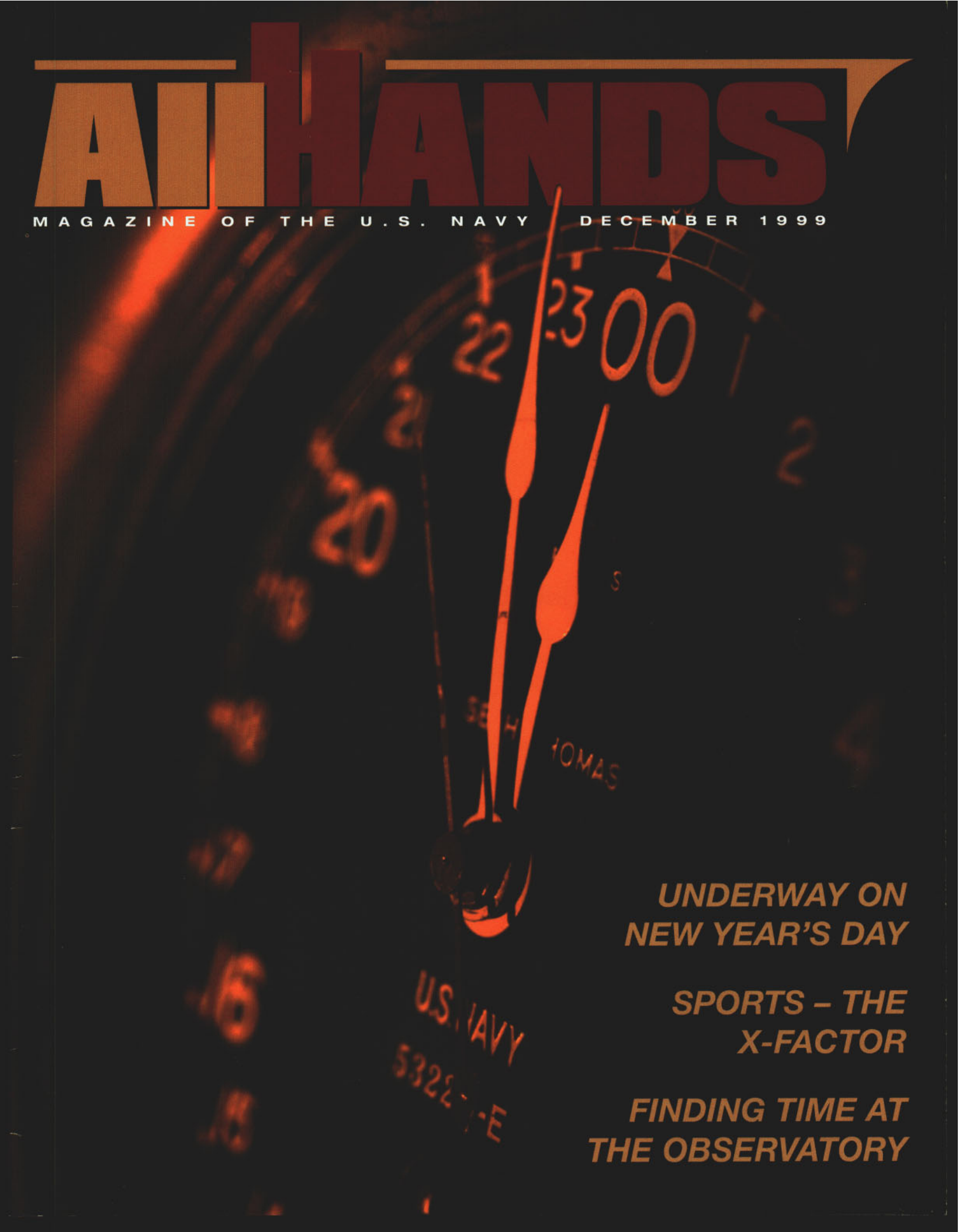
All Hands

MAGAZINE OF THE U.S. NAVY DECEMBER 1999



UNDERWAY ON NEW YEAR'S DAY

SPORTS – THE X-FACTOR

FINDING TIME AT THE OBSERVATORY

All Hands

December

Number 992

Features

12 X-Factor
Is Cryptologic Technician (Repair) 2nd Class Tommy Board a rebel because he's a BMXer? Read on, and judge for yourself.

20 Having the time of his life
Ever wonder when time began? Or where it goes? There is one person who may have those answers — and his name is Interior Communications Electrician 1st Class Jerry Carrillo.

24 Underway on New Year's Day
In June 1998, the Navy and Marine Corps developed a comprehensive Y2K testing plan to check Y2K-vulnerable systems. Now the fleet can see the results of that plan.

All Hands

Secretary of the Navy
The Honorable Richard Danzig

Chief of Naval Operations
ADM Jay L. Johnson

Chief of Information
RADM Thomas Jurkowsky

Commanding Officer, Naval Media Center
CAPT Edward Lundquist

Publishing Department Head
LCDR Harold Pittman

Publishing Division Officer
LT Douglas Spencer

Print Media Coordinator
LT Brook DeWalt

EDITORIAL

Editor
Marie G. Johnston

Managing Editors
JOCS (AW) Dave Desilets
JOC (SW) R. Michael Perron

Assistant Editor
JO1 Robert Benson

Photo Editor
JO1 Jim Hampshire

Editorial Staff
JO1 Rodney Furry
JO1 Joseph Gunder III
DM1 Rhea Mackenzie
PH2 (AW) Jim Watson

ART AND DESIGN

Rabil & Bates Communication Design
Creative Director
Debra Bates

Graphic Designers
J.D. Cohen
Robert Cullen

DISTRIBUTION
Garland Powell

All Hands (USPS 372-970; ISSN 0002-5577) (Number 992) is published by the Naval Media Center, Publishing Division, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819 and additional mailing offices.

Subscriptions: For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402; (202) 512-1800.

Postmaster: Send address changes to *All Hands*, Naval Media Center, Publishing Division, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819

Editorial Offices: Send submissions and correspondence to Naval Media Center, Publishing Division, ATTN: Editor, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819
Tel: (202) 433-4171 or DSN 288-4171
Fax: (202) 433-4747 or DSN 288-4747
E-mail: **allhands@mediacen.navy.mil**
Message: NAVMEDIACEN WASHINGTON DC //32//

Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

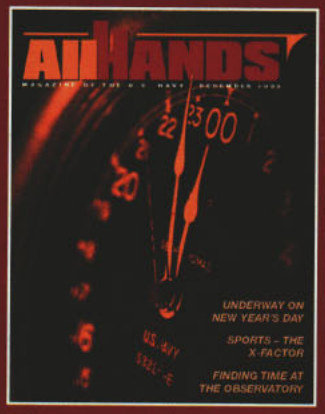
26 The Day the Clocks Rolled ... Forward
If you're at sea on New Year's Eve, will the Y2K bug take out the afloat Navy? It's unlikely and the Sailors aboard USS *John F. Kennedy* (CV 67) can tell you why.

30 No Rest for the Weary
Being a Recruit Division Commander can be the ultimate thankless job — there are sleepless nights, 20-hour work days, a lot of headaches and HUGE rewards.

Departments

6 Around the Fleet
42 CyberSailor
44 Eye on the Fleet
48 The Final Word

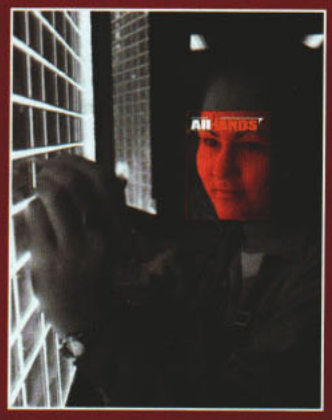
38 Pushing the Envelope
Navy test pilots have always pushed their limits and they learn how to do it at Naval Test Pilot School, NAS Patuxent River, Md.



On the Front Cover

The begining of a "new year" draws close as Navy chronometers around the world count down the final seconds to Y2K.

Photo by PH2 Jim Watson



On the Back Cover

OSSN Lisa Washlesky prepares to plot fuel information on a status board on USS *Harry S. Truman* (CVN 75), which recently completed carrier qualifications off the Virginia coast.

Photo by PH2 Justin Bane

Check us out Online at:

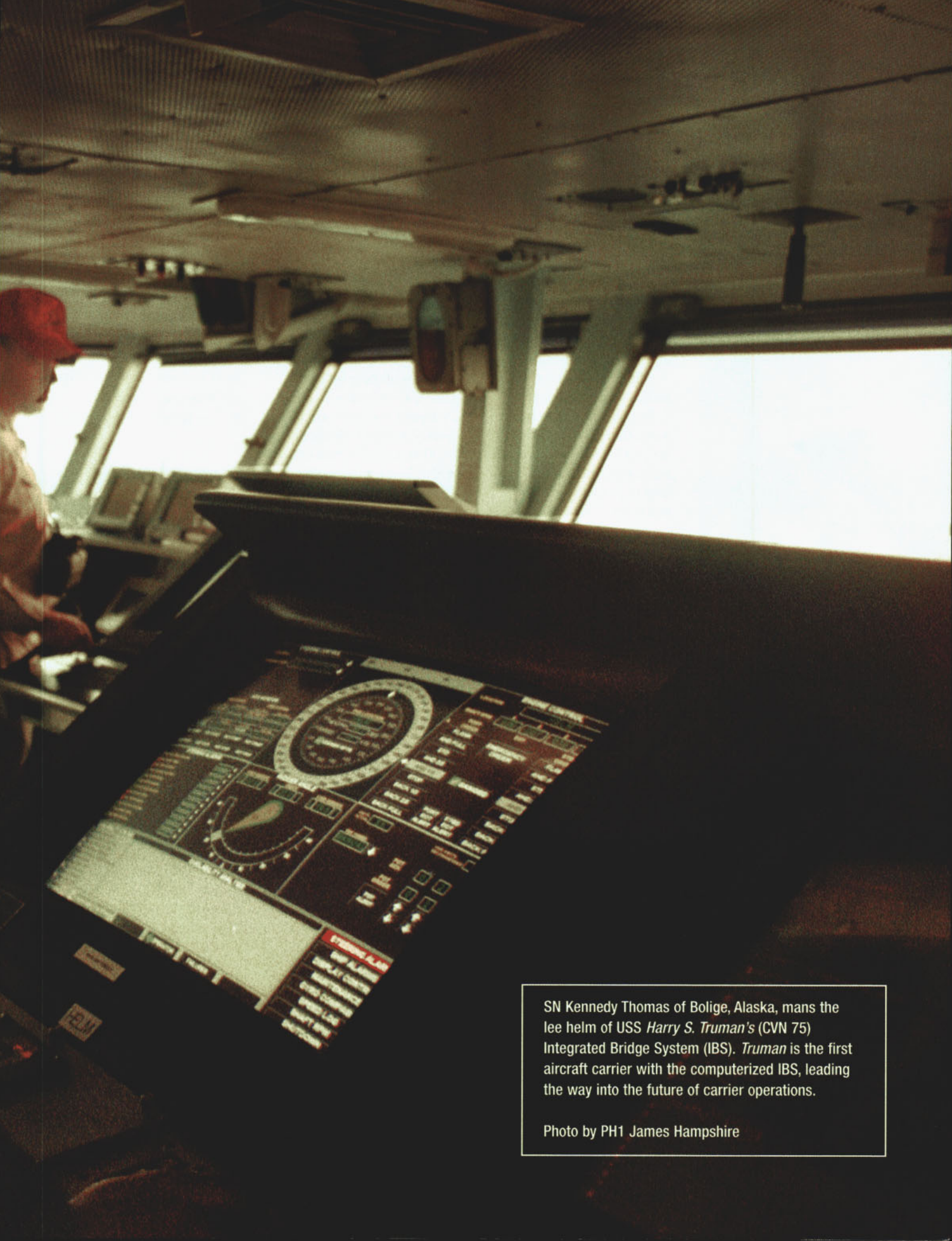
www.chinfo.navy.mil/navpalib/allhands/ah-top.html

Spider Woman

Some 40 feet above her friends, MIDN 3/C Jo Gadwa scales a rock face at Great Falls, Va. Gadwa is a member of the "Mountaineers," an Annapolis-area naval group that regularly climbs in the Maryland/Virginia area.

Photo by JO1 Robert Benson

Sailing into the Future



SN Kennedy Thomas of Bolige, Alaska, mans the lee helm of USS *Harry S. Truman's* (CVN 75) Integrated Bridge System (IBS). *Truman* is the first aircraft carrier with the computerized IBS, leading the way into the future of carrier operations.

Photo by PH1 James Hampshire

BY THE Numbers

1/1,000,000,000

Of a second is the standard of accuracy the U.S. Naval Observatory's Clock adheres to during the course of one year. See story Page 20.

17

The number of different foreign military forces that have been taught at the U.S. Naval Test Pilot School, Patuxent River, Md., in the Foreign Military Students Program. See story Page 38.

20

The number of feet CTR2 Tommy Board jumped in one huge airborne leap on his BMX bicycle at the 1984 World Cup Championships in Nashville. "My mom freaked out when I did it," said Board. See story Page 12.

Navy recruits three Coffey brothers

While they may not be Oscar winners or profesional athletes, the three Coffey brothers — Joseph, David and Daniel — are a source of pride for their family in Millington, Tenn., through their service in the Navy.

The youngest, Aviation Technical Airman Joseph Coffey, was the first to enter the Navy. After graduating from high school, he dabbled in auto mechanics, but found it "pretty hard to find a job without experience."

After receiving several calls from Navy recruiters, he decided to go for the education and experience the Navy provides. Recruiters initially guided him toward nuclear engineering fields, but he found his call working on aircraft. When he completed Naval Aviation Technician "A" School, Coffey reported to VQ-1, where he now works in the maintenance department.

Soon his brothers were unable to resist the call of the sea. David, four years senior to Joseph, was working his way through college at Memphis State University as a machinist.

Daniel, two years senior, worked in auto body repair.

They looked at their options and at Joseph, who was then in 'A' School, and decided to enlist.

Two months after enlisting, David and Daniel entered boot camp together as seaman recruits. Opting for submarine/ship duty instead of aviation, they now live in Charleston, S.C., undergoing the rigors of Nuclear Power School.

Overlapping leave schedules allowed for the first reunion of the three Sailors during last year's Christmas holidays.

There are still three more Coffey brothers. Two are under age 20, so the Navy may still be a possible option for them — only time will tell.

Story by James Dillon, courtesy of Crosswind, *Naval Air Station Whidbey Island, Wash.*

PACFLT commands help themselves to the Bronze Hammer

Four Pacific Fleet commands received 1998 Navy Self-Help Bronze Hammer awards for their use of self-help programs to improve facilities and save taxpayer money.

Naval Station Pearl Harbor; Naval Security Group Activity (NSGA) Pearl Harbor; Naval Computer and Telecommunications Area Master Station Pacific, Wahiawa, Hawaii; and Fleet Anti-Submarine Warfare (ASW) Training Center, San Diego, Calif., were recently recognized for their accomplishments.

The Self-Help program improves the working spaces of Navy military and civilian personnel, and projects may range from simple interior painting to complete office space remodeling.

"If you wanted to build a wall in your office, you would come to us and we would do a little project planning," said Chief Builder (SW) Walter A. Sward, Leading Chief Petty Officer of Naval Station Pearl

United States Postal Service

Statement of Ownership, Management, and Circulation

1. Publication Title: ALL HANDS MAGAZINE
2. Publication Number: 0 0 0 2 – 5 5 7 7
3. Filing Date: 01OCT99
4. Issue Frequency: MONTHLY
5. Number of Issues Published Annually: 12
6. Annual Subscription Price: $29.00
7. Complete Mailing Address of Known Office of Publication (Not printer) (Street, city, county, state, and ZIP+4): COMMANDING OFFICER NAVAL MEDIA CENTER NAVAL DISTRICT WASHINGTON 2713 MITSCHER ROAD SW WASHINGTON DC 20373-5819
Contact Person: GARLAND POWELL
Telephone: (202) 433-4246
8. Complete Mailing Address of Headquarters or General Business Office of Publisher (Not printer): NAVAL MEDIA CENTER PUBLICATIONS DIVISION NAVAL DISTRICT WASHINGTON 2713 MITSCHER ROAD SW WASHINGTON DC 20373-5819
9. Full Names and Complete Mailing Addresses of Publisher, Editor, and Managing Editor (Do not leave blank)
Publisher (Name and complete mailing address): COMMANDING OFFICER NAVAL MEDIA CENTER NAVAL DISTRICT WASHINGTON 2713 MITSCHER ROAD SW WASHINGTON DC 20373-5819
Editor (Name and complete mailing address): MARIE G. JOHNSTON NAVAL MEDIA CENTER PUBLICATIONS DIVISION NAVAL DISTRICT WASHINGTON 2713 MITSCHER ROAD SW WASHINGTON DC 20373-5819
Managing Editor (Name and complete mailing address): LCDR H.K. FITTMAN NAVAL MEDIA CENTER NAVAL DISTRICT WASHINGTON 2713 MITSCHER ROAD SW WASHINGTON DC 20373-5819
10. Owner (Do not leave blank. If the publication is owned by a corporation, give the name and address of the corporation immediately followed by the names and addresses of all stockholders owning or holding 1 percent or more of the total amount of stock. If not owned by a corporation, give the names and addresses of the individual owners. If owned by a partnership or other unincorporated firm, give its name and address as well as those of each individual owner. If the publication is published by a nonprofit organization, give its name and address.)

Full Name	Complete Mailing Address
NAVAL MEDIA CENTER	COMMANDING OFFICER NAVAL MEDIA CENTER NAVAL DISTRICT WASHINGTON 2713 MITSCHER ROAD SW WASHINGTON DC 20373-5819

11. Known Bondholders, Mortgagees, and Other Security Holders Owning or Holding 1 Percent or More of Total Amount of Bonds, Mortgages, or Other Securities. If none, check box → ☐ None

Full Name	Complete Mailing Address
N/A	N/A

12. Tax Status (For completion by nonprofit organizations authorized to mail at nonprofit rates) (Check one)
The purpose, function, and nonprofit status of this organization and the exempt status for federal income tax purposes:
☐ Has Not Changed During Preceding 12 Months
☐ Has Changed During Preceding 12 Months (Publisher must submit explanation of change with this statement)

PS Form 3526, September 1998 (See instructions on Reverse)

13. Publication Title: ALL HANDS MAGAZINE
14. Issue Date for Circulation Data Below: OCTOBER 1999

15. Extent and Nature of Circulation	Average No. Copies Each Issue During Preceding 12 Months	No. Copies of Single Issue Published Nearest to Filing Date
a. Total Number of Copies (Net press run)	87,000	87,000
b. Paid and/or Requested Circulation (1) Paid/Requested Outside-County Mail Subscriptions Stated on Form 3541. (Include advertiser's proof and exchange copies)	0	0
(2) Paid In-County Subscriptions (Include advertiser's proof and exchange copies)	1050	1050
(3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales, and Other Non-USPS Paid Distribution	0	0
(4) Other Classes Mailed Through the USPS	0	0
c. Total Paid and/or Requested Circulation [Sum of 15b. (1), (2),(3),and (4)]	1050	1050
d. Free Distribution by Mail (Samples, complimentary, and other free) (1) Outside-County as Stated on Form 3541	0	0
(2) In-County as Stated on Form 3541	85,450	85,250
(3) Other Classes Mailed Through the USPS	0	0
e. Free Distribution Outside the Mail (Carriers or other means)	0	0
f. Total Free Distribution (Sum of 15d. and 15e.)	85,450	85,250
g. Total Distribution (Sum of 15c. and 15f)	86,500	86,300
h. Copies not Distributed	500	700
i. Total (Sum of 15g. and h.)	87,000	87,000
j. Percent Paid and/or Requested Circulation (15c. divided by 15g. times 100)	1.22%	1.22%

16. Publication of Statement of Ownership
☒ Publication required. Will be printed in the DECEMBER 1999 issue of this publication. ☐ Publication not required.
17. Signature and Title of Editor, Publisher, Business Manager, or Owner: CAPT. K. H. LUNDQUIST COMMANDING OFFICER NAVAL MEDIA CENTER — Date: 01 OCTOBER 1999

I certify that all information furnished on this form is true and complete. I understand that anyone who furnishes false or misleading information on this form or who omits material or information requested on the form may be subject to criminal sanctions (including fines and imprisonment) and/or civil sanctions (including civil penalties).

Instructions to Publishers

1. Complete and file one copy of this form with your postmaster annually on or before October 1. Keep a copy of the completed form for your records.
2. In cases where the stockholder or security holder is a trustee, include in Items 10 and 11 the name of the person or corporation for whom the trustee is acting. Also include the names and addresses of individuals who are stockholders who own or hold 1 percent or more of the total amount of bonds, mortgages, or other securities of the publishing corporation. In Item 11, if none, check the box. Use blank sheets if more space is required.
3. Be sure to furnish all circulation information called for in Item 15. Free circulation must be shown in Items 15d, e, and f.
4. Item 15h., Copies not Distributed, must include (1) newsstand copies originally stated on Form 3541, and returned to the publisher, (2) estimated returns from news agents, and (3), copies for office use, leftovers, spoiled, and all other copies not distributed.
5. If the publication had Periodicals authorization as a general or requester publication, this Statement of Ownership, Management, and Circulation must be published; it must be printed in any issue in October or, if the publication is not published during October, the first issue printed after October.
6. In Item 16, indicate the date of the issue in which this Statement of Ownership will be published.
7. Item 17 must be signed.

Failure to file or publish a statement of ownership may lead to suspension of Periodicals authorization.

PS Form 3526, September 1998 (Reverse)

Countdown to Y2K

DAYS	HOURS	MINUTES	SECONDS
30	16	29	59

Y2K and You

This will be the final installment in our series of articles devoted to Y2K issues. You'll find more information elsewhere in this magazine, but there are still a few more questions we'd like to address. Please share this information with your family members, particularly older family members who may feel vulnerable and could be easy prey for those who would spread rumors and perpetrate scams.

Q: "I've heard a lot about Y2K problems overseas. How will this affect service members and their families at overseas duty locations?"

A:The Navy and other government agencies have invested significant resources to assess and ensure the Y2K preparedness of nations who are "hosts" to our overseas bases and duty-stations. In fact, we do rely heavily on the host countries for basic services like electricity, water, sewage, and gas. Host nation support is a vital part of the Navy's Y2K preparedness program.

Overseas base commanders are working closely with local officials to ensure that adequate power, water, and other essential services will be available before, during and after the date change occurs. In most countries, Navy officials as well as local service providers expect no major outages or disruptions. Nations that currently experience irregular utility services are likely to experience similar problems during the date change.

Each country is unique, so you should check with your base Y2K representative and inquire in your chain of command for more specific information on your area.

Q: "Some of my civilian friends are really concerned about Y2K. They tell me there won't be water, or electricity and that there won't be enough gasoline. Should I be worried, and what precautions should I take?"

A: You shouldn't be worried, but you should be prudent. You should prepare as you would for a winter storm. You should not hoard food, gasoline or other supplies, just be sure you have enough of those items for your family for a few days. You probably won't need them, but officials say some local, short-term problems may crop up, particularly in rural areas.

Q: "I've heard about Y2K scams. What's that all about? What can I do?"

A: In February 1999, information was received by the Naval Investigative Service from the National Fraud Information Center about a credit card scam related to the pending date rollover. In this scam, a prospective victim gets a call from a solicitor who is offering credit card insurance or "Y2K compliant magnetic strips for credit cards."

Usually, the caller says he represents a bank or other credit card issuer, but he does not mention the name of the institution he represents. The caller states that to make the victim's credit card "Y2K compliant and immune to potential year rollover problems" a new magnetic strip will be mailed to the victim to affix to the card.

However, the victim is requested to give the credit card number to the caller. There are several clues in this scenario that indicate a scam. First, credible solicitors always identify themselves, as well as the company they represent. Secondly, when you use your card, it is swiped though a reading device that reads the magnetic strip for approval purposes. Therefore, if there were a Y2K "reading problem," it would probably be in the machine it is swiped through, not the card. Finally, always be cautious if someone asks you for your credit card number. After all, if someone is calling about a problem with your card, shouldn't they already know the number? Anyone calling you and asking you for a credit card number, or the need to transfer your money or to buy Y2K insurance should be suspect.

The banking industry in the United States recently was awarded five stars by the Senate Y2K committee, making it the best prepared of all U.S. industries.

Just remember, if it sounds too good to be true, it probably is. .... And if it sounds like it doesn't make sense, it probably doesn't.

Most of all ... have a happy and safe New Year!

Harbor's Self-Help Center. "We would have a Seabee representative assist you in building the project, and we would provide all of the materials."

Criteria used to decide the winners included strong command involvement, organization (including a full-time Self-Help coordinator), clear program objectives, effective use of Seabees and funding, good promotion and advertisement, recognition for the program participants and well-planned, quality work.

According to Cryptologic Technician (Maintenance) 2nd Class David Wahl, assistant facilities manager at NSGA Pearl Harbor, "We had to move a couple of divisions around in our building, so we wanted to renovate some of the office spaces to accommodate them. Instead of getting Public Works to do it, we did it ourselves." NSGA Pearl Harbor estimates that they saved the government about $28,000 by taking on volunteer projects themselves.

Last year, Fleet ASW Training Center, San Diego, saved an estimated $243,000 by doing their own projects despite personnel cuts, within their Self Help program. "It's pride of ownership because you're doing the work and you're taking care of your own space," Sward added.

Story by JO2 Sean A. Hughes, Pacific Fleet public affairs office.

U.S. submarine makes historic visit to Jordan

USS *Kamehameha* (SSN 642) recently became the first U.S. Navy submarine to visit a Jordanian port while participating in an annual Special Forces operations exercise, *Early Victor*, with U.S. and Jordanian special forces in the Red Sea.

His Majesty King Abdullah Bin Al-Hussein, the king of Jordan, was one of a handful of dignitaries to visit *Kamehameha* while she was pierside Aqaba.

"The ability to show what we can do and the type of missions that we perform – which are not widely known – gives us a great deal of satisfaction", CDR Derek Hesse, *Kamehameha's* commanding officer said. "It's something we do day-in and day-out, and my men work tremendously hard to make it happen. So, whenever we get an opportunity to show off what we do, it's very exciting to us."

The American ambassador to Jordan, William Burns, and Hesse received the king while the crew manned the rails. His majesty was given a tour of the submarine, meeting and shaking hands of crewmembers along the way.

"It's not every day that you get to meet a king," said Electronic Technician 3rd Class Curtis McIntire from Corsicana, Texas. "He's going to see the way we live, the way we work, and get a better understanding of what we are all about."

"I think the bond between our military forces is growing stronger, and this visit paves the way for further visits and cooperation between the American Armed Forces and the Jordanians," Hesse said. "We have worked with Jordan for many years and we both want to further those relations and strengthen those relations."

"*Early Victor* is multi-dimensional and involves a lot of Jordanian special forces as well as U.S. Navy, Army and Air Force personnel," LT Chap Godbey, *Kamehameha's* weapons officer said. *Kamehameha* was operating in the Middle East as part of 5th Fleet and is homeported at Pearl Harbor.

Story by JO2 Joseph Rehana, 5th Fleet public affairs office.

SHIPMATES

Mess Management Specialist First Class **Ken R. Bankson** from Galena, Kan., was selected as the 1998 Sailor of the Year for Naval Weapons Station, Seal Beach, Calif. Bankson is currently assigned as both Command Drug and Alcohol Advisor and Educational Services Officer as a part of the operations department aboard the naval weapons station.

Aviation Antisubmarine Warfare Operator 3rd Class **Shad Hernendez** of Helicopter Anti-Submarine Squadron 11, based at NAS Jacksonville, Fla., participated in a daring rescue at sea during Hurricane Floyd. Flying from the deck of the USS *John F. Kennedy* (CV 67), Hernendez helped pull eight survivors from the tug Gulf Majesty from the 50-foot seas and 60 to 70 knot winds of the storm.

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 a full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819

On assignment

Photo by JO1 Robert Benson

"Never did I think I would have the opportunity to be looking at the stars like I did that night," said Photographer's Mate 2nd Class Jim Watson, who covered "The Time of His Life" story on Page 20. "And having the opportunity to photograph it while I was there was amazing."

The U.S. Naval Observatory, Washington, D.C., has some of the most intriguing history the area has to offer with artifacts and equipment dating back to the beginning of known astronomy. The 26-inch telescope Watson is looking through is now used mostly for planetary satellite observations and for determining the orbital motions and masses of double stars using a special camera known as a speckle interferometer.

Watson is the newest member of the All Hands team arriving from Syracuse, N.Y., where he spent a year completing the Military Photojournalism Program at Syracuse University.

Junior *McCain* Sailor becomes senior watchstander

After only three years of service in the Navy, Signalman 3rd Class (SW) Richard Justice of El Monte, Calif., received unanimous approval from a board of senior watch personnel to stand Officer Of The Deck (OOD) inport aboard USS *John S. McCain* (DDG 56).

"I'm trying to make myself visible; I want to make noise as an E-4," Justice said. "Every time I'm about to mess up, I remember this isn't for me, this is for my family. I take a step back and say, 'What are you doing, Richard? Is this going to benefit your family?' I step back in and try to make the right decision. You can't always make the right decision, (but) you should try."

Since "A" school at Great Lakes, Ill., Justice has tried a number of things. He completed his Enlisted Surface Warfare Specialist (ESWS) qualification as a seaman in 17 months. "I'll never forget the day I got my ESWS pin! I never knew that I could study that way. In high school, I never really put my mind to anything if it didn't pertain to sports, [so] getting ESWS was something that opened my eyes."

Justice is also a divisional training petty officer and the shipwide training assistant as well as the Junior Sailor of the Quarter for second quarter 1999. About his position as ship's training assistant, he said, "they gave half to me and half to STG2 Daniel Boyer. I [took care of] operations and engineering departments, and then Boyer gave it all to me. I'm the only non-leading petty officer allowed in the operations office, and every division has to go through me for their zone inspections."

Still, tackling OOD qualification was no easy feat. "A lot of people bring their [qualification books to watches] and they just joke around with it; but me, I said, 'I'm going to get OOD qualified.' I wanted to stand under instruction with senior personnel so their signature meant something. It was really hard for me to qualify. Then I took my test and I only missed one question.' The board was surprised!"

Like all officers of the deck, Justice had to go before an oral board after the written test. "I failed the first board, but three months later, I went to another

Photo by PH2(AW) Jim Watson

LCDR Will Fitzgerald, and his 4-year-old son Casey, met and briefly spoke with President Bill Clinton on the steps of the Pentagon, after the President signed the FY00 National Defense Authorization Act. The measure carries a 4.8 percent pay increase for all military members starting Jan. 1, 2000.

Around the Fleet

TIME CAPSULE

This month's past issues from 10, 35 and 50 years ago all touched base on the holiday season. They also emphasized business as usual within the Navy during the holiday season.

December 1989 – We looked at duty in Australia highlighting the Naval Communications Station, Perth. USS *Arleigh Burke* (DDG 51) was christened at Maine's Bath Iron Works and we gave Sailors a tour of the Pentagon.

December 1964 – Sailors around the world celebrated Christmas and we looked at the Navy's new weapon, the SUBROC: rocket, bomb and missile. We also told Sailors how they could apply for NASA's Space Program.

December 1949 – Carrier duty, WAVES overseas and Navy X-ray experts lined the pages of this historic edition. *All Hands* also reported on overseas living conditions and on mapping the terrain of the Navy's Alaskan Petroleum Reserve No. 4.

oral board and passed. They told me, 'From now on, you can stand OOD.'"

His self-assured attitude is balanced with a learned wisdom that he is quick to share with new Sailors just joining the Navy. "I tell these young deck seamen, 'Save your money, put your head in the books, don't argue with people; it's all going to work out for you. It's all reachable for you!' If I could do it, anybody could do it. It's all about setting goals for yourself, reachable goals. That's what the Navy is here for, opportunities."

His sacrifice doesn't go unnoticed. His chief, SMC(SW) Nelfreed McKay of Pageland, S.C., is thrilled. "Today's Navy expects a whole lot. It shows that we're getting good quality guys who take that extra step. It shows a lot of young guys, 'You can do what you want to do – you just have to reach up and grab it.'"

Story by FC2 Jonathan E. Scott, assigned to the public affairs office, USS John S. McCain *(DDG 56).*

BUMED announces new policy on corneal refractive surgery

The Bureau of Medicine and Surgery (BUMED) recently released new corneal refractive surgery physical standards and waiver policies for general accessions into the Navy and Marine Corps, as well as active-duty personnel currently serving in undersea/diving/special warfare, surface warfare and air warfare communities.

The Sept. 29 administrative message promulgates the first comprehensive policy established by BUMED concerning corneal refractive surgery to correct visual acuity that is worse than 20/20.

Refractive surgery is designed to reduce or eliminate the need for glasses or contact lenses. There are currently four types of procedures:

- Radial Keratotomy (RK),
- Photorefractive Keratectomy (PRK),
- Laser in-situ Keratectomy (LASIK) and
- Intracorneal Ring Implantation (ICR).

Ricky's Tour

By JO3 Mike C. Jones

mikejones43@hotmail.com

Under the new policy, all forms of refractive surgery are considered disqualifying for general new accessions into the Navy or Marine Corps, but can be waivered if specific eligibility criteria are met. Currently, PRK is considered the procedure of choice for such candidates, though other procedures may be evaluated for waivers on an individual case basis. However, for applicants seeking appointment in warfare communities, PRK is the only form of refractive surgery that will be considered for waiver at this time.

This new policy has the greatest impact on the Navy and Marine Corps aviation communities. Navy and Marine aviators will now join submariners and surface warfare officers in being able to obtain a waiver to undergo PRK surgery, although it will be on a limited basis initially.

For more information on eligibility and guidelines contact:

For general accessions: CDR L. Grubb at (202) 762-3482

For undersea/Diving/ Special Warfare: CAPT J. Murray at (202) 762-3449

For Surface Warfare: CAPT J. Montgomery at (202) 762-3466

For Air Warfare: CAPT C. Barker at (202) 762-3451

The DSN prefix is 762.

Story by LT Jensin W. Sommer, Bureau of Medicine and Surgery.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

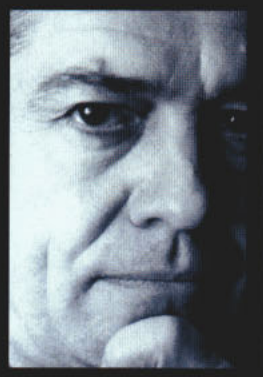


Photo by JO1 Robert Benson

Here are some questions from All Hands calls during the MCPON's recent visit to the Arabian Gulf:

Q: Where do we stand with the Navy's right-sizing/downsizing?

A: The downsizing is over. The Navy is like a company looking to hire top-quality people for upward-mobility positions. Sailors have started realizing the end of the drawdown by the increase in promotions Navywide. There are a lot of great Sailors who have stayed with us for several years awaiting promises of better promotions to come true. The rubber is meeting the road with the latest promotion cycles, and we anticipate it will stay that way. The Navywide average promotion rate was within a half of a percentage point of that required for a steady-state. There will still be small fluctuations in promotion numbers within ratings, but, in general, the current higher promotion numbers are expected to continue for most ratings.

Q: Are E-3 and below going to start getting sea pay any time in the near future?

A: I get this question a lot, and the actual name of sea pay is Career Sea Pay. It's an incentive to compensate career Sailors at sea. The Navy draws the line at petty officer and above for careerists. I genuinely understand that E-3s and below are working just as hard, and making the same sacrifices at sea as E-4s and above. If there was limitless money, I would be the first person jumping up and down to get sea pay across the board. The realities are that we have budget constraints. We would have to take away a big chunk of money from career Sailors' sea pay to pay seamen sea pay, and I'm not willing to support that. The answer to this is simple — study hard and get promoted.

Q: Why doesn't the Navy issue a profile sheet from the chiefs' selection board?

A: A profile sheet is nearly impossible for chiefs' promotions. There are just too many things that the promotion board considers to quantify them in specific categories. We try to make it as objective as possible, but bottom line is there is some subjectivity involved. That's impossible to eliminate. Sitting on the chiefs' promotion board is the hardest job master chiefs do. I'm going to try and push for a profile sheet on what the typical selectee's package looked like, but to tell 1st class petty officers what they were specifically lacking for promotion is impossible. The fact is virtually every 1st class selected is top-notch, and many 1st class petty officers not selected are also top-notch. The main advice I pass on to Sailors is to concentrate less on what they've got to get done, and concentrate more on excelling at the toughest jobs and taking care of other Sailors along the way. Make sure you push to lead, motivate and inspire Sailors under your supervision.

***Speaking with Sailors* is a monthly column iniated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.**

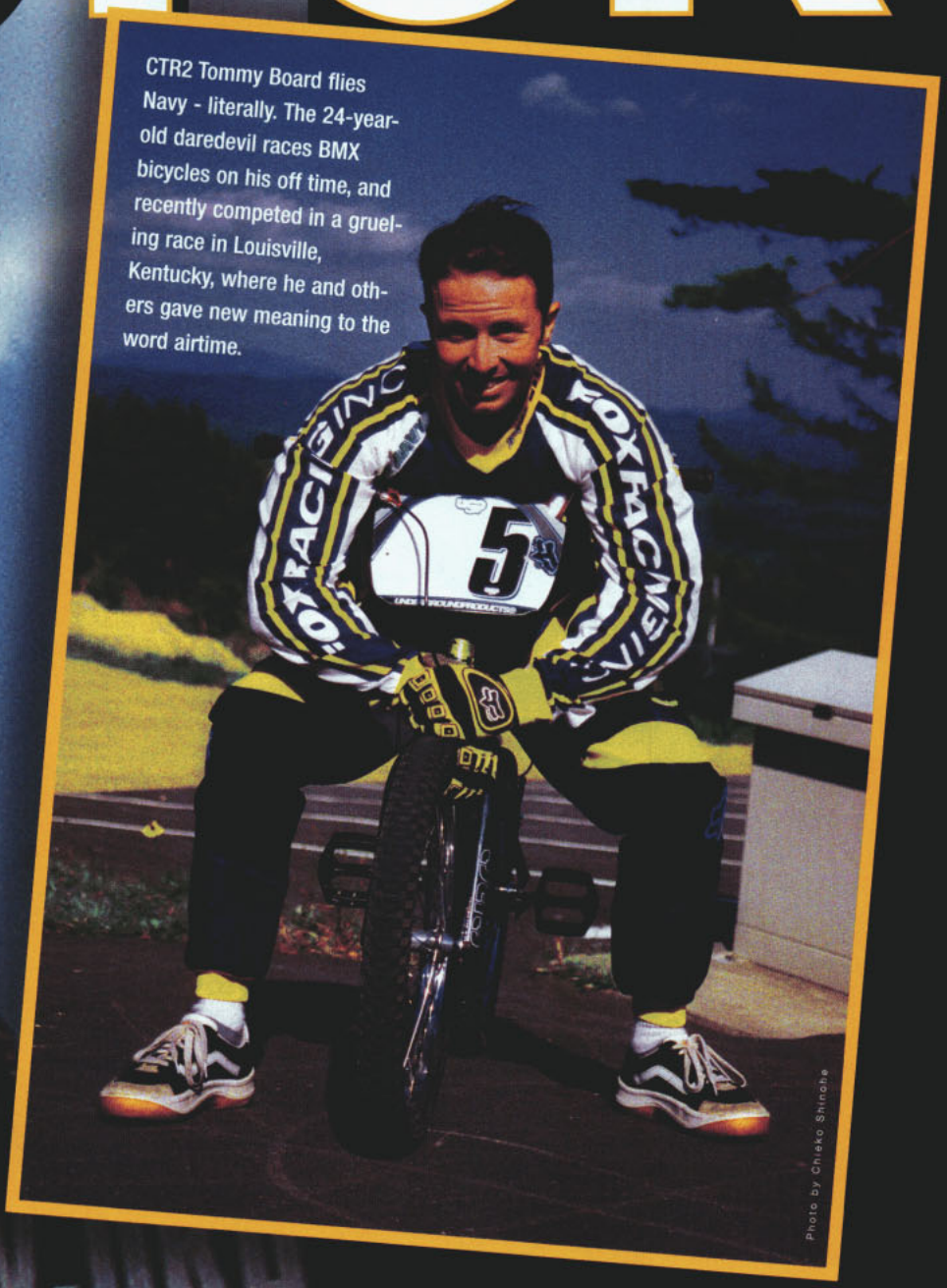
X-F

"People seeing BMX for the first time JUST SEE THE GUYS WITH *tattoos* & piercings *and think it's a rebel sport.*

They don't get to see all the hard work that goes into learning the tricks of the mental and physical preparation that we have to get ourselves into." So is this guy, Cryptologic Technician Collections 2nd Class Tommy Board, a rebel? Judge for yourself; the words of this 24-year-old based at Misawa Air Force Base, Japan, are captured live in the next couple pages. We chatted with him – literally and electronically. We found he's "squirrelly" and can handle a "white zombie" or table top bar spin" with no problem. Read on ...

Story and photos by
JO1 Robert Benson

ACTOR



CTR2 Tommy Board flies Navy - literally. The 24-year-old daredevil races BMX bicycles on his off time, and recently competed in a grueling race in Louisville, Kentucky, where he and others gave new meaning to the word airtime.

Photo by Chiako Shinohe

KMC
55

ALL HANDS:
How long have you been BMXing?

BMX Tommy:
17 years ... Wait, 18 now!

ALL HANDS:
What do you like about the sport?

BMX Tommy:
When I first started racing, I loved winning the big trophies and trying to beat everyone. I loved going into the first turn elbow to elbow with seven other guys pedaling their brains out. I still love the competition, but now, riding a great set of trails with my friends in Louisville, Ky., and Japan is what I prefer. Another great thing about BMX is that you never sit on the bench! You determine how YOU do in a race.

ALL HANDS:
Do you think the general public understands the sport?

BMX Tommy:
I think with all the exposure BMX is getting from ESPN and the commercials, the general public is coming to realize that BMX, as well as skateboarding, are legitimate sports.

ALL HANDS:
How do people react when you tell them you ride BMX bikes (or race them)?

CTR2 Tommy Board, carrying the American flag, joins other representatives from each of the military branches to ride the "pace lap" while the National Anthem played at the beginning of the race.

One series of jumps on the race course proved to be especially challenging for many of the competitors. Few made it across without spilling. "Going over the bars head first during a practice session at the track was one of the scariest moments I've had," said Board. "I don't remember a lot of it." He pulled through with only a concussion.

Left: Airtime is not only measured in feet, it's measured in seconds.

Below: On the freestyle hills, competitors showed off airborne gymnast-like skills as judges and fans look on.

BMX Tommy:

The first reaction is, "Oh, you ride those little kids bikes?" Then I try to explain how much BMX has progressed since the 80s. Most of my shipmates reacted a little like that, but when they see some of the videos I have, they are shocked at what people are doing on BMX bikes now. But, I would have to say that most of the people in Misawa think I'm some kinda of fruit riding a BMX bike. I do have to admit that seeing a 28-year-old man on a BMX bike isn't an everyday scene. ...

Spills and chills–CTR2 Tommy Board loses control.

ALL HANDS:
What kinds of special words or phrases are associated with BMXing?

BMX Tommy:
Case or Casing: Coming up short on a jump. Doing a Leland: Wrecking. Dead Sailor: Coming off a jump stiff and awkward looking. Bar Spin: A trick where you spin your handle bars completely around in the air. White Zombie: Landing with one foot off the pedals. Squirrelly: Somebody riding out of control. Table Top: A trick where you crank the bars and lay your bike over to one side.

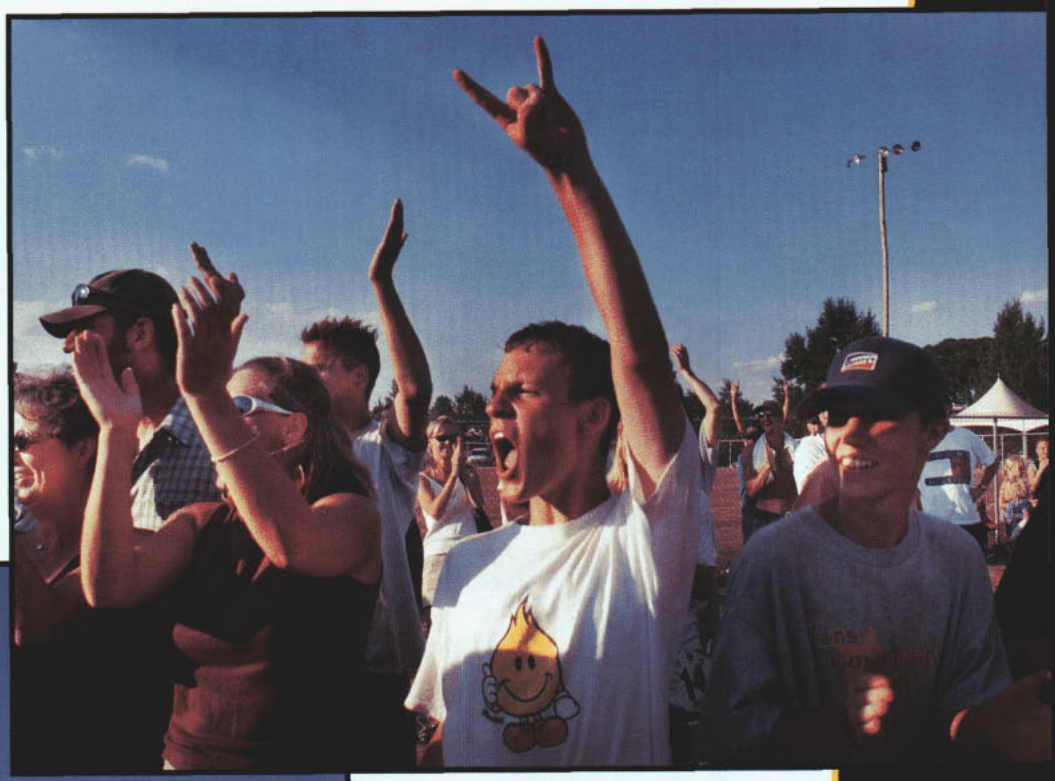
ALL HANDS:
What does your mother/family/wife think about your races?

BMX Tommy:
My mom and brother have been there since the start. My mom is a single parent and she did everything she could to support me. She freaked out when I jumped the 20-foot set of doubles at the 1984 World Cup in Nashville, Tenn., but she learned to cope and still comes to cheer me on. My wife was really surprised at how family oriented BMX racing was. She totally supports me riding. She's the best!

ALL HANDS:
Do you ever get scared racing or jumping?

BMX Tommy:
When I race, I get really nervous about doing good. I want to be out front and make my wife and family proud of me, so I'm more nervous than scared. When I go to a new set of trails and try to make it through the rhythm section or jump a big set of doubles, that's where I get scared. But, it's good scared, because when you make it through or clear those big doubles, you feel like you can accomplish anything!

ALL HANDS:
What's it like to jump so high in the air with your bike?



Left: Every now and then a competitor seriously "bites the dust."

Above: Fans show their jubilation after a cyclist completes a long jump.

A cyclist executes a "Leland" (BMX lingo for wrecking).

BMX Tommy:
An absolute blast! It's a rush that can't be described unless you do it and experience it for yourself. When I head for the launch, I get really excited, nervous, anxious and a little scared, but then, when I land, I feel this huge boost in confidence and elation.

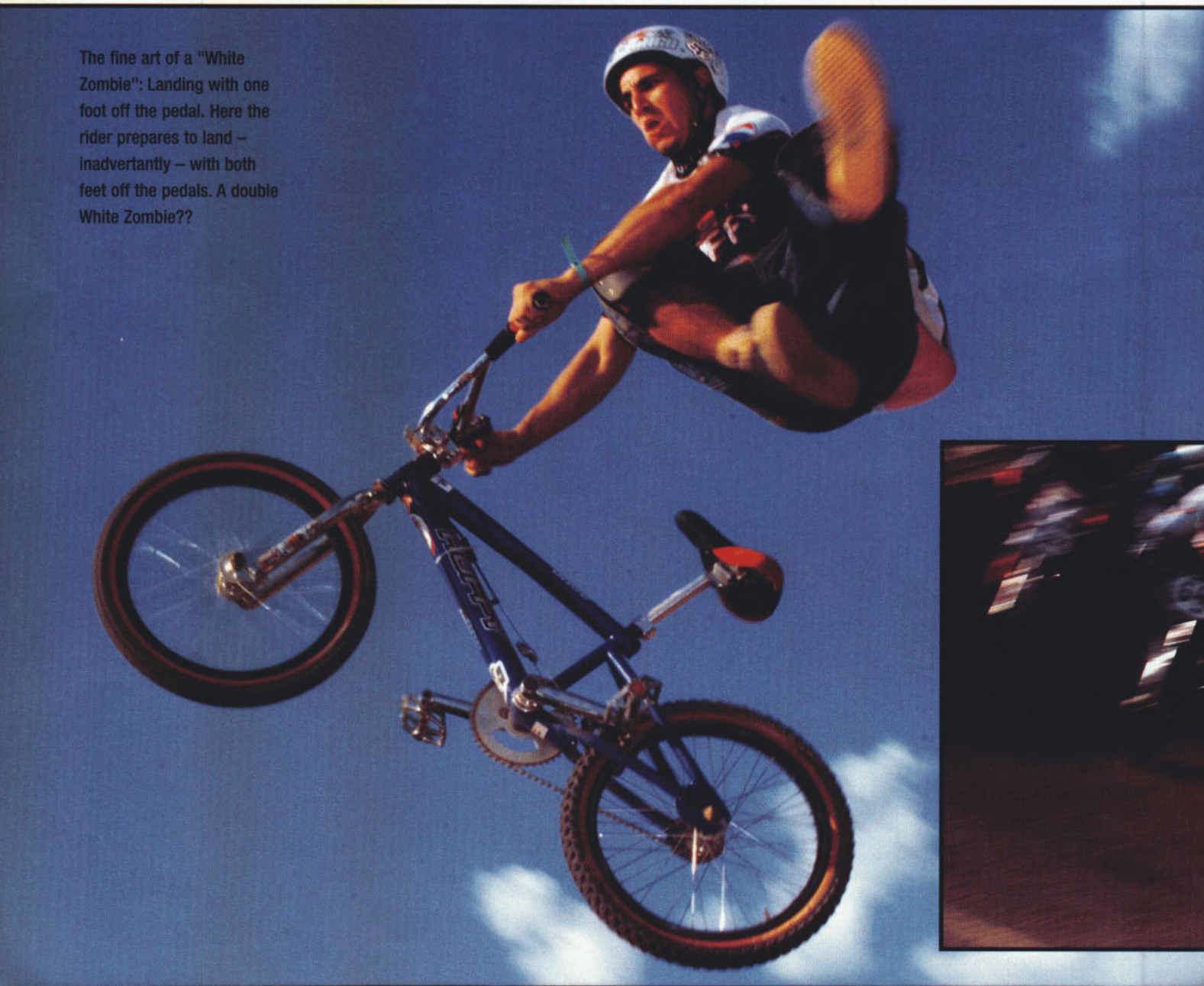
ALL HANDS:
Describe what it's like to race real fast on a course with jumps, turns, and other racers.

BMX Tommy:
It's another adrenaline rush! The only thing that gets me is waiting in staging for my race. You really have to focus on YOUR race, but I usually end up getting nervous and I have to use the restroom really bad, but as soon as that gate drops, all that energy released and it rushes through your body!!! Going into a turn elbow-to-elbow, or jumping side-by-side over a big jump is super fun.

ALL HANDS:
What's the craziest thing you ever did?

BMX Tommy:
Jumping over and through a wall of fire! There was an old Christmas tree we set between a set of doubles, and I jumped through it. I burnt off my eyebrows though! (LOL)

ALL HANDS:
What's the scariest moment you ever had while riding?



The fine art of a "White Zombie": Landing with one foot off the pedal. Here the rider prepares to land – inadvertantly – with both feet off the pedals. A double White Zombie??

Right: As a kid, CTR2 Tommy Board would drive off a ramp into a river in his backyard in Lousiville, Kentucky. Little has changed today, as Board takes a flying leap off his mother's dock.

BMX Tommy:
Going over my bars head first during a practice session at the track. I don't remember a lot of it, but my friends said I was walking around acting a little funny. They took me to see the EMT and called the ambulance. All I do remember was them cutting off my favorite Chicago Bears T-shirt and having this crazy dream that President Bush was my grandfather. When I came to, I thought the doctor was going to tell me not to race, but he said that I had a concussion and I needed to take a few weeks off, but I would be able to ride again!

ALL HANDS:
Do anything else to keep fit?

BMX Tommy:
I'm real serious about my health! I'm in the gym Monday through Friday, stair climbing for 45 minutes and then lifting. I scored a 294 on the PRT.

ALL HANDS:
What's the coolest thing you ever did?

BMX Tommy:
1. Representing the Navy at the NBL Grand Nationals and leading the parade lap while the national anthem was being played. 2. Winning the Grand Nationals in 1986. 3. Being interviewed on Japanese TV. Never in my wildest dreams did I ever think I would be on Japanese TV!

ALL HANDS:
What's your favorite kind of music?

BMX Tommy:
Emo, hardcore and some 70s stuff. I'm really big on Elliot and Hankshaw right now.

ALL HANDS:
What are your future plans in Navy?

BMX Tommy:
I would love to stay in and represent the Navy at more BMX events. I had some friends freak out when they found out that I wasn't on a ship. And when I explained to them that Sailors aren't always at sea and some of us get stationed on shore commands, they just lost their minds! They also flipped when they found out that our ships are co-ed now! I would love to show people that the Navy is a great place for opportunities and that you don't have to give up your hobbies when you join.

ALL HANDS:
Later dude.

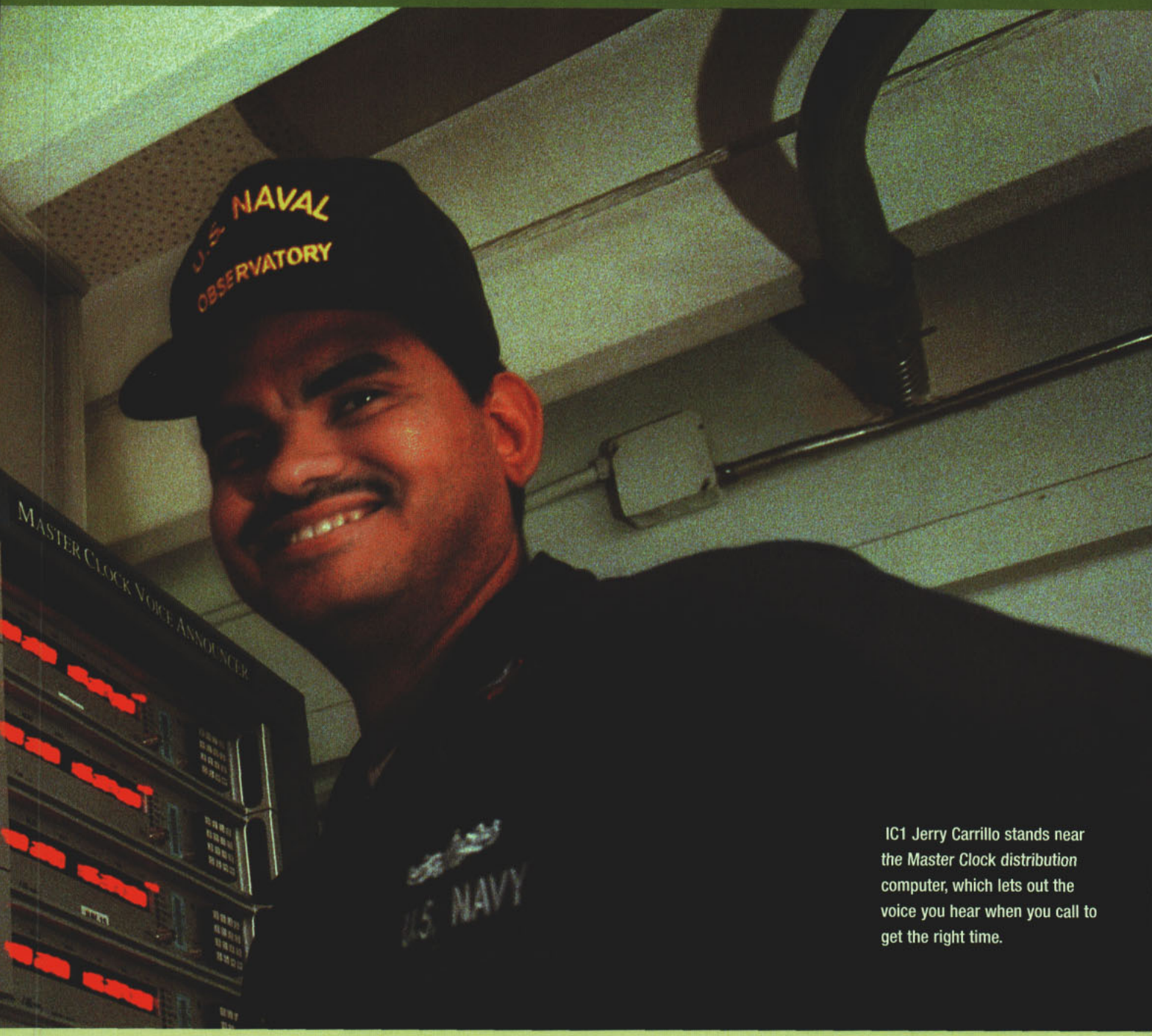
BMX Tommy:
Peace.

Benson is a photojournalist assigned to All Hands

www.mediacen.navy.mil

Having the TIME of his life

Story and photos by PH2(AW) Jim Watson



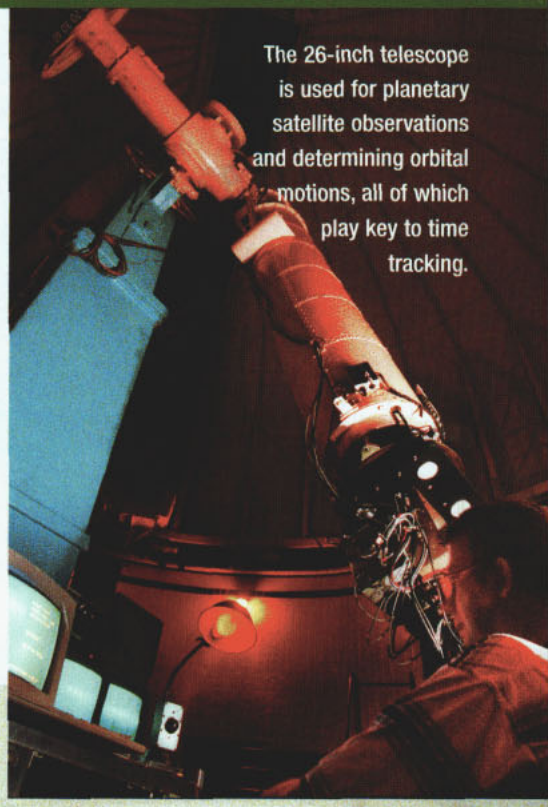
IC1 Jerry Carrillo stands near the Master Clock distribution computer, which lets out the voice you hear when you call to get the right time.

Ever wonder when time began? It's a perplexing question that many of us would never think twice about. Who cares when it began, right? We take that stuff for granted. There is never enough of it, and it's always passing way too quickly. Why should we be concerned with where time came *from* when all we want to know at the end of the day is where it *went*? There's one person who has answers – his name is Carrillo.

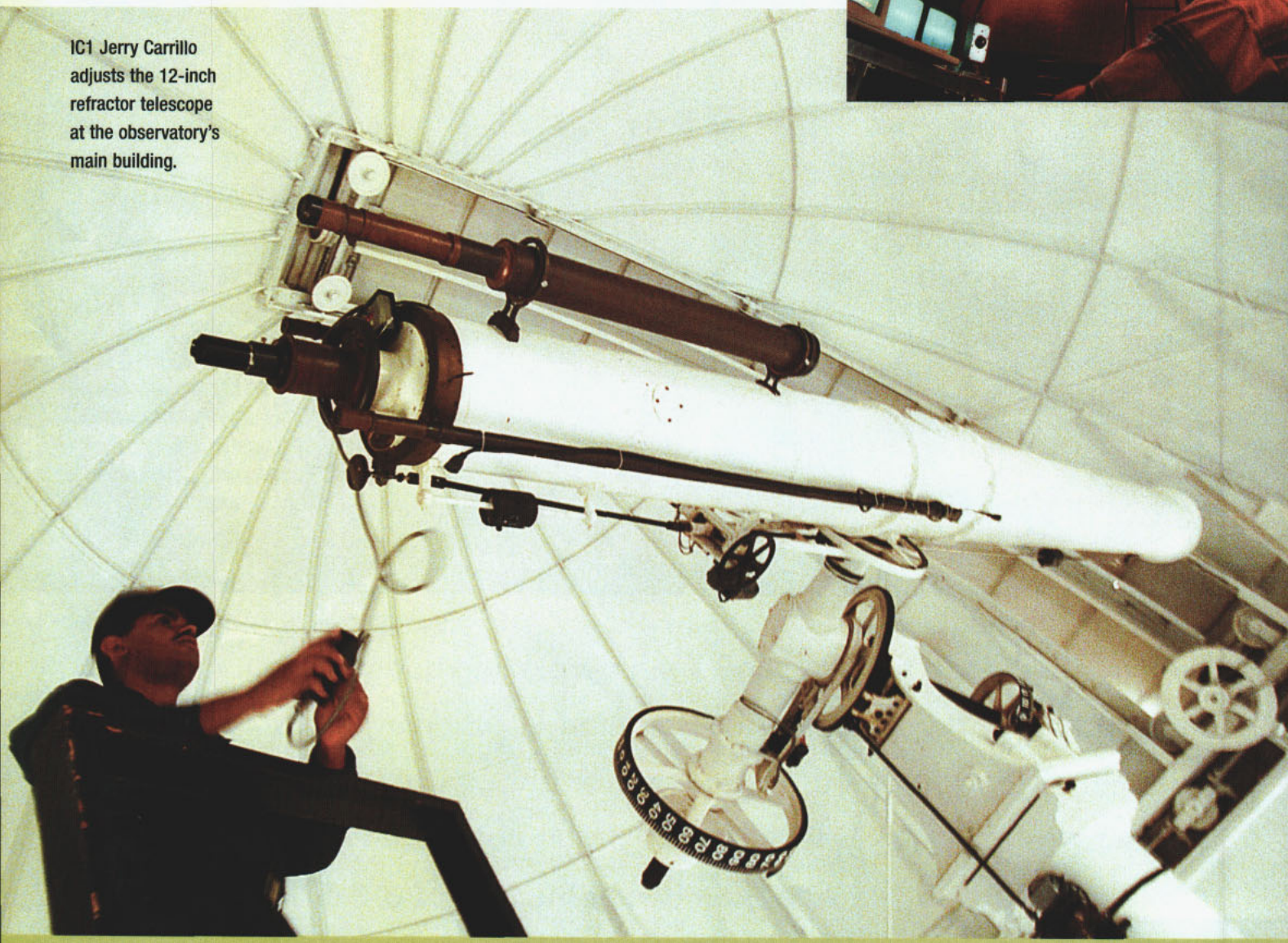
Interior Communications Electrician 1st Class Jerry Carrillo may not know where *your* time went, but he knows where his goes. At least eight hours of it goes to the U.S. Naval Observatory (USNO), Washington, D.C., five days a week ensuring we will all have a reference point when someone asks, "What **time** is it?"

Carrillo, along with other employees at the observatory, is responsible for whether you are late to work, early for an appointment or even when your favorite show comes on television. Carrillo is the observatory's computer specialist and plant cable manager and this puts him in charge of all the fiber optic cables at the observatory. These cables and computers disseminate time.

"It's the best duty I have ever had," said Carrillo. "I am getting training here that is unavailable in the fleet, and it's allowing me to work outside my field just a little."



The 26-inch telescope is used for planetary satellite observations and determining orbital motions, all of which play key to time tracking.



IC1 Jerry Carrillo adjusts the 12-inch refractor telescope at the observatory's main building.

After a tour in the Persian Gulf onboard USS *Seattle* (AOE 3), Carrillo was given his choice of duty. He chose the Naval Observatory and reported in October 1996.

The observatory has more than 50 operating cesium frequency standard clocks that are used to steer and average the Master Clock, which is what is known as a hydrogen maser.

These clocks keep what is known today as atomic time. Atomic time is a product of experiments conducted in 1958 that concluded atoms have resonance, meaning each chemical element has its own frequency or echo which can be measured, and is inherently stable over time and space.

What does this mean? Well, the time measured and kept constant at the observatory is so accurate it's off no more than one billionth of a second each year.

"The time kept by these clocks is constant to within one nanosecond (one billionth of a second) per day," said Mihran Miranian, the observatory's Deputy Director of the Time Service Department. "The master clock's time is so accurate, it's the basis for the Global Positioning System used by the military and civilians alike for navigation."

Left: IC1 Jerry Carrillo does a routine check on one of the computers connected to the Master Clock. Carrillo is responsible for all the fiber optics connected to each of the computers.

A time ball, a new piece of equipment recently installed at the observatory similar to the legendary time ball of New York City, will be dropped on New Year's Eve at the order of Secretary of the Navy Richard Danzig.

It will create "a time signal by which the beginning of the years 2000 and 2001 may be made known to the inhabitants of the city of Washington, D.C., and the United States," Danzig said.

As the ball descends, it will trigger a cannon shot and a fireworks display to signal the event for all of Washington to hear and see.

The very first American time ball was dropped at the Naval Observatory in 1845 by order of then-Secretary of the Navy John Y. Mason.

The observatory was founded in 1830 as the Depot of Charts and Instruments. Determination and dissemination of time has always been an essential part of the Naval Observatory mission. During the last 170 years, time clock technology has evolved from precision pendulum clocks to quartz crystal clocks to the present hydrogen maser and cesium-beam atomic clocks.

So the next time you're late for muster, you can blame all the scientists who formulated the equation that brought us time as we know it today. Or you can blame IC1 Carrillo. But remember, he might not have time to listen.

Watson is a photojournalist assigned to All Hands.

www.mediacen.navy.mil

The Naval Observatory, Washington, D.C.

Underway on New Year's Day

DAYS	HOURS	MINUTES	SECONDS
30	16	29	59

Y2K TESTING PROCESS GETS THE FLEET READY FOR 2000

Well, it's December and the new year is just around the corner. Even with the festivities of the holiday season, one may feel a twinge of uncertainty this year, considering all the hype, both positive and negative, about Y2K.

During the past year, All Hands has provided substantial information about Y2K. We've run a column each month called "Y2K and You" which addressed Y2K questions from Sailors. We've told you about websites where you can find reliable information on preparing for the New Year. In this edition, we are also including a brochure on Y2K readiness that you can remove and use as a quick reference.

But while we've talked a lot about practical applications, we haven't spent as much time covering the operational millenium side of Navy Y2K preparedness.

What if you are deployed on New Year's Day? What if you are part of a battlegroup operating overseas in the Mediterranean or Persian Gulf? What should you expect?

The Navy and Marine Corps developed a comprehensive Y2K testing and validation plan in June 1998 to check the readiness of all Y2K-vulnerable systems. This plan established a three-level approach to attaining Y2K readiness, and since then, the fleet commanders have carried out comprehensive Y2K testing and evaluations on every system imaginable.

All Hands recently had the opportunity to "cyber chat" (what else!?) with LT James Mills, CINCPACFLT's Y2K testing officer and director of their Battle Group Systems Integration Testing (BGSIT). Mills is the point man for all Y2K testing and validation in Pacific Fleet, and in the past year, he has been busy. We wanted to know how ships, aircraft and submarines are preparing for Y2K, so who better to break it down for us?

Q: How long ago did CINCPACFLT begin systems validations for Y2K?

A: Active planning began in June, 1998, but the first comprehensive, at-sea Y2K operational validation didn't take place until February 1999 with the Task Force.

- The first level (Level I - System Y2K Testing) is laboratory testing of each system by program offices.
- The second level (Level II - Functional Y2K Testing) tests interoperable systems (i.e., testing the *Aegis* Weapon System (AWS) with the *Tomahawk* Weapon Control System (TWCS) and the Global Command and Control System Maritime (GCCS-M)). Only systems dependent upon other systems' data are tested in Level II. Both Level I and II "test" systems for approximately 27 Y2K-related problems (Y2K roll-over, leap day, etc).
- The third level (Level III - Operational Validations and Joint OPEVALs) focuses on validating system performance while operating at sea. This is not testing in the normal sense, but rather verifying that units can complete their missions in Y2K. Y2K operational validations are conducted during a two week stressed at-sea period for each deploying battle group by the CINCPACFLT and CINCLANTFLT Battle Group Systems Integration Testing (BGSIT) Teams. Inport Y2K fast cruises are conducted to evaluate systems that do not require underway operations. The validations and joint operational evaluations look at performance during New Year's and Leap Year 2000 - the windows considered most critical to combat systems, C4I systems, and weapon systems.

Q: Describe preparations for validating a battlegroup.

A: Pacific Fleet validations have included battle groups (CVBGs), amphibious ready groups (ARGs), a command ship, associated marine expeditionary units (MEUs), and PACFLT Middle East Force ships. We also included U.S. Coast Guard

LT James Mills, CINCPACFLT's Y2K testing officer and director of their Battle Group Systems Integration Testing (BGSIT).

cutters, Canadian navy units deploying with our battle groups, aircraft such as P-3s and UAVs, communications centers, CINCPACFLT Headquarters, and supporting mission planning and intelligence centers. This involved 160 different naval commands.

Preparations include:

- verifying the system configuration of the task force by knowing what Y2K vulnerable systems are onboard
- ensuring system program offices complete all required system Y2K fixes or upgrades (a system can't be validated if the compliant version is not onboard)
- assembling a team of experts to conduct the operational validation and assist the crew in other areas, such as interoperability evaluations and training
- developing a comprehensive validation plan and schedule of events
- scheduling all BG, ARG, PAC MEF, MEU and ashore assets to synchronize C4I systems, and developing and coordinating a logisitics plan for a 200-member BGSIT Team.

Q: What does the validation process for a battlegroup entail?

A: The validation process is a series of comprehensive BGSIT Final Integration Tests (FIT) to determine task force interoperability. We have personnel prepare each system to be advanced into Year 2000, then we advance all Y2K vulnerable system dates into 2000 in a specific sequence. We monitor systems for proper Y2K operation, then re-execute BGSIT final integration tests to check system performance. Finally, we restore systems to the real 1999 date and confirm proper operation.

Q: How long does it take?

A: The Final Integration Testing (FIT) period, which is normally conducted on deploying units, takes approximately one week and is typically done during at-sea training. The operational validation period takes approximately seven to nine days in order to prepare systems and then advance them into Y2K, monitor system performance, and restore systems to the real date.

Q: About how many manhours does it take to validate a battle group?

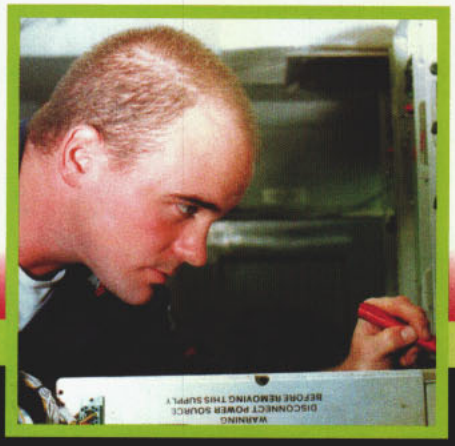
A: It took the 200-person CINCPACFLT BGSIT Team approximately 6.8 people years of time to conduct the two-week Y2K operational validation event within the USS *John C. Stennis*/USS *Bonhomme Richard* Task Force. The other task forces required similar effort. This does not include the time spent by the 10,000 personnel within the task force as their time focused on conducting training events such as COMPTUEX and carrier qualifications.

Q: What does it mean to say a battle group is Y2K compliant? Are all systems 100 percent ready, or are there possible glitches that could still show up?

A: It means all required Y2K system fixes/upgrades have been installed and validated. Based on results to date, all Y2K vulnerable systems work. There are some minor glitches such as display problems that do not effect system operation. For example, some systems might have a date stamp of 1900 or 19A0 instead of 2000, but will work fine. There are also some minor nuisance Y2K-related anomalies such as a messaging system not working on 29FEB00 but working on 28FEB00 and 01MAR00. In each case, either the software or hardware has been fixed by our systems commands or a work-around advisory has been issued. The bottom line is that our deploying units are 100 percent mission ready for Y2K.

Q: How will the Pacific Fleet be doing business on New Year's Day?

A: Pacific Fleet and the rest of the Navy will be doing business just like any other day. We have confidence in the testing/validation plan. The Navy has developed a comprehensive Y2K consequence management plan that provides contingency plans for each mission critical system, continuity of operations plans for each mission area, and the ability to tailor operational readiness to meet any unexpected Y2K challenges. Based on all the work the Navy and Marine Corps have done this past year, the Navy's change to the year 2000 is expected to be a non-event.



FC2 Kyle Sanders, a Jacksonville, Fla., native, takes a closer look at a scan converter before doing routine maintenance. This system provides tactical video for the ship's command center.

RM2(SW) Derrick M. Bagley, of Augusta, Ga., checks his extremely-high frequency equipment to make sure all networks have a clear signal. Bagley works in JFK's communications department. "When we turned the date, things went right as planned," he said.

The Day the Clocks Rolled ...Forward

Story and photos by JOC(SW/AW) Michael R. Hart

Midnight, July 7, was fast approaching. Sure, it was still a few days away, and after preparing and testing systems for more than a year, the moment of truth seemed just over the horizon.

As USS *John F. Kennedy* (CV 67) completed a port visit and departed St. Maarten July 6, the crew's anticipation grew as the hour drew closer. The *Kennedy* Battle Group participated in Battle Group System Integrated Testing (BGSIT). During the testing, Sailors joined tech reps from around the country, testing the carrier's major systems – weapons, combat, radars, aviation supply, aircraft systems and missiles, to name a few – before venturing forward into the year 2000.

They would meet their destiny on this muggy, clear night steaming in the Caribbean, completing the last stages of *Joint Task Force Exercise 2-99*. Tensions rose as many months of work and preparation on a multitude of equipment was about to be evaluated. If the meticulous testing and retesting during the last year or so was the regular season, then tonight was the Super Bowl. Literally hundreds of *Kennedy* Sailors worked with their civilian counterparts during the year to ensure a smooth process and (hopefully) only a few headaches on this warm breezy night in the Caribbean.

With the ship headed back out to sea, Sailors monitored and maintained their workstations — business as usual as the countdown to midnight began. Even after all the hard work, there was not 110 percent certainty. "There was a little bit of anxiety," said Intelligence Specialist 2nd Class Brent D. Pfeiffer, a Strike Fighter Squadron (VF) 86 Sailor working in *Kennedy's* carrier intelligence center (CVIC).

Pfeiffer and his shipmates tried to make the day as routine as possible. It went something like this:

FC3 David Acton, a Jemison, Ala., native, works on a scan converter, which provides radar sweeps for operator consoles in the carrier's combat direction center.

Acton also performs preventive maintenance on an embedded processing system (EPS). This system provides tactical video for the ship's command center.

Acton gets some help from FC2 Kyle Sanders, a Jacksonville, Fla., native, while performing preventive maintenance on an embedded processing system (EPS).

0645

Pfeiffer relieves the watch.

0715–1845

Pfeiffer, a Sullivan, Mo., native, gives various intelligence briefs and monitors equipment such as the TAMPS (Tactical Automated Mission Planning System) and TOPSCENE (Tactical Operations Scene), two sophisticated systems designed to upload strike missions to fighter aircraft and allow pilots to rehearse their mission before actually flying. Pfeiffer played a key role in having all CVIC's high-tech equipment (such as TAMPS and TOPSCENE) move forward to the year 2000 successfully.

1845

Radioman 2nd Class (SW) Derrick M. Bagley, an Augusta, Ga., native, reports for watch in Combat Systems' CS1 Division and receives his turnover. He spends the majority of his watch processing message traffic and monitoring satellite equipment of various capabilities – ultra-high, super-high, extremely high and the associated automated digital networking system. His confidence that things will go as planned grows as the night gets older. "It'll run smooth," he said, "just like any other year. Software is working as anticipated."

2350

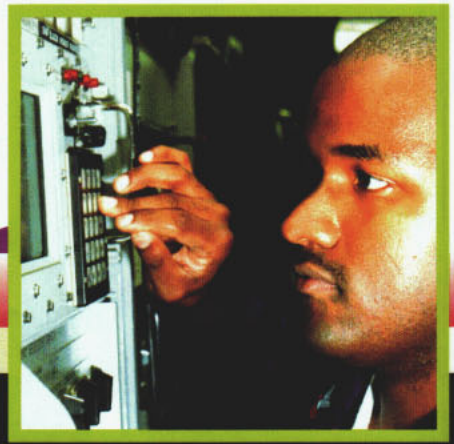
The moment of truth is near. "I was anxious," Bagley admitted. "I was hoping there weren't going to be any problems."

2357

Bagley grimaced as he thought about the consequences of his equipment's brain going back to yesteryear. He said battle group interaction revolves around the carrier's satellite communications capabilities. "Without communications, we wouldn't be able to do our jobs. We are the focal point of communications," he said. "We have to be up and functional."

The Combat Direction Center aboard USS *John F. Kennedy*, the brain of the carrier, is home to many tactical and war-fighting systems.

SK1(SW/AW) Mark DeMont, a Jacksonville, Fla., native, checks the Master Stock Locator Listing (MSSL) for supplies. The MSSL gives storekeepers information on shipboard supplies such as stock number items, card numbers and the quantity actually on board. Storekeepers use this form when the SUADPS (Shipboard Uniform Automated Data Processing System) goes down.



RM2(SW) Derrick M. Bagley, an Augusta, Ga., native, ensures all units are functional on the Navy EHF Communication Control (NECC) system. The system is cleared for Y2K.

2359

The time arrived. At *midnight*, all systems will be advanced to Jan. 1, 2000. Fifteen seconds to go ... 10, nine, eight ... three, two, one – Blip.

MIDNIGHT

New millennium.
No huge meltdown.
No smoke.
No sparks.
No humming computers with systems shutting down.
Nothing.
Business as usual, and according to many Sailors, it's no big surprise.

"AIRLANT conducted a survey to determine what equipment needed upgrades or replacements in the summer of 1998," RMC Terrence L. Marshall, ADP leading chief petty officer said. "Planning was essential," he added, reaching in his desk drawer to pull out a pinch of spread sheets. As Marshall spoke, he separated the spread sheets into mission critical and mission support systems which were inspected in 1998 and 1999.

"We had specific dates when software would be installed, tested and completed," Marshall said. Sailors did most of the installations with the civilian "subject matter experts, folks who actually wrote the programs. Programmers began upgrading software years ago. Everything circled around some type of software," the Jacksonville, Fla. native said.

Many personal computers were also installed throughout the carrier. "They have more functionality, greater Internet

This scan converter provides radar sweeps for operator consoles in the combat direction center. This system was checked for Y2K compliance by Kennedy technicians and civilian technical representatives from around the country.

IS2 Brent D. Pfeiffer, a VFA-86 Sailor who works in JFK's carrier intelligence center, works on the TOP SCENE, a program which allows pilots to fly a mission on computer before actually doing it in the air. "Testing the system before the actual date [of the New Year] makes me confident. I feel confident — as an operator and from the technical side and as an operator."

access and they're faster," Marshall said. "Many of the computers were installed specifically for Y2K."

Marshall said he couldn't begin to put a figure on the amount of money saved because of work done by *Kennedy* crewmembers. "Monetary savings are immeasurable, astronomical," he said, leaning back in his chair.

"It was a joint effort between contractors and Sailors." Bagley is one of those Sailors, monitoring his systems with a tech rep, waiting for the clock to strike 12. He's confident that the long hours of testing will make the actual rollover a non-issue. "If we hadn't had this trial run, there would have been nervousness and chaos [on the actual day]," he said. "We wouldn't know what to expect."

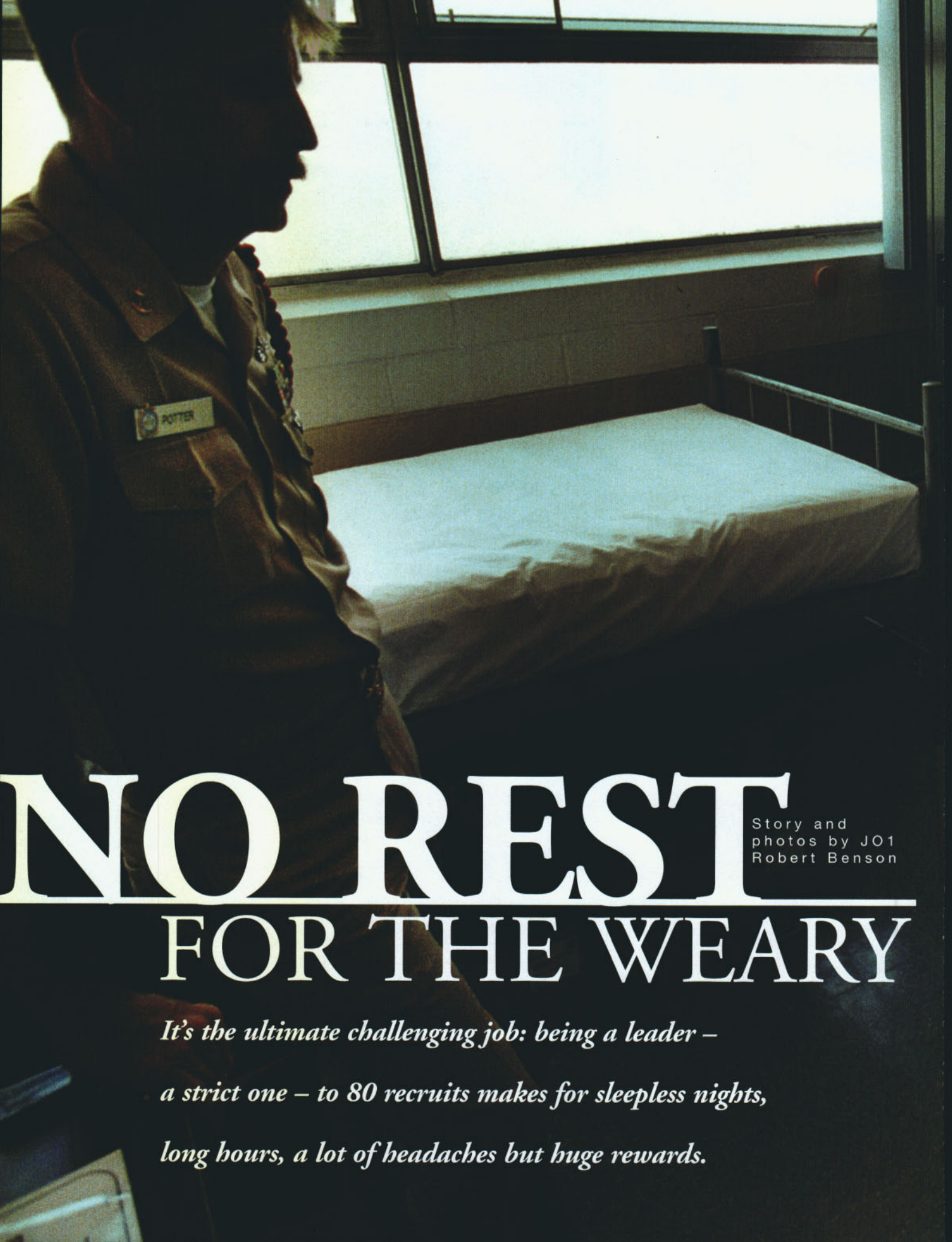
Supply department Storekeeper 1st Class (SW/AW) Mark DeMont knows what to expect when the big day arrives, but Jan. 1, 2000, will be the second time around the block for the Jacksonville, Fla., native and his supply department comrades. Their clocks first rolled on the new fiscal year (Oct. 1).

One of supply department's major concerns is the SMARTS (Ship's and MALS Automated Reconciliation Tracking System). It allows storekeepers to process monthly charges and credits automatically – pretty important for a floating city. DeMont's specific programs revolve around the SUADPS program, which is used to order materials for the ship. He manages the program.

"We could still do our job if it went down," he said, "But we wouldn't be as effective or efficient." *Kennedy* operated in the year 2000 for three days, checking and double-checking all of its systems, according to Marshall. "It improves our confidence … if we enter war, weapons can still launch and jets can still fly," Marshall said. "It's a good feeling the ship will be able to meet its mission," DeMont said. "We've been given a clean bill of health, and we'll operate smoothly into the new year."

Currently on a Mediterranean Sea/Persian Gulf deployment, *Kennedy* will be at the "tip of the spear," watching the clock, as the new millennium rolls in. Plans have been set and preparations made for the historic event, earning *Kennedy* the title, "Carrier of the New Millennium."

Hart is a journalist assigned to the public affairs office, USS John F. Kennedy *(CV 67).*



NO REST FOR THE WEARY

Story and photos by JO1 Robert Benson

It's the ultimate challenging job: being a leader – a strict one – to 80 recruits makes for sleepless nights, long hours, a lot of headaches but huge rewards.

He was up until midnight the night before, awoke at 3 a.m. this morning and won't get home until 10 p.m. tonight; that grind begins to wear on Recruit Division Commander AO1(AW) Michael Lucas, at Great Lakes, Ill., and his partner, MMC(SW/AW) Scott Potter. "Sometimes you have to go without sleep, especially during P-days [in-processing] or if one of your partners gets sick," Lucas said.

A block away on this moonless night you can hear it. Inside barracks 1126 you can feel it. And on the third deck, standing next to the recruit who is getting screamed at, you can fear it.

Fear – that's exactly what it is: Look in the eyes of the recruit who is caught in the gale – the fury and wrath — of Aviation Ordnanceman 1st Class(AW) Michael Lucas' thunderous voice as he screams an inch in front of his nose, massaging the recruits innards with his bellow. You can sense the fear. The recruit trembles, sweats, swallows hard, and darts his eyes to avoid contact with Lucas.

"THIS WILL NOT HAPPEN AGAIN!" Lucas screams. The words pass through the recruits' skull, ricochet off the barracks wall and echo throughout the barracks.

Lucas pauses for effect, looks the recruit dead in the eye and stares him down. Two seconds pass. Three. Four. The clock on the wall strikes 11 p.m.

For the recruit at attention, time slows. Anxiety ensues. Perhaps for the first time in the 18 year-old's life, he's scared. So are the 80 other Navy newbies, frozen in the "at attention" stance, silently praying they're not next.

Lucas' presence is commanding, his leadership flawless and his discipline severe. "Don't upset the Division Commander," note the recruits, now in their fourth week of boot camp.

They know that Lucas is one of the top Recruit Division Commanders (RDCs) at Recruit Training Command, Great Lakes, Ill. They also know there isn't anyone Lucas can't handle: "I've had everything from crazy to angry recruits and haven't been stumped yet," he claims, in a perpetually hoarse voice.

That holds true on this night as his leadership shines. The face time, or "chewing face" as Lucas calls it, leaves the bewildered recruit trembling. With a "CARRY ON," Lucas confidently marches into the front office. "I don't think we'll have a problem with that anymore," he happily tells his partner.

Some yawns, paperwork and a solid four hours of sleep await him. He'll be back here tomorrow, in the barracks, at 3:30 a.m.– as the father figure for some 80 recruits. The vigil to shape and mold civilians into Sailors is never-ending.

After two hours of exercises in an obstacle course, AO1(AW) Michael Lucas forms his division into ranks and prepares to march them back to the barracks.

As the wee hours of daylight bathe the recruits in the courtyard doing pushups the next morning, they must wonder if all Navy RDCs are really that "tough." Lucas insists he isn't, although he made his own son do pushups for saying something wrong once. "I don't consider myself hard, but I do require my recruits to have military bearing and give 100 percent while they are here at boot camp. If that makes me seem hard, then I guess I am." Lucas said when he takes on a new division, the recruits are scared of him. "But after they have been around you and know what you expect, they learn to respect you and that's better than fear."

That respect has helped Lucas "push" (graduate) eight divisions in the three years he's been at RTC Great Lakes. And

now with record numbers of recruits flooding into boot camp, Lucas' job is all the busier. Where he used to have a short break between graduating one division and taking another one, now there is none.

"This job can really drain you mentally and physically, especially in the beginning part of boot camp, during in-processing," Lucas said. What traits should a good boot camp RDC possess?

"You have to have a lot of support from your spouse and family to be here because of the amount of hours and changes that you have to go through," Lucas said. "You need to be able to handle stress, because sometimes this job can bring out the most stressful situations. You also have to be self-motivated and want to be here. I'm the first impression the recruits get of the Navy so I need to be someone they can look to for guidance."

Lucas' father was his hero. He lives by the words Honor, Courage and Commitment, and he said he treats others like he would want to be treated. His favorite quote speaks volumes about his character: "Adversity introduces a man or woman to him or herself."

Give Lucas adversity: the Great Lakes snow storms, the sub-zero temperatures, the blistering summer heat and you'll see a 35 year-old who not only found himself, he downright collided with it.

"PUSHUUUUUP POSI-TIOOOOOOON!" Lucas yells. Instantly, 160 recruits – two divisions, comply.

An hour into morning calisthenics and not even 5 a.m. yet, Lucas' yellow shirt is soaked. Below the recruits, small pools of sweat indicate the amount of effort they're giving. Lucas walks around as the recruits shout their movements in unison at the top of their lungs. If he sees improper form, he corrects it, lying on the deck next to the recruit if necessary, and showing by example the proper way to do the exercise.

But what's this? Is he correcting the

"This is the No. 1 leadership position in the Navy because you are taking recruits with no military experience and training them to be Sailors. Not one job that I've had compares to this. As a supervisor you get more in one eight-week period than you get in a four-year tour."

–AO1(AW) Michael Lucas

Left: To demonstrate the effectiveness of gas masks, recruits are enclosed in a room and exposed to a safe, but cough-inducing gas.

recruits by talking to them instead of yelling at them? Indeed he is; boot camp isn't all fierce discipline. "A lot of these recruits do not have a male role model in their life until they come here, so sometimes they do look at you like a father figure," said Lucas. "The way RDCs conduct ourselves is better today than it was before. Today at boot camp, the quality of leadership is outstanding. When I went to boot camp, my company commander could almost get away with murder. It goes back to what was coming in at the time; for many then, it was boot camp or jail."

Lucas said the change from civilian to Sailor is the hardest thing recruits do today. "Recruits bring with them all the bad habits from home. The transition is made harder because they have a hard time losing habits or controlling them."

So, in step people like Lucas, father figure, leader, mentor. With a lemon to keep him from becoming too hoarse, he projects those qualities through his thunderous voice.

"YOU BETTER NOT GIVE UP!!" He shouts to the recruits, now in their final week of boot camp, marching through the streets of recruit training command.

It's 9 a.m., and last night the recruits didn't sleep a wink. Instead, in this final test before graduating called "Battle Stations," the recruits pushed themselves like never before, through 12 straight hours of obstacle courses, classroom instruction, exercises, more exercises, followed by even more exercises.

After failing to fall into a line quickly enough, a recruit is pulled aside and gets a "talking to" from Lucas. "After explaining something 100 times you tend to get upset at the recruits when they do what you have told them 100 times not to do," said Lucas. "Sometimes you have to use one recruit as the example and chew his butt out in front of the division for doing something wrong. The recruits remember this and say, 'I don't want that to happen to me, so I'll remember what he did wrong.'"

With some encouragement from AO1 (AW) Michael Lucas, recruits push a little harder to help a recruit up a pole at an obstacle course.

They ran. They swam. They cried, they moaned and they ached.

Through Battle Stations – a test designed to make the recruits strong – is Lucas leading the way, looking stronger than any of the teenage recruits.

"Battle Stations is what they came here for, they have finally completed all of the mandatory training at boot camp and the tension from the last eight weeks finally gets released. I think as an RDC, the completion ceremony at Battle Stations is the most exciting thing the recruits experience here. They are to the point of exhaustion, and their emotional level is high when they receive their Navy ball cap that signifies they are no longer recruits. Most of them get tears and at that point you know that they are proud of themselves and their country."

It may seem natural for Lucas to ease his military bearing as the tears flow freely among recruits, but instead he bumps it up a notch.

"THERE WILL BE NO HUGGING! REMEMBER, YOU ARE IN THE MILITARY!"

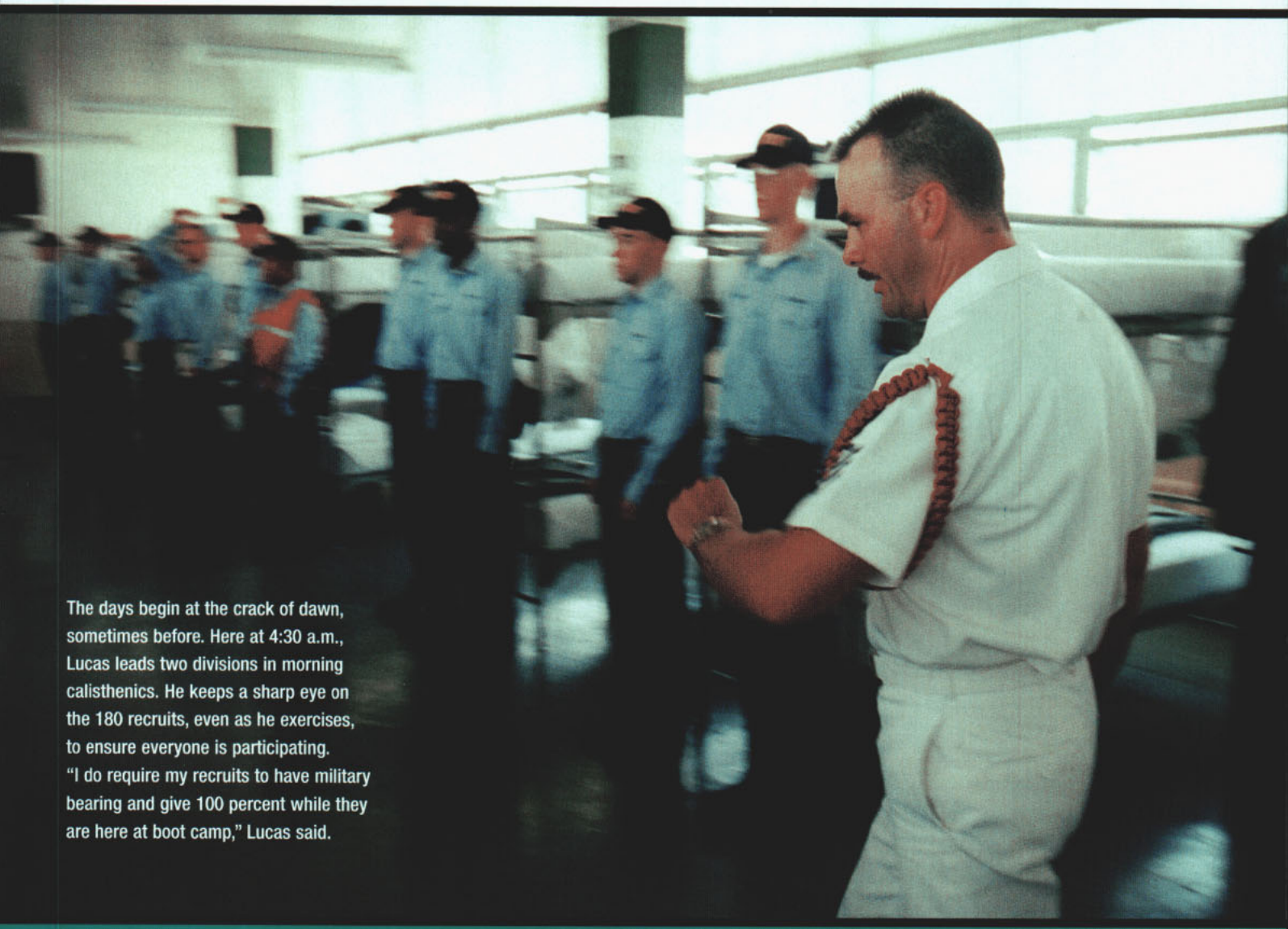
He congratulates each Sailor in his division with a firm handshake. Days later he does it again as the group boards a huge bus destined for the world. And in another few hours, another division of 80 civilians will arrive and be placed under Lucas' care. Like the group before them, they too will learn the humiliation, strengthening and power that one word – screamed with awesome intensity from lungs designed for leadership can have:

DROP!

Benson is a photojournalist assigned to All Hands.

Editor's note: *Congratulations to AO1(AW) Michael Lucas, who was advanced to AOC after this story was written.*

www.mediacen.navy.mil



The days begin at the crack of dawn, sometimes before. Here at 4:30 a.m., Lucas leads two divisions in morning calisthenics. He keeps a sharp eye on the 180 recruits, even as he exercises, to ensure everyone is participating. "I do require my recruits to have military bearing and give 100 percent while they are here at boot camp," Lucas said.

Pushing th

The F/A-18 is just one of 16 types of aircraft used by the school to teach the students test and evaluation procedures.

Teaching the skills that test the boundaries

Envelope

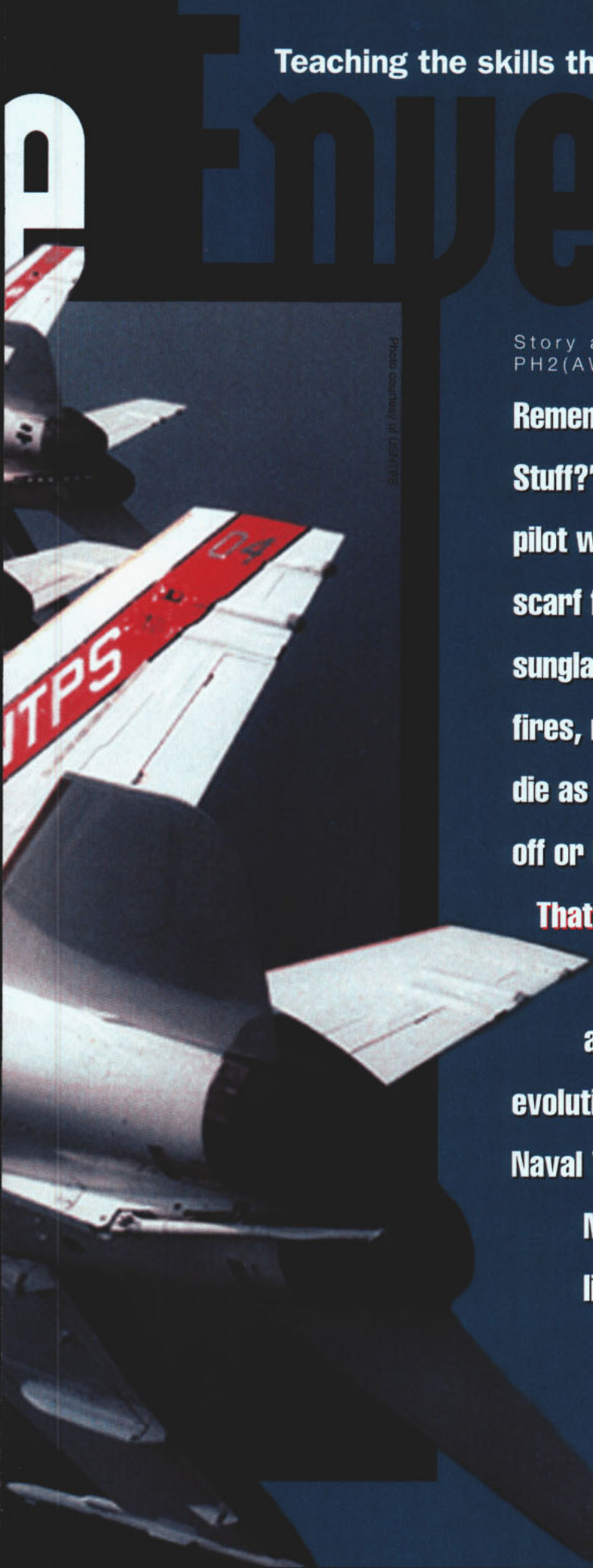


Photo courtesy of USNTPS

Story and Photos by:
PH2(AW) Jim Watson

Remember seeing Chuck Yeager in "The Right Stuff?" The stereotypical character of a test pilot walking down the runway to his plane, scarf flapping in the wind, wearing cool sunglasses, kicking the tires and lighting the fires, never concerned if he is going to live or die as he pushes his aircraft until the wings fall off or he breaks the sound barrier.

That stereotype is yesterday's news.

Today's test pilots are highly-trained aviators with safety playing key in every evolution and test they conduct. And the U.S. Naval Test Pilot School, NAS Patuxent River, Md., is where they learn how to push the limits of today's high-tech aircraft.

A pilot flies an F/A-18 trainer in formation with two other aircraft.

Above: LT Mark Stoops, a fixed-wing flight instructor for USNTPS, demonstrates the use of the flight simulator in order to familiarize the students with flight test techniques and other test procedures.

"Being a test pilot is the number one opportunity to effect change," said CDR Bob Stoney, executive officer for USNTPS. "Today's pilots are safer, leaving behind the stereotypical attitude of the unruly test pilot seen in the movies."

Believe it or not, the first test pilots for the Navy were not trained to do so. In fact, it wasn't until after World War II that the Navy and CDR Sydney Sherby began formally teaching fleet pilots the skills they needed to successfully test and evaluate the military's rapidly growing flying community. In the beginning the school was limited to fixed-wing aircraft, but has adapted to meet the needs of rotary wing aircraft and airborne systems.

The school now accepts a diverse community of students from every branch of service, as well as civilian engineers and foreign exchange students. Students who are accepted to the school are typically, but not limited to, engineering and science majors, have been through two operational deployments and have more than 1,000 flight hours.

"The diversity of the students helps," said Chief Flight Instructor CDR Dave Culbertson. "We are very team oriented, teaching the students that they are part of the testing system, not just a person at the end of the line stamping the piece pass or fail."

When the students have completed the year-long course, they will have learned

to test communications, navigation and airborne weapons systems, the aerodynamics of the aircraft as well as its performance, stability and control.

"I look at the school as an opportunity to do more in the Navy," said LT Virgil Whitlow, a prior enlisted corpsman who went on to get his math degree and commission and be accepted to flight school. "The Test Pilot School has a proud heritage that every pilot should know about."

It's a heritage that has taught some of the greatest pilots to date, including Alan Shepard, John Glenn and Jim Lovell to name a few.

So if you know what coherency pulse train, doppler shift and vortex induced velocity means, and have a fair grasp on angular acceleration, side lobe return and trailing fields, then this is the place for you.

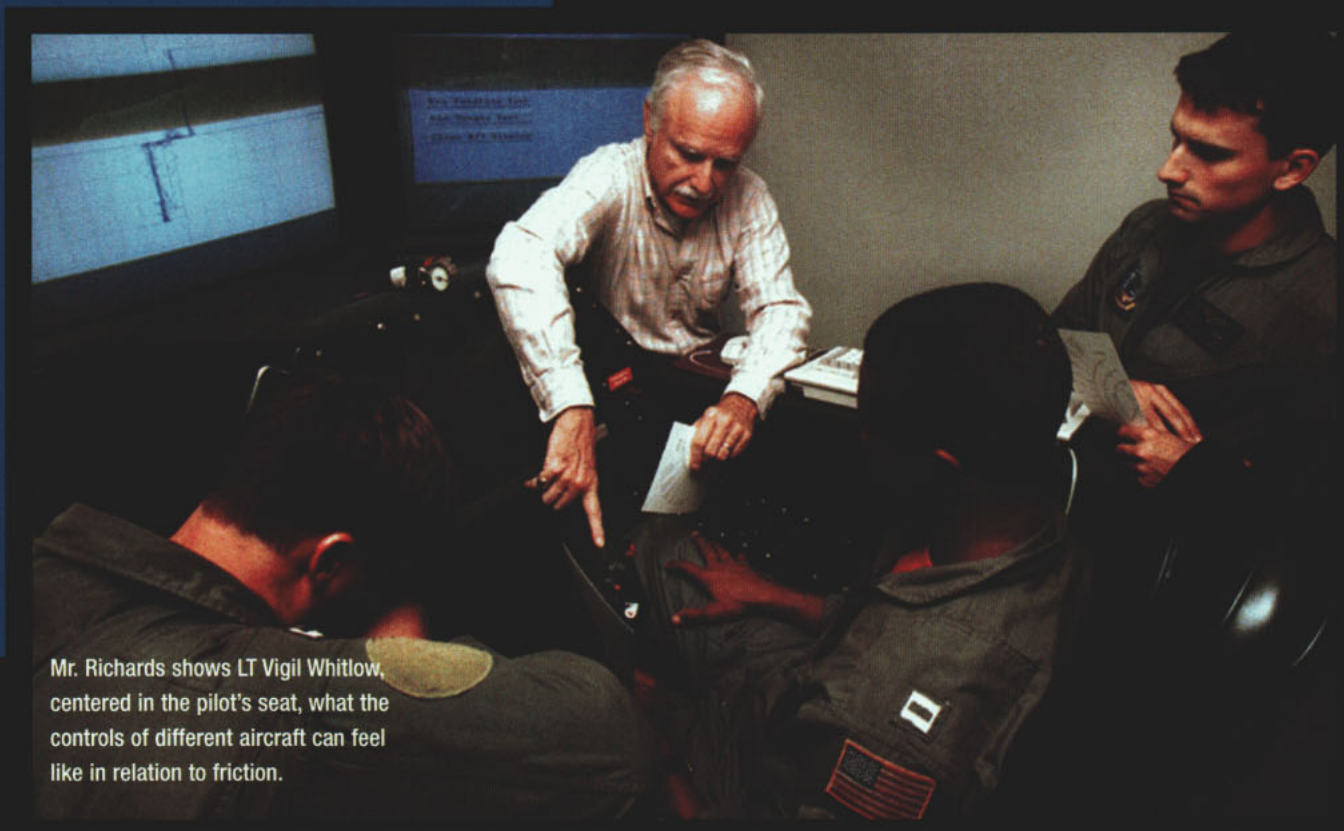
USNTPS continues to train the world's finest test pilots, giving them the skills that keep our aircraft the best in the world.

Watson is a photojournalist assigned to All Hands.

LCDR Michelle Guidry receives instruction from USNTPS Instructor Mike Landmann on a radar simulator used to demonstrate changes in radar parameters.

Photo courtesy of USNTPS

Above: A T-A4 decorates the entrance to the USNTPS at NAS Patuxent River, Md., where more than 75 students each year learn to push the limits of today's high-tech aircraft.



Mr. Richards shows LT Vigil Whitlow, centered in the pilot's seat, what the controls of different aircraft can feel like in relation to friction.

cybersailor@mediacen.navy.mil

CyberSailor

THE Genie IS OUT OF THE BOTTLE

OK, I'm sure you've heard it before … maybe even from CyberSailor … But I've found this great website – really - where all your hopes and dreams can come true. Well, maybe not all your hopes and dreams, but if you've ever wished you knew more about why your shop's network connection is sooooo slow, what the heck a JavaScript actually is, or just about any other computer programming, networking or operating system training wish you've ever had, the Navy has let your genie out of the bottle.

What's more, unlike Ali Baba's technologically-deprived specter (Rub a lamp? How first millennium!), the Navy's genie lives on the Internet, and can be summoned from home, work or anywhere else you can access the World-Wide Web! Not only that, but you'll get more than three wishes from this genie. Better than 400 more. Call it a netgenie, if you like, since it may help you remember the address, http://usn.netg.com. Best of all, this genie will grant the wishes of any active-duty Sailor, Naval Reservist, or DON government service employee.

Here's some background on what this test site is all about.

It seems the Navy was spending a whole lot of money and losing man-hours to send people to schools all over the world, learning everything from Microsoft Word to gaining a network administrator certification. With a slew of companies offering those same classes online, Navy leadership realized that by contracting with one of them to deliver the courses through the net, more people could be trained at a huge savings of cost and time. Enter NETg, the company the Navy, in partnership with the National Security Agency, chose to offer the services.

What is currently offered on the site is nothing less than spectacular: Full MCSE Certification, (kind of the networking equivalent of a bachelor's degree, I'm told) is available at the click of your mouse. Oracle Certified Database Administrator? Just navigate the courseware, and you're all that. Want to learn programming in C++? Log in. CGI scripting? Don't make me yawn. Of course it's there. If you're not quite ready to learn programming in PERL, the basics are there too. From navigating Windows 98, to HTML fundamentals. The list of course offerings goes on another 400 or so lines, so I'll spare you the details.

What's the catch? Well, like members of any elite fraternity, you'll need to have a secret code name and password to get access. Those insiders lucky enough to read *All Hands* magazine this month now know the code name to use is **<usn>**. Now here's the tough one – the password is … **<usn>**. Got that?

The process of signing up for courses is also pretty painless. Here's my experience: After entering the site, I took a look at what was offered on the home page. Two links, one detailing all courses available and one showing certificate-earning curricula, allow you to browse before you sign up. I chose "A-plus certification," which is a sort of primer for those who want or need to know what all the bits and pieces inside a computer are, and how to troubleshoot hardware problems. I registered for the course by giving my name, command unit identification code (UIC), and the last six of

The appearance of commercial websites in All Hands *does not imply endorsement by the Departments of the Navy or Defense.*

my Social. At that point you'll be given a unique identifying number to type in each time you log on – don't lose it! Next, I downloaded and installed the application required to run the courseware – at under half a megabyte, it only took a few minutes to transfer. From there, I could go directly into the lessons, or take some preliminary tests to get a feel for my level of knowledge. Let's just say that, based on those results, I've decided to start at the beginning …

It's just that easy.

That's not to say that I have no complaints … The interface, at least to me, is a little confusing. I had to hunt around on a couple of occasions before figuring out what I was supposed to do next. But as I mentioned earlier, this site is still in the testing phase, and a link is available to offer suggestions on ways to improve the pages.

The Navy wants its people to take advantage of this, and to provide feedback. Apparently, there are lots of you who have. According to the Chief of Naval Education and Training (CNET), more than 14,000 people, 5 ships and 12 remote sites are using the system. It has been so successful that the program, originally scheduled to end in September, has been extended at least into the near future.

Due to the popularity of the training, CNET has warned that there may be occasional traffic jams at the site. In answer to that possibility, at least three additional addresses have been set up as alternative sites to login. Those URLs are listed on the main page.

What we may be seeing here is one aspect of the future of Navy "distributed learning" training. It's not the distant future, either. It ties in neatly with the new Navy College Program, and really does represent a revolution in education opportunities for Sailors.

By following the lesson plans on NETg, it won't be long before I'll be calling Bill Gates to offer suggestions on improving Windows 2000 code. In the meantime, I'll need to continue studying A-plus to find out why my classic Pentium 120 keeps sending me error messages asking for more acorns for the squirrel inside.

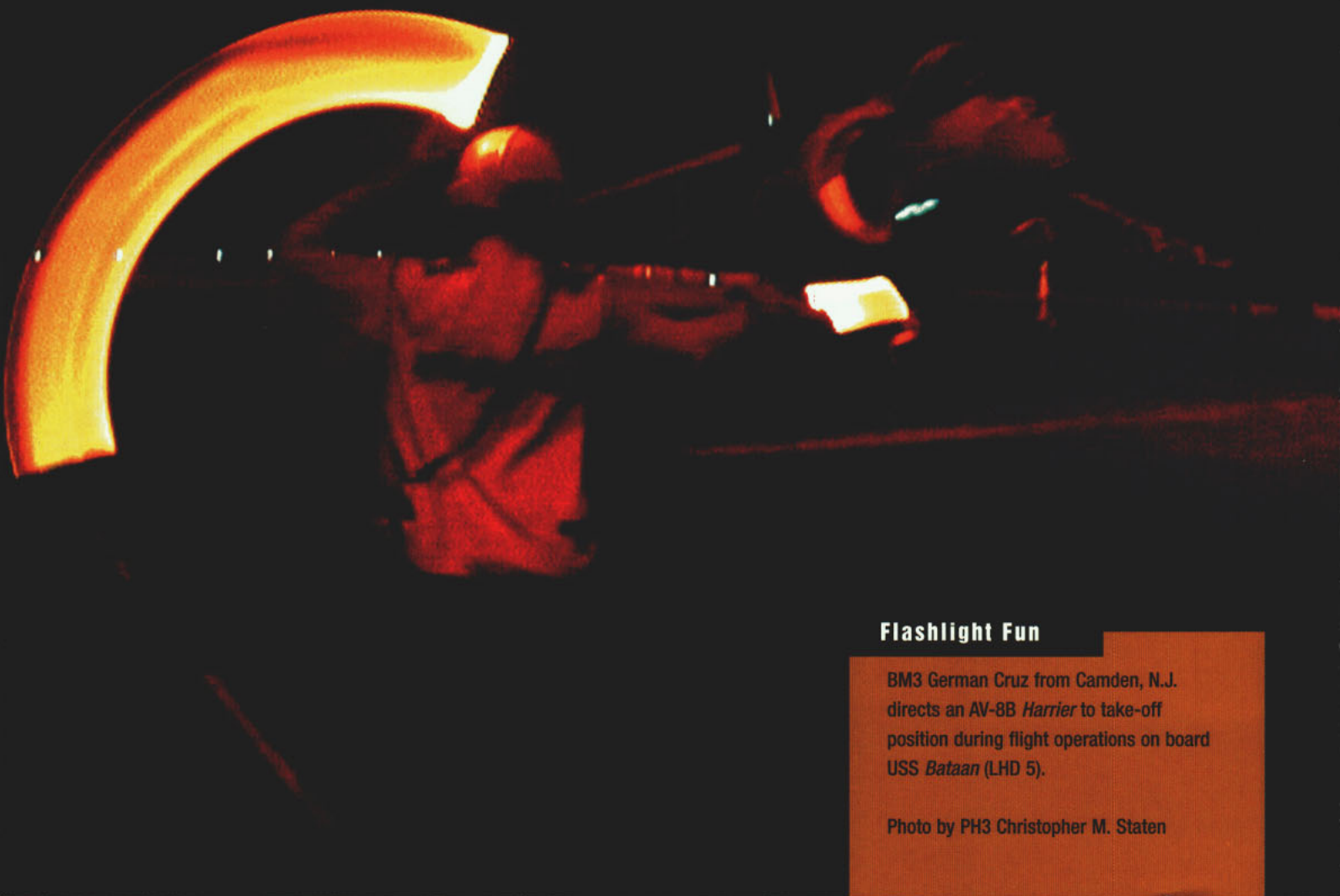
Cyber Sailor

www.mediacen.navy.mil

Our pages runneth over! Limited space and ruthless All Hands editors have forced us to go cyber. When you see this icon you can find more on that feature story on our All Hands website.

Eye on the Fleet

EYE ON THE FLEET is a monthly photo feature sponsored by the Chief of Information Navy News Photo Division. We are looking for HIGH IMPACT, quality photography from SAILORS in the fleet to showcase the American Sailor in ACTION.



Flashlight Fun

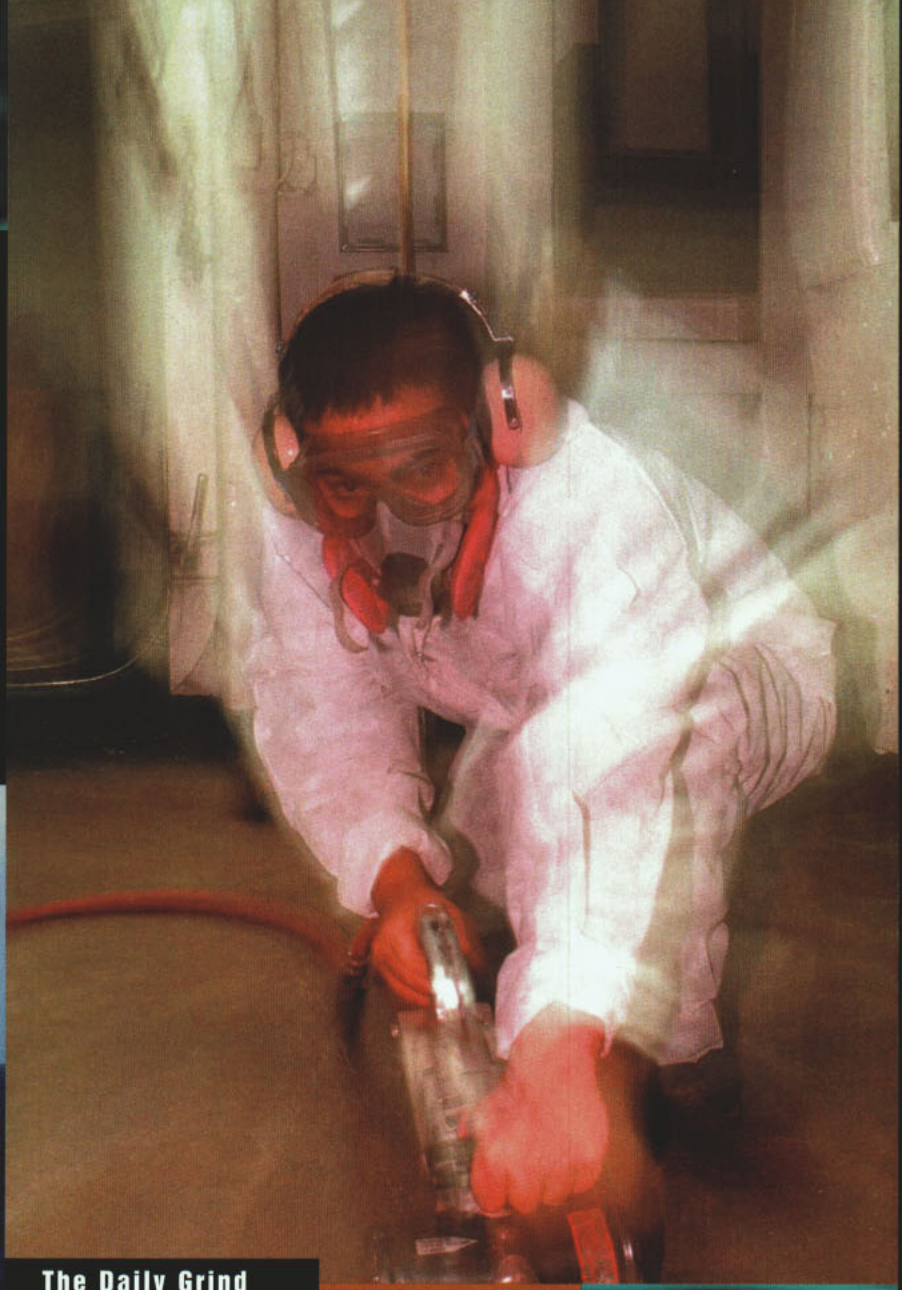
BM3 German Cruz from Camden, N.J. directs an AV-8B *Harrier* to take-off position during flight operations on board USS *Bataan* (LHD 5).

Photo by PH3 Christopher M. Staten

Forming Up

Several different classes of surface combatants came together during a Y2K operational testing exercise on the Pacific Ocean. From front to back: USS *Vincennes* (CG 49), USS *John S. McCain* (DDG 56), USS *John Cushing* (DD 985) and USS *Gary* (FFG 51).

Photo by PH1 Wade McKinnon



The Daily Grind

BMSA Gian Moreno uses a deck crawler to remove tile from spaces aboard the aircraft carrier USS *Constellation* (CV 64). *Constellation* is entering the Arabian Gulf in support of Operation *Southern Watch*.

Photo by PH3 Charles E. Alvarado

To be considered, forward your images with full credit and cutline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

Mail your submissions to:
NAVY NEWS PHOTO DIVISION
NAVAL MEDIA CENTER,
2713 MITSCHER RD., S.W.
WASHINGTON, D.C. 20373-5819

Eye on the Fleet

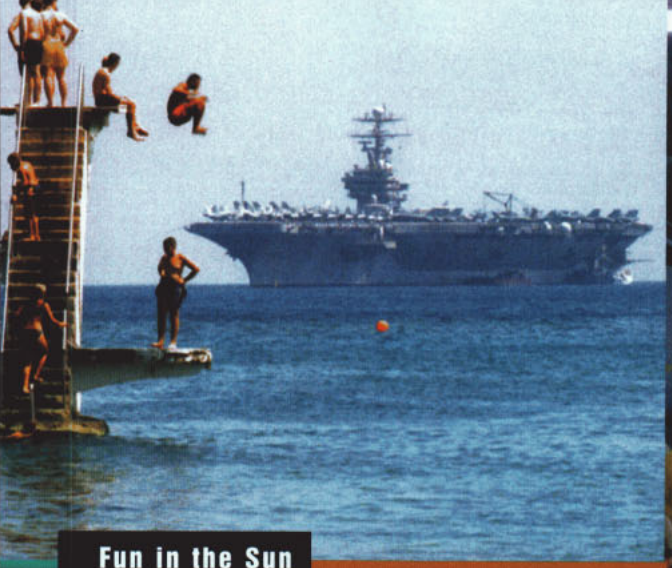
Welcome Home

Kim Robinson of Norfolk, welcomes USS *Ross* (DDG 71) back to Norfolk following the completion of a scheduled six-month deployment. Robinson's sister RM1 Tamita Robinson is a crewmember aboard *Ross*.

Photo by PH2 Leland Comer

High Seas

A rescue swimmer assigned to the U.S. Navy Helicopter Anti-Submarine Squadron (HS) 11, rescues one of eight crewmembers from the ill-fated *Gulf Majesty* which sank in 30-foot seas off the coast of Florida, during Hurricane Floyd. HS-11 was dispatched from USS *John F. Kennedy* (CV 67) which was operating one day after putting to sea in an effort to ride out the hurricane.



Fun in the Sun

An unidentified Sailor takes the plunge with his shipmates while enjoying liberty in Rhodes, Greece.

Photo by PH1 Dennis Taylor

Good News

During his brief stay aboard USS *Theodore Roosevelt* (CVN 71) Chief of Naval Operations ADM Jay Johnson addresses the ship's crew members assembled in the hangar bay.

Photo by PH2 Johnny Grasso

Final Word

Unwearable, government-issued Socks

By JO1 Robert Benson

Every wacko – wait, that's not fair, start over. …

Every "peculiar" person East and West of the Mississippi River has written retired Navy Chief Allan Gordon at the White House Post Office at one time or another. The letters flood in; dozens, sometimes hundreds per day, in big brown mail boxes to the Washington, D.C., mailroom where he now volunteers his time sorting correspondence which is presidential in nature.

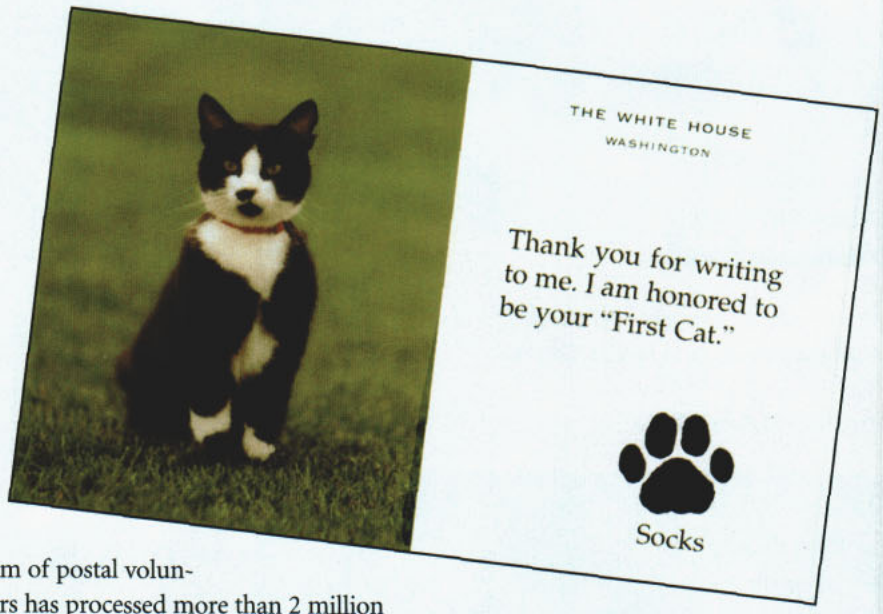
Some of the letters he receives are written on the back of soup can labels; some are scribbled on wrinkled, torn sheets of paper; others are meticulously-prepared, multi-page manifestos created on high-end, word processors. They come in all-size envelopes – brown ones, white ones, purple, pink and blue ones.

Some come from the United States, others from overseas. Many have the "to" address pieced and glued together from magazine type (ransom-note style) and are mysteriously void of return addresses. Some leak. Others make noise.

"All the mail is X-rayed before I receive it," said Gordon. "I need a special Secret Service clearance to do what I'm doing."

The letters aren't for the "First Family," they're for someone a little lower on the food chain – way down there, by the ankles – Socks, the cat, and Buddy, the dog. Gordon, who is 82, has the distinction of being the official spokesperson for the President's pets.

The address Gordon usually sees on envelopes is "SOCKS THE CAT, IN CARE OF THE WHITE HOUSE, 1600 PENNSYLVANIA AVE., WASHINGTON, D.C." Sometimes it simply reads "SOCKS" and still ends up in his paws … er … hands. Local postal handlers should know the name; to date, Gordon says his team of postal volunteers has processed more than 2 million pieces of mail bound for the White House.



Lassie, "Ol' Yeller" and Garfield, step aside. There are a couple of new movers and shakers in town.

Gordon pulls a letter from a stack from someone claiming to be a cat, inviting him to chase mice in the Colorado foothills. He's also received letters from people who mistakenly thought they were canaries or turtles.

"Dear Socks," begins one letter, typifying how most read. "Is it nice living in the White House? I used to have a dog but we had to sell it because it scratched a little boy on a tricycle, then the police officer."

Another letter read: "Dear Socks, My cat is a big fan of you Socks. But I think she's afraid of Buddy. Me and my cat would like to have both of your paw print."

"I write all of them back with a standard form reply," Gordon said, displaying a card with a short thank you message from Socks along with his paw prints. "I'm not allowed to write comments, but oh, would I love to!"

Gordon has been working in the mailroom since 1993. Initially he had a team of 40 people; but now, as Socks and Buddy are no longer front-page news, the staff has dropped to 10 people. "At one time we were getting 30,000 to 40,000 letters a month," he said. During the summer, the number is likely to taper off. "When school is out and people are on vacation, mail to the cat and dog drops off," Gordon added.

Gordon said all the mail is the personal property of the Clintons.

To show his gratitude, Socks has made three official visits to meet with Gordon at the Naval Home where the mail is sorted. The staff rolled out the red carpet, put on their finest suits and formed an official greeting line.

Socks was placed on a table, and the residents filed by to take pictures, touch, pet and fondle the First Feline.

Apparently overcome with emotional fatigue, the cat stretched, curled up into a ball and fell asleep.

As a result, Socks was unavailable for comment.

Crystal Breakers '99

hostages

counter terrorism,

TERRORISTS,

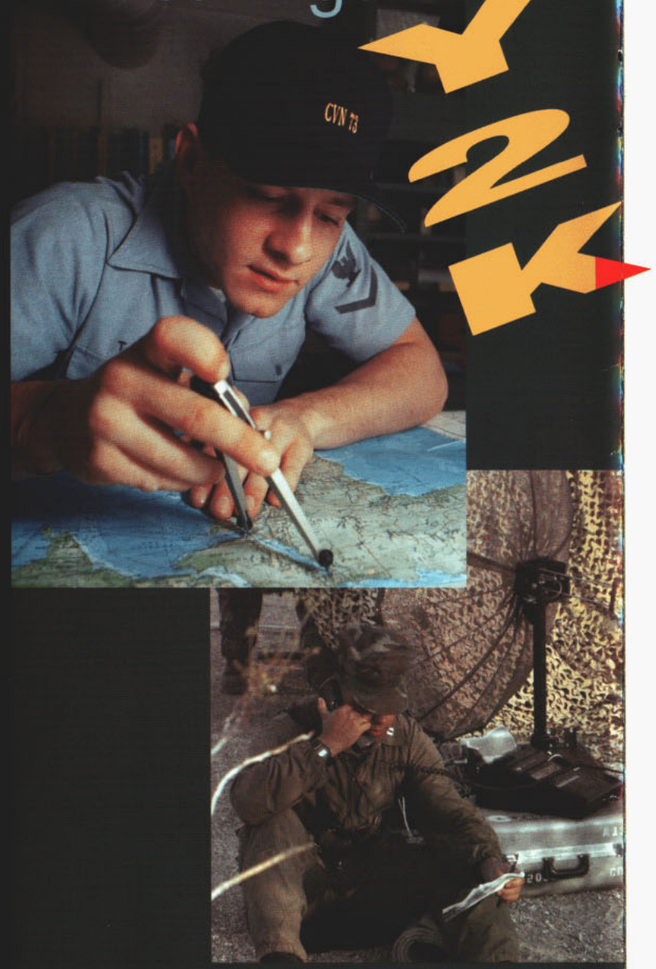
explosive devices,

chemical weapons,

Ready for anything: It's more and more common these days — but preparing for the potential terrorist threat is becoming a fact of life. All elements of a Tom Clancy novel were present when some 150 personnel from 16 different federal and military agencies recently gathered together on Anacostia Naval Annex, Washington, D.C., for Crystal Breakers '99. The exercise was effective in strengthing ties between local agencies and the Navy and highlighted everything from terrorist engagements to counter-intelligence interviews with hostages.

All HANDS
MAGAZINE OF THE U.S. NAVY DECEMBER 1999

Getting Your Bearings for Y2K



A Guide for Personal Preparations

for Department of the Navy Military and Civilian Families

Introduction

The Y2K bug is a consequence of programmers using two rather than four digits to designate the calendar year in computer software and hardware. Y2K has the potential to impact many computer systems around the world; however, extensive preparations in the United States are expected to limit its impact here.

> ***As a result of the significant progress that has been made, the United States is in a much better position to make the transition to Year 2000 than was the case just a few short months ago.***
>
> —August 5, 1999 Report
> President's Council on Year 2000

The best overall guidance is to prepare for Y2K as one prepares for a winter storm—laying in about one week's worth of consumables. Drastic action is not warranted. You should prepare early to avoid the rush of the final weeks before the new year. Guidance on how to prepare is provided throughout this brochure and numerous websites and commercially published books.

Military and Industry Y2K Preparations

The Navy and Marine Corps have been working diligently to ensure our ships and airplanes will remain fully capable. Our infrastructure will be ready—business systems such as pay, medical, communications, and logistics systems have received careful attention. Finally, our support of our military and civilian personnel and their families is expected to continue seamlessly. Likewise, industry has devoted unparalleled resources to ensure services, utilities and products upon which we depend for daily life will be available into next year.

Y2K Services and Utilities

Every U.S. Base is working with local utilities such as water, sewer, gas and electric power, and communications providers to ensure continuation of all services. Base infrastructure will be 100% ready before January 1, 2000. Contingency plans are in place to compensate for isolated problems if they occur.

Telephone Services. Widespread disruption of services is unlikely, although incorrect billing is possible. Excessive calls placed on New Year's Day to confirm phone service may overload some circuits (similar to Mother's Day), but this should be short-lived. 911 services should operate normally. However, it is best to have a printed backup list of emergency numbers.

Electric Utilities Services. Nearly all systems in the U.S. electrical power grid (including nuclear plants) have been remediated and declared Y2K ready. Experts do not predict widespread outages but agree that some sporadic short-term outages are possible.

Water Utilities. Virtually all water suppliers will have their critical systems Y2K compliant by year end. Many are also planning for contingencies by acquiring backup power generation and extra purification chemicals, and by arranging for extra personnel during the Y2K rollover to operate plants in manual mode if required.

Home Heating Oil and Gas Industry. Reports and forecasts available from the American Petroleum Institute (API) and the American Gas Association (AGA) indicate that virtually 100 percent of the oil and natural gas consumption infrastructure in the U.S. will be Y2K-ready by year's end.

U.S. Postal Service (USPS). The USPS has reported to the President's Council on Y2K that all systems and equipment used to process mail will be ready in time.

Financial Institution Preparations. Federal Deposit Insurance Corporation (FDIC) and National Credit Union Association (NCUA) have renovated systems for Y2K compliance. Various federal and state regulators are closely monitoring the progress of banks, credit unions, and savings institutions. Examiners have conducted special Y2K assessments of every FDIC-insured institution in the country. Regulators will conduct follow-up assessments through 1999 and into 2000.

ATM Machines. Industry officials concur that nearly all ATM machines will be fully functional. At most, there could be limited outages of ATMs in some areas. The Navy Federal Credit Union states it has completed its upgrade for Y2K.

Miscellaneous. The Defense Logistics Agency has set up contingency plans for the Defense Food Supply System. Base commissaries will continue operations as normal, and food will be available.

American families stationed overseas may be living in local communities not as well prepared for Y2K as in the United States. Contact your U.S. base, station or embassy for additional information.

Y2K Personnel and Pay Systems

Personnel Systems have been certified Y2K compliant. Processing of personnel actions will continue without a break. DoD's ability to pay its employees will not be affected. The services are completing the remediation and testing of personnel systems that feed data to the Defense Finance and Accounting Service (DFAS).

Direct deposit of paychecks and government benefit checks continues to be the safest way to handle payment. DFAS sends pay data to the Federal Reserve Bank (FRB), which then distributes payments through banks. The computer interfaces between DFAS and the FRB, and between the FRB and major banks, have been tested to be Y2K compliant. However, you should keep bank statements and records of transactions, particularly several months before and after the new year.

The Navy Federal Credit Union (NFCU) has made all changes necessary to handle deposits, withdrawals, loans, and credit card transactions. A wide range of information is available on the NFCU site **(http://www.navyfcu.org)**.

Social Security. Social Security checks will be on time when the new millennium arrives. The Social Security system has been certified Y2K compliant.

Y2K Military Health Systems

DoD Biomedical Equipment. DoD biomedical equipment is 100% Y2K compliant. DoD Health Affairs and a multi-agency federal working group have collaborated with equipment manufacturers to develop a database of Y2K information for biomedical equipment.

Defense Eligibility Enrollment Reporting System (DEERS). DEERS automatically confirms medical benefit eligibility. DEERS is Y2K ready.

TRICARE. The DoD Health Affairs Office reports all TRICARE systems have undergone end-to-end testing and are certified Y2K compliant. These efforts include continuous supply of prescriptions.

Recommended Family Y2K Preparations

As the new year approaches it would be wise for you and your family to take a few precautions. Common sense steps can guard against the unlikely but possible inconveniences that may occur as we move to and through Y2K. Some services and utility providers may experience temporary isolated disruptions; however, widespread, long-term incidents should not occur. Most actions you should take are similar to preparations for a winter storm. Consider other actions to include advance record keeping (financial, medical, insurance, personnel, …) to accurately document your current status. Should disruptions occur, you will be prepared. And—don't forget elderly relatives and neighbors who may need your assistance.

Y2K Finances

Financial Considerations. The best advice is to keep your money where it is (e.g., bank, credit union, stocks and securities). Beware of scams that prey on Y2K fears. Keep good paper records of accounts and bank statements, especially those for the last few months of 1999 and the first few months of 2000, so you can easily compare and resolve any administrative errors that might occur.

Credit and Debit Cards. The credit card industry has worked with thoroughness to resolve Y2K problems. However, some billing and other errors may occur. Hold on to all credit-card receipts and compare them with charges that appear in your statement in the months just prior to and following January 1. Also check to ensure your payments are properly credited, and you are not assessed unwarranted late-payment fees.

Credit Ratings. If you haven't obtained a credit report within the past year, obtain a copy of your credit report in 1999, and if you spot a problem, request that it be corrected promptly. Then, in 2000, obtain another copy of your updated report and check again for errors. To request your credit report, call any of the nation's three major credit bureaus at these toll-free numbers: **Equifax** at 800-685-1111, **Experian** at 800-682-7654, and **Trans Union** at 800-888-4213. Expect to pay $5 to $10 for each report.

Home-Banking. Make sure your computer and banking software is Y2K compliant. Most computer and software manufacturers have web sites on their products' readiness. Keep a back-up disk of your records.

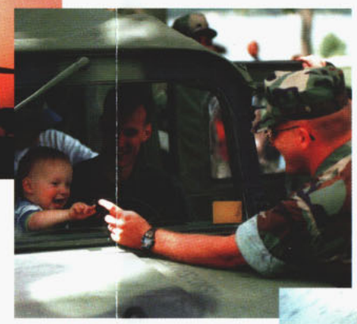
Cash-on-Hand. It is recommended to have about a week's worth of cash on hand. The Federal Reserve has ordered an additional $50 billion in the event people make a run on banks and ATMs late in the year. However, you are cautioned against having too much cash-on-hand, so that you do not invite trouble.

Y2K Transportation and Travel

Automobiles. Cars and trucks should be unaffected by Y2K; their microprocessors generally recognize time only in the passing of milliseconds, not in years. Ensure your service records are complete in case your repair shop loses data files.

Gasoline Availability—An industry survey indicates that gasoline and oil companies should be well prepared for Y2K. Year-end gasoline lines and shortages could result from large numbers of people filling up just before the millennium. Many oil companies are increasing reserves to address this possibility. To avoid needing a large quantity of gasoline at the end of the year and to reduce the probability of long lines, get in the habit of refilling your fuel tank when the gauge reaches one-half. Storing of large quantities of gasoline is never a good habit.

Aviation. All FAA systems have been declared Y2K compliant. Up-to-date information may be obtained from the FAA web site **(www.faay2k.com)**.



Trains, Subways, and Buses. Computer glitches may disable some traffic-control systems, communications systems, and electrical systems. Buses are less susceptible to Y2K problems. Personal contingency plans and alternatives should be considered.

Computerized Reservations Systems. Most nationwide systems have been certified Y2K ready. However, you should request written confirmation of bookings, including acknowledgment of advance payments, then reconfirm at least 24 hours in advance. Note that most trip-cancellation insurance does not cover Y2K due to its classification as a "known peril."

Foreign Travel and Residence. Investigate before committing to extended travel, particularly overseas. Check foreign travel and residence advisories posted at the State Department's site **(http://travel.state.gov)**. Obtain passports and visas prior to Y2K. While the U.S. should be ready, foreign countries may not be as well prepared for Y2K.

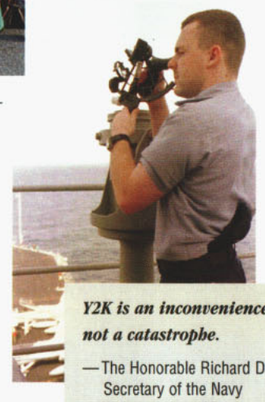
Y2K Home and Safety

Food Supply. The food industry has made remarkable Y2K progress. However, there may be temporary disruptions in the supply chain, or spoilage due to isolated power failures. Laying in a week's supply of nonperishable foods, bottled water, personal care and household consumable products is recommended. Be alert to "Use By" dates on short shelf-life food products.

Household Appliances. The Consumer Electronics Manufacturers Association (CEMA) states that the vast majority of consumer electronic products are Y2K-safe. Only a few products may be affected, for example, older VCRs or coffee makers with digital clock timers with a date field. Questions should be referred to the manufacturers.

Household Insurance Coverage for Y2K-caused Problems. Homeowner and auto coverage should not change in Y2K, and covered damage from incidents caused by Y2K-related events should be reimbursed. However, certain problems, such as sewer backup, may require a separate rider, so it is best to check your policy and to contact your insurance company for specific questions.

Personal Computers. Apple Macintosh systems are Y2K compatible. Non-Apple computers built after 1997 should not have Y2K hardware problems. For both hardware and software, check manufacturers' web sites or contact them directly. Many manufacturers' and other Y2K sites offer freeware to resolve Y2K difficulties.



Computer Viruses—Due to the threat of viruses which may execute at midnight, New Year's Eve, and to lessen the chances for Y2K effects, consider turning off your computer before midnight and re-starting it after January 1. The use of virus protection software on personal computers is always a prudent practice.

> ***Y2K is an inconvenience, not a catastrophe.***
>
> —The Honorable Richard Danzig
> Secretary of the Navy
> February 10, 1999

Home Medical Equipment. If your equipment is leased, call the leasing company. If your equipment is purchased, check for a 1-800 number listed on the equipment and call for information, or check manufacturer's website. If unsuccessful, check the Food and Drug Administration's site **(www.fda.gov)**.

Prescription Drugs. Most pharmaceutical firms have completed upgrading their internal systems. The industry is well organized to function under adverse conditions such as natural disasters or epidemics. Check with local pharmacists about Y2K readiness and contingency plans, and ensure supplies in your hands will last for a week into the new year.

Other Safety Measures. The following steps have been recommended by the American Red Cross: ■ Do not use gas-fueled appliances, grills or camp heating devices indoors for heat unless listed with the Underwriters Laboratories (UL) for indoor use. Have plenty of flashlights and extra batteries on hand. Do not use candles for emergency lighting. ■ Battery-operated smoke alarms: ensure batteries are fresh. ■ Hard-wired smoke alarms: inspect to see if they have battery backup. If so, ensure batteries are fresh. If not, buy and install battery-operated alarms. ■ Keep a battery-operated radio on hand for emergency notifications. ■ If using a portable generator, connect to devices directly, not to home's electrical system. ■ If you live in a cold climate, have additional clothing and blankets available should your heat go out.

Once again, take appropriate precautions, don't forget to check on your friends and neighbors and the elderly—and have a Happy New Year!

Additional Y2K Resources

- www.doncio.navy.mil *(Go to Y2K)*
- www.navy.mil *(Go to Lifelines; enter the Mall for Y2K info)*
- www.cnoy2k.navy.mil/ny2k
- www.usmc.mil *(Go to Special News–Y2K)*
- www.defenselink.mil *(Go to Sites of Interest–Y2K)*
- President's Council on Year 2000 Conversion Y2K web site: www.y2k.gov
- Federal Year 2000 Information Center toll-free Y2K hotline: 1-888-872-4925
- www.redcross.org *(Go to Y2K)*

Published by
Department of the Navy
Chief Information Officer
1000 Navy Pentagon
Washington, DC
20350-1000
www.doncio.navy.mil

Official U.S. Navy and Marine Corps Photos