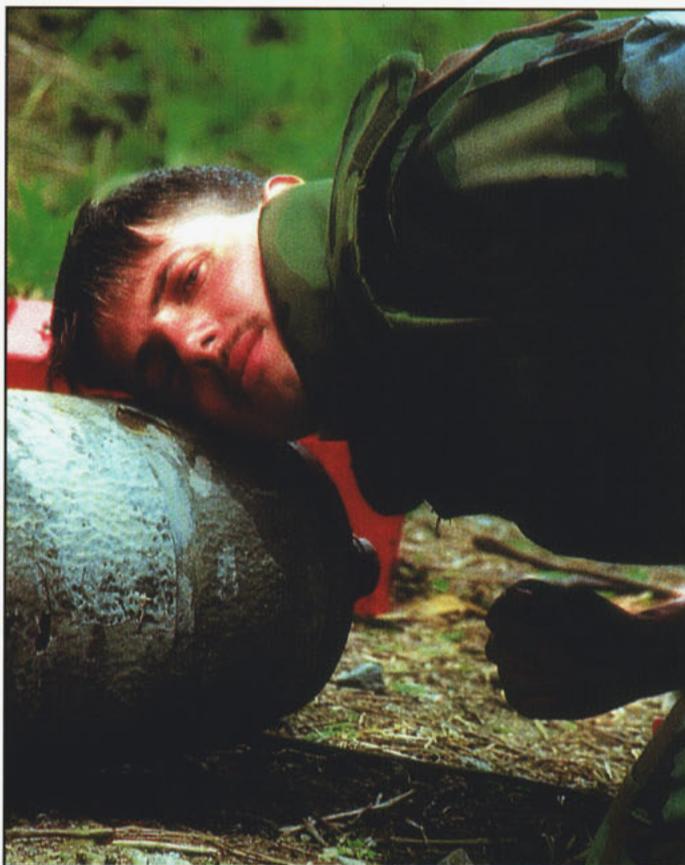


Photo by PH1(AW) David Tucker

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

Photographer:

Full name: \_\_\_\_\_

Rank: \_\_\_\_\_

Duty station (including mailing address and phone number): \_\_\_\_\_

Photograph:

Where photograph was shot: \_\_\_\_\_

Caption (what the photo depicts): \_\_\_\_\_

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

**NAME:** MT2(SS) Jon Bellinfante

**COMMAND:** Strategic Weapons Facility,  
Atlantic, Kings Bay, Ga.

**HOMETOWN:** Anaheim, Calif

**HOBBIES:** Computer games, sports and  
fishing

**FAVORITE DUTY STATION:** USS Rhode  
Island (SSBN 740) (Gold)

**FAVORITE QUOTE:** "When you cease to  
make a contribution, you begin to die."

**KEYS TO SUCCESS:** Volunteering with  
the Personal Excellence Partnership  
(PEP), the St. Mary's Police Department  
and the Carl Vinson VA Hospital.

**GOALS:** To become a naval officer and  
get a bachelor's degree in criminal justice.

