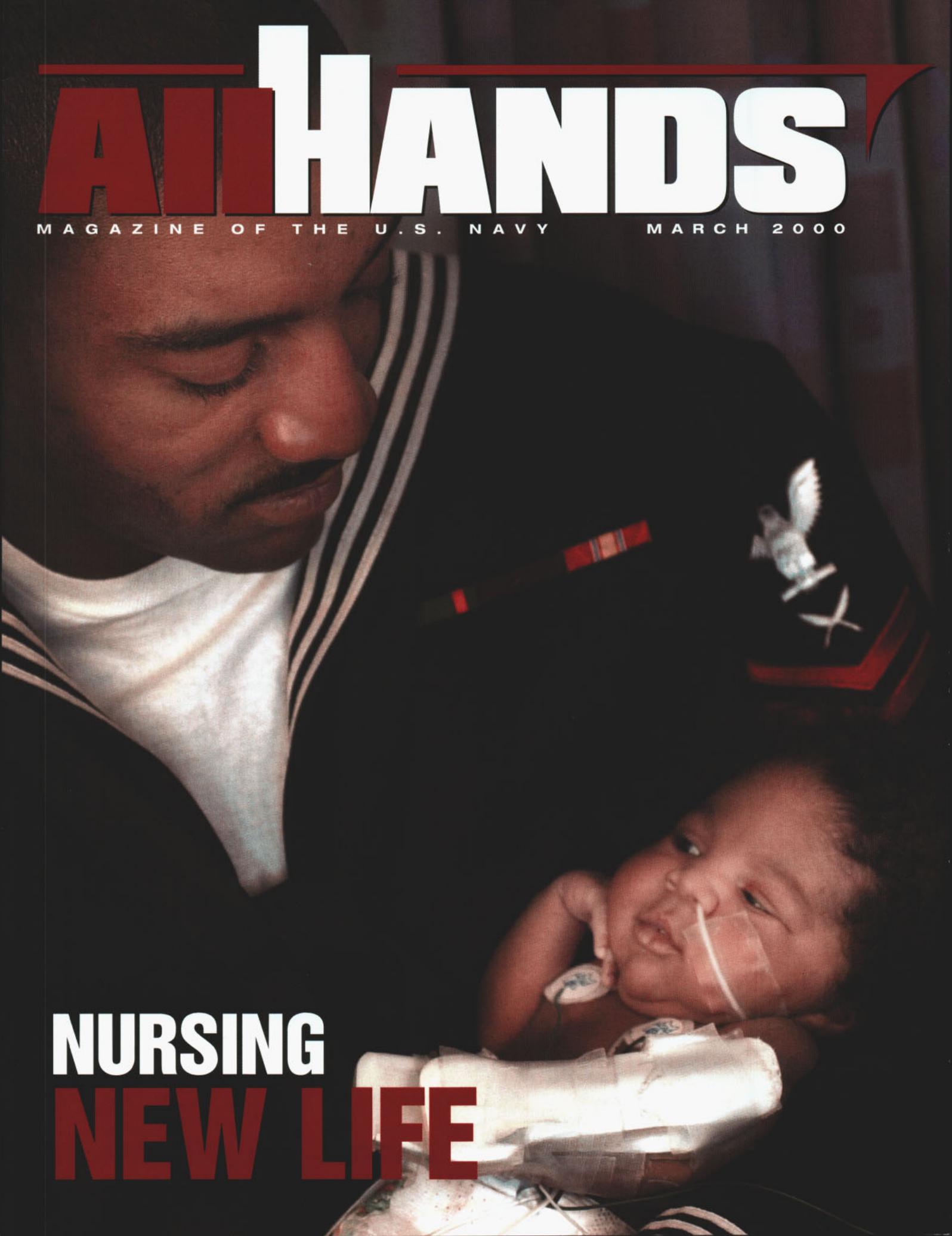


# ALL HANDS

MAGAZINE OF THE U.S. NAVY

MARCH 2000



**NURSING  
NEW LIFE**

## Features

### 16 **The Small Will Survive**

Ten years ago, a baby born 16 weeks early had about a 95 percent chance of dying. Today, thanks to advances in technology and the staff of the Neonatal Intensive Care Unit, Bethesda, Md., a 16 week premature infant has a 95 percent chance of going home.

### 26 **Born on the Bayou**

On the swamps and rivers of the South, the "River Rats" of Special Boat Unit 22 are training to ensure there's no hiding from the brown-water Navy.

### 34 **House Calls in the Rubble**

Doctors and hospital corpsman took their expertise to the Kosovar town of Pasjani, where there's been no medical and dental assistance for the better part of a year.

### 38 **Made in the Shade**

Shades of Green offers you a luxury hotel in the heart of Disney World at affordable prices, thanks to Armed Forces Recreation.



**Secretary of the Navy**  
The Honorable Richard Danzig

**Chief of Naval Operations**  
ADM Jay L. Johnson

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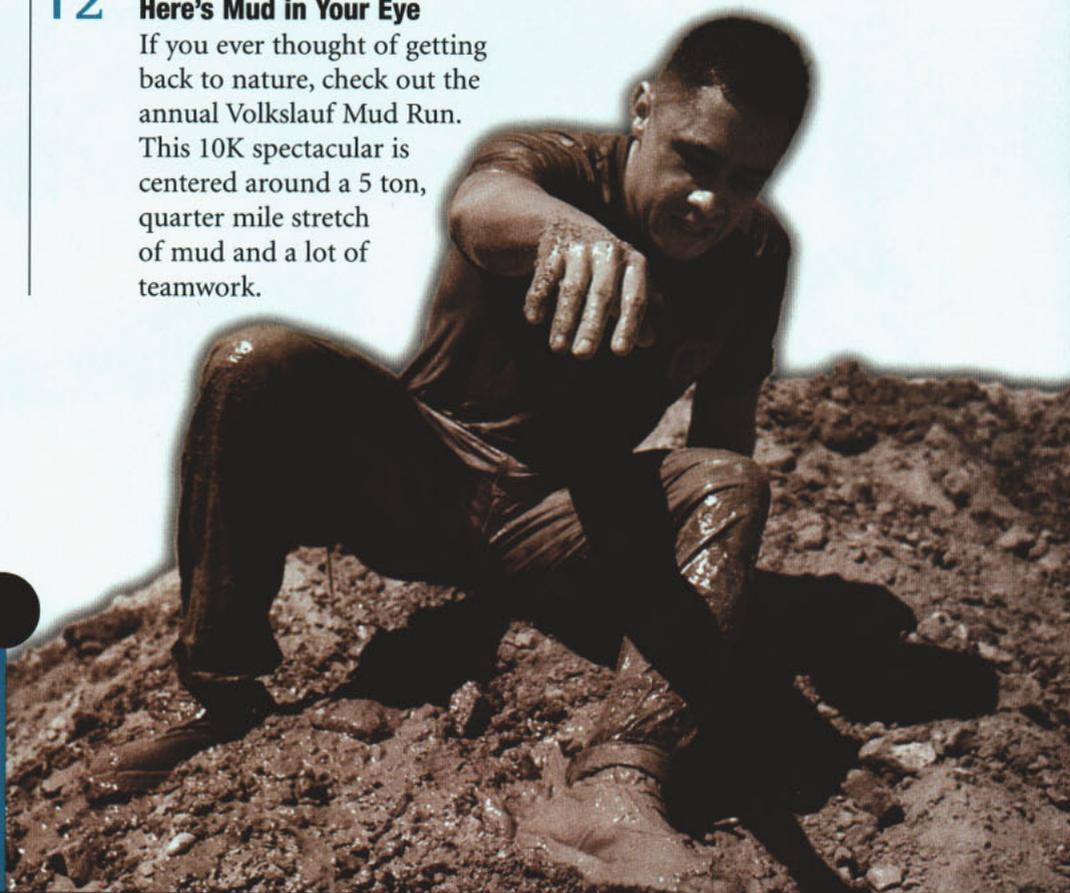
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## 40 Touring "Mo"ments in History

Since *Missouri* (BB 63) moved to Hawaii and opened to the public, she's had about 325,000 visitors—and still counting.

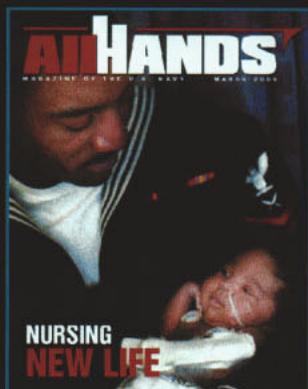
## 12 Here's Mud in Your Eye

If you ever thought of getting back to nature, check out the annual Volkslauf Mud Run. This 10K spectacular is centered around a 5 ton, quarter mile stretch of mud and a lot of teamwork.



## Departments

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### On the Front Cover

YN2 Jeffery Harney, Newark, New Jersey, holds his 4 week premature daughter, Jasmine, while at the NICU, National Naval Medical Center in Bethesda, Maryland.

*Photo by PH2 Jim Watson*

### Next month

All Hands takes a look at 100 years of submarine duty

Check us out Online at:



[www.mediacen.navy.mil](http://www.mediacen.navy.mil)

Rip **Roarin'**





Briefly exposed to the world as they speed down a backwoods Mississippi river, the small group of Surface Warfare Combat Craftsmen prepare for battle in a combat craft armed to the hilt with heavy firepower.

Photo by JO1 Robert Benson

# Dolls **on Deck**





The Goo Goo Dolls performed for the crew of USS *John F. Kennedy* (CV 67) while the carrier was operating in the Persian Gulf supporting Operation *Southern Watch*.

Photo by PH1 Darryl S. Herring

# Letters

Editor,

I'm sorry I haven't written sooner. The face of your magazine has certainly changed over the last 17 years of my naval service. The look keeps getting better.

However, the catalyst for this letter today is your caption on Page 45 of the December issue. As a member of USS *Cushing* (DD 985), I recognized right

away the mistaken name. We are named after the Civil War hero of the Navy, LT William B. Cushing. Perhaps PH1 McKinnon got a little "John" happy, naming us just after the USS *John S. McCain*.

HT1(SW) Thomas Sawyer  
USS *Cushing* (DD-985)

Editor,

We are very happy that you ran a photo taken by PH3 Christopher M. Staten in the "Eye on the Fleet" section of your December 1999 edition.

However, in the photo "Flashlight Fun," the Sailor in question German Cruz is identified as BM3 German Cruz from Camden, N.J. This is incorrect. It should read ABH3(AW) German Cruz.

We would appreciate if you would correct in your next available issue.

LTJG John J. Rosso, PAO  
USS *Bataan* (LHD 5)

Editor,

I recently read the January 2000 *All Hands* magazine. I have always found the publication to be enjoyable and knowledgeable, but for the last 6 years you have misnamed the 'AW' rating every time you printed Enlisted Ratings. Since Nov. 16, 1993, the 'AW' rating is officially named Aviation Warfare Systems Operator, as per NNS 1000, which was released in the NAVNEWS 088/93.

The 'AW' rating is filled with highly motivated sailors, who are very proud of their rating. It is also a highly dangerous rating. In 1998, *Navy Times* listed the 'AW' as the most dangerous rating with mortality rates three times higher than the second

leading rating of the group.

AW1 Charles Raygor  
Naval Station Annapolis  
Annapolis, Md.

Editor,

I cannot believe the picture you printed in your January *All Hands*. The one I am referring to is the picture of the underway replenishment on Page 8.

Not only is the seaman on the back of the probe not wearing his chin strap, but the one in front is between the probe and the side of the ship. But the worst part is HE'S STANDING BETWEEN THE SPAN WIRE AND THE INHAUL LINE!!!!!!!!!!!!

This is a very, very major safety hazard. I cannot believe you allowed that picture to be spread throughout the fleet. That deckhand should have his qualifications pulled and be sent to the bridge to do coffee runs!!!

BMC(SW) J. Hall  
Amphibious Construction  
Battalion 2, Little Creek, Va.

## PRT moratorium extension announced

Navy officials recently announced an extension to the moratorium on processing administrative separations for PRT/body fat failures. The moratorium, originally introduced in January 1999, gave Navy health and fitness experts an opportunity to establish a program consistent with good health and a more arduous fitness standard.

Those efforts continue while officials strive to establish the most effective means of implementing a culture of physical fitness in the Navy. Program managers are working to develop a program that will encourage Sailors to make lifestyle changes beneficial to both the Navy and individual Sailors. The much-anticipated changes to the PRT program are expected to be

announced in the near future.

Additional information is available in NAVADMIN 350/99 and from the PRT program manager, LCDR Neal Carlson, by e-mail at p601e@persnet.navy.mil, or DSN 882-4242/(901) 874-4242.

Story by Michael McLellan,  
NAVPERSCOM public affairs,  
Millington, Tenn.

## Deploy home - recruiting duty

When it's time to walk down the brow of your ship for the last time, you may be able to join the many Sailors who are getting orders a lot closer to home.

In fact, Aviation Electrician's Mate 3rd Class (AW) Ansuma M. Marbey's shore assignment could hardly have been closer to home. From Tactical Electronic Warfare Squadron (VAQ) 136 aboard USS *Kitty Hawk* (CV 63) forward deployed to Yokosuka, Japan, Marbey was assigned to recruiting duty in East Orange, N.J., five minutes from his home in Newark.

"It's outstanding," Marbey said. "I can get off work and go home and see my family and friends every day."

While it may not be possible for every Sailor serving in recruiting duty to get an assignment that close to home, a recruiting tour offers several choices of locations.

"In close coordination with the Recruiting Selection Team, we will do our best to assign volunteers to the station of their choice," noted Yeoman 2nd Class (AW) Jeff D. Duvall, the E-4/E-5 Recruiting Detailer. "The orders themselves, when written, will assign members to a district. But the Recruiting Selection Team will work to place individuals as close to the location of their choice as possible."

For those less concerned with location, there are other benefits associated with recruiting duty. For example, all recruiters

## BY THE Numbers

### 25

The length of the light patrol boats (in feet) used by the Navy's riverine operators. (See story Page 26)

### 288

The number of rooms at Shades of Green. (See story Page 38)

### 500

The approximate number of neonatal admissions each year at the Neonatal Intensive Care Unit, National Naval Medical Center, Bethesda, Md. (See story Page 16)

### 325,000

The approximate number of visitors to the battleship *Missouri* (BB 63) since opening Jan. 29, 1999. (See story Page 40)

# INNOVATORS:

## DD 21 to be powered by electric drive

receive \$375 per month in Special Duty Assignment Pay (SDAP), a big incentive to take on the challenge of recruiting your future shipmates.

Sea duty credit of up to two years is another reason to choose recruiting duty. "For some NRDs, you get sea duty credit," explained Duvall. "For example, NRD New York is 24 months. If you go back to sea from New York and your sea tour is 48 months, you only have to do two years, and you're back on shore duty."

In addition, recruiting duty can be a very career-enhancing job for Sailors who excel, and successful recruiters have the opportunity to be advanced to the next higher pay grade, up to E-7. "If you're looking forward to getting advanced, it's good, rewarding duty," agreed Marbey.

As further incentive, recruiting duty offers educational opportunities that aren't available on most types of duty. According to Personnelman 1st Class (AW) Teddy G. Tan, the E-6 Recruiting Detailer, "You can go to school during working hours wearing your uniform and using Tuition Assistance. You can recruit and go to school at the same time."

Furthermore, recruiters receive a Navy warm-up suit as part of organizational clothing that they can use to prospect for recruits in their communities at events like high school football games, or just walking through a mall.

While there are many tangible benefits associated with recruiting, assignment to recruiting duty is also hectic and challenging. "Some of the challenges are the same as some of the benefits," said Chief Boatswain's Mate (SW) Ken L. Edwards, the E-7 Recruiting Detailer. "Time management is a challenge. Communications, trying to talk someone into the unknown is a challenge - but these are skills you take with you when you leave."

MARCH 2000

The Navy recently announced that the Land Attack Destroyer, DD 21, will be its first class of ships designed and built during the 21st century to be powered by electric drive, featuring an integrated power architecture. The first of the DD 21 class of destroyers is expected to be in commission by the end of this decade.

Underscoring the importance of using integrated power technologies, Secretary of the Navy Richard Danzig said, "Changes in propulsion systems fundamentally change the character and power of our forces. This has been shown by the movement from sail to steam or from propeller to jet engines or to nuclear power. Electric drive will reduce the cost, noise and maintenance demands of how our ships are driven. But even more important, electric drive, like these other propulsion changes will open immense opportunities for redesigning ship architecture, reducing manpower, improving shipboard life, reducing vulnerability and allocating a great deal more power to war-fighting applications.

"Major benefits related to electric drive are derived in two areas: war-fighting capability and quality of life for Sailors. In terms of warfighting, this technology represents significant increases in stealth capability through signature reduction, and a large increase in available power that is seen as critical to future weapons systems that will be aboard Navy ships. Electric drive

technology also represents great potential to improve the quality of life for embarked Sailors. It will free up large amounts of internal space, leaving room for habitability improvements, including the potential for a stateroom for every Sailor.

"The key design element of integrated power and electric drive is a single source generator for the requirements of all ship's power needs, including propulsion. One of the most attractive elements in the design is the resultant elimination of the drive shaft and reduction gears found in traditional Navy ships. The Department of the Navy decision to team DD 21 with electric drive for its propulsion comes after careful consideration among several possibilities studied by the two contractor teams involved."

Danzig noted, "This is a long sought and much desired goal. DD 21 will truly be the first 'Smart Ship' built from the keel up. Electric drive technology is integral to that. The warfighting and quality of life benefits that can be derived from this means that our Sailors will walk aboard a ship that is unlike any other they have known ... this shift in propulsion reflects our wider efforts to change the very culture of the Navy. With DD 21, Sailors will live, work and fight aboard a ship that values them like never before."

*From the Office of the Secretary of the Navy*

# Around the Fleet

## TIME CAPSULE

This month's issues from 25 and 50 years ago featured articles about progress in Navy technology and organizational structure. The issue from March of 1990 focused more on the lighter side of things and got personal with several lucky Sailors.

### 50 years ago— March 1950

In keeping with the Atomic Age, *All Hands* featured a story on the new medical course that taught Navy Corpsmen at Bethesda Naval Hospital about radio isotopes and their uses. Sailors at NTC Great Lakes, Ill., were using trailer parks as a solution to family housing shortages.

### 25 years ago— March 1975

We explained the new command hierarchy for the surface community and introduced Commander Naval Surface Forces Atlantic (COMNAVSURFLANT) and Commander Naval Surface Forces Pacific (COMNAVSURFPAC). Also, the Navy had just launched the nuclear-powered, guided-missile frigate USS *Virginia* (DLGN 38). Only four months later, DLGNs were reclassified as CGNs, guided-missile cruisers.

### 10 years ago— March 1990

*All Hands* spoke with Sailors starring in the movie "The Hunt for Red October" and carried a sidebar on author Tom Clancy. The magazine looked at carrier on-board delivery (COD) landings and highlighted liberty in Australia after Exercise *Kangaroo '89*.



## SHIPMATES



**Hospital Corpsman 1st Class Terrance Anderson** received a Navy/Marine Corps Achievement Medal for superior performance of his duties as a Medical Officer Programs Recruiter at Navy Recruiting District, Atlanta. He processed more than 15 medical applicants in a nine-month period and as a rookie recruiter, recruited 50 percent of the Nurse Candidate Program.



**Yeoman Seaman(AW) Kevin D. Hampton** from Chicago, was selected for the All-Navy basketball team. At the Armed Forces tournament he averaged 14 points a game, and the team took second place. On to the All-Armed Forces team, he scored an average of 15 points per game during the tournament in Belgium against professional basketball players from Europe. Hampton is stationed at Commander, Operational Test and Evaluation Force, Norfolk.



**Dental Technician 3rd Class Brian G. Fay** from Dallas, Ore., assigned to 2nd Dental Battalion/Naval Dental Center, Camp Lejeune, N.C., was presented a Navy/Marine Corps Achievement Medal for saving a Greek civilian injured in a motor vehicle accident. Fay took charge of an accident scene, and provided emergency medical treatment to an injured woman while on liberty in Corfu, Greece, during deployment in the Mediterranean Sea aboard USS *Saipan* (LHA 2).



Your shipmate's face could be here! Does your command have a Sailor, civilian employee or family member whose accomplishments deserve recognition? Send a short write-up and full-face color print or slide to *All Hands* magazine, Naval Media Center, 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819.

There is one immediate, but not tangible benefit, according to Marbey. "What I like most is the satisfaction when a recruit looks at me and says he wants to join the Navy, and I know he's going to do well."

Sailors interested in recruiting duty are strongly encouraged to contact the Recruiter Selection Team at DSN 882-9147 or (901) 874-9147. The recruiting detailers may be contacted for more information at DSN 882-3879/3861/3877 or (901) 874-3879/3861/3877.

Story by JO1 Daniel Pearson, NAVPERSCOM public affairs office, Millington, Tenn.

## Check out the Virtual Naval Hospital

Are you searching for guidelines governing medical boards or physical exams? Do you need a reference on basic first aid or emergency war surgery? Maybe you're just looking for informa-

tion on common health concerns? If you log onto the Virtual Naval Hospital at <http://www.vnh.org>, you'll find what you're looking for and much more.

The Virtual Naval Hospital (VNH) is a digital health sciences library developed in 1997 as a joint venture between the Bureau of Medicine and Surgery (BUMED) and the University of Iowa. The goal was to provide a useful medical reference tool for isolated Navy primary care providers.

According to LT (Dr.) Denis Ashley, at the Office of the Chief of the Medical Corps at BUMED, "General medical officers and independent duty corpsmen at sea and in the field were expected to benefit from this innovative product. However, since the web site was developed, many more members of the Navy Medical Department have benefited from the volumes of helpful information on this web site. Subject matter, such as the Afloat Safety and Occupational Health Manual, Zygoma fractures, hyperlinks to medical, operational and DOD web sites worldwide and the presence of many pertinent on-line administrative instructions, enhance the usefulness of this resource."

The VNH is divided into three sections reflecting users' interests: "For Patients," "For Providers" and "Administration." The "Administration" section contains Navy Medical Department administrative information such as the Manual of the Medical Department along with BUMED Instructions and Directives.

The "For Patients" section offers helpful information on health promotion, disease prevention, first aid, consumer health organizations and links to other consumer oriented health sites. Clicking on the "For

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

# Speaking with Sailors

**Questions from all hands calls during the MCPON's recent visit to Japan.**

**Q: What is the status of the Navy College Program we've heard about?**

A: That's a very exciting topic that is a win/win situation for the Navy and Sailors. It's still a project in the works, but there are several aspects that Sailors can and should take advantage of now. The Navy College Center and local Navy College Offices have issued more than 32,000 Sailor/Marine American Council on Education Registry Transcripts (SMART), to Sailors and colleges since Oct. 1, 1999. These are easy-to-get transcripts that give you and colleges the recommended amount of college credits for training you've received in the Navy.

The easiest way for Sailors to get their transcripts is on the Navy College Center's web page at [www.navycollege.navy.mil](http://www.navycollege.navy.mil), or call the toll-free number at 1-877-253-7152 (DSN 922-1828). The web page will show you specifically how many college credits are recommended for different ratings, and what requirements they meet.

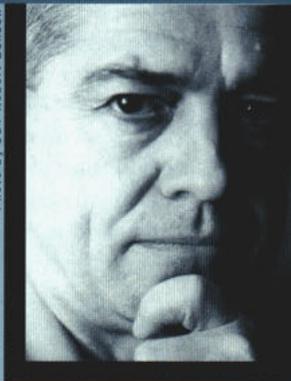
Nearly every time I ask a Sailor why they joined the Navy, the answer includes furthering their education. This is a huge step toward making the process easier for Sailors. The next step is to form educational partnerships with well-respected colleges and universities that will accept as many credits as possible for Navy training and job experience. Bottom line: We're making the tools and resources more readily available to you. But, you've got to keep up the great work, and continue to push yourself to further your own education. It's an investment that will return ten-fold to you.

**Q: How does the Thrift Savings Plan affect Sailors?**

A: The Thrift Savings Plan was approved in the FY00 Defense Authorization Act. Now we, the Department of Defense, need to identify where the money can come from to pay for the program. Improving the future for Sailors is always a top priority for the CNO, CNP and myself. A big step to improve Sailors' quality of life was the pay triad passed last year that included our January 4.8 percent pay raise; the Pay Table Reform that takes effect in July; and the retirement reform giving Sailors a choice of retirement programs.

The Thrift Savings Plan is another program that will help Sailors prepare for a more financially secure future. It is a priority to identify funding for the program, and hopefully Sailors can look to reap the benefits in the coming years.

Photo by JO1 Robert Benson



# Around the Fleet

Providers" section takes you to information on disease diagnosis, detailed medical procedure descriptions, continuing education, health promotion, environmental and occupational health, medical textbooks, professional health organizations and links to other health resources.

CD-ROM copies of the Virtual Naval Hospital are available to U.S. Navy, Military Sealift Command and U.S. Coast Guard medical personnel. To obtain your own copy of this CD-ROM, e-mail your name, rank and U.S. mailing address to cartographer@vnh.org.

*Story from the Bureau of Medicine and Surgery, Washington, D.C.*

## Seabee underwater survey team in Venezuela

A group of Seabees from Underwater Construction Team (UCT) 1, based at Little Creek Naval Amphibious Base, Norfolk, flew into Caracas, Venezuela, to conduct underwater surveys in support of disaster recovery efforts

following recent flooding there.

The four UCT 1 members charted the sea floor in the vicinity of Caracas for possible amphibious landing craft approach routes to the area. About 40 kilometers of the coastal highway were destroyed, which has rendered certain communities inaccessible to disaster relief efforts by land. The only way to currently get materials, equipment and personnel to the area is from the sea.

Due to the recent mudslides along the mountainous coast, existing charts may not show correct depths or underwater obstructions.

UCT 1 commanding officer, LCDR John C. Rosner, explained that the group used two different systems to map the ocean floor. One is the "bathymetric survey system" that uses a transducer towed by a boat to produce charts showing ocean depths and contours. The other system is called "side-scan sonar", which also uses a towed transducer but produces a detailed picture that will show any debris or obstructions on the ocean floor.

"We just purchased the system, and this will be the first

time it has been used by the Seabees," said Rosner. He explained that although side-scan sonar has been used for some time, the technology has improved tremendously in recent years and now produces an image much like a photograph.

The Venezuelan Coast Guard provided a boat for the operation.

Four areas were that have been selected for mapping Rosner added.

*Story by Daryl Smith, 2nd Naval Construction Brigade Public Affairs*

## New Navy-supported machine recognizes spoken words better than humans

The U.S. Navy is supporting new speech recognition research for its potential benefits to Navy sonar. Biomedical engineers at the University of Southern California (USC) have created the world's first machine system that can recognize spoken words better than humans can.

In benchmark testing, USC's speech recognition system bested all existing computer systems and outperformed the keenest human ears. The system may eventually advance voice control of computers and other machines, help the deaf, aid air

traffic controllers and others who must understand speech in noisy environments; and instantly produce clean transcripts of conversations, with each speaker correctly identified.

"We'll definitely see an improvement in the interaction between man and computer," said Office of Naval Research Program Officer Joel Davis, who helped fund the research. "With speech recognition capability, computer keyboards could become obsolete." A demonstration of the Berger-Law Neural Network Speaker-Independent Speech Recognition System can be found online at: [http://www.usc.edu/ext-relations/news-service/real/real\\_video.html](http://www.usc.edu/ext-relations/news-service/real/real_video.html).

*Story by Loretta DeSio, public affairs officer, Office of Naval Research Public Affairs, Arlington, Va.*

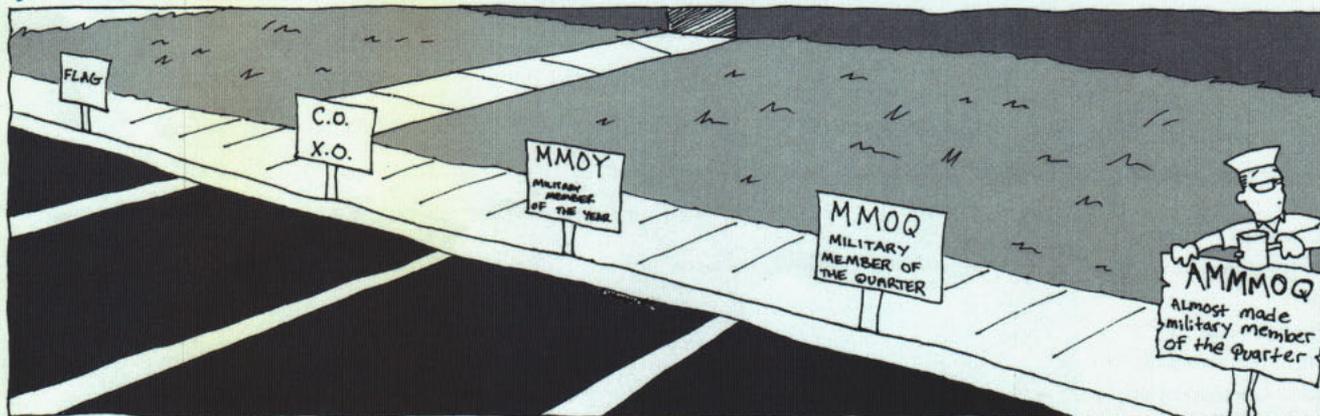
## Unmanned air vehicle makes successful shipboard landing

The Navy recently moved a step closer to the reality of having Vertical Takeoff and Landing Unmanned Air Vehicles at sea.

An automatic landing demonstration with of the CL-327 *Guardian* unmanned air vehicle (UAV) was conducted on

## Bicky's Tour

By J03 Mike C. Jones



[mikejones43@hotmail.com](mailto:mikejones43@hotmail.com)

# On assignment



Photo by JO1 Rodney Fury

## Radical River Ride

Deep in Kentucky near Fort Knox, *All Hands* photojournalist JO1 Robert Benson met up with a group of Sailors who call themselves the "River Rats" – warriors who specialize in operating small craft in hostile, remote, river environments. "They're an isolated stash of people the world never sees or hears about," said Benson, who covered "Born on the Bayou" on Page 26.

Benson added that little else compared to the rush he felt onboard one of the group's speedboats, "screaming" down a small river not much larger than a creek – in total darkness – with all his trust placed in the hands of a night vision-equipped driver.

"Then the shooting began," he said. "It was a pretty cool sight. My senses were bombarded just as heavily as the falling foliage from gunfire."

board U.S. Coast Guard Cutter *Thetis* (WMEC 910).

During tests conducted off the coast of Key West, Fla., the CL-327 completed a series of approaches and stable hovering maneuvers over the flight deck to evaluate vehicle control and automatic landing system tracking accuracy. The UAV was then commanded to wave off and return to a pre-planned landing point. On its final approach, the UAV landed within six inches of the planned touchdown point within a pre-positioned securing grid.

"This demonstration is extremely valuable to the Navy's UAV program

because it validated our automatic approach and landing development in a dynamic environment," said CAPT Lynden Whitmer, Navy UAV program manager. "The demonstration provides lessons learned that will be used during development of our next generation UAV systems, both on land and at sea."

*Story by the Program Executive Office (Cruise Missiles and Joint Unmanned Aerial Vehicles).*

## No more gray-water Navy

Anyone who has ever lived on a boat or served aboard a Navy

ship knows about the problem of handling gray-water; the non-oily wastewater from showers, laundries, galleys and heads.

The solution might come from the Aerated Non-Oily Wastewater Membrane Treatment System (AMTS), a new device designed to treat shipboard gray-water and vacuum-collected sewage. The prototype consists of a bioreactor, hollow fiber ultrafiltration membranes and an ultraviolet disinfection system.

If implemented, AMTS will eliminate costs associated with discharging non-oily wastewater to port handling facilities and eliminate fines associated with noncompliance. As an operational benefit, the system will allow ships to remain on their stations longer instead of leaving to discharge liquid waste at port-side or at sea beyond 12 nautical miles.

*Story by the Office of Naval Research public affairs office.*

## Trauma training saves high school student

Trained to handle diving, airborne and battlefield trauma Hospital Corpsman 1st Class (SW/FMF/DV/PJ) Mike L. McNair did not expect to use his training to save a 14-year-old girl.

While transporting a Marine for a surgery consult, McNair and his passenger, Marine Corps Staff Sgt. Leon Mook, were making their way through the morning rush hour in Virginia Beach, Va., when McNair noticed a book bag, tennis shoe and a sock on the ground.

Because they were approaching a high school, Mook and McNair thought a student's bag had fallen out of a car. All of a sudden, Mook yelled for his companion to pull over when he noticed a young girl lying alongside the road.

The corpsman, also trained in

special amphibious reconnaissance, began a primary survey of the victim and noticed she was taking labored breaths. He immediately gave her oxygen.

"I knew right away right away that this was a very serious injury. When I looked at her eyes and saw that one pupil was blown, I knew I had a bad situation," he said.

Equipped with the standard equipment for covering a reconnaissance physical training session – a trauma bag, oxygen and a backboard – McNair went to work.

He later learned that the girl had been thrown onto the windshield of a car, suffering a severe head injury and fractures to her leg, arm and collar bone.

Someone in the group of bystanders used a cell phone to call for an ambulance and call the girl's home.

Before the ambulance got there, Elizabeth's mother, a physician's assistant, arrived and looked on anxiously as McNair helped her daughter hold on to life.

"Years ago I would have called it a coincidence, today I call it a God incident," said CAPT Dave Price, commanding officer of Navy Legal Services Office Mid-Atlantic. He believes the efforts on the scene were extremely valuable to saving his daughter's life. Price arrived on the scene moments after the accident. "The two individuals were guardian angels sent to take care of my daughter."

Since the accident, Elizabeth has undergone surgery and her condition is improving.

"It makes me feel good that I was able to do what I was trained to do. I have a daughter too, and I would want someone to be there for her," said McNair.

*Story by Kimberly A. Rawlings, Bureau of Naval Medicine and Surgery, Washington, D.C.*

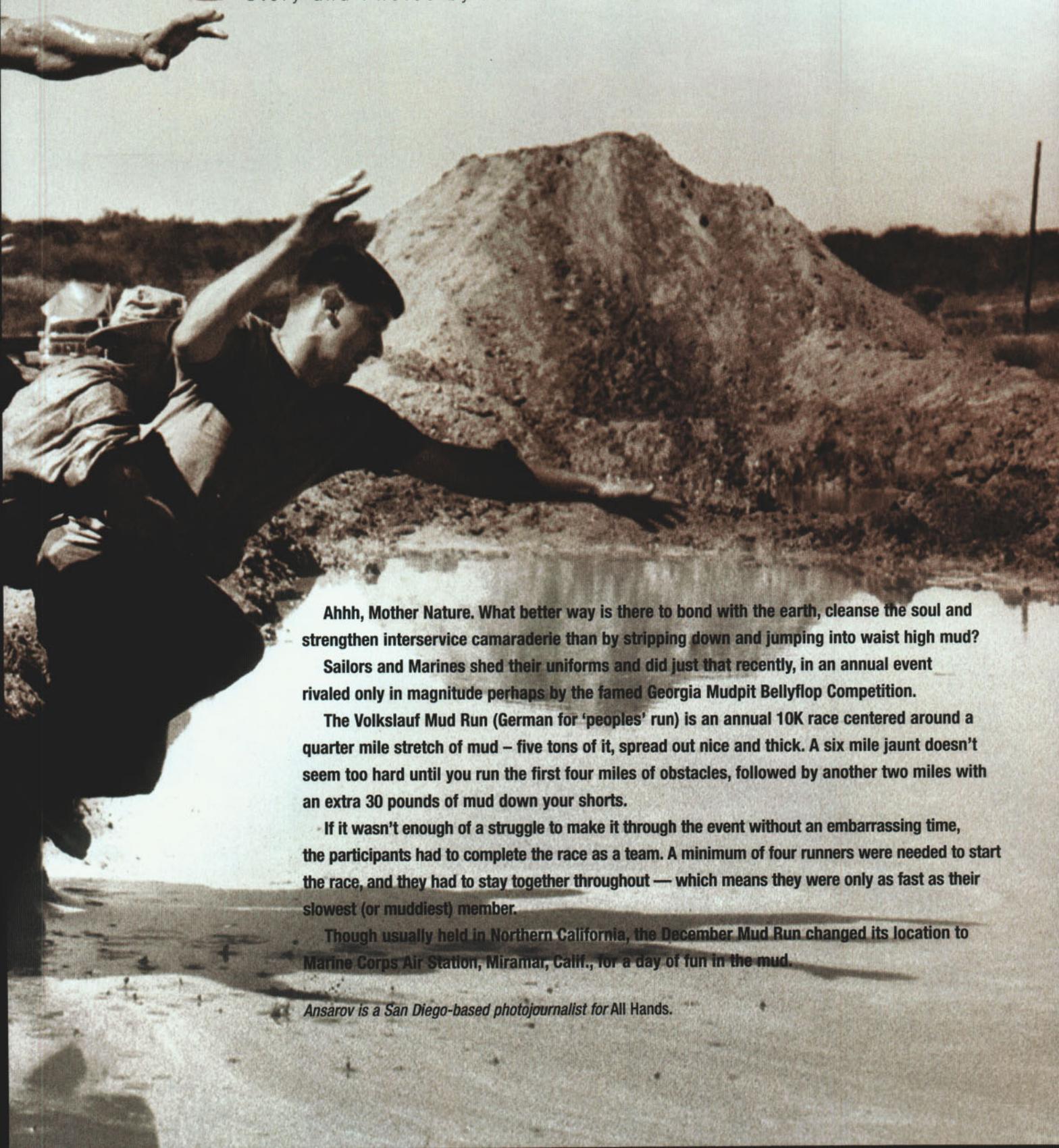
*Here's mud*



Sailors, Marines take to the mud in unique challenge

# in your eye!

Story and Photos by PH2 Aaron Ansarov



Ahhh, Mother Nature. What better way is there to bond with the earth, cleanse the soul and strengthen interservice camaraderie than by stripping down and jumping into waist high mud?

Sailors and Marines shed their uniforms and did just that recently, in an annual event rivaled only in magnitude perhaps by the famed Georgia Mudpit Bellyflop Competition.

The Volkslauf Mud Run (German for 'peoples' run) is an annual 10K race centered around a quarter mile stretch of mud – five tons of it, spread out nice and thick. A six mile jaunt doesn't seem too hard until you run the first four miles of obstacles, followed by another two miles with an extra 30 pounds of mud down your shorts.

If it wasn't enough of a struggle to make it through the event without an embarrassing time, the participants had to complete the race as a team. A minimum of four runners were needed to start the race, and they had to stay together throughout — which means they were only as fast as their slowest (or muddiest) member.

Though usually held in Northern California, the December Mud Run changed its location to Marine Corps Air Station, Miramar, Calif., for a day of fun in the mud.

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



Above: The typical race uniform was not what you would normally see a runner wearing. Running shoes became combat boots, and shorts became camouflage pants. Some of the more experienced participants used duct tape to prevent mud from filling socks and pockets.

Below: The mud trail consisted of three mud pits about four feet deep which were divided by hills of dirt reaching up to 25 feet high.



Between the mud pits were 25-foot dirt hills that quickly turned to mud after the first group attacked them. It was then a conquest to make it to the top of the first hill, but a let-down to see the seemingly endless mud pits that followed.

Right: "It's not like swimming through water," said one participant about the mud pit. "It's more like wearing a 50-pound mudsuit while trying to stay afloat."

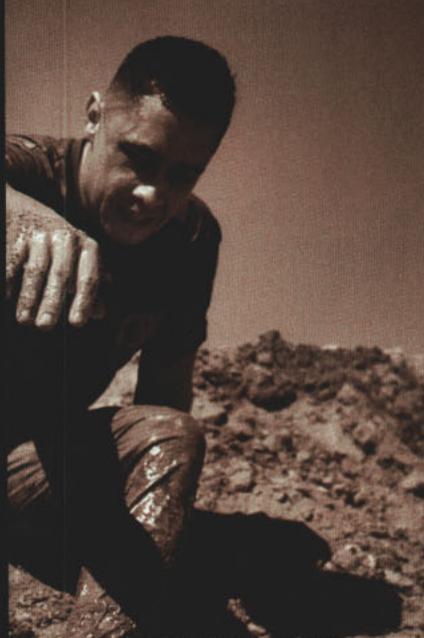
Far Right: After the first few miles, runners suffered a "trial-by-mud" as they started running through a 50-yard tunnel filled with 2-4 feet of water.

"Here's mud in your eye" was more than just a phrase for this mud runner.



Left: Race leaders, SEAL Team 1, can be seen in the distance as they make their way through the race without any trouble. They also had the fastest finish. Seal Team 1's months of practice for this race really paid off.

Below: Some thought the worst part of the Volkslauf Mud Run were the mud pits, but it seemed that the true challenge was getting mud out of every pore and crevice afterwards.



Above: A majority of the participants were there to enjoy the mud rather than to compete for time. Some people actually went through the mud pit twice to again savor the feeling of mud between their toes.





# THE SMALL W

# Survivi

Story and photos by PH2(AW) Jim Watson



# we

*It's 7 a.m. They've been crying all night and need more attention than a normal newborn child. You can quit now and go home to rest your weary, stressed out body or you can stay and help those who cannot help themselves. For the staff at National Naval Medical Center, Bethesda, Md., that's not even a question that passes through their minds. Treating premature babies is almost second nature to the doctors and nurses who make these children a part of their lives.*

*"The child isn't our only patient, though," continued Hutchins. "Teaching and comforting the parents of a preemie is also part of our job."*



Conchetta Vinson holds the hand of her young son Shamar. Holding the child outside the incubator is not a common practice since body temperature is always an issue; yet touching and speaking to the child is very important.



Army Nurse (Capt.) David Hart knows great concentration is needed to work with such tiny infants as he takes a blood sample from one of his patients.

Gazing into the eyes of a newborn can capture your heart, but what if that fresh new life is 16 weeks premature? How can this infant capture your heart when it has not even opened its eyes yet? And what is more important, will this child live?

It's hard not to become fixated watching Shamar's rising and falling chest as it gives to the ventilator, a precaution since he's using lungs he formed only two weeks ago. He doesn't have the means to stop his lungs from collapsing if left to function on their own and lung disease is only one of the problems Shamar can develop without the defense of the small 2x3 foot plastic incubator he will find himself in for weeks to come.

A heat lamp that helps to regulate his body temperature beats down upon the little more than a pound preemie, warming skin that still shows signs of transparency. Although much of Shamar's skin is now richly opaque with pigmentation, veins and some bones are still easily observed. His occasional movements confound and almost startle his mother, as she doesn't expect something so small and fragile to be able to move. Yet, he searches for comfort, the comfort he had only days ago in his mother's womb.

Is it any harder to feel the warmth in your heart as you stand over him searching for signs of life? Signs barely recognizable through the lengths of medical tape and different colored tubes that now cover him in an almost robotic sense in an attempt to keep him alive. No ... actually it's easier, for it's human nature to want to nurture those in need, and he will be needy for many months to come, if he survives.

A generation ago, the question of who lived and who died was easier to answer because of the limited technology available to treat the infinite problems of



Above: Getting the child out of the incubator and into the small bed is a race with the clock after surgery. The doctors must quickly get and keep this child warm and comfortable to ensure its health improves.

premature infants. Nature generally took its course. Today though, the Neonatal Intensive Care Unit (NICU) of the National Naval Medical Center (NNMC) Bethesda, Md., has a bounty of technologically advanced monitors, respirators and other wonders that can keep up to 24 of the sickest babies going day after day.

"Ten years ago a 24-gestational week (16 weeks premature) baby had about a 95 percent chance of dying," said Grace Hay, a civilian Registered Nurse (RN) for the NICU. "If the baby survived, it would probably have severe damage, but today the same baby would have about a 95 percent chance of surviving and the

statistics are only getting better."

The NICU at Bethesda proves that with a mortality rate of three deaths for every 1,000 births, substantially lower than the national rate of seven to eight deaths per 1,000. With approximately 500 admissions per year, the NICU stays mighty busy, caring for up to 10 level III (critical care) preterm and term infants and 14 level II minimally invasive, stable and maturing infants with technology at every level.

Technological advances almost always bring difficult ethical questions about their impact on society. But nowhere are such questions posed more dramatically

than in the NICUs of the world, whose rows of incubators hold preemies on the edge of life, and sometimes death. These fragile beings, some so small they fit in the palm of their parents' hands, hold all of life's potential as well as its most frightening possibilities.

"People think it is so cute and cuddly that I work with babies," said NICU Nurse (ENS) Theresa Hutchins. "They don't see the stress involved with the one-on-one care these children need.

"The child isn't our only patient, though," continued Hutchins. "Teaching and comforting the parents of a preemie is also part of our job."



Doctors explain what was completed in surgery for little Mackenzie McCulloch to her parents who stand waiting to see her after the long operation.

But how do you teach and comfort a parent who could lose or has lost a child? The NNMC provides a parental loss committee for discussion and support, and while it may not be 100 percent effective in helping with the loss, the hospital also has the Garden of Angels.

"The garden provides a place for the parents, nurses and doctors to rest and think," said NICU Nurse (LTJG) Kate Pineda. "There they can leave flowers for the children they have lost."

Pineda, a member herself of the Parental Loss Committee for NNMC,

helps those who have lost a child. It is therapy for her as well—she and her husband lost their premature child.

"I remember how much I admired the nurses who helped me after I had lost my child," said Pineda. "That's what prompted me to want to help others, as well as work in the NICU."

Pineda now spends her shifts as a nurse nurturing the infants in her section and educating the parents on how to care for their new infant and explaining how medical technology has helped conquer what was impossible only 10 years ago.

Medical technology has certainly given us dramatically improved survival statistics for premature infants since the 1973 Supreme Court case, *Roe vs. Wade*, which set the beginning of the third trimester of pregnancy at about 28 weeks of gestation.

The case concluded that at this point the fetus was potentially able to live outside the mother's womb, although it would need artificial aid. The survival rate at that time for babies born prematurely at 28 weeks and a weight of 1,000 grams was about 10 percent.

"We are able to save more and more



A frenzy of help looks over young Mackenzie McColloch after she returns to the NICU from surgery.

*“A baby must complete full feedings, maintain their own temperature and pass a car seat test before they are released to go home,” said Hay. “Once the child has gotten to about the 35th gestational week, they are usually healthy enough and have completed the necessary tests to get them home.”*



Routine check-ups are part of the daily routine at the NICU. Each child is constantly cared for in an almost one-on-one environment.

babies each year,” said Army Capt. David Hart, an NICU Nurse. “I’m amazed at how we can save a 24-weeker and roll them out of here in a month or two.

“Technology is growing and with it so is the capability of the NICU,” Hart added.

With all the technology the NICU at NNMC has, it’s still a cold fact that infants born at these early gestational ages face an arduous environment for which they are unprepared. A fetus within the womb is a work in progress, with an unforgiving biological clock

controlling the development of every major organ system in the body. Like a flower bud plucked too early, a premature birth brings babies into a hostile world unfinished.

Even with such staggering obstacles to overcome, NNMC’s NICU is still beating the odds and more and more preemies are going home with their families each year.

“A baby must complete full feedings, maintain their own temperature and pass a car seat test before they are released to go home,” said Hay. “Once the child has gotten to about the 35th gestational week, they are

usually healthy enough and have completed the necessary tests to get them home.

“Infants born three or four weeks premature usually do well without medical intervention because all major organ systems are complete and they don’t usually see the NICU,” Hay said.

Depending on its gestational age though, a newborn may be incapable of sucking or swallowing, suffer from kidney failure or develop circulatory and bowel problems. At this stage in development the brain has a delicate vascular system, and many infants born at 14 to 17 weeks



RPSN Lactoria Benn holds newborn daughter Hannah in what's called a "kangaroo hold" allowing the child to feel the warmth of her mother's chest and hear the heart beat that lets her know she is with her mother.

early develop bleeding in the brain.

One of the biggest problems for preemies is respiratory distress syndrome. Before the 34th gestational week, the lungs of a newborn lack enough surfactant, a chemical that enables the baby to easily inflate its lungs. An infant's chance of surviving these and other problems use to depend on its endurance as well as its age at birth. Yet, technology intervened once again, and now lung disease is controllable.

"We now have a chemically-made surfactant that will enable a child to breathe on its own," said Navy Nurse (LT) Mark Ruch. "This takes the place of the surfactant the preemies are missing and stops the lung walls from collapsing."

It wasn't until the late 19th and early 20th centuries that crude incubators were first used enabling doctors to control the body temperature of premature newborns. And beginning in the 1960s, a

series of developments revolutionized neonatal care.

Technological breakthroughs have made sensitive monitoring equipment available allowing medical personnel to continuously measure vital signs such as respiration, heart rate, brain activity and blood pressure. Mechanical ventilators began providing exact levels of oxygen and resuscitation equipment was used to rescue newborns in distress.

Sophisticated incubators that precisely controlled the newborn's environment became more and more available and infusion pumps administered intravenous fluids to the infants. And advanced surgical techniques were soon mastered allowing doctors to correct neurological and other problems that were previously untreatable.

These developments, along with a long line of new medications, had a





Above: Reaching through the isolatte, a nurse provides the small child his feeding of breast milk that is given every four hours.

Left: Smiles and laughter fill the room as Navy Nurse (LTJG) Kate Pineda guides Ayanna Rudd's parents, Jacquelyne and Dalton, in bathing their newborn.

Right: Civilian RN Grace Hay and others laugh and play with a child that came back for a visit after being released months ago and is in great health.



major affect on infant mortality rates in the United States and by 1992; the infant mortality rate had dropped sharply, to 8.5 per 1,000 babies.

Even with all the developments we have made in technology and the ability we now have in saving premature infants, the best interests of a particular infant often is impossible to answer with any certainty.

"Sometimes it is easier to just let them go," said Hart who had been treating a small child who developed lung disease and was taken off resuscitation at the

parents' request. "You have to think about the outcome of the child and whether another operation is going to cure the child or just make things worse."

It can be argued that continued life is virtually always in the best interests of the infant, regardless of the quality of that life. But what this viewpoint overlooks

is the suffering endured by these babies can sometimes be made worse by the procedures required for treatment.

By extending the horizon of life,

agonizing decisions that did not have to be made a generation ago are in front of families every day. But at least now, with the arrival of new technology and medicines, most preemies do well, and the vast majority of children these days are being sent home healthy and ready to face the rigors of life. ♦

*Watson is a photojournalist assigned to All Hands.*

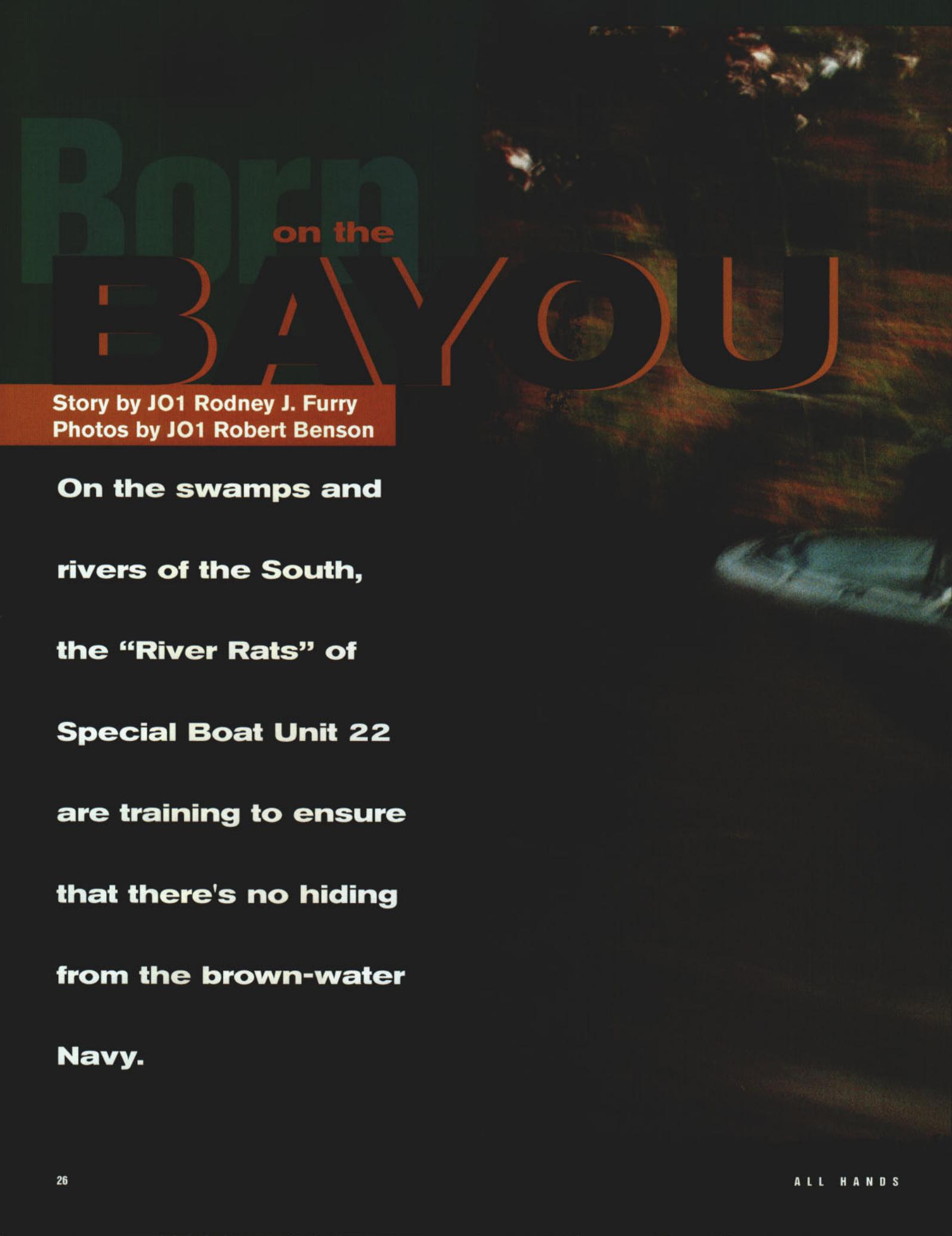
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**Born**

**on the**

# **BAYOU**

**Story by JO1 Rodney J. Furry  
Photos by JO1 Robert Benson**

**On the swamps and  
rivers of the South,  
the “River Rats” of  
Special Boat Unit 22  
are training to ensure  
that there's no hiding  
from the brown-water  
Navy.**



Surface Warfare Combat Craftsmen prepare for battle during training on a small Mississippi River.

"I wish to have no connection with any ship that does not sail fast for I intend to go in harm's way."

*Capt. John Paul Jones  
in a letter to le Ray de Chaumont  
Nov. 16, 1776*



Combat craftsman spray a mock enemy area with a barrage of live gunfire from M-60 machine guns.



Spent 50-cal. cartridges litter the deck of a Boston Whaler after a hail of gunfire. In a typical hot extraction, crewmen may fire as many as 300 rounds from any single weapon station onboard the craft.

In the pitch-black of night, a pair of small combat craft weave seductively in a tandem waltz down a murky, narrow corridor of water at break-neck speed. The words of the Navy's founding father seem to hang in the night as a buffeting cold rush of air force-feeds the scent of burning wood and the lingering, sharp smell of gunpowder. Like a blind man navigating a familiar path with a heightened sixth sense, Quartermaster 1st Class (CC) Jonathan Bauer seems to feel his way through the darkness. Even the faint, blue moonlight filtering through the passing treetops fails to light the way.

As a Petty Officer in Charge (POIC) of a small force of riverine specialists at Special Boat Unit (SBU) 22, Bauer knows well the rush of danger and the smell of

urgency that goes with working in the riverine environment.

"It's a difficult environment to work in because rivers are unpredictable. They're always changing, and full of debris, both on top of and below the water," he said.

Not to mention the human threat that lurks along the corridors of remote shoreline they train to face.

The legacy of riverine warfare has been handed down through almost every war in which the United States has fought. The need for readiness remains in peacetime, though the riverine operators are limited to training the military forces of our allies for internal defense. Thousands of miles of river wind through almost every geographic region on earth, and while most are peaceful waterways, each

has the potential for being a strategic military stronghold.

"The Special Operations Command (SOC) found that they needed a force that could operate in a riverine environment," Bauer said. "Though other branches like the Marines have riverine operations, we specialize in insertions and extractions. We are now completely SOC forces where we perform missions inserting SEALs, A-teams or anyone else," he added.

When they train, they train for the worst. Like the teams they support, the crewmen embrace a philosophy of dominance through superior firepower.

Back on the river, they are training to extract small units under fire. Rushing onto the scene at up to 30 knots, the pair



100 CARTRIDGES  
CAL. 50  
LINDSEY MS  
LAWSON 440 MS  
TC 80 8 21 111



Through the eerie green glow of a nightvision lens, the undercover world of the combat craftsman is revealed. Here, a team member operates from a hide along the Pearl River in Mississippi.



Armed to the teeth, crew members listen to a mission brief prior to a training exercise in the bayous near Stennis, Miss.

of small converted Boston Whalers deliver a hailstorm of protective fire from a trio of M-60 machine guns aft, and a thundering .50 caliber machine gun at the bow. Bauer wheels the combat craft on a dime, pointing the bow to the shore. Tracers randomly pierce the darkness as Interior Communications Electrician 3rd Class (CC) Marcus Rivchin Jr. shreds the dense foliage with a barrage of covering fire.

It's a hypnotizing symphony of destruction kept in time by a thumping,

.50 caliber drum beat accented by the clink-clinking melody of spent rounds bouncing off the deck. As the platoon of SEALs climbs aboard, Rivchin directs them to their places along the gunwales while the second combat craft races around the periphery echoing the fusillade with its own weapons in a choreographed dance.

"You have to understand everyone else's job and how they work together," said M-60 gunner, QM3(CC) Ryan Rico. "You



have to be able to fit together under stress. To be flexible mentally, and make sure that no one else is put in jeopardy," he said.

Bauer added, "You have two combat craft working with NVG's, so it's a very focused field of view. The wake could throw somebody's aim off and that's all it would take to have a catastrophe. That's why we train so hard to make sure they know how that wake hits."

In a typical "hot extraction," the crewmen may fire as many as 300 rounds from any single weapon station. Still, hot extractions are rare and usually occur only when something's gone wrong. For a group so adept at making a lot of noise, their true skill is silence. Another primary duty is riverine surveillance.

In wartime, rivers become major thoroughfares for personnel and supplies, and brown-water Sailors are the indispensable eyes and ears on-scene for military commanders. Under the cloak of darkness, they can slip into a cocoon of overhanging foliage. With the added cover of camouflage netting, and in total silence, they can lay in hiding for as long as a three-day stretch, gathering intelli-

gence by watching the river's traffic.

"It's not the most pleasant experience," said Bauer. "It's hot and cramped, and you're constantly being harassed by mosquitoes and wasps. But it's amazing to sit in total silence and watch as fishermen cruise by just a few feet away and they don't know you're there," he said.

Backing up their surveillance capabilities are a variety of technological devices that can monitor activity on the rivers using infrared and acoustics. They use many sensors, including video and still cameras, to expand their vision over a wide area.

Since so much time is spent on the combat craft, it naturally feels like a home away from home to some. And not a very big home either. At a mere 25 feet long, the light patrol boat (PBL-CD), is the heart of the River Rats' capability. Though reminiscent of the fast, lightweight Boston Whaler it's made from, all similarity disappears north of the waterline. A center-mounted console maximizes deck space and provides the POIC an almost unobstructed view of the area around the craft when performing

high-speed maneuvers. The reinforced deck supports mounts for the M-60 and .50 caliber machine guns, and if necessary, MK-19 grenade launchers. The entire arsenal is powered by a pair of low-profile outboard engines.

Still, the platform remains unperfected. From their training facility at the NASA Space Center on the bayous near Stennis, Miss., the unit continues to experiment with different configurations and will soon be operating from a combat craft designed from the hull up by the crewmen themselves.

The freedom to make important decisions about what kind of equipment to use and how to use it is one of the many reasons combatant crewmen are attracted to the world of special warfare.

"The challenges are endless," expressed ITC(CC) Mark A. Siewinski, Det. Foxtrot OIC. "But you get a lot of personal satisfaction from it. There's plenty of opportunity to learn about everything from weapons, to operations, to engines," he said.

Out on the river, with the wind whipping around him and the water rushing by, Rico leaned reassuringly on his M-60



Under a covering of camouflage face paint, EN1(CC) Dallas Hill blends into the background.



In the speed-hungry combat craft, goggles cut the headwind and radio gear allows communication capabilities for IC3(CC) Marcus Rivchin when gunfire makes it too loud to hear a person a foot away.



Amid splash, backwash and mist, EM3 Marcus Caldwell watches the rear view world from the stern of a combat craft.



Above: Flares lit up the night sky during the exercises.



Left: A pair of combat craft silently motor upstream on a small river near Fort Knox, Ky.



Left: IC3(CC) Marcus Rivchin fires a .50 caliber machine gun at a mock enemy.

and confirmed that while challenges and choice equipment are attractions, what really keeps Sailors in the riverine community satisfied is the excitement.

"High speed and low drag. That's the pinnacle of how we work, and that's what makes it the best," he said.

John Paul Jones may not have considered a brown-water Navy when he made his fateful demand for speed in the face of danger. But if he were alive today, he would without a doubt, be proud to ride with the River Rats. ●

*Furry is a San Diego-based journalist assigned to All Hands and Benson is a photojournalist assigned to All Hands.*



Army Maj. Michael Evans sews up the gums of an 81-year-old man after reducing the bone that had gone through them.

# TEAM FOR HUMANITY House Calls

I N T H E R U B B L E

Story and photos by PH1 Jim Hampshire



KFOR medical personnel not only prescribed medications for treatment, but also refilled critically needed medications for blood pressure and other problems.

One of the few unharmed buildings in the Kosovar town of Pasjane has suddenly become the center of activity for miles around. Soldiers and Sailors offload boxes from American and Russian vehicles parked outside while security elements watch the perimeter with their M-16A2 or AK-74 rifles in hand.

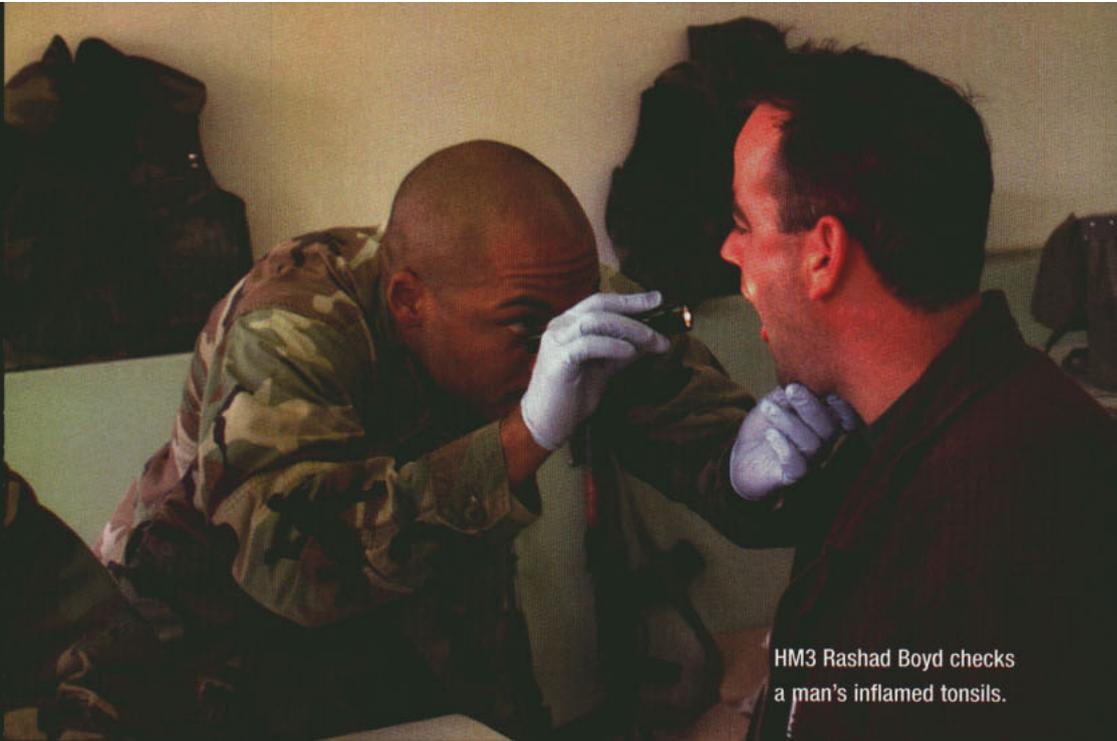
This is a MEDCAP, the Medical Civilian Assistance Program. Navy corpsmen join Army doctors, dentists, medics and other Kosovo Force (KFOR) medical personnel to go out and do what they can for the local populace. Medical treatment has ceased to exist for the better part of a year

in this war-torn province, and the people are desperate.

In the hallway, an Army officer and a translator work hard to maintain order in the anxious, milling crowd. The local mayor tries to move people to the head of the line, a real problem. If KFOR ignores him, they could easily destroy what little shaky authority exists here, but if they allow it there's a real chance of people mobbing the makeshift clinic. After a hushed, but serious discussion out of earshot of the waiting patients, an agreement is reached. Both order and face are once again preserved.

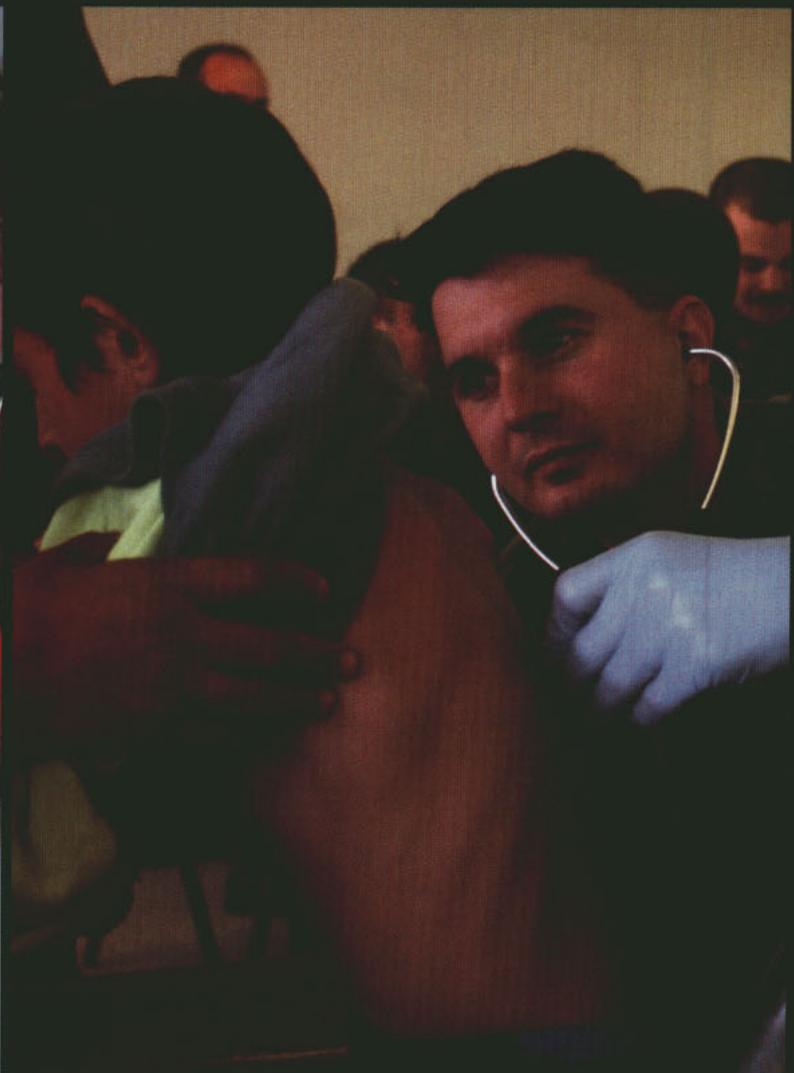
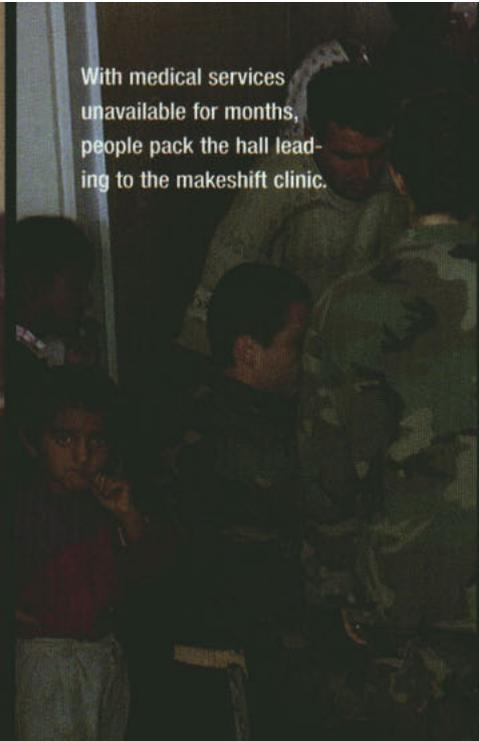
Folding tables and chairs are arranged along the walls of an empty basement where members of the 299th Army Field Support Battalion, corpsmen from the 3rd Navy Mobile Construction Battalion and a Russian Army medical team get ready. Flak jackets are removed and weapons are placed out of the reach of their patients. Translators are assigned and the floor is swept. This is the most advanced medical facility around.

A steady stream of people starts to flow in and patients are directed to various treatment areas. An elderly woman ponderously walks five feet and



HM3 Rashad Boyd checks a man's inflamed tonsils.

With medical services unavailable for months, people pack the hall leading to the makeshift clinic.





Far left: Russian Army Captain Susoyeu Igoz listens to the wheezing of a child brought in for help.

Left: HM2 Alex Maddalena listens to a child with breathing problems.

Below: HM2 Alex Maddalena changes the dressing on a child's leg from an earlier MEDCAP.



sits down with excruciating slowness. Army 1st Lt. Chris Dickinson, of Texarkana, Texas, asks Ivica Stojanovski, a translator from Macedonia, "What's wrong?" With expansive gestures and dramatic voice, the old woman slowly explains her ills. Stojanovski takes a deep breath, scratches his head and sighs, "She says everything."

For Russian Army Captain Susoyeu Igoz, of H.N. Kamenica, the translation is more difficult. Being Russian, patients are hesitant to see him, reluctantly sitting in front of him with closed expressions. To further complicate things, he doesn't share a language with the translator working with him at the moment. Every question must travel to one of his men, to the translator, then to the patient, and back through the same tortuous route. But through extra effort on his part, his patients still leave with a smile.

Though comparatively primitive, this MEDCAP provides critically needed services. In one corner, a doctor prescribes antibiotics to stave off a potentially deadly infection. In another corner, a Navy Corpsman refills an elderly man's blood pressure medication for the first time in months. Between them, a two-month-old child gets a medical examination for the first time in its short life.

The Navy corpsmen, HM3 Rashad Boyd of Los Angeles and HM2 Alex Maddalena, of San Diego, finally stop long enough for a cold Meals-Ready to Eat (MRE). "This is so frustrating, I feel like I'm on an assembly line," Boyd tells Maddalena, still dealing with the chaos of his first MEDCAP. "The whole time in Corpsman School they hammer into us the patient is important — spend as much time as you need to be absolutely sure." Words fail Boyd as he looks into the hallway where people wait. Five abreast, they run the length of the 40-foot hallway and out the door.

"Don't let it get to you, just do as much as you can," says Maddalena, putting his

hand on Boyd's shoulder. "You're doing great, you can't do everything today. We'll be back." Boyd returns to work, not quite finished with his meal. "You can only do so much working out of a backpack," adds Maddalena, joining him.

Ten feet away, a young girl sits on a folding metal chair, the kind the PTA sets up in schools back home. Army Brigade Dental Surgeon Major Michael Evans, has just finished numbing her four bad teeth with novocaine. He talks to her in a calm voice as he extracts them all, soothing her with his tone since she speaks no English. She departs with a smile and a toy, parents beaming.

"I normally see no more than eight patients a day at a normal clinic," says Evans as his next patient sits in the chair and has his blood pressure taken. "I've seen 11 in the last three hours." Army Specialist Jorge Santoro, of Brooklyn, N.Y., gets Evans' attention — the 81-year-old man has a piece of his jawbone protruding through his gum, and a blood pressure reading of 160 over 100. Anywhere else that would be alarming. Here, with the events of the last year, it's unremarkable.

The line soon thins from both ends as it grows dark outside. The people know KFOR must leave soon to make the long drive to their camp before dark. As the clinic changes back into a basement, clothes sent from the United States and unopened MREs are given to adults, while outside, toys are given to excited children.

As the soldiers and Sailors depart, they are surrounded by people thanking them. There is a sincerity to their gratitude that sticks with the servicemen long after they leave. They haven't solved the country's problems, but they have made a dramatic improvement in the lives of the people of Pasjane. ♦

*Hampshire is a photojournalist assigned to All Hands.*

# Made in the Shade

*Stepping stone to Central Florida*

Story and photos by PH1 Jim Hampshire

What's your idea of a perfect spot for a Florida vacation? How about a place right in Disney World, (so it's convenient) run by Armed Forces Recreation (AFR) (so it's affordable)? Now, since you may not want to spend your whole vacation at Disney World, discount tickets and shuttle services to all the other Orlando attractions should be available as well. Does this sound too good to be true?

Well, hold on to your "ears" – it exists.

Shades of Green began as Disney World's own Golf Resort; a luxury hotel nestled in the midst of the Palm, Magnolia and Oak Trail golf courses. It later became the Disney Inn, and finally Shades of Green when it was leased by the military. AFR has since purchased it, allowing active-duty and retired service

members and their families, as well as members of the Reserve, National Guard and DOD employees use of the facilities and services.

"We provide a chance for a vacation that a junior enlisted person can't afford elsewhere," said James McCrindle, general manager of Shades of Green. It seems to work - nearly 33 percent of his guests are junior enlisted, and more than 50 percent are active-duty military.

The facilities are extensive - 288 of what were Disney World's largest rooms, two tennis courts, two pools, a health club, a restaurant, sports bar and lounge. Being an ex-golf resort, golfers can get reservations on the three courses through Guest Services — tickets to the same courses used by the pros during the PGA's Disney Classic.

With all of this going for it, Marie Orlando-Wills in the Group Sales department recommends reserving a room four to six months in advance. Shades of Green will take reservations as far as a year and a week in advance.

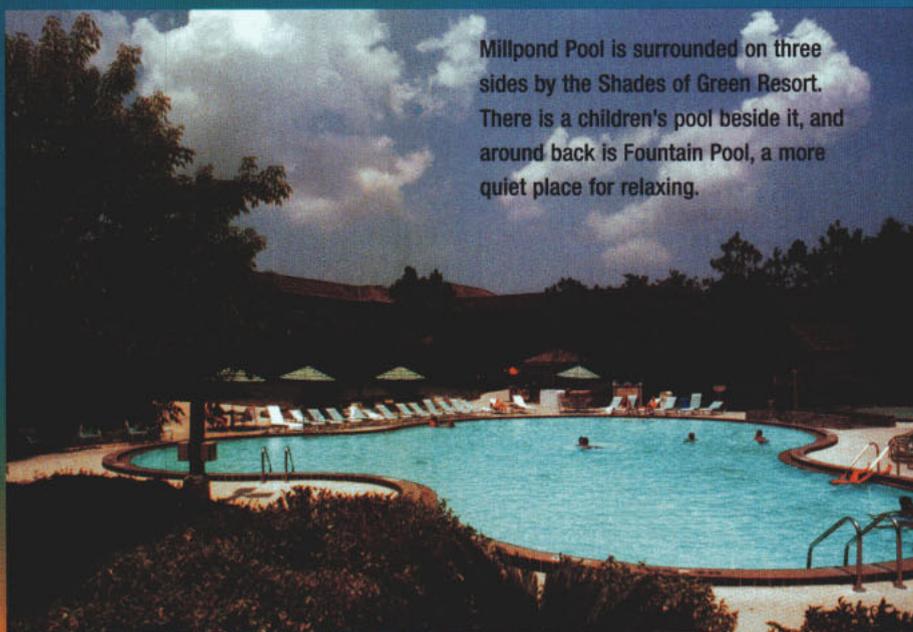
But if you can't get a room there, all is not lost. "We will find you a bed in a quality hotel," she said. "We can work out arrangements with hotels out in town and can get you discount rates." Orlando-Wills also noted they can plan parties, reunions and command functions.

The "Shade Shoppe" offers discount ticket sales to all eligible customers, even those who are not staying at the resort. "We not only have tickets to the main park, we also have discount tickets and shuttle service to many of the local attractions," said Orlando-Wills. "We have tickets to Universal Studios, Sea World, Busch Gardens, Wet'n Wild, and Church Street Station." There is also a small Army and Air Force Exchange shop in the lobby, selling Disney and other items tax-free. Shades of Green can arrange discount rental cars as well, and has check cashing services available for guests.

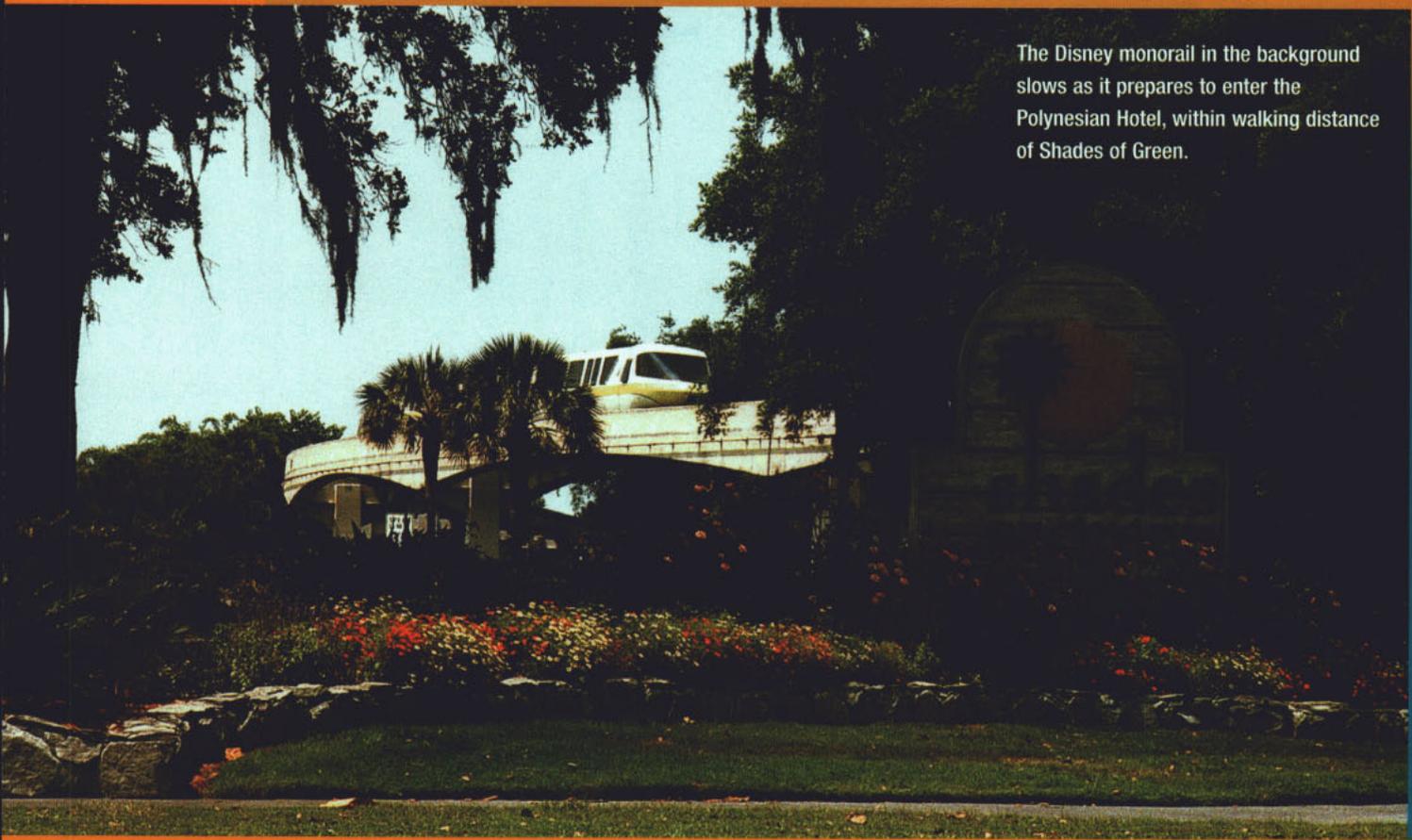
Further information, including tips and up-to-date prices can be found at their web page:

<http://www.scisys.co.uk/tiggertoo/old/wdw/resorts/sogmain.h>

*Hampshire is a photojournalist assigned to All Hands.*



Millpond Pool is surrounded on three sides by the Shades of Green Resort. There is a children's pool beside it, and around back is Fountain Pool, a more quiet place for relaxing.



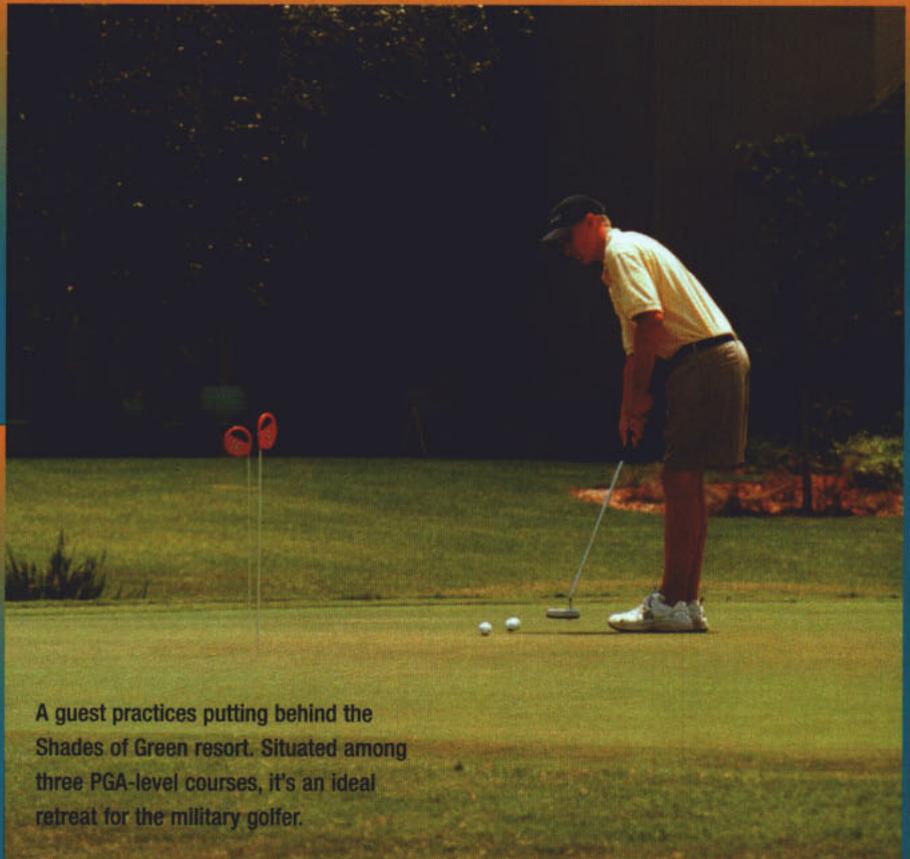
The Disney monorail in the background slows as it prepares to enter the Polynesian Hotel, within walking distance of Shades of Green.



Guests depart a Shades of Green bus at the resort.



The Evergreen Sports Bar & Grill provides a relaxing atmosphere away from it all.



A guest practices putting behind the Shades of Green resort. Situated among three PGA-level courses, it's an ideal retreat for the military golfer.

# Touring "MO"

Story and photos by  
PH2(AW) Jim Watson

You almost hear them as you approach Ford Island: the bells, the Sailors, the sounds of life this dreadnought once nurtured. You see it as you first set foot on board — the steel, wood and paint that was once home to Sailors who served proudly. And you feel it as you walk her now ghostly passageways, across her barren wooden decks and into the empty bridge ... USS *Missouri* (BB 63) has reached her final port.

Things had changed little since the ship made her first port call to "Pearl," but the rusted signs of more than 50 years' service to the Navy were apparent when she was tugged into the Navy's Hawaiian home almost two years ago.

Months of work, countless gallons of paint and a lot of elbow grease went into ensuring she would serve as a living legacy in her new homeport. Thousands of volunteers lent a hand in making *Missouri* into the gleaming piece of history worthy of her place beside the USS *Arizona* Memorial.

"The key to our opening in less than a year of *Missouri's* arrival in Pearl Harbor was the volunteers," said Don Hess, retired Navy captain. Hess noted that, "More than 10,000 volunteers



USS *Missouri* (BB 63) on her shakedown cruise in August 1944.

# ments in History

**Missouri's home in Hawaii**



helped paint, chip, sand, clean and maintain her integrity.”

Since opening to the public Jan. 29, 1999, *Missouri* has hosted more than 325,000 visitors wanting to see this giant piece of naval history. Guests can now tour inside the skin of the ship, including the crew's berthing and galley, and climb the ladders to the bridge. The main attraction of course is on the weather deck of “Mighty Mo,” where a small brass plaque marks the place where Army Gen. Douglas MacArthur stood over the formal surrender of the Japanese, ending World War II.

“I find it fitting that the ship that signifies the end of the war now lays next to the ship that signifies the beginning of American involvement in the war,” said Hess. “It took a lot of work to get her here, and a lot more to make her into what you see today.”

While you may see many extraordinary things in Hawaii, reliving a page in the chronicles of American freedom will have a mighty impact. ♦

*Watson is a photojournalist assigned to All Hands.*

USS *Missouri* (BB 63) finds her home at Pier F-5 at Ford Island.

## CyberSailor

# Personal Loss: PREVENTING IDENTITY THEFT IN THE INFORMATION AGE

**"... But he that filches  
from me my good name  
robs me of that which not  
enriches him and makes  
me poor indeed."**

— William Shakespeare, *Othello*

Bet you never thought you'd see the day CyberSailor spouted Shakespearean quotes! Well, neither did CyberSailor. But unfortunately that quote, written by the Bard in the 1600s, is perhaps truer today than ever before. In Shakespeare's time, reputations were easily harmed. But in today's wired world, "identity theft" puts far more than your reputation on the line.

Consider this case, taken from the U.S. Department of Justice web page devoted to identity theft [www.usdoj.gov/criminal/fraud/idtheft.html](http://www.usdoj.gov/criminal/fraud/idtheft.html):

"In one notorious case of identity theft, the criminal, a convicted felon, incurred more than \$100,000 of credit card debt, obtained a federal home loan, bought homes, motorcycles and handguns in the victim's name and called his victim to taunt him —

saying that he could continue to pose as the victim for as long as he wanted (because identity theft was not a federal crime at that time), before filing for bankruptcy — also in the victim's name. While the victim and his wife spent more than four years and \$15,000 of their own money to restore their credit and reputation, the criminal served a brief sentence for making a false statement to procure a firearm. ..."

That kind of thing can't really be happening today, can it? What with powerfully encrypted online transactions, holographically imprinted credit cards and new laws to put ID thieves in jail, you're protected ... Right? Well, you'd better believe it's happening, and according to some experts, it's the fastest growing form of crime in the United States today.

Item: The Associated Press reports hundreds of military officers have been victimized by identity theft recently. Those involved have included retired Army Gen. John Shalikashvili, former chairman of the Joint Chiefs of Staff, and Army Gen. John Tilelli, commander of U.S.

Forces in Korea. And guess how the criminals were able to steal their credit "identity." A web site listed the names of more than 4,500 U.S. military officers, matched to their Social Security Numbers (SSN).

That's all it takes for someone to become you — a name and a number.

Think of the ramifications of that. ... How many pieces of paper are out there with your name and SSN on them? Does it seem that every form you've ever filled out for the Navy requests that number? Every check you write at the Navy Exchange requires that number. You may even have had your SSN pre-printed on your checks, to save a few moments at the checkout counter. And for good measure, your address and phone number are probably there as well. Then there are all the doctors, accountants, lawyers, loan offices, insurance companies, schools, courts, etc., with that information. Any employee at any of those places might be able to gain access to any amount of information about you.

Do you ever get those wonderful "pre-approved" credit card offers in the mail?

If you're like me, they go straight into the trash once you realize the interest rate is outrageous. But identity thieves don't care about interest rates, and they don't mind grabbing your garbage at four in the morning on trash day to retrieve those offers. You see, they're pre-approved ... just fill 'em out and send 'em in with a mail drop box as the return address. In a few weeks, your shiny new (holographically imprinted for your protection) card shows up in the dumpster diver's mailbox, conveniently located near an ATM. A year later, you may learn of the theft after your application for a new car loan is disapproved because of a bad credit report.

With the growth of the Internet, as well as other forms of electronic data transfer and storage, we've all lost some of our privacy. While we can complain about the loss, the trend is likely to continue. If that's true, our question becomes how to protect ourselves from needless exposure to risk.

The World Wide Web has some of the answers. The federal government has a site

# Steps to preventing identity theft

- Write or call the Department of Motor Vehicles and ask to have your personal information protected from unauthorized disclosure;
- Do not use your mother's maiden name as a password on your credit cards;
- Thoroughly review all bank, credit card, and phone statements for unusual activity;
- Remove your Social Security number from checks, driver's license, and other forms of identification, if possible;
- Close all unused credit/bank accounts, destroy old credit cards, and shred unused credit card offers;
- Order your credit report once a year and look for anomalies;
- Do not leave outgoing credit card payments in your mailbox;
- Do not discuss financial matters on wireless or cellular phones;
- Do not discuss financial matters with anyone who calls you on the phone;
- Always use secure sites for Internet purchases;
- Do not carry your Social Security card in your wallet;
- File or shred all credit card, bank, and other financial statements.

## The first line of defense is awareness. To detect identity theft, watch out for:

- Unusual purchases on your credit cards;
- Bank statements that don't agree with personal records;
- Unexplained changes in your bank access code;
- Missing credit card bills or other mail;
- Unusual calls regarding your personal or financial information;
- Unexplained charges on phone or other consumer accounts.

If you suspect that someone is illegally using your identity or making charges in your name, immediately call the organization handling the account and follow up with a letter. In addition, contact the police and your local office of the Naval Criminal Investigative Service (NCIS). The NCIS Computer Crime hotline is 1-800-287-9917.

If you want more information about identity theft, visit the NCIS web site at [www.ncis.navy.mil](http://www.ncis.navy.mil).



[www.ftc.gov/bcp/conline/pubs/credit/identity/](http://www.ftc.gov/bcp/conline/pubs/credit/identity/)



[www.ftc.gov/ftc/complaint.htm](http://www.ftc.gov/ftc/complaint.htm)



[www.newsweek.com/nw-srv/issue/13\\_99a/printed/us/st/ty0113\\_1.htm](http://www.newsweek.com/nw-srv/issue/13_99a/printed/us/st/ty0113_1.htm)



[www.consumer.gov/idtheft/](http://www.consumer.gov/idtheft/)

devoted to explaining the problem, and the methods thieves use at [www.consumer.gov/idtheft/](http://www.consumer.gov/idtheft/). The Federal Trade Commission has also set up a page dedicated to helping Americans protect themselves from identity theft at [www.ftc.gov/bcp/conline/pubs/credit/identity/](http://www.ftc.gov/bcp/conline/pubs/credit/identity/). In addition to offering advice, the page includes a link to an online complaint form at [www.ftc.gov/ftc/complaint.htm](http://www.ftc.gov/ftc/complaint.htm) for people who believe they may have been victimized.

The California Public Interest Research Group (CALPIRG) also has a page dedicated to helping victims protect themselves from further damage, and explaining what steps to take to correct any damage done at [www.pirg.org/pirg/calpirg/consumer/privacy/toi/victim.htm](http://www.pirg.org/pirg/calpirg/consumer/privacy/toi/victim.htm). Other good sources of information, tailored to individual state laws, can be found at the attorneys general pages most states have set up. Newsweek Magazine also recently published an article on the problem titled "Knowing all too well," which you can read online at [www.newsweek.com/](http://www.newsweek.com/)

[nwsrv/issue/13\\_99a/printed/us/st/ty0113\\_1.htm](http://nwsrv/issue/13_99a/printed/us/st/ty0113_1.htm).

Among the suggestions these pages offer to protect yourself is buying a cheap cross-cut shredder, and using it for bank statements, credit card bills and offers and anything else you throw out with personal information on it. Avoid pre-printing your Social Security Number on checks, and wherever possible, avoid giving that information out. There are dozens of other, simple ways to reduce your chances of becoming a victim detailed on the web sites.

All the information I've been able to find on the net about identity theft describes it as a rapidly growing problem, and having seen a couple of real-world examples among close friends recently, I believe it. We can all take a few simple precautions to make ourselves much less vulnerable. Spend a few minutes online at one these sites, and you may reduce your chance of becoming the next identity theft victim.

*Cyber Sailor*



[www.mediacen.navy.mil](http://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.**



## REVERSE THAT

OS3 Ginelle Ogarro updates a status board in the Combat Direction Center aboard USS *Harry S. Truman* (CVN 75) during recent carrier qualifications in the Atlantic Ocean.

Photo by PH1 Todd P. Cichonowicz

A Kosovar boy waves as HUMVEEs of NMCB 3 move supplies and personnel through Kosovo. NMCB 3 is deployed from Port Hueneme, Calif., in support of Operation *Joint Guardian/Task Force Falcon*.

Photo by PH1 Jim Hampshire

## WAVE REVIEW



The flight deck fire fighting team on board USS *George Washington* (CVN 73) conducts drills on an S-3B *Viking* from Sea Control Squadron (VS 30), during recent carrier qualifications in the Atlantic Ocean.

Photo by PH3 Brian Fleske

## FIRE FLIGHT



## STEADY HANDS

AOAN Javier Alvarado from San Antonio, prepares to insert the firing pin into a guided bomb unit (GBU-12) aboard an F-14 *Tomcat* attached to Fighter Squadron (VF)11.

Photo by PHAN Justin K. Thomas

# Eye on the Fleet

## REEF WORK

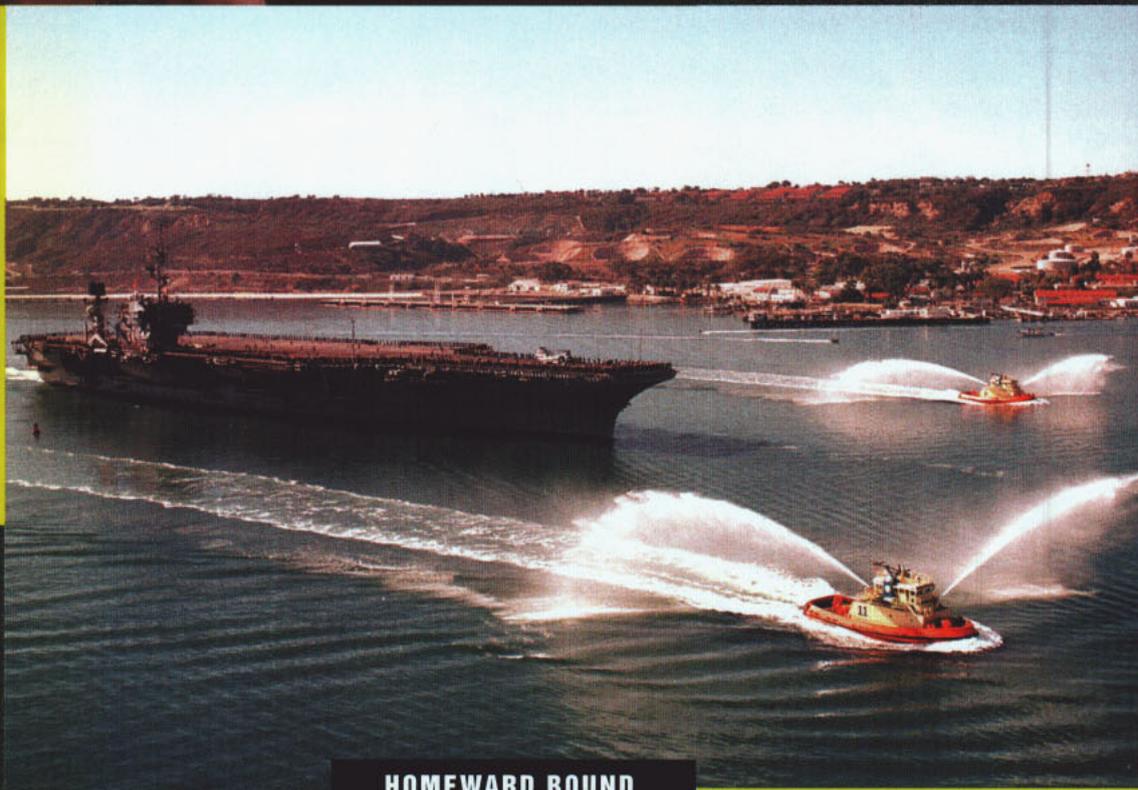
EMC Gary King, assigned to Naval Special Warfare Unit FOUR (NSWU 4) supervises the placement of buoys off the coast of St. John, U.S. Virgin Islands. NSWU-4, on a routine deployment to Naval Station, Roosevelt Roads, Puerto Rico, provided personnel and equipment to place four buoys to protect a nearby reef. Their efforts saved the U.S. Park Service more than \$50,000.

Photo by J01 Class David Rush.

## HIGH FLIGHT

Chief Aviation Ordnanceman Paul K. Hillard, from Lincoln, Neb. makes a final inspection of the firing pin of a 500-pound guided bomb unit (GBU-12) aboard an F-14 "Tomcat" attached to Fighter Squadron One One (VF)11 "Red Rippers."

Photo by Photographer's Mate Airman Justin K. Thomas.



## HOMEWARD BOUND

USS *Constellation* (CV 64) returns home to San Diego after completing a six-month deployment to the Arabian Gulf and Western Pacific.

Photo by PH3 Timothy C. Ward



## DIGGING IT

E03 Nick Goodman of New Jersey, smoothes the road cap while building a ring road in Kosovo. NMCB 3 built this road for KFOR to bypass congestion in Gnjilane. NMCB 3 deployed from Port Hueneme, Calif., in support of Operation *Joint Guardian/Task Force Falcon*.

Photo by PH1 Jim Hampshire

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](mailto:navynewsphoto@hq.navy.mil).

Mail your submissions to:  
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WASHINGTON, D.C. 20373-5819

## A Bloody Bus Battle

By JO1 Robert Benson

No studio lights, no movie cameras, no arbitrators, no mega-million dollar contracts, just this: two Sailors storm a city bus – amid screams for help, sirens, and blood – and a bus driver and homeless woman are about to have their lives changed forever by the men in Navy blue.

Of course nobody was paying any attention to the Sailors 60 seconds earlier; they were too focused on the chaos unfolding on a Seattle metro bus parked in the middle of an intersection. Running from it were men and women – terror in their eyes – crying to no one in particular to, “Call 911!” One lady, screaming like there was no tomorrow, held a cellular phone, but was so scared she forgot she had it.

“They were very frantic,” recalled Aviation Maintenance Administrationman 1st Class Darren Clinton, who was outside his recruiting office a block away on a smoke break with his buddy, Damage Controlman 1st Class (SW) Edward Smith.

Moving “upstream” against the current of fleeing pedestrians, Smith and Clinton moved to a vantage point which allowed them to see the origin of the terror. Half expecting to spot Godzilla, they instead saw people scurry from the bus in a swift exodus.

*The bus ... There was something wrong in the bus.*

“It was parked at a weird angle in the intersection,” said Smith. “We ran to it and saw an attacker positioned near the driver, but she didn’t see us.”

The “attacker” was a large woman

(“She was huge, at least 300 pounds, said Clinton.”) She hung over the bus driver wielding a paring knife. Flesh was penetrated; blood was spilled.

“GOD HELP ME! SHE’S KILLING ME!” screamed the bus driver.

“He was screaming bloody murder,” continued Smith. “He was in fear for his life. I’ve never heard anything like it.”

For the two recruiters, their community status was bumped up a notch in the minds of onlookers: “Here comes the Navy! They’re going to save the day!” some cheered as the men slipped in the rear entrance of the bus.

Inside, Smith and Clinton saw blood on the driver and a couple of passengers frozen in fear – not having the wherewithal to exit the bus.

“We saw the lady attacking the driver, who was all bloody,” recalled Clinton. “She had some kind of mental problem ... there was a lot of screaming. I was as scared as the driver.”

Clinton said he thought the “wrath of God was going to come down on all of us.” A more collected Smith, who had many years of rapid response experience under his belt as a damage controlman, put his Navy training to work.

“They teach us in the Navy to evaluate a scene, then react,” he said. “You can see a whole lot of stuff in a short time. I yelled, ‘Where’s the knife?’ and found out it had been dropped or taken away, so I told Clinton, ‘I’m going to take her down.’”

“I’m not a big guy but I couldn’t take her down on the bus. She was too big. So

I just grabbed her and got her off the bus. It diffused the situation right away. The driver immediately calmed down.”

Police and media arrived, the lady was arrested, the driver hauled to the hospital and Smith and Clinton quietly walked back to work.

Later, someone asked Smith if this was the first time he had saved a life. He shrugged, laughed and said “No way! This happens all the time.”

A year earlier, he watched as a drunk driver was thrown from his car after he plowed through a red light at an intersection and hit another car. He reacted.

Once, he was at a gas station when a lady’s car next to his burst into flames. Again he reacted. He sprinted inside the gas station, grabbed a fire extinguisher, and put out the blaze, saving the three children inside.

Another time while on a road trip, he saw a state trooper roll his vehicle. Again, he reacted.

It was his Navy training paying off. “It’s real life out there; it happens. But if you don’t respond, you’re just another passer-by. If that was your mother or father, you’d want someone to help them out, too.”

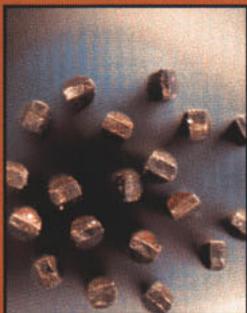
That’s about it really. So, if you’re ever in downtown Seattle, stop by the recruiting office and congratulate or thank Smith and Clinton for saving a human’s life.

They’d probably like to hear that from a stranger. Even if it’s the bus driver himself. ♦

# 10Xteaser

We are taking a new look at common items found every day in the Navy.  
Can you Identify this ?

## Last Month's answer:



This unusual view is from the working end of this Sailor's favorite tool. If you thought that it was a needlegun, used for chipping paint, you would be right.

Photo by PH2 Aaron Ansarov

Go to our website at [www.mediacen.navy.mil](http://www.mediacen.navy.mil) or wait for next month's inside back cover to learn the answer...

There's hundreds of things you can do.

1. Get a tune-up
2. create a composting site
3. install efficient lighting
4. visit the zoo
5. use both sides of paper
6. reuse disks and video tapes
7. buy recycled products
8. clean your air filters
9. lead a nature hike
10. buy food in bulk
11. insulate your home
12. participate in a volunteer project
13. wash with bio-degradable products
14. reuse packing material
15. drive conservatively to save gas
16. mulch - don't burn
17. fix toilet and faucet leaks
18. refill toner and ink jet cartridges
19. avoid using styrofoam
20. carpool
21. get a home energy audit
22. use a water conserving car wash
23. buy a push mower
24. return grocery bags
25. quit smoking
26. shop for organically grown produce
27. organize an Earth Day poster contest
28. tour a recycling facility
29. get to know your environment
30. eliminate junk mail
31. cook with a microwave oven
32. switch to rechargeable batteries
33. use double curtains in your home
34. build with recycled lumber
35. tour a recycling facility
36. invite an environmental expert to speak to your community
37. partici-

## 244. Plant a tree.

## Be a part of Earth Day 2000.

With environmentally sound ships, wildlife conservation, clean-up efforts and aggressive recycling programs, the U.S. Navy celebrates the spirit of Earth Day... Every Day.

**NAVY**  
**Earth Day**  
**2000**

April 22, 2000

# The Navy College Program

Focuses on helping Sailors earn a college degree of their choice when they are ready and at their own pace, anywhere in the world, whether at sea or ashore.

Pulls together and enhances the current voluntary education opportunities to support Sailors in earning a college degree during an active duty career.

Provides an individual transcript that records recommended college credit for a Sailor's military training and work experience.

Increases Sailors' awareness of off-duty education programs and one-stop shopping to identify the right education degree programs for them.

Provides Sailors increased access to educational counselling and advice anywhere in the world, whether at sea or ashore.

Increases availability of Navy College Learning Centers to help Sailors brush up academically or complete their High School equivalency on the way to a college degree.

## For More Information

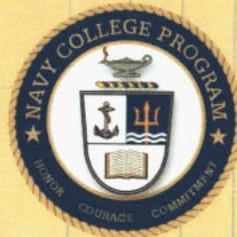
Visit us:  
**Your local Navy College Office**

Your cyberspace Navy  
College Center:  
**[www.navycollege.navy.mil](http://www.navycollege.navy.mil)**

Call us:  
**1-877-253-7122 / DSN 922-1828**

Fax us:  
**1-850-452-1281 / DSN 922-1281**

Email us:  
**[ncc@smtp.cnet.navy.mil](mailto:ncc@smtp.cnet.navy.mil)**



# The Navy College Program

Earn Your Degree While You Serve



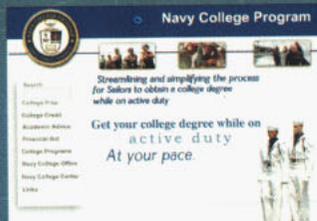


## Navy College Offices

If you want to sit down with an advisor to discuss your pursuit of a college degree, visit your local Navy College Office. Each major shore installation has a Navy College Office where you can get advice, your SMART transcript showing Navy education and training, tuition assistance forms, and information on Navy College Learning Centers, should you need some extra academic help or to complete your high school equivalency.

## Navy College Center

If you're into cyberspace rather than office space, visit the new Navy College Center on-line at [www.navycollege.navy.mil](http://www.navycollege.navy.mil), toll free at 1-877-253-7122/DSN 922-1828, fax (850)452-1281/ DSN 922-1281 or by e-mail at [ncc@smtp.cnet.navy.mil](mailto:ncc@smtp.cnet.navy.mil). This cyber information center is staffed by trained professionals who can



help you plan for college. You can also email the Center with questions and receive a speedy reply.

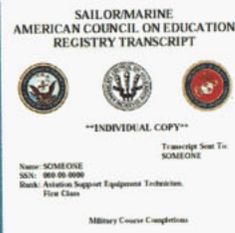
## Sailor/Marine ACE Registry Transcript (SMART)

The Sailor/Marine ACE Registry Transcript (SMART) is now available. It documents recommended

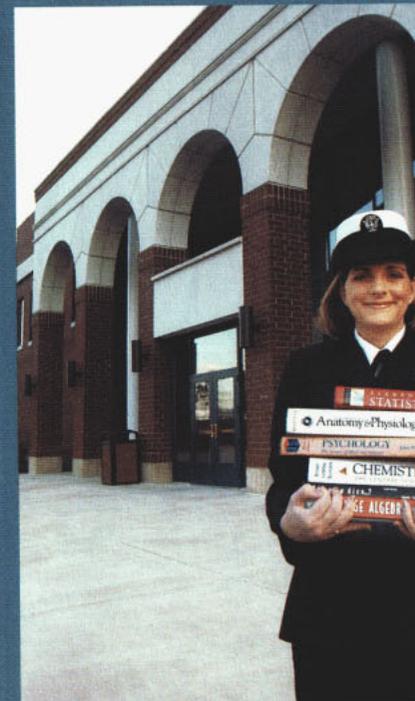
credit for a Sailor's military training and occupational experience. Provided with your SMART is information on any DANTES tests taken for college credit (e.g., CLEP), and a list of Navy funded college courses taken while on active duty. You can get a personal, or unofficial SMART, or order official copies for use by colleges and universities at any Navy College Office or the Navy College Center. You can also obtain a copy of your unofficial SMART online via the Navy College Center Web site.

## Rating Roadmaps

Rating Roadmaps identify the American Council on Education (ACE) recommended college credit that can be earned within individual ratings through Navy training, qualifications and work experience during a Navy Career. You can print your own copy right from the Navy College Center web site or get one at your local Navy College Office.



Expand your mind.  
Expand your horizons.



## New Education Partnerships

Navy is developing new partnerships with colleges and universities to offer degrees that make the most of recommended credit for Navy training and on-the-job experience. Ask your local Navy College Office about degree programs available from Servicemembers Opportunity Colleges (SOCNAV).