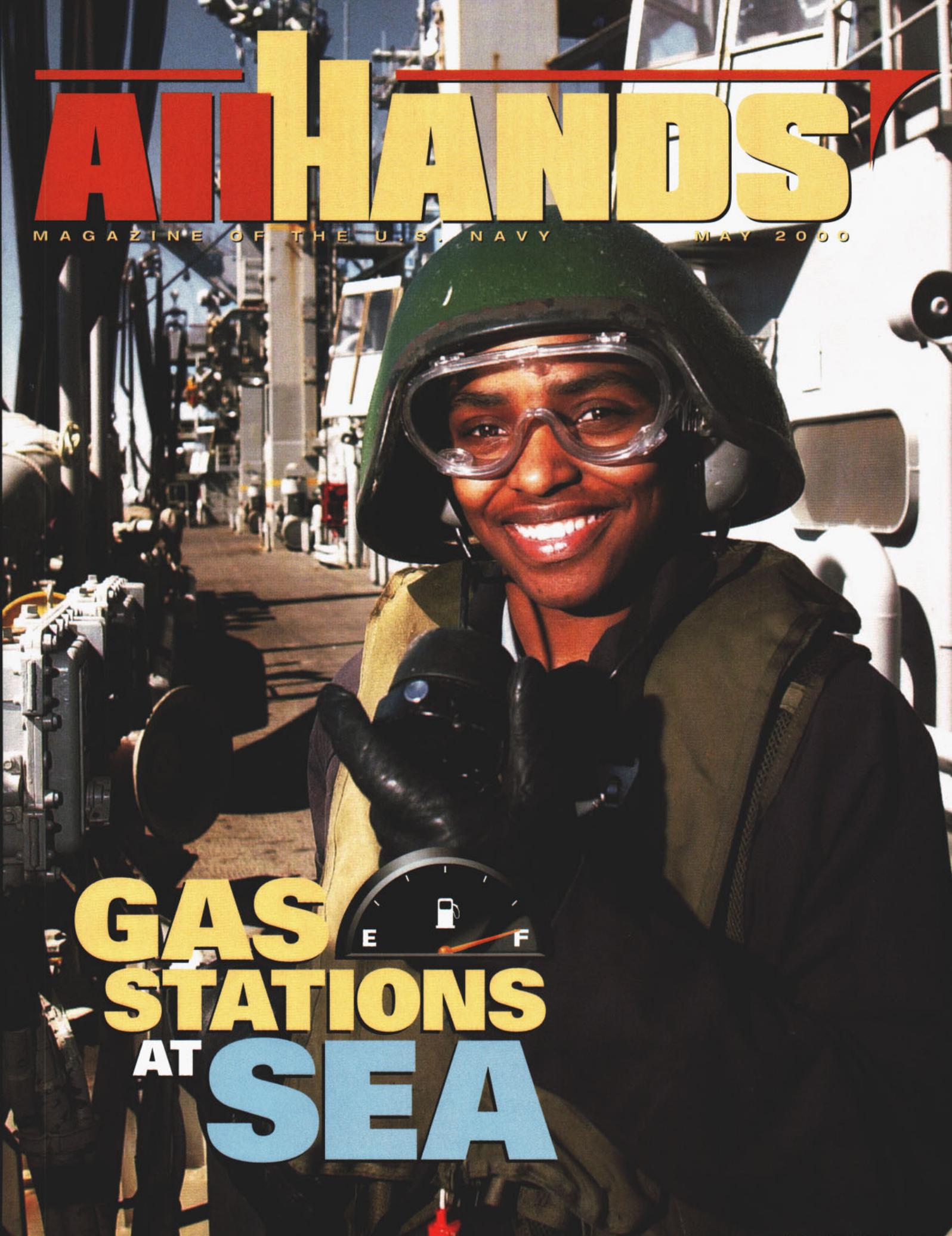


ALL HANDS

MAGAZINE OF THE U.S. NAVY

MAY 2000



**GAS
STATIONS
AT
SEA**

Features

12 Navigating Cultural Change

Leadership is reworking the inter-deployment training cycle, and profound changes are afoot. *All Hands* looks at new shipboard quality-of-life initiatives.

18 Should I Stay or Should I Go?

Sailors from USS *Bataan's* (LHD 5) Amphibious Ready Group aren't just singing the song made popular by "The Clash." They're exploring their options to remain in the Navy.

22 Fuel Stations at Sea

Who said full-service fillups don't exist? These Sailors do it anytime, day or night, rain or shine, choppy or calm seas. They provide sustenance for ship and crew and then move on. They are the highly choreographed oiler crews of the U.S. Navy.

28 They're at Their Best When They're Falling Down

Do they jump for joy or for the thrills? Whenever you see them, they're always at the end of their tether. The Navy's Leap Frogs head toward earth at a speed of about 120 mph and will land with an impact that will leave your heart in your throat.

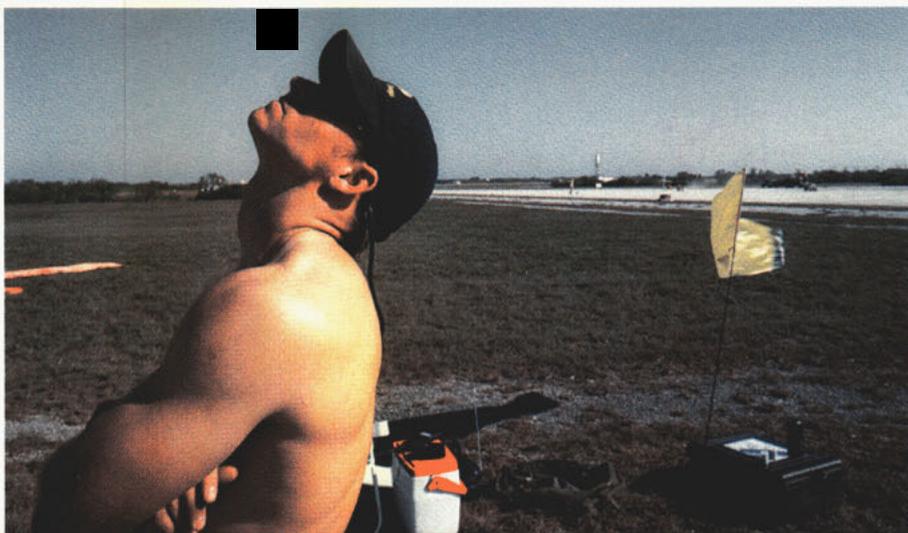


Photo by PHAA Saul Ingle

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36 The Rush Hour Routine

The recruits at Naval Training Center, Great Lakes, Ill., are faced with many things in their early hours at Boot Camp. They get new clothes, a new roof over their head and a check-up at one of the busiest Branch Medical and Dental clinics in the Navy.

Departments

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- 42 CyberSailor
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Photo by PH2 (AW) Jim Watson

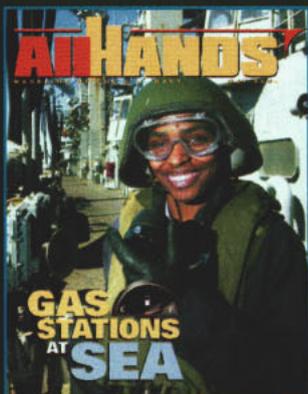
On the Front Cover

On board USS *Arctic* (AOE 8), SA Qu yana Franklin of Newark, N.J., stands ready to communicate through the sound-powered phone to any ship needing a gas station at sea pit stop.

Photo by PH2(AW) Jim Watson
Illustration by Seth H. Sirbaugh

Next month

All Hands goes on the prowl in the skies and reflects on the Battle of Midway.



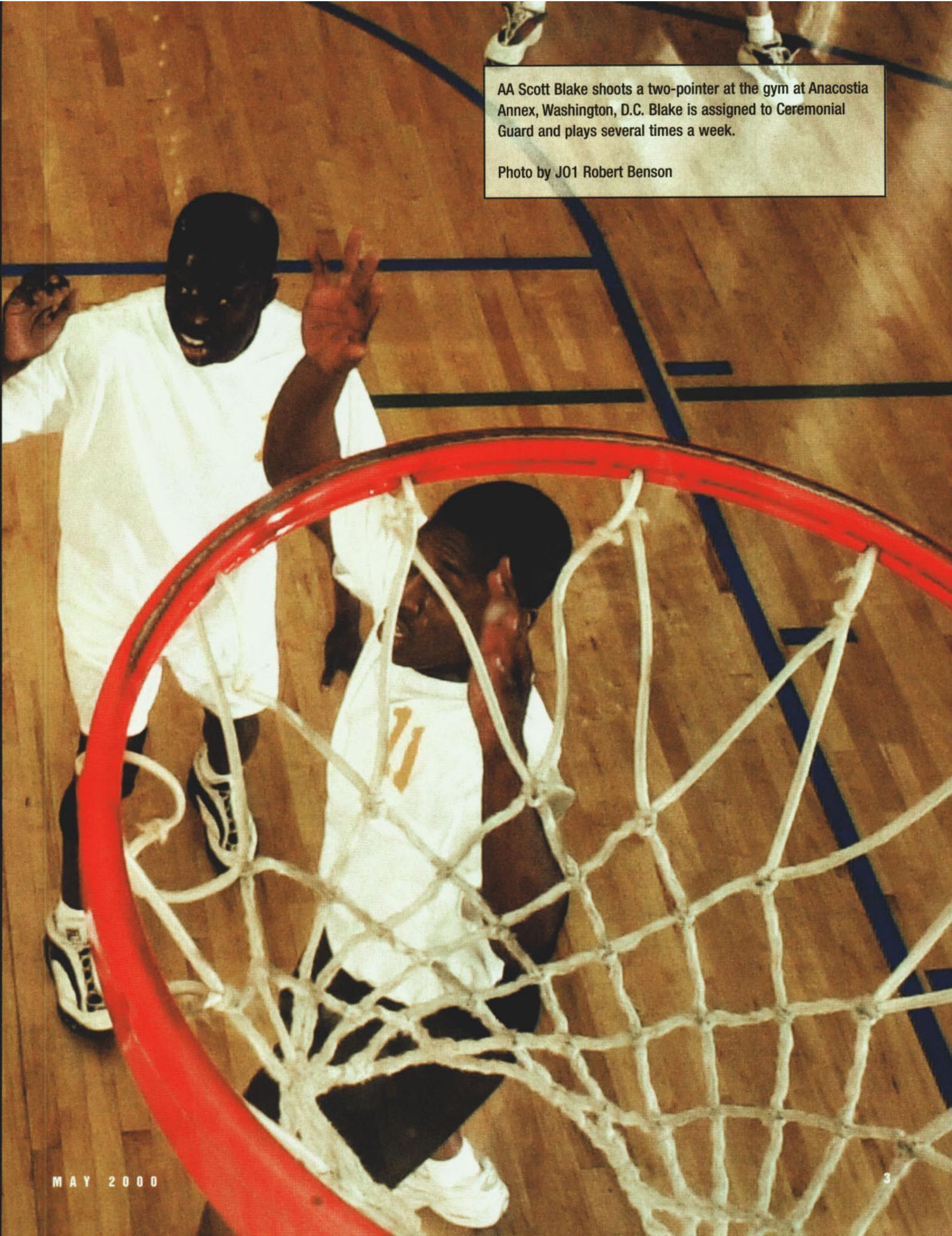
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Hoop Dreams



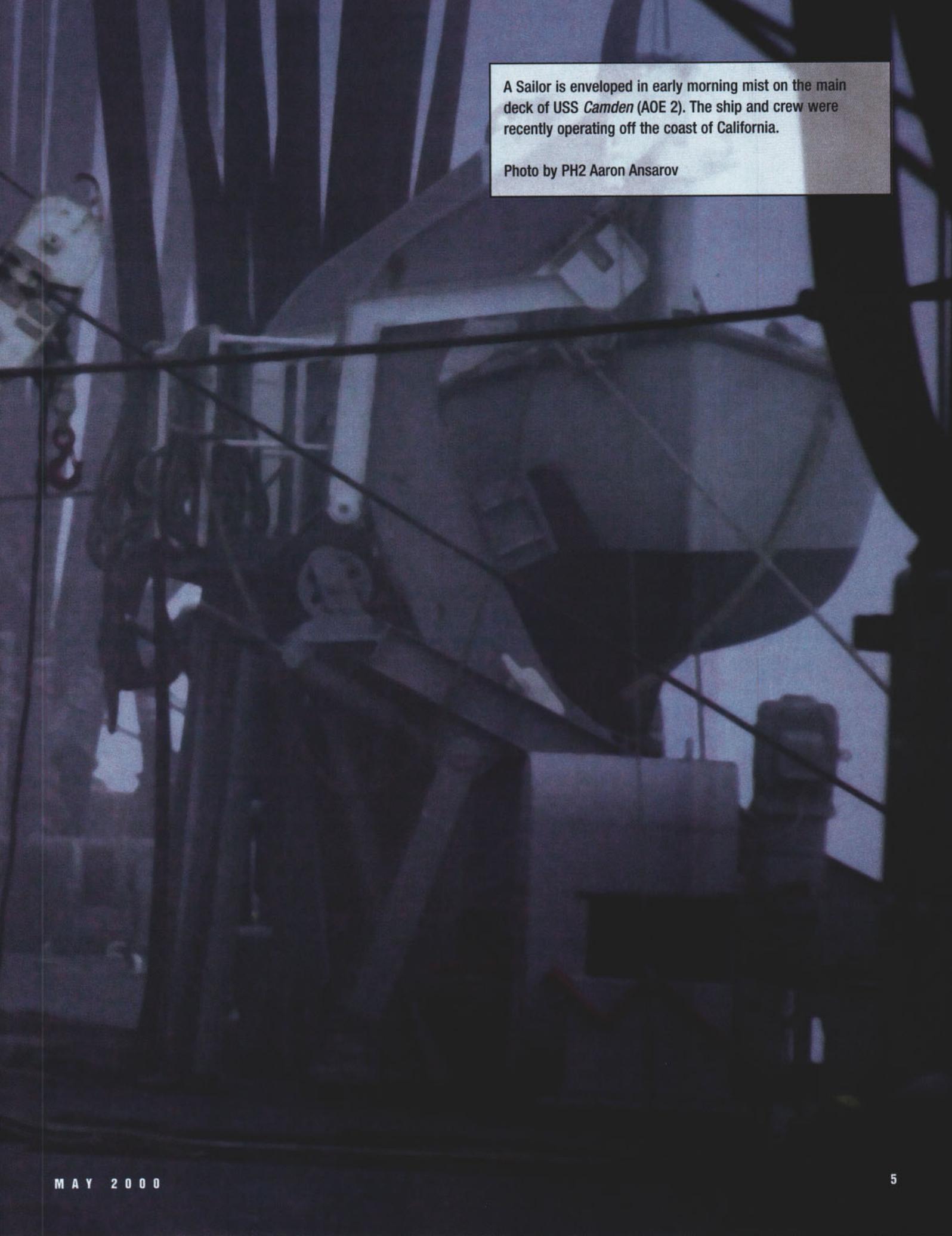


AA Scott Blake shoots a two-pointer at the gym at Anacostia Annex, Washington, D.C. Blake is assigned to Ceremonial Guard and plays several times a week.

Photo by J01 Robert Benson

Moment's **Peace**





A Sailor is enveloped in early morning mist on the main deck of USS *Camden* (AOE 2). The ship and crew were recently operating off the coast of California.

Photo by PH2 Aaron Ansarov

Around the Fleet

Editor,

I wrote last year to congratulate you on your excellent magazine. The publication continues to be an interesting and enjoyable piece to read. The photos and layout are very professional, keep up the great work. My hat is off to PH2 Watson on his touching article on premature babies. It warms the heart to see the

BY THE Numbers

150,000

The amount of money the Navy saved by using the "amalgatron" to recycle dental wastewater. (See story Page 10)

300

The number of programs and inspections that have been looked at by the Fleet Review Board during the last 18 months. (See story Page 12)

15

The number of Navy Seals that make up the Leap Frogs. (See story Page 28)

56,000

The number of recruits projected to come through the doors of the Medical Clinic at Great Lakes, Ill., this year. (See story Page 36)

medical profession doing all they can to preserve life.

CDR Rick Ramirez
Executive Officer, SWAT5

Editor,

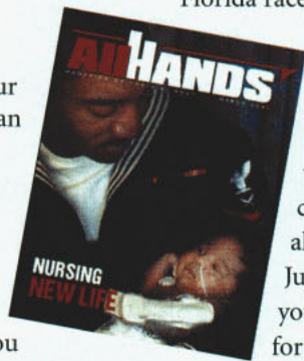
I was reading your article on Ironman in the February issue. I think it is great that the sport of Triathlon is being so highly recognized. As you know, triathlons are very popular among military personnel, no matter what their service.

I also wanted to let you

know that this past November, nine midshipman from the U.S. Naval Academy went down to Panama City, Fla., and competed in the Ironman Florida race. It was the first

time the Naval Academy Triathlon Team has sent anybody to an Ironman competition, and all of them finished. Just wanted to let you know. Thanks for the great article.

MIDN I/C Thomas O'Donnell
Co-Captain, Navy Triathlon
Team U.S. Naval Academy



Oops Dept.

January 2000

Page 31 — There is a Naval and Marine Corps Reserve Center in Tacoma, Wash.

February 2000

Page 5 — In "Saving Private Ryan," the part of Army Capt. John Miller was played by Tom Hanks. Navy CAPT Bernard J. McCulloch III is USS *Normandy's* (CG 60) commanding officer.

Thanks to CAPT E.W. Quesenberry, NCI Rosario Nieves and Mel Garman.

Page 37 — The web site for Armed Services YMCA should be www.ASYMCA.org.

SHIPMATES



Aviation Machinist's Mate 3rd Class Courtney E. Pilgrim from Monticello, N.Y., was selected as the 1999 Junior Sailor of the Year for Patrol Squadron (VP) 45, NAS Jacksonville, Fla. Pilgrim is assigned as an aircraft maintenance technician in the power plants division, and is qualified as a plane handler and ground operator of the P-3C *Orion*.



Fire Chief Dean A. Rogers of Naval Security Group Activity Sabana Seca, Puerto Rico, saved the life of a man who had been hit by a car while crossing a local highway. After witnessing the accident, Rogers quickly worked to clear the victim's airway and stop severe bleeding until paramedics arrived at the rural area 45 minutes later. Rogers has been a DOD firefighter for more than 15 years.



Air Traffic Controlman 1st Class (AW/SW) Earl Drey, a native of Herrick, S.D., was selected as Naval Air Station Fallon's 1999 Sailor of the Year. Drey advanced to AC1 in just six years of service, and is in charge of a seven-person team in the radar room; responsible for approach control, final control and desert control. Drey is also the Safety Division Petty Officer and finds time to volunteer in the Partners in Education program.



Hospital Corpsman 1st Class (AW) James F. Alexander was selected as Senior Sailor of the Year for 1999, Naval Hospital Bremerton, Wash. As leading petty officer of the outpatient pharmacy, he proficiently managed the Returned Goods Program saving the fleet and his command more than \$350,000. He was also the driving force behind the establishment of a pharmacy National Certification Program.

Make Your Vote Count — State Primaries are Happening NOW!

The bulk of state primary elections for federal and state officials are now taking place. Although many Sailors and their families are assigned far from their home of record, they are still able to exercise their right to vote using absentee ballots and the Navy's Voting Assistance Program.

The Voting Assistance Guide and your command Voting Assistance Officer (VAO) can assist you in registering and requesting a ballot using the Federal Post Card Application (FPCA) Standard Form 76 which you complete and send to your local voting jurisdiction.

Postage is not required if you mail the application from within the United States, an FPO or APO mail facility, or a U.S. Embassy or Consulate.

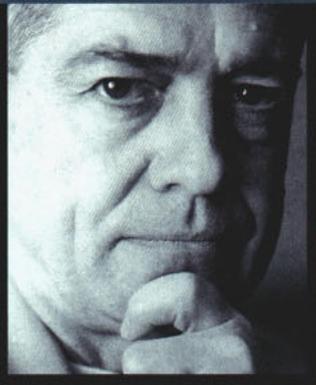
The best time to apply for an absentee ballot is 30 to 45 days before an election. In most states, ballots are mailed to voters 20 days before an election. For the dates of your state's primary, see NAVADMIN 028/00 or visit the Navy Voting Assistance Program web site at www.persnet.navy.mil/pers66/nvap.

For more information, see your command VAO.

For questions that can't be answered by your local VAO, contact the Navy Voting Action Officer at Navy Personnel Command on the toll-free Navy Voter Hotline, 1-800-368-5056 in CONUS (except Tennessee). In Tennessee and overseas, to include Alaska, Hawaii, Puerto Rico and the Virgin Islands, call DSN 882-4369/(901) 874-4369, Monday through Friday, 8 a.m. to 4:30 p.m., CST. ☐

Story by ENS Kim Brasel,
public affairs office,
Chief of Naval Personnel

Photo by J.O. Robert Benson



Speaking with Sailors

These questions are from All Hands
calls during the MCPON's recent
visit to Roosevelt Roads, Puerto Rico.

Q: Why can't we have the CAP program at shore installations?

A: I consider it one of my main responsibilities to keep promotions at an optimum level for Sailors. Expanding the Command Advancement Program (CAP) to ashore commands accomplishes the exact opposite. Sailors who get promoted from the CAP program are top-notch Sailors, but the majority of the time they are in a rating that is already overmanned. That's why it was hard for them to get promoted in the first place.

My goal to accomplish this is to make the playing field as even as possible for Sailors when it comes to promotion. The largest single retention factor is advancement. Our promotion system advances to vacancies, and a shore CAP program would significantly throw off advancement reliability.

The biggest key to advancement up through first class petty officer is to be as prepared as possible for the advancement exam. Accomplishing this puts you ahead of 80 percent of your peers right off the top. There is, and always will be, the exception, but overall the Navy's advancement system is the fairest system on the street.

Q: Why is the pay raise in the Pay Table Reform so varied?

A: A common misunderstanding is this reform is viewed as an across-the-board pay raise. While there will be a pay increase for most Sailors, the intent of this reform is to

restructure the existing pay tables.

We've been operating under our current pay table since the 1950s, and the restructuring is long overdue. We've designed the new pay chart to reward Sailors for advancing, instead of longevity in pay grade. The pay grades receiving the largest pay increases are the ones that

“Congress heard us
loud & clear last year
when we called for
addressing service
members' pay.”

have been the most out of proportion for several years now.

It's not a fix-all solution to the pay structure, but it's certainly a great first step in the right direction. Our representatives in Congress heard us loud and clear last year when we called for addressing service members' pay. Now we must continue moving forward to close the pay gap between us and our civilian counterparts. We can never pay service members what they're truly worth, but we must continue to look for optional ways to appropriately compensate them. ☐

Speaking with Sailors is a monthly column initiated 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.

Mandatory Travel Card Date Extended to May 1

Service members and DOD civilians now have until May 1 before use of the government travel credit card is mandatory, DOD officials said March 3. DOD is one of a number of agencies given two extra months to implement the program, said Nelson Toye, DOD's deputy chief financial officer.

William J. Lynn, undersecretary of defense (comptroller), signed the memorandum announcing the extension March 1.

"Within DOD, the primary reason for the delay is that we were so late receiving the guidance," Toye said. "Our components came back to us and asked for an extension. When we applied to the General Services Administration, they were willing to grant us the extension."

Toye said that GSA officials made it clear there "would be no more extensions."

Toye's guidance in the meantime to DOD finance officials is to implement the travel card program to the extent possible. He said the extension does not mean Congress is rethinking the policy. It has just taken longer than expected for government agencies to work out the details.

DOD issued new policies in mid-February to implement travel card requirements in an amendment to the Federal Travel Regulation published by the GSA in the Jan. 19 Federal Register. The amendment implements requirements in the Travel and Transportation Reform Act of 1998.

The DOD began using travel cards in 1983 to pay for lodging, transportation, rental cars and other allowable expenses. The current contractor is Bank of America VISA. For more information on DOD's travel card program, visit the Defense Finance and Accounting Service web site at www.dfas.mil or the Bank of America site at www.bankofamerica.com/government. ☐

Story by Jim Garamone, American Forces Press Service.

Enlisted Advancement System Changes Announced

Changes have been made to the Navy Enlisted Advancement System (NEAS) to further enhance the Navy's future by streamlining the process for the advancement and promotion of Sailors.

In announcing these changes, VADM Norb Ryan Jr., Chief of Naval Personnel, stated his commitment to continue supporting all efforts to improve Sailors' opportunities for advancement.

"These changes will insure the advancement system

continues to properly prepare Sailors for advancement, and help to promote the best-qualified candidates while reducing unnecessary administrative requirements," said Ryan.

As noted in NAVADMIN 42/00, several timesaving changes are now effective.

With the advent of Watchstation Personal Qualification Standards and improved shipboard training programs, Personal Advancement Requirements (PARS) have been eliminated for advancement exam eligibility. This saves a significant amount of time for Sailors preparing for the exam and

eliminates the effort spent to update and verify PARS completion in the Sailor's service record.

In addition to PARS, Training Manuals (TRAMANs) and Non-Resident Training Courses (NRTC)s are no longer required for advancement exam eligibility. TRAMANs or NRTC)s are still available and their completion is essential to support advancement opportunities for Sailors. This also saves time for Sailors and reduces the time spent by educational service officers to verify course completion when ordering exams.

Another change to NEAS

allows chief petty officers and above to serve on local examining boards to administer, proctor, handle, destroy and forward advancement

exam returns to the Naval Education and Training Professional Development and Technology Center. This expedites and improves accuracy of exam returns while allowing commands to spread the workload during the exam-processing period.

An additional NEAS change includes rescheduling E-4, E-5 and E-6 exams on the first three

Tuesdays, respectively, in March and September, with seven days between each exam. Previously, all three exams were administered within an eight-day period, allowing little time for proper preparation between exams. This change will result in fewer exam discrepancies and faster exam processing.

The last change allows automatic advancement for E-3s after the minimum time in rate at E-2 is met and the candidate has a favorable recommendation for advancement on their most recent evaluation.

The requirement to route a special request chit through the commanding officer and the local Personnel Support Detachment, is eliminated.

More details regarding the changes to can be found in NAVADMIN 42/00, and the BUPERS web site www.bupers.navy.mil/. ☐

Story by Lynette S. Williams, CNP public affairs.



Onassignment

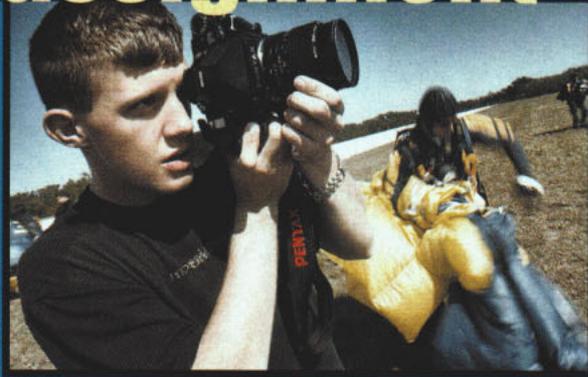


Photo by JO1 Robert Benson

"Having a job where you jump out of airplanes up to eight times a day is pretty cool," said PHAA Saul Ingle, whose first *All Hands* assignment was to Key West, Fla., for the story "Falling Down." (See story Page 28) "As an airman, I feel lucky to have the privilege of photographing our Navy in action around the world and showing other junior Sailors like myself the exciting things that happen," Ingle added. ☒

Chipping & Painting Will Never Be the Same

Chipping and painting was considered one of the main duties and messiest tasks of the Navy since barnacles first had to be scraped from hulls of wooden ships. Now there is a much brighter future for Sailors with the use of a new "Powder Coat" process at the Light Industrial Facility (LIFAC) in Newport News, Va.

The Naval Sea Systems Command (NAVSEA) has invested \$500,000 to get this process up and running for the fleet. The new painting process is accomplished with a static charge followed by spraying on a powder coat. The object goes into a "giant kiln" for 10 minutes at 375 degrees to cook until the paint cures. The paint sticks to the metal electro-statically and finishes to a ceramic coating.

According to USS *Nimitz* (CVN 68) Sailor, Aviation Structural Mechanic 3rd Class Sean Graham, "The paint adheres better, is more durable, is cheaper to maintain and produces less hazardous mate-

rial." *Nimitz* is the first carrier to use the new process.

Aviation Support Equipment Technician 3rd Class Marvin Molina has been at LIFAC for seven months now and enjoys using this new painting process. "We painted non-water tight doors, ready room chairs, lights, sun shields and anything else we're tasked with," said Molina. After priming an item on the first day, he lets it dry and then paints it on the next day.

The new paint also lasts much longer. Items painted the old-fashioned way would usually chip and have to be repainted. ☒

Story by JO2 Todd Hack,
public affairs office,
USS *Nimitz* (CVN 68)

Vacations Now Available Online for \$209

"Cheap" and "vacation" don't often go together, but the Armed Forces Vacation Club manages the feat.

The club offers active-duty and Reserve military I.D. cardholders, military retirees and DOD civilians vacations in

resorts around the world for as little as \$209 per week.

Go to the club's web site at www.afvclub.com to book a \$209 vacation, selecting from a list of various destinations. Then call the club's toll-free number, 1-800-724-9988. Give the vacation counselor your name, the number of people traveling with you, your service and your installation. Be prepared to give at least three choices of places you want to go along with dates requested and have a credit card handy.

Overseas personnel can contact the club phone number by using a "call back service" or "call back card" offered by various telecommunications companies. Basically, you buy or pre-pay for the service, dial the phone number, listen for a ring or two and hang up. You receive a call back soon after that completes the connection. The overseas caller pays for the call, and the rates vary.

Check the web site often. The \$209 vacations depend on availability, which changes daily. ☒

Change in Joint Federal Travel Regulations

Sailors stationed overseas who need to go home on emergency leave have one less worry on their minds, thanks to a change in the Joint Federal Travel Regulations (JFTR).

The JFTR now allows the cost of emergency leave transportation to a CONUS international airport nearest the location from which a member/family members departs to be used as a cost limit for transportation to any other airport in CONUS that is closer to the member's desired destination.

For example, if a Sailor on emergency leave has to fly from Rome to New York but wants to go all the way to Chicago, he now can apply the cost of the trip to New York (the Navy's share of the flight) against the cost of his ticket to Chicago, provided he can find alternate transportation that doesn't cost more than his trip to New York. If the cost of a Rome to Chicago ticket were to be less than Rome

TIME CAPSULE

This month's *All Hands* celebrates the first Armed Forces Day (1950), looks back at the beginnings of our high-tech Navy courtesy of RADM Grace Hopper (1975), and the surface ship safety team implementation of 1990.

50 years ago — May 1950

We looked at how the first Armed Forces Day, May 20, 1950, was being celebrated. Parades were everywhere, most Navy ships held an open house and President Harry S. Truman planned to address the nation.

25 years ago — May 1975

All Hands ran a feature on a 68-year old Navy Captain Grace Murray Hopper (1907-1992). Known for her work in data processing, she developed the system that COBOL programming language was later based upon. Her knowledge was so necessary to the Navy, Hopper was recalled to active duty in 1967, at age 60, to work as director of programming languages for the office of the CNO. In 1985, she was promoted to RADM Hopper.

10 years ago — May 1990

We printed "Safety at Sea" to spotlight the work of the special surface ship safety team implemented following the 1989 disaster aboard USS *Iowa* (BB 61). Also, the Soviet equivalent of our chairman of the House Armed Services Committee toured ships and Marine Corps installations in the San Diego area.



Navy Dentistry Takes Bite Out of Pollution

Mercury in dental wastewater can be an environmental safety problem. Fortunately, Navy researchers have patented a system that can remove up to 99 percent of mercury from wastewater. The system is reliable, easy to operate and saved \$150,000 in one year at the large Navy dental facility where it was field-tested.

Formally known as the "Method and System for Removing Mercury from Dental Wastewater," the unit was invented at Naval Dental Research Institute (NDRI), Bethesda, Md., and tested at a Norfolk Navy dental

one day observed that if they let the wastewater set overnight, the mercury debris would fall out by morning. An idea was born.

"We bought off-the-shelf parts, and put together a prototype for about \$1,500," said Ralls. "We put it in the back of a pickup truck one Friday afternoon and drove it to the clinic." The two installed it during a weekend and were back at the institute in Bethesda in time for work on Monday.

Nicknamed "the amalgatron" by its inventors, the unit is a settling tank about the size of a home water heater and contains internal filtering devices that sieve out amalgam. Amalgam is the alloys of mercury and silver from fillings. Wastewater suctioned during dental procedures goes into the tank at the end of each

INNOVATORS

clinic. It's the brainchild of now retired Navy dentists CAPT Stephen A. Ralls, CAPT William C. Roddy and biologist Ernest Pederson.

"The local sanitary district found high levels of mercury in wastewater samples taken downstream from the base," said Ralls. "The district told the clinic to reduce the mercury or be shut down."

The clinic searched for solutions, but found all of them too expensive or unworkable. The sanitary district shut off the sewer line. To stay open, the clinic stored its wastewater from dental chairs in 55-gallon drums. The cost to properly dispose of the drums amounted to nearly \$150,000 annually.

"It was about that time that we heard about the problem," said Ralls. He and Roddy, along with Pederson, worked to find a solution, and

day and sits overnight. Debris travels through a long sedimentation column to settle on the bottom of the tank. Clear water is decanted off the top and released into local sanitary sewers. Amalgam particles are recycled.

"We were called 'the village idiots' for wanting to try something as simplistic as letting the mercury settle overnight," said Roddy.

Their prototype has operated successfully for more than four years and is now patented.

For more information, contact the Marketing Director, Office of Technology Transfer, Naval Medical Research Center, 8901 Wisconsin Ave., Bethesda, Md. 20889-5607. ☒

Story by Navy Environmental, Safety & Occupational Health Program.

to New York, then the Sailor would not have to pay any additional charges.

"This is good news for Sailors and their family members who are stationed OCONUS because it is a significant quality-of-life improvement," said VADM Norb Ryan Jr., Chief of Naval Personnel. "It gives all Sailors greater flexibility when an emergency occurs."

The difference now is there is a cost limit, instead of a limit for physical transportation.

Prior to this change, the government paid for the cost of transportation to the nearest CONUS international airport, but did not allow that cost to be used toward the cost of transportation to a more distant airport.

For more details on the changes to the JFTR, see MILPERSMAN 1050-130 and JFTR U 7205-C1b. ☒

Last Pair of Bell-Bottoms Issued to New Recruits

The last of the old bell-bottom dungarees was recently issued to incoming recruits.

In the past, each recruit was given one pair of dungarees and three sets of new utility uniforms. Now, enlisted members will be issued four of the updated version of the working uniform, similar in fit to the wash khakis worn by officers and chiefs at sea.

Recruits have been issued the dungarees in the past in order to use up the stockpile.

The new straight-leg dark blue pants, with permanent creases, and the light blue shirts, are both 65/35 percent polyester/cotton mix. The uniforms have deep pockets and name tapes are embroidered on instead of stenciled. ☒

Story by Judy Lazarus, associate editor of the Bulletin.

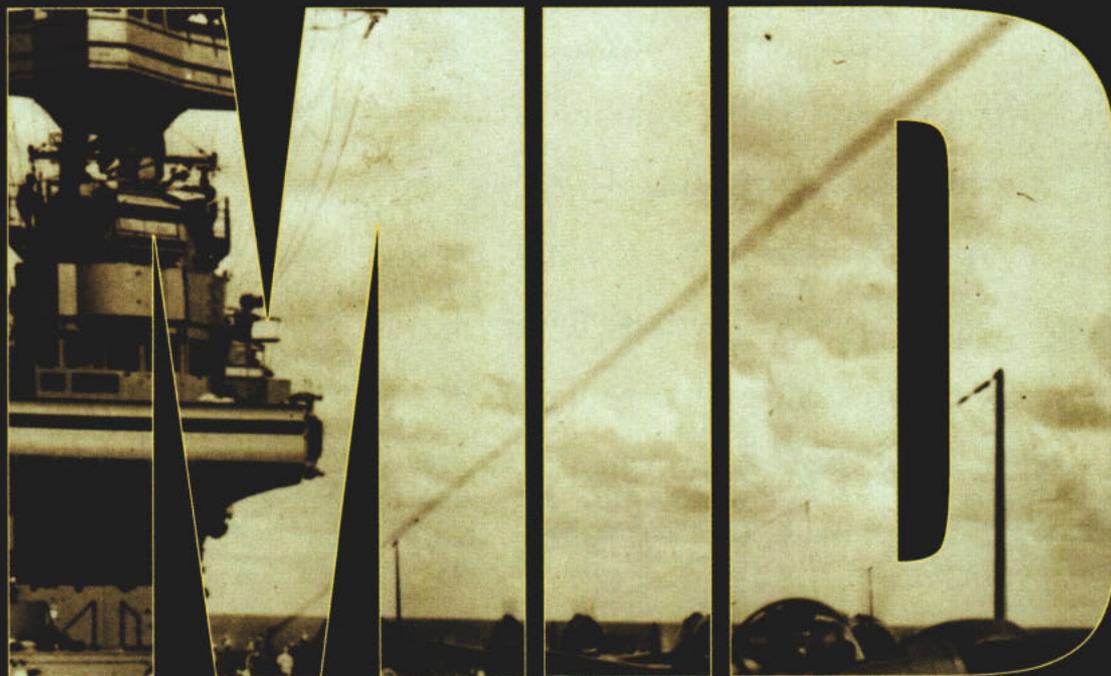
Ricky's Tour

By J02 Mike Jones

mikejones43@hotmail.com



T H E B A T T L E O F



They fought courageously against overwhelming odds, going in harm's way again and again. In the end, they turned adversity into triumph.



On *June 4th*, join us in commemorating the greatest naval victory of modern times.

M i d w a y N i g h t
J u n e 4 , 2 0 0 0

For more information on how your command can commemorate the
Battle of Midway go to
www.history.navy.mil/midway.htm

What would you think about ships — even frigates — *in 10-section duty in port?* What about fewer inspections, fewer days spent at sea, less paperwork and Sailors getting a say in what parts of their jobs make sense? A dream, you say? Well, reality may be much closer than you think. ...

Perhaps never before in the history of the Navy have we seen as many changes as in the last 10 years. Weapon systems are more powerful, dependable and accurate. Communications and satellite technology has grown at light speed, and a revolution in business affairs has driven shipboard efficiency to new levels. Concepts like network-centric warfare are tomorrow's reality. New doctrines address the shift from open-ocean combat to warfighting from the sea. *Everything is different.*

But what about quality of life? How can that be improved?

If you've been on shore duty during the last few years, you may not have noticed the huge push to change the sea-going culture. It's happening Fleetwide, and the driving factor is the Fleet Review Board (FRB).

The FRB was borne out of a mandate from Chief of Naval Operations ADM Jay L. Johnson to fix the inter-deployment training cycle (IDTC). IDTC is the training and certification cycle that ships, submarines and aircraft go through prior to a six-month deployment. Through the years, that cycle had grown heavy with



BM2 Jeffrey Pilgrim is assigned to USS *Milius* (DDG 69)

inspections and placed a burden on Sailors.

"The FRB process is forcing hard looks at the way we do business," Johnson said recently in a message to the fleet. "Some people are uneasy about the scope and speed of these changes — that is human nature. It's important to remember that

Story by
CDR Hal Pittman

Navigating

ALL HANDS

our focus has not changed — combat readiness, taking care of our people and upholding our Core

Values remain paramount. We are not changing for change sake, but building on the Navy's rich history of taking the initiative, thinking creatively, assessing risks and taking bold action to get the job done. In the process, we are giving commanding officers and ISIC's more control in the running of their ships and squadrons."

The FRB is made up of senior officers and enlisted Sailors, and is chaired by an admiral from each fleet. The board takes an in-depth look at systems and processes, talking with engineers and Sailors to get the best recommendations. In 18 months, 300 programs and inspections have been reviewed. Mandatory inspections have dropped from 128 to 72, with 20 cancelled and 27 changed to assist visits; the training cycle of IDTC has been reduced from 26 to 16 weeks; numerous administrative requirements have been dropped or combined; and shipboard planned maintenance has been

The changes recommended by the Fleet Review Board include eliminating the shipboard personnel inspection program. "It has allowed the work center more flexibility to complete other tasks," says EM3 Michael Braxton, aboard San Diego-based USS *Milius* (DDG 69).

reduced by more than 33 percent aboard surface ships and 10 percent aboard submarines.

CAPT Dana Roberts, executive secretary of the FRB, says the board is adamant about making the IDTC work. "We're looking hard at what we're requiring Sailors to do, and using risk management to look at the impact of those things at three levels — return on investment to the Navy, impact on the unit and impact on the individual Sailor. Then we ask, 'What would be the risk if we didn't do this?' And that's the context in which the Fleet Review Board makes its decisions.

"We have changed some individual programs, but since last fall, the FRB has been looking at larger systems," Roberts says. "Maintenance in the fleet was the first system we looked at."

To do that, the FRB went aboard ship

and observed Sailors conducting maintenance. They looked at the actual maintenance time, but also the time involved in tag outs, obtaining hazardous materials, getting special tools or permission to do the maintenance and all the time spent waiting. Sometimes it took *10 times as long as the PMS card allowed*.

"By looking at these things as a system using technology, we ought to be able to eliminate the Sailor from many of those steps," Roberts says.

For example, when it's time for maintenance, computers could automatically

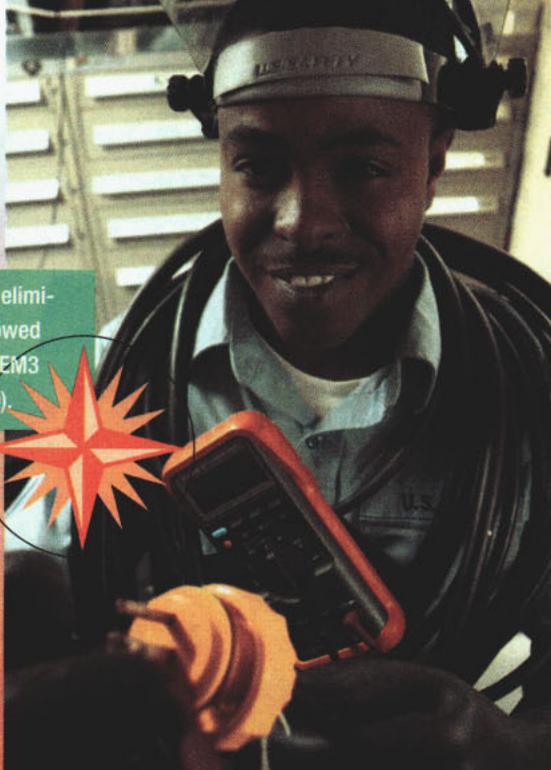


Photo by PH2(AW) Dennis McKissic

Fixing the Inter-Deployment Training Cycle

Cultural Change

USS *Theodore Roosevelt's* AK2 Lina M. Ramirez of Queens, N.Y., hands an aircraft part to AZ3(AW) Nelson Quintero also of Queens, N.Y., for evaluation to determine if the part needs intermediate- or depot-level maintenance.



Photo by PH2(AW) Donné McKissic

10-section duty in port.

"I have more time to spend at home with the kids to help them with their homework or to do things with them," says Aviation Boatswain's Mate (Equipment) 3rd Class Antoine Oliver, of *Theodore Roosevelt's* V-2 division. "Ten-section duty is not a hindrance to anyone getting their work done, and it's not overbearing to where you have to work all day and all night on your duty day."

Mess Management Specialist 1st Class Gail Cantirino, also aboard *Theodore Roosevelt*, agrees. "I'm a single parent, and money-wise, I don't have to pay as much for child care when the ship is in 10-section duty. ... Sections are a little bit shorter, but people all tend to pull together because it's more of a team effort."

Even smaller ships on the Norfolk waterfront are expanding to more duty

"TEN-SECTION DUTY IS NOT A HINDRANCE to anyone getting their work done, and IT'S NOT OVERBEARING to where you have to WORK ALL DAY AND ALL NIGHT on your duty day."



flag the necessary parts and reorder if necessary. Then the system could create the tag-outs because computers have a status on all equipment on board.

While Roberts admits that some

commands have been slow to change, others are jumping to embrace the new regulations. USS *Theodore Roosevelt* (CVN 71), recently returned from Kosovo, is in

sections in port. USS *Nicholas* (FFG 47) has moved to a 10-section duty rotation, taking literally the instructions to base in-port watch sections on safety and security requirements.



"Qualifications were the key," says Senior Chief Sonar Technician (SW) John Radlein, *Nicholas's* enlisted watch bill coordinator. "We presented the proposal to the crew halfway through our last deployment, we told them what they needed to do to

make it happen and they did — Sailors getting damage control qualified, extending repair party duties and Sailors



Photo by PH2(AW) Donné McKissic

Navigating Cultural Change

in non-engineering rates qualifying as on scene leaders. These Sailors have taken a plank-owner mentality to the program, and have passed it on to the new people coming aboard."

"It's not like back in the old days," says *Nicholas* Sailor Electronic Warfare Technician 2nd Class (SW) Matt Smith, who joined the Navy nine years ago. "Everyone understands now that they have at least one watch, they'll be qualified in repair parties up to on-scene leader, but it's worth it to only have duty three days a month as opposed to seven or eight times in four-section duty."

"You're busy," says Operations Specialist 2nd Class (SW) Peter Korff, who has served aboard *Nicholas* for six years. "The only con is that in 10-section duty, I'm duty operations, duty MAA, the on-scene leader. ... You wear a lot of hats and have to do a lot of work. You might get awakened in the middle of the night, you might get two watches, but it's only three times a month."

"In four- or five-section duty, you

might have a slower day where you can get more clerical work done, but you're standing duty a lot more often, and specifically on the weekends. I don't think there's anyone here who would switch being busy in 10-section vs. having a more lax atmosphere in four- or five- section."

The trend aboard Pacific Fleet ships is much the same. USS *Milius* (DDG 69), homeport in San Diego, has also expanded duty sections.

"Ten-section duty, tied with tropical hours, has given me the opportunity to qualify and stand watch-stations not normally opened to me," says Boatswain's Mate 2nd Class (SW) Jeffrey Pilgrim. "Also, having afternoons open has allowed me to further my education in both the military and civilian worlds."

One administrative reduction has been to eliminate the shipboard personal

USS *Theodore Roosevelt's* ABE3 Antoine T. Oliver of Memphis, Tenn., takes time to help his daughter, Lyric, tie her shoes. "I have more time to spend at home with the kids to help them with their homework or do things with them," he says of 10-section duty.



Photo by PH2(AW) Donné McKissic

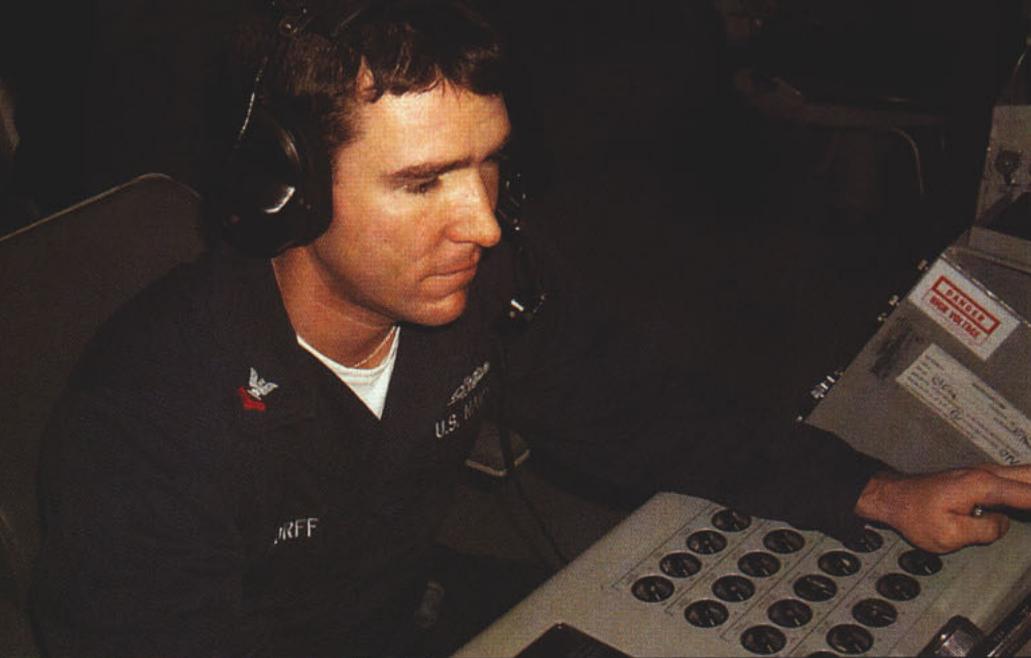


Photo by PH2(AW) Doree McKissick

trical portable tools to a quarterly PMS check transformed a challenging accountability system into a manageable one. We have not had any incidents since commissioning, and these changes have left EMs and ETs onboard *Milius* with big smiles.”

The FRB is continuing to look at processes, and they are updating instructions fleetwide to reflect changes, while at the same time reviewing new requirements. “The reason for that,” CAPT

Roberts says, “is to make sure things don’t start creeping back onto Sailor’s plates.

These far-reaching initiatives fall into what ADM Thomas Fargo, Commander-in-Chief of the Pacific Fleet, and ADM Vern Clark, Commander-in-Chief of the Atlantic Fleet, call quality of service. “Everyone in our Navy is in the service

electric safety inspection program, and that decision sits well with Sailors. “It has allowed the work center more flexibility to complete other tasking, especially with the elimination of tracking personal electrical and electronic equipment,” says Electrician’s Mate 3rd Class Michael

OS2 Peter Korff has served aboard USS *Nicholas* (FFG 47) for six years and has seen inport duty sections go from four to 10. “You’re busy,” he says, “I don’t think there’s anyone here who would substitute being busy in a 10-section vs. having four- or five-section duty.”

Braxton, of the electrical division aboard *Milius*.

“Also, reducing the safety check for elec-



Navy Food Service Tests Initiatives Aboard USS *Tarawa*

Feeding the crew of a U.S. Navy ship is hard and demanding work for both mess management specialists (MSs) and food service attendants (FSAs). The job ranges from planning, preparing and serving nutritious meals, through detailed galley record keeping, to clean-up and maintenance of galley spaces, equipment and related areas. A typical workday runs from 5 a.m. until about 7:30 p.m. in port

In a concerted effort with the fleet and Naval Sea Systems Command (NAVSEA), the Naval Supply Systems Command (NAVSUP) is reengineering the Navy’s Food Service Afloat Program to improve the quality of life (QOL) for Sailors and create a more efficient food service operation afloat.

As a key part of this effort, NAVSUP is currently prototyping 13 food service afloat initiatives aboard USS *Tarawa* (LHA 1), homeported in San Diego. The goal of the prototyping is to demonstrate initiatives that may significantly reduce workload afloat while improving QOL and nutrition. Multiple initiatives are being tested simultaneously to identify their interaction with

complementary measures.

The 13 initiatives being prototyped are:

- Using Smart card technology to track consumption of meals in private messes.
- Converting traditional full-service serving lines to self-service serving lines.
- Using state-of-the-art cleaning equipment to improve sanitation and decrease cleaning time for galley spaces and equipment.
- Adopting selected advanced food products (frozen, chilled, shelf-stable items) that are highly acceptable to the crew, demonstrate labor savings and require less storage, rather than cooking the same item from scratch.
- Using contractor support instead of ship’s working parties to load pierside subsistence deliveries into storerooms.
- Contracting out food service attendant functions (i.e., cleaning and trash removal) while in port.
- Providing the latest in food service equipment technologies

Aviation Maintenance Administrationman Third Class (AZ3) Nelson Quintero of Queens, NY., pictured with wife Simone N. Quintero of Santiago, Chile and infant son Nicholas N. Quintero.

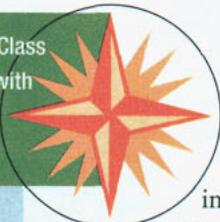


Photo by PH2(AW) Donae McKelvie

business — service to our nation,” Clark says. “We define quality of service as a combination of quality-of-life initiatives and the quality of a Sailor’s work environment — the facilities, the tools they use, the training they get and the type of

information they get.”
The future looks bright.

Roberts says the FRB will take a hard look at both integrated training and shore infrastructure in the near future. Meanwhile, their efforts from the maintenance overview are still in full swing.

“When leadership initially met with Sailors, they came up with more than 240 maintenance procedures and processes they felt were outdated and needed to be changed. We’ve already either fully or partially implemented at least 50 percent of those ... and since then, they’ve been working with Sailors from the fleet who’ve come up with an additional 216 changes that the NAVSEA engineers are reviewing right now, and this is just the start of the process.”

For more information on IDTC changes, log onto the Pacific Fleet website

at <http://www.cpf.navy.mil>, scroll to the bottom, and click on Pacific Fleet Quality Improvement. ☒

Pittman is the chief of publishing, Naval Media Center, Washington, D.C.

Navigating Cultural Change

“EVERYONE in OUR NAVY is in the service business — SERVICE TO OUR NATION.”

as identified by the NAVSEA Affordability Through Commonality (ATC) program.

- Replacing the manual inventory management process with bar-coding technology for recording receipts, breakouts/breakbacks and inventories.
- Eliminating stateroom cleaning for all officers, O-4 and below ... junior officers assume responsibilities.
- Minimizing food preparation in multiple galleys ... using standard menus and centralized preparation.
- Installing NAVSEA approved no-wax and no-buff decking.
- Serving pre-prepared entrees for the dinner meal while in port allows MSs and FSAs to secure at 2 p.m. daily while providing a quality meal to the crew for the evening meal.
- Implementing commercial sector inventory practices by inventorying food items based on the item’s cost vice conducting routine wall-to-wall inventories.

The prototyping aboard *Tarawa* will continue until October 2000. The initiatives that prove successful will be adopted as the food service paradigm of the future. ☒

Story by Naval Supply Systems Command public affairs.

Virtual All Hands Call

The Master Chief Petty Officer of The Navy, MMCM (SS/SW /AW) Jim Herdt and the three Fleet Master Chiefs will appear on the DTS Network in a live, televised virtual All Hands Call on Tuesday, May 9, 2000, from 11 a.m. to noon (EST). The program, “Who’s Looking Out For You,” will feature a live call-in question-and-answer session from Sailors around the world.

The program will give Sailors worldwide, the opportunity to talk one-on-one with the MCPON and the Fleet Master Chiefs. We need your input. Forward your questions for the MCPON and Fleet Master Chiefs prior to the broadcast by E-mail to p00da1@bupers.navy.mil or fax them to (703) 693-8471.

The program will also appear on a number of base and community cable TV stations, check your listings for local broadcast information. ☒



“Should I Stay or Should I GO?”

was a popular tune in the early 1980’s sung by the punk rock group, “The Clash.” But for many mid-grade and mid-term Sailors and service members worldwide, this question is more than just a song — it’s a serious career and life decision.

Sailors Ponder Deckplate Decision to Stay Navy

That decision has been made somewhat easier for those on the fence by recently enacted legislation that gives service members the largest pay increase since 1981 and increasing retirement benefits for those who entered service after 1986. In addition to the 4.8 percent across-the-board raise that came into effect Jan. 1, Congress also provided for a one-time adjustment so that about 75 percent of all service members will receive extra pay raises of as much as 5.5 percent on July 1.

“I see things continuing to get better for Sailors in the upcoming years,” said Machinist’s Mate 1st Class (SW) Ola Lassley, the leading petty officer of USS *Bataan*’s assault division. “I feel retirement, pay and advancement opportunities have all improved for the better. The retirement is what keeps me in, though. If there was no retirement, I would’ve left the Navy after my shore duty. Now, there’s no doubt in my mind that I will make it a career.”

A native of Austin, Texas, the single,



JOCS Brian Bell passes through the sideboys after completing 20 years of service.

37-year-old Lassley has been aboard *Bataan* since April 1997. Although he likes what he saw with the various benefit increases, like most Sailors, he would like to see more.

"I still don't think our salary is competitive with our civilian counterparts," he noted. "On the other hand, I don't know of any civilian company where you can retire after 20 years and receive a monthly check for the rest of your life.

"I really was surprised to (hear about) the switchback on the 50 percent retirement," Lassley said. "In my opinion, the Navy and Congress made a good decision and I figure it will make a \$200 or \$300 a month difference in my retirement pay. I also expect the increase will improve retention."

Lassley's ship is the flagship of *Bataan's* Amphibious Ready Group, which includes USS *Whidbey Island* (LSD 41) and USS *Shreveport* (LPD 12). And while the final days of their six-month deployment to the Mediterranean and

Red Seas wind down here, Sailors on the deckplates of ARG ships are taking note of recent and on-going efforts to improve quality of life, and in turn, retention.

Recent DOD reports have introduced a concept known as the four quality-of-life pillars. In FY00, DOD concentrated on pay and retirement. The 2001 budget will address the other two — housing and medical care. Specifically, the president's proposed FY01 defense budget calls for a 3.7 percent pay hike, proposed elimination of out-of-pocket, off-post housing expenses and improvements to the military health system.

"Health care, especially for my children is not what I'd like it to be," said Interior Communications Technician 3rd Class Winona Davis of Jacksonville, Ala., stationed aboard USS *Whidbey Island* (LSD 41). "I do feel health care is good, but not what I really want to depend on for the rest of my life. I don't like having

to call someone other than the doctor's office to make an appointment, and the runaround that ensues when a service member tries to see a specialist is enough to make you want to pull all your hair out."

Davis, a 24-year-old, married Sailor and mother of two, has been in the Navy for nearly seven years. She says the benefit improvements are a step in the right direction, but she would like to see much more.

According to DOD reports, there are two major health care issues to be addressed by the FY01 budget, one for active-duty families and the other for age 65-and-over retirees.

For active-duty family members stationed in remote areas, DOD proposes extending a program called TRICARE Prime Remote to relieve families of high-cost shares under TRICARE Standard and long drives to military treatment facilities for space-available care. The budget also provides for the elimination TRICARE Prime co-payments for service

“Should I Stay or Should I Go?”

The Navy is working hard to upgrade military housing around the globe and build new facilities to give Navy families a better quality of life.



Photo by PHAA Saul Ingle

members using civilian network facilities and directs money toward increased pharmacy benefits and custodial care.

Additionally, the budget addresses the need to improve TRICARE contracting practices and optimize military treatment facility access.

For age 65-and-over retirees who have been squeezed out of a hotly-debated promise for a lifetime of military health-care, DOD has proposed funding for continued exploration of a variety of options. Two currently in demonstration status in specific regions of the country — TRICARE Senior Prime and FEHBP-65 (Federal Employees Health Benefit Program — 65) — are designed to improve access to care while reducing out-of-pocket expenses.

While out-of-pocket expenses plague active-duty families and retirees alike for health care, similar out-of-pocket housing expenses, above and beyond housing allowances, continue to be an irritant for active-duty families. To

address this issue, DOD proposes increased housing allowances in upcoming years to drive out-of-pocket housing expenses to zero by the end of fiscal 2005.

“As for the issue of an increase in housing allowances, I say great!” said Personnelman 2nd Class Dawn Pritts of Miami. Pritts, married, and the mother of four, said she wished the Navy and DOD had decided to make this change a long time ago. “We had to wait an extra couple of years to finally buy our first house because we never thought we could afford it,” she mentioned. “But now with this new budget proposal, a lot more Sailors will have a chance at the same opportunities.

“With this new program, by the year 2005, most of us will not even have any out of pocket expenses for housing,” added Pritts. “To me, that sounds wonderful. So, to all those new Sailors, this is great news and sounds like even more of a reason to stay Navy.”



The FY2000 pay raise is putting more money in our Sailors pockets.

Photo by PH2(AW) Jim Watson

“I don’t know of any civilian company where you can retire after 20 years and receive a monthly check for the rest of your life,” says MM1(SW) Ola M. Lassley, leading petty officer of USS *Bataan’s* assault division. The 12-year surface warfare-qualified Sailor recently reenlisted for the long haul.

Below – CDR Alexander Shin and LCDR Khiem Dao repair a damaged nerve on a patient.



Photo by HM1 Kc Boren

Whidbey Island’s Davis also wished the military would help more with childcare. “The most difficult part of being a working mom is having good daycare and one that will be flexible with the odd hours the military works,” she said. “Having two children at ages four and three, my decision (to stay or go) is based very much on their needs.”

But while other Sailors weigh the pros and cons of pay and benefits, Operations Specialist 2nd Class (SW) Earl Davidson of USS *Shreveport* (LPD 12) says very little in his nine years in the Navy has changed his intent on serving a full career. In fact, the single 29-year-old Sailor from Oak Ridge, Tenn., says the recent improvements to the ‘four quality-



Photo by PH1(AW) Ronald L. Heppner

of-life pillars’ only brightens his view of being a Sailor.

“I’m very happy with the pay and retirement increases, and that has a lot to do with my decision to stay Navy,” said Davidson, a watch officer and assistant leading petty officer in *Shreveport’s* Combat Information Center.

“But, I also love what I do — my job — and the travel opportunities are very nice.” “I think the work the Secretary of Defense and our government did in giving us this pay and retirement increase and now working to improve our housing and health benefits is saying to us, ‘Hey — thanks for the job well done and for everything you do,’” Davidson noted. “Overall, I feel the Navy takes pretty good care of us.”

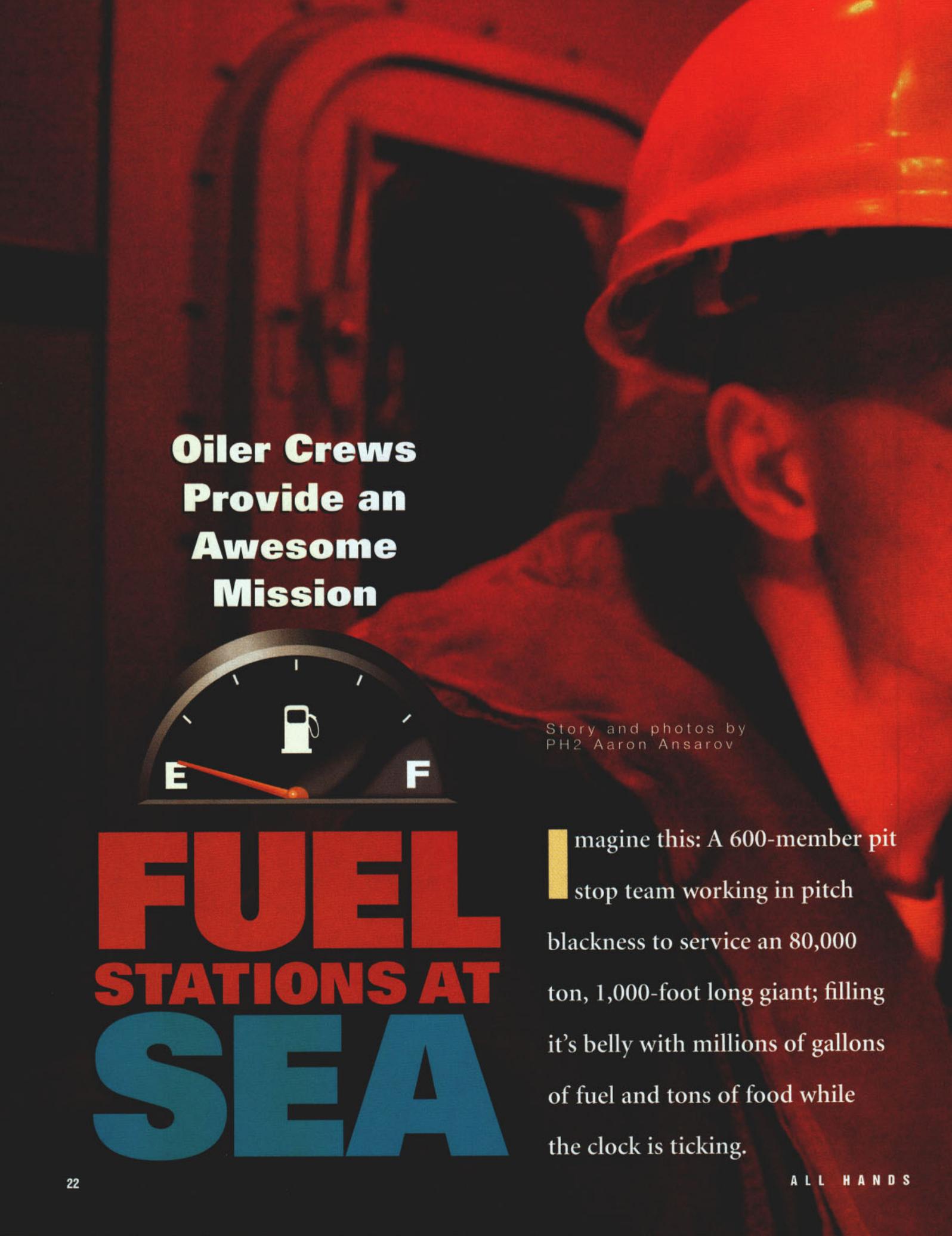
That type of positive message is what

BATAAN Command Career Counselor 1st Class (SW) Calvin Coleman tries to get across to Sailors who are deciding whether or not to stay Navy.

“We can’t pay our Sailors enough for what they do, but we can certainly pay them more,” said the 17-year Navy veteran from Little Rock, Ark. “This was evident with the recent pay raise. That raise, along with the three other pillars, has vastly improved the quality of life for our Sailors, which has long been our objective.”

And that is something that any deck-plate Sailor should consider when they are deciding whether to stay or go. ☑

Hansen is a journalist assigned to the public affairs office, USS Bataan (LHD 5).



**Oiler Crews
Provide an
Awesome
Mission**



Story and photos by
PH2 Aaron Ansarov

**FUEL
STATIONS AT
SEA**

Imagine this: A 600-member pit stop team working in pitch blackness to service an 80,000-ton, 1,000-foot long giant; filling it's belly with millions of gallons of fuel and tons of food while the clock is ticking.



SN Gary Friday (left) and BM2 Anthony Carney stand ready and waiting in Winch Booth Station 4 onboard USS *Camden* (AOE 2). As winch operators, they are responsible for how much and how far the fuel lines are let out during the UNREP.

No, this isn't an Indy 500 pit stop or a bunch of thrill seekers trying to get into the *Guinness Book of World Records*; these are Navy men and women refueling and resupplying naval warships in the middle of an ocean.

The idea of taking supplies to ships at sea and handling them across the water was new to the Navy in the beginning. Sailing ships would be able to stay where the action was for months; sea breezes provided the power, Sailors' diets were less complex and round shot was more easily stocked than bombs and missiles.

Then came the day that diesel-burners, with their huge appetite for fuel,

had to be able to reach the far corners of the world. After that, there were demands for gasoline and JP5. That's when oilers – underway replenishment ships – came into being.

USS *Camden* (AOE 2) is one of those ships. But, it's not the spider-like arms that reach out from the side of the ship, or the thick black tentacles that hang from its superstructure that make this ship and crew unique: It's what the crew does with those appendages that really makes this vessel special.

The concept of bringing an 800-foot ship alongside another of equal or greater size is one thing while docked in port;

but to do it in the middle of the ocean while both ships are moving next to each other at speeds around 12 knots is a different story. Further that feat by linking the two vessels with hoses that pump fuel – hundreds of thousands of gallons – from one ship to the other and you have something extraordinary.

And while all this is happening, the ship needs to have a few pallets of food and stores pulled across by nothing more than lines and elbow grease.

Crewmembers on ships like *Camden* make this mission happen day and night, in good and bad weather, on calm or choppy seas.



SN Joshua Carpenter stands by for an underway replenishment.



It's hard enough to do an UNREP with one ship during the day, but to do two ships at night? That's what separates the men and women from the boys and girls on onboard USS *Camden* (AOE 2).

The concept of bringing an **800-foot ship** alongside another of **equal or greater size** is one thing while docked in port; but to do it in the **middle of the ocean** while both ships are moving **next to each other** at **speeds around 20 knots** is a different story.

Gas gauge illustration by Seth Sirbaugh



Right – One of the more physical jobs of an UNREP is heaving a line across. Teamwork is a must. When the ship is rocking and the heavy line is getting smacked by the fast ocean current, it's the job of a few strong men and women to not give up and to rely on each other to get the job done.

"This is about my 30th UNREP since I've been onboard," said Gunner's Mate Seaman Amanda Grummett, who is assigned to *USS Carl Vinson* (CVN 70). She's temporarily assigned to *Camden* for a few months to get training on shooting the line across. "The first time I was so nervous, I had to reshoot four times."

The highly choreographed underway replenishment begins with a line being shot from the UNREP ship – in this case *Camden* – to the ship being replenished. The line shooting from one ship to another may not be as easy as one would think. You have to take into account the



Ready... Aim... Fire! Just make sure you adjust for wind, speed of the ship, how far you are from the other ship, and where you want the line to land so the other crew can grab it before the ocean does.



winds, the speed of both ships and where the line will land so crewmembers can grab it before the ocean does.

"What we are normally taught to do is to look at the ship's ensign and see how the wind is blowing. We keep the shot low, avoid the winds and aim ahead so that the line meets the crew on the other ship," said GM3 Anthony Gallia of Long Island, N.Y., a crewmember onboard *USS Bunker Hill* (CG 52). "Basically, what it all comes down to is practice and experience."

Experience leads to change, and lessons learned become textbook. The



As if setting the scene for a scary movie about a sea creature, *USS Camden's* fuel lines dangle quietly through the morning fog off the coast of San Diego. In only a few hours, these same lines will be pulled across the ocean to transport fuel to another three ships in one day.



reason both ships are mobile (steaming) while transporting fuel and stores isn't just to keep the crew on its toes, it's for the experience. In a wartime situation, two ships tied together transporting fuel is a dream come true to any enemy. For this reason, the norm during UNREPS is to maintain a constant speed and course and always be ready to "break away" if the need arises. In fact, emergency break aways are practiced on every UNREP.

Signalman 3rd Class Charleston Brown, from Navajo, N.M., stands lookout on the bridge of USS *Princeton* (CG 59) during UNREPS. "I've participated in more than 20 UNREPS in less than two years in the Navy, and we always practice an emergency breakaway," said Brown. "We practice getting all the lines away as fast as possible before something bad happens. It all comes down to 'Safety First.'"

Where a Sailor like Brown participated in 20 replenishments, others have more under their belt. "Last WESTPAC we did a total of 130 UNREPS," said *Camden's* Storekeeper 3rd Class Scott Shelladarder. "That may not seem like a big number for six months at sea, but just add up the total millions of gallons of fuel and tons

of food and stores that were transferred." During their last deployment, the *Camden* conducted more than 130 UNREPS, transferred 58 million gallons of fuel and 3,400 pallets of stores, food and ammunition. Total weight transferred was in excess of 4,000 tons. When pondering those numbers, it's easy to see why *Camden* and other ships like it have a reason to be called 'Second to none.'

These nautical pit stop teams ensure the Navy stays in the race on the high seas. ☒

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

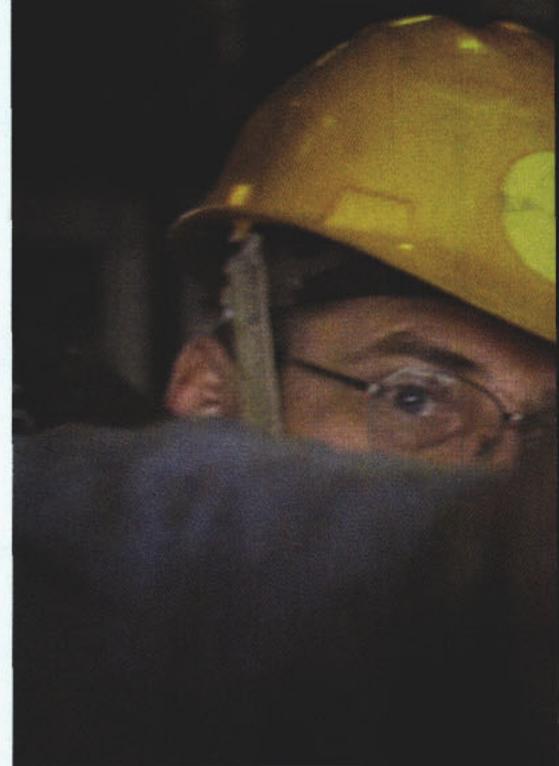
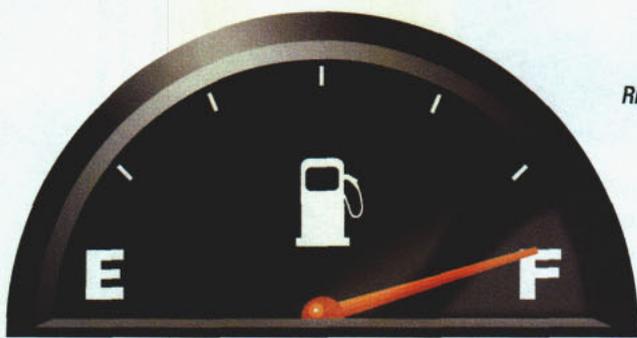


Photo by PH1 Nicholas D. Sherrouse

Above – Spider-like arms reach out and grab one of its many Navy customers — USS *Enterprise* (CVN 65) in this case.

Right – When compared to the massive body of a carrier, USS *Camden* (AOE 2) doesn't look too intimidating. But it seems like it to a Sailor who has never seen or participated in an UNREP before.

Far Right – SK3 Humberto Espina is in his element as one of the crew in charge of stores onboard USS *Camden* (AOE 2). Espina is responsible for the supplies of all of USS *Abraham Lincoln's* (CVN 70) battle group.



In a wartime situation,
two ships tied together transporting fuel is a dream come true
For this reason the norm during UNREPS is to maintain a
constant speed and course
and always be ready to "break away" if the

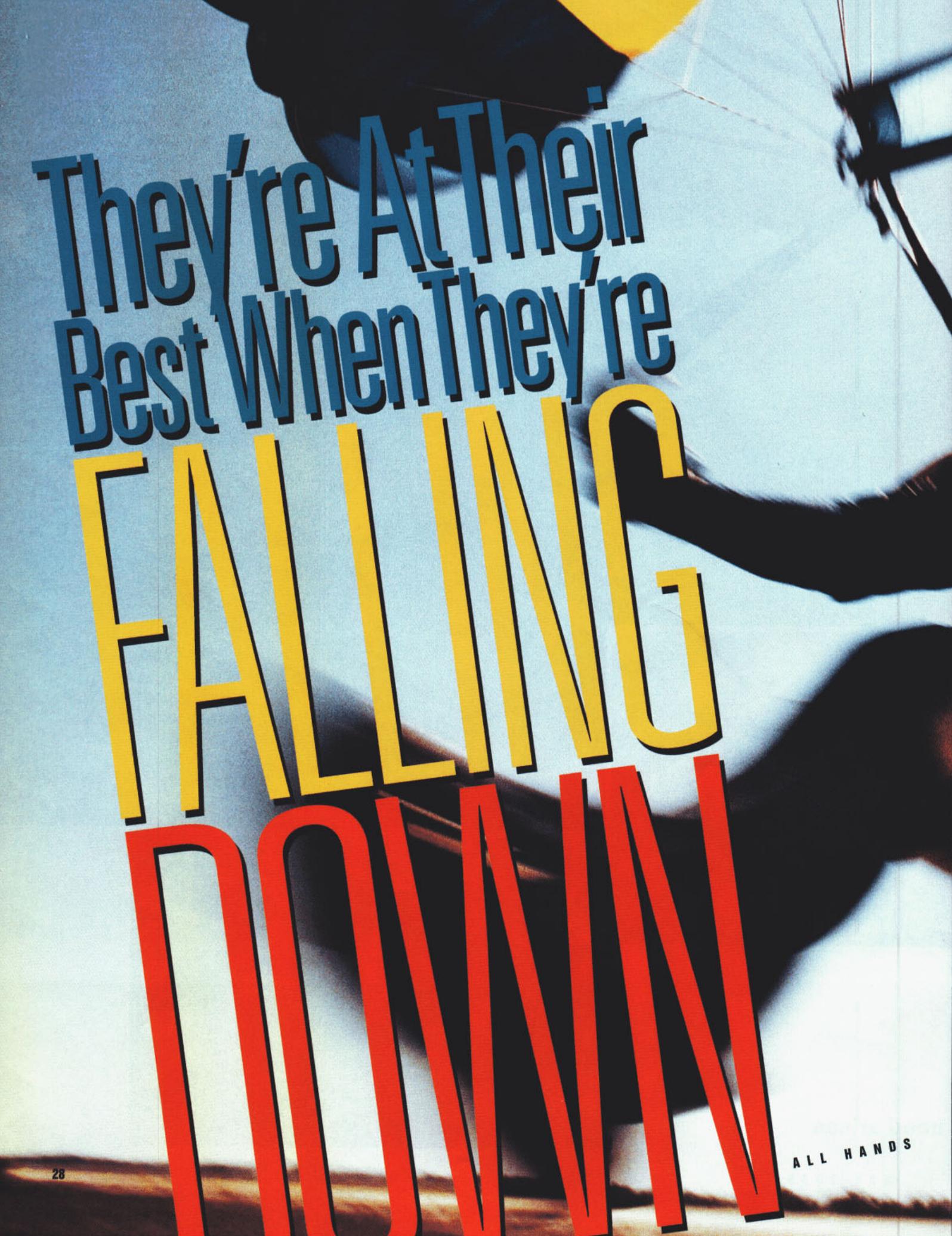


BM1 John Klingsmith gives BMSN Rachel Seader training during an underway replenishment.



to any enemy.

need arises.



They're At Their
Best When They're

FALLING

DOWN

ALL HANDS



Story and photos
by JO1 Robert Benson

After jumping from a C-130
at an altitude of 13,000 feet,
a Leap Frog lands just inches
from the designated "T" spot.

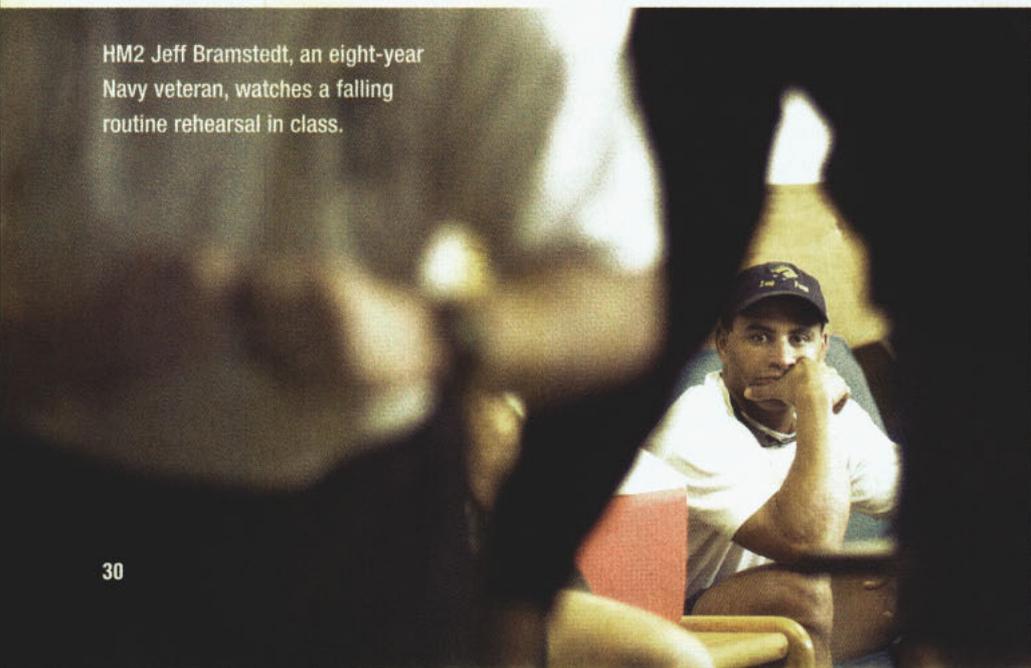
Ever hear the sound of death? Boatswain's Mate 2nd Class Rick Wallace has. It's an eerie flapping noise mixed with rushing air; kind of like the sound made by a kite beginning its ascent skyward. Wallace has not only heard doom, he's seen it, too — looking up to an unopened, entangled parachute streaming above him as he hurtles toward earth at 120 mph.

But how can this be? Wallace, a veteran Navy SEAL and Leap Frog team member, has jumped hundreds of times without a hitch! Only 30 seconds earlier he took a flying leap off an Air Force C-130 at 13,000 feet, and plummeted groundward at 140 feet per second. But, when catastrophe strikes, it makes its presence known; this time in the form of a fouled, non-working parachute, and the deadly Key West runway — a speck below him, lethally hard and unforgiving — only 45 seconds away.

There's an old saying in the SEAL jumping community that may have flashed through Wallace's mind: "You're dead until your parachute opens."



BM1 Tim Ige hauls in his chute after landing, and prepares to do it again. During practice days, the team will jump as many as eight times each day.



HM2 Jeff Bramstedt, an eight-year Navy veteran, watches a falling routine rehearsal in class.

A lesser man in the same predicament would have lost control and panicked. But not Wallace. Sure, maybe in those brief seconds of uncontrolled freefall he looked back on his 10-year Navy career or his SEAL training. Maybe he even thought about his family back in Cincinnati. But if the thoughts were there, they quickly disappeared as he instinctively executed his next move.

For a Leap Frog – a performing member on the U.S. Navy's Parachute Team – it was... (yawn)... ho hum, no big deal. Like a scenario scripted for a James Bond movie, Wallace pulled his reserve

**"Once you have tasted flight,
you will walk the earth with eyes turned skyward
— for there you have been, and
there you long to return."**

— A wise man who may as well
have been a Leap Frog

*They're At Their
Best When They're*
**FALLING
DOWN**

Right – HM2 Jeff Bramstedt
(at right) listens as fellow
Leap Frogs explain various
skydiving routines.



agree is amazing – consists of 14 jumpers leaping out of an aircraft flown by the Air Force at an altitude of 13,000 feet. During free fall, jumpers reach speeds of 120 mph and can accelerate up to 180 mph. Following the show, the “Leap Frogs” are available to the public for autographs and to answer any questions about the Navy or the Special Warfare Community.

The parachute team began jumping in 1969 when SEALs and Frogmen volunteered to perform at air shows on the weekends.

The team was officially commissioned as the Navy Parachute Team “The Leap Frogs” in 1974 by the Chief of Naval Operations.

The Leap Frogs are comprised of 15 Navy SEALs. Each member comes to the team for a three-year tour from one of the two Naval Special Warfare Groups. Upon completion of their tour, members return to the SEAL teams.

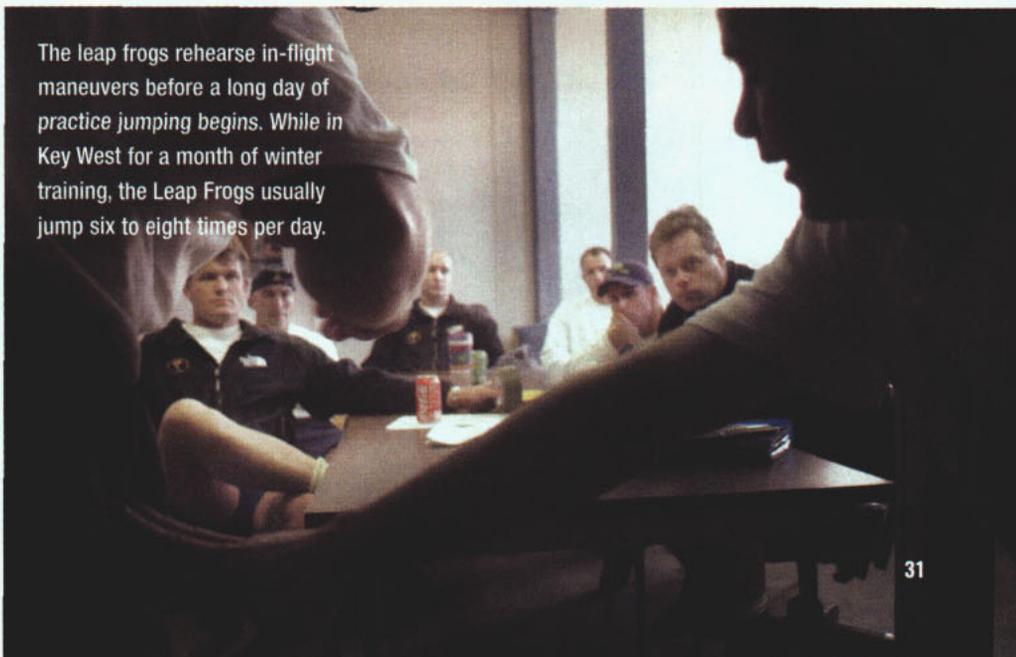
The jump performance – which most

chute, gently glided into the drop zone and missed the “T” mark by mere inches.

“I really didn’t panic at all,” said Wallace. “I didn’t think anything of it, I just pulled the reserve chute and it worked. It was muscle memory.”

That hairy fall came last March during a routine practice jump in Key West, Fla. Amazingly though, using a reserve chute is a rarity for the team that jumps as many as 400 times per year at air shows and events across the country. “About one in every 400 jumps you get a malfunction,” said LT Jon MacDonald, the group’s officer in charge.

The leap frogs rehearse in-flight maneuvers before a long day of practice jumping begins. While in Key West for a month of winter training, the Leap Frogs usually jump six to eight times per day.



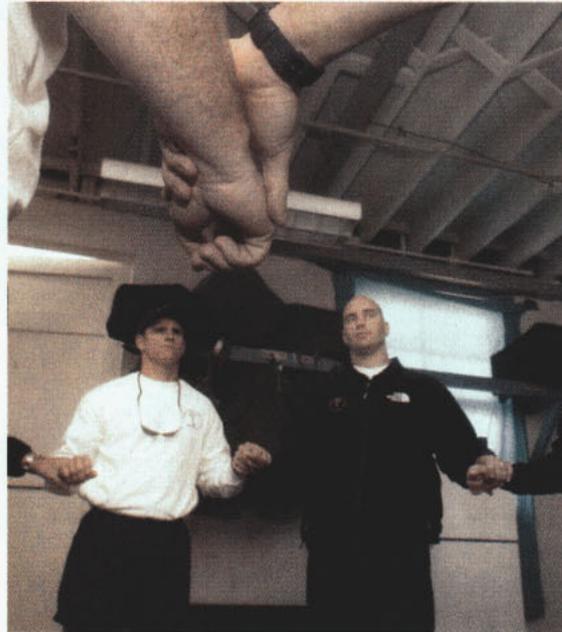
They're At Their
Best When They're
**FALLING
DOWN**

“What an exhilarating feeling,”
said Quartermaster 2nd Class Joseph Masalta
upon landing. He has more than 2,000 jumps,
but admits there’s excitement in each one.

In its 31-year history, the group has a remarkable safety record. “I’m happy if they keep my job boring,” said Hospital Corpsman 2nd Class Juan Rivera, who monitors every jump from the ground and stays in contact with the air crewman and jumpers via radio. Looking upward on most jump days, he’ll see a speck in an otherwise deep blue sky – the frog’s C-130.

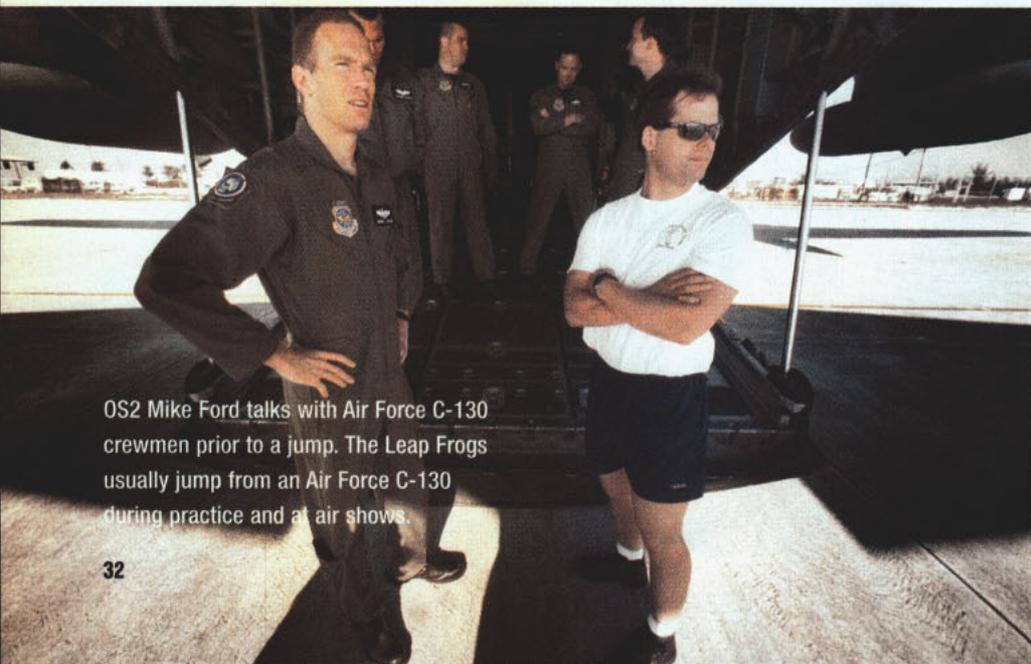
A glint of reflection from the rear of the aircraft confirms what his radio always crackles: “Fourteen jumpers away.” After a tense 45 seconds, Rivera will see the chutes open one by one, almost in unison. He points across the sky with his finger as he mouths a count: one, two, three, four, five “We have 14 good canopies,” he radios in. “I say again, 14 good canopies.”

At this point — had the group been in



a show setting — thousands of fans would have cheered wildly as the team performs death-defying formations like the “diamonds” or “big stacks” or maybe the “quad-by-side”: a formation only the

Left — Prior to a day of jumping, jumpers perform a falling routine in the safety of a classroom.



OS2 Mike Ford talks with Air Force C-130 crewmen prior to a jump. The Leap Frogs usually jump from an Air Force C-130 during practice and at air shows.

Leap Frogs have been able to pull off. But out here, on the barren tarmac of NAS Key West’s flight line, where they have been training for a month, Rivera is the only person to greet the skydivers as they come down.

“What an exhilarating feeling,” said Quartermaster 2nd Class Joseph Masalta upon landing. He has more than 2,000 jumps, but admits there’s excitement in each one. “If it wasn’t so exhilarating, I wouldn’t do it as much as I do. This is a very professional team and everyone wants to get the job done.”

That professionalism, in the eyes of

Photo by PHAA Sauti Ingile



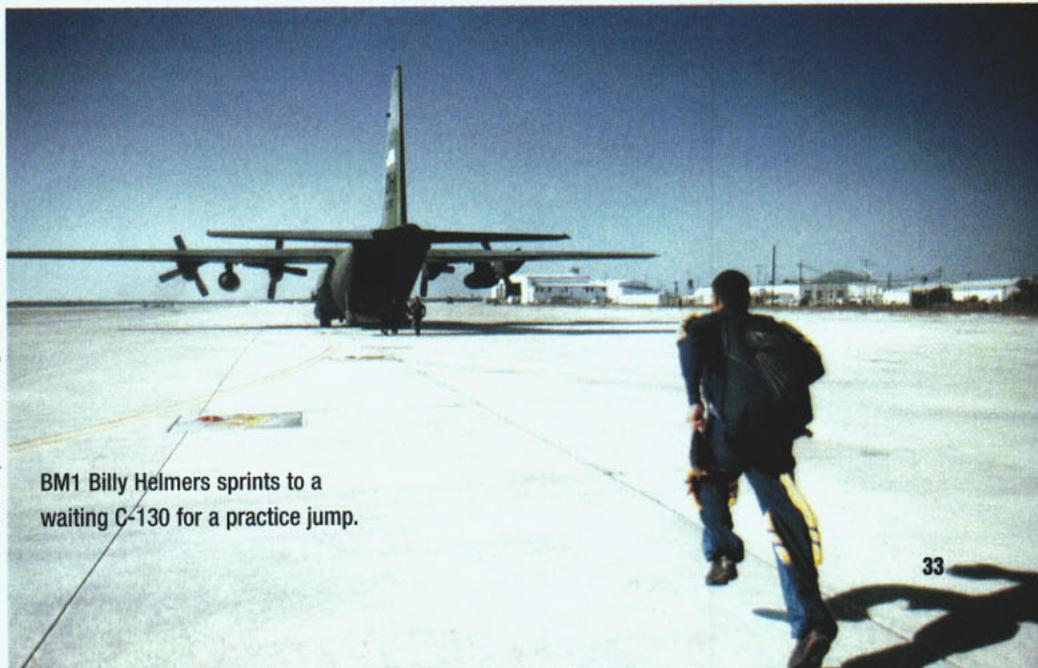
A pair of SEALs practice a show maneuver during training over Key West, Fla.

the 16 million people who see them perform each season, has a “WOW” factor that can’t be matched. Just ask Cesar Borrero, a 17-year-old senior at Braddock High School in Miami, who watched the team sail into his school’s football field last March.

“Everybody was just amazed,” he said. “Most of our school and students from others schools saw them make the jump.”

Borrero, a cadet ensign in the school’s NJROTC group dubbed the “Bulldog Battalion” said the performance reinforced his decision to try out for the Navy SEALs. “I really got a good impression

Photo by PHAA Saul Ingle



BM1 Billy Helmers sprints to a waiting C-130 for a practice jump.

They're At Their Best When They're
FALLING DOWN

"Jumping is an incredible adrenaline rush, unlike anything else I have ever experienced," said Operations Specialist 2nd Class Michael Ford. "Being able to travel and perform in front of millions of people is a really great feeling."

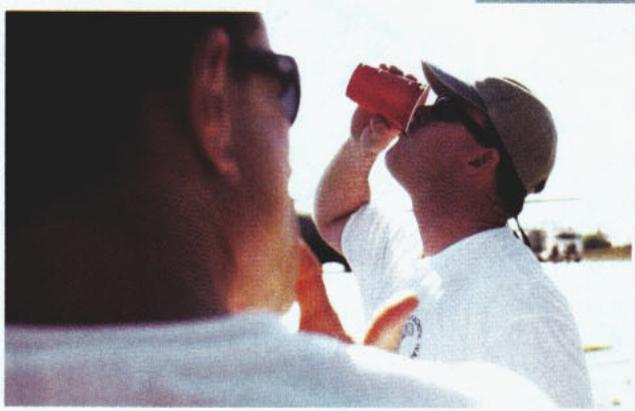
after seeing the Leap Frogs. Everybody was just amazed," he added.

His excitement can only be matched by the jumpers themselves: "Jumping is an incredible adrenaline rush, unlike anything else I have ever experienced," said Operations Specialist 2nd Class Michael Ford. "Being able to travel and perform in front of millions of people is a really great feeling."

For many, the Leap Frogs provide an unseen side of the Navy: "People have seen Top Gun and they've seen our ships," said MacDonald, "This is just another way of saying, 'There's a lot of exciting things in the Navy besides ships.'"

"Sometimes," MacDonald added, "All it takes is a spark to get people interested in the Navy."

For some, flying SEALs included, that interest extends above the Navy, literally,



While in Key West for training, hydration is important to the skydivers as they spend most of the day outdoors.

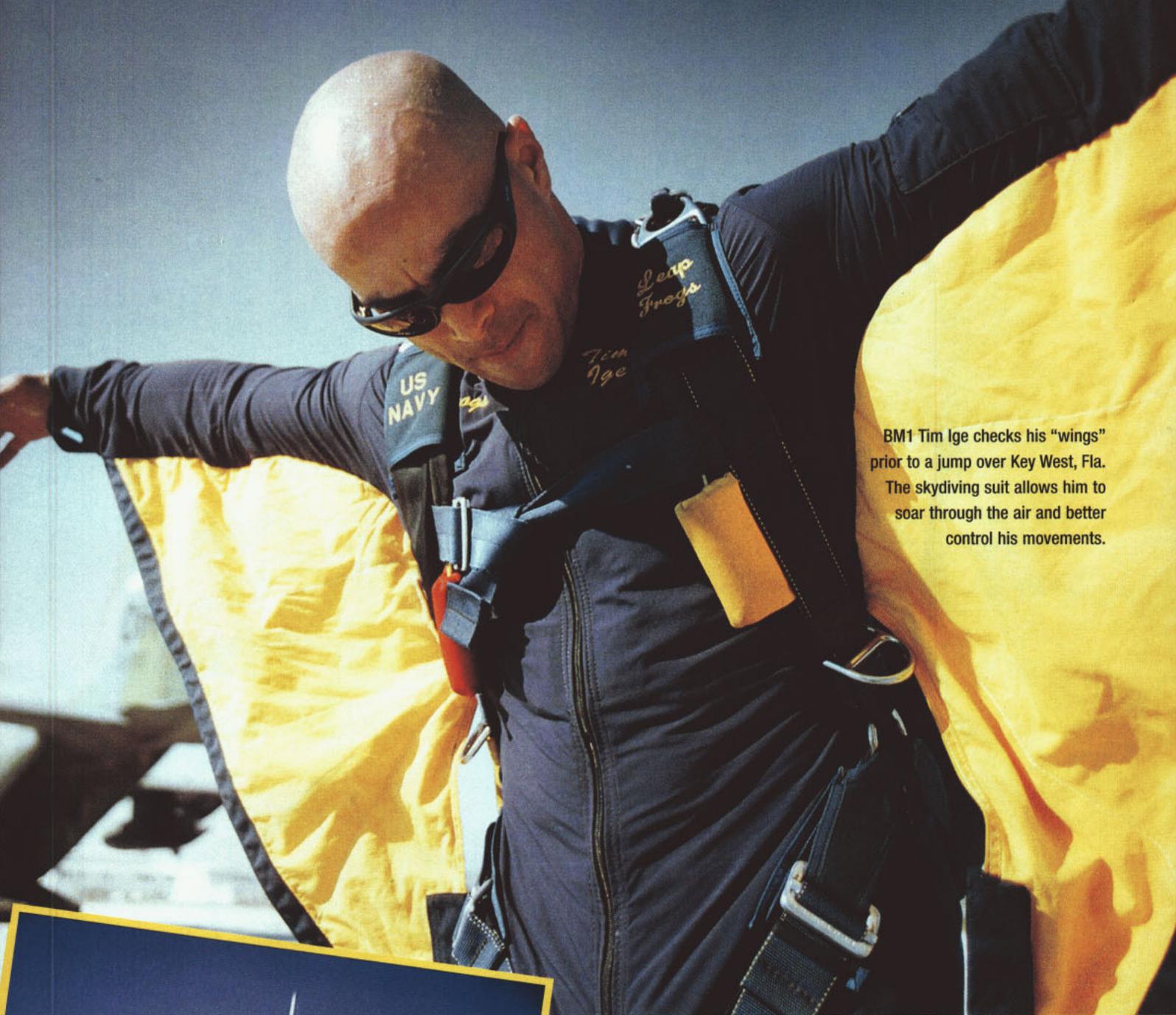
towards the heavens. "Once you have tasted flight," said a wise man long ago, who may as well have been a Leap Frog, "You walk the earth with eyes turned skyward, for there you have been, and there you long to return." ☒

Benson is a photojournalist and Ingle is a photographer assigned to All Hands.

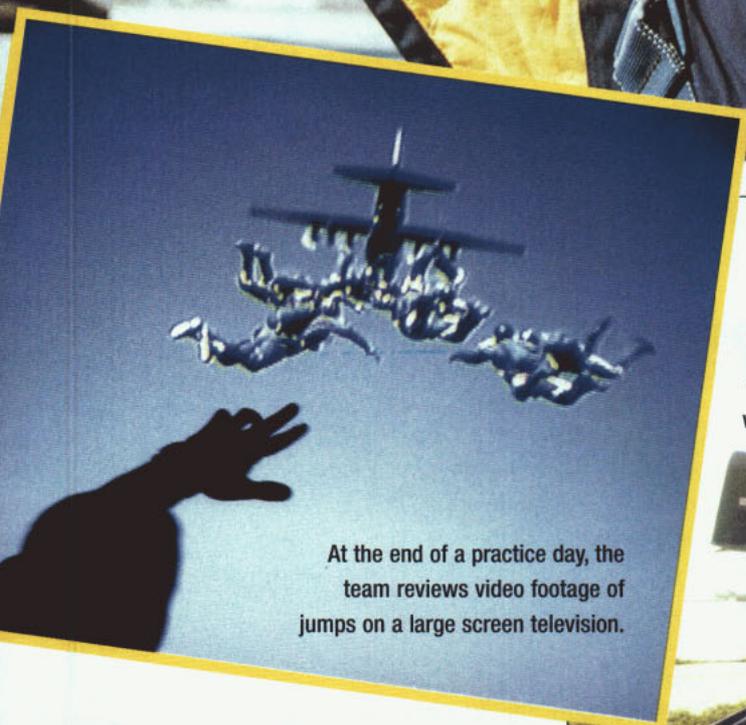


LEAP FROG SHOW SCHEDULE 2000

APR 27-MAY 1	NAS Atlanta, Ga.	Atlanta	AUG 3-8	Mountain Home AFB Airshow	Mountain Home, Idaho
			AUG 17-21	Chicago Air & Water Show	Chicago
MAY 4-8	Sea & Air Show	Ft. Lauderdale, Fla.	SEP 1-3	Alabama vs. UCLA	Los Angeles
MAY 11-15	NAS Ft. Worth Airshow	Ft. Worth	SEP 7-11	Milwaukee Brewers	Milwaukee
MAY 25-29	Korean War Memorial	Kansas City	SEP 14-18	Korean War Memorial	Norfolk
JUN 2-4	Texas Rangers	Arlington	OCT 2-5	DOD Reunion	Pensacola, Fla.
JUN 7-12	Bristol Motor Speedway	Bristol	OCT 5-10	Page/Lake Powell Airshow	Page, Ariz.
JUN 19-26	Rhode Island Airshow	N. Kingston, R.I.	OCT 12-16	Las Vegas Airshow	Las Vegas
JUN 29-JUL 4	Independence Day Demo	Coronado, Calif.	OCT 19-22	Navy Homecoming	Annapolis, Md.
JUL 5-9	Fleet Week	New York City	NOV 2-6	NAS Jacksonville Airshow	Jacksonville, Fla.
JUL 10-17	E.C. Reunion, NPT Tryouts	Virginia Beach, Va.	NOV 9-12	Ft. Pierce Muster	Ft. Pierce, Fla.
JUL 22-23	Kingsport Fun Fest	Kingsport, Tenn.	NOV 30-DEC 3	Army/Navy Game	Baltimore, Md.
JUL 23-26	Colorado Rockies	Denver			
JUL 28-31	Hall of Fame Game	Columbus, Ohio			

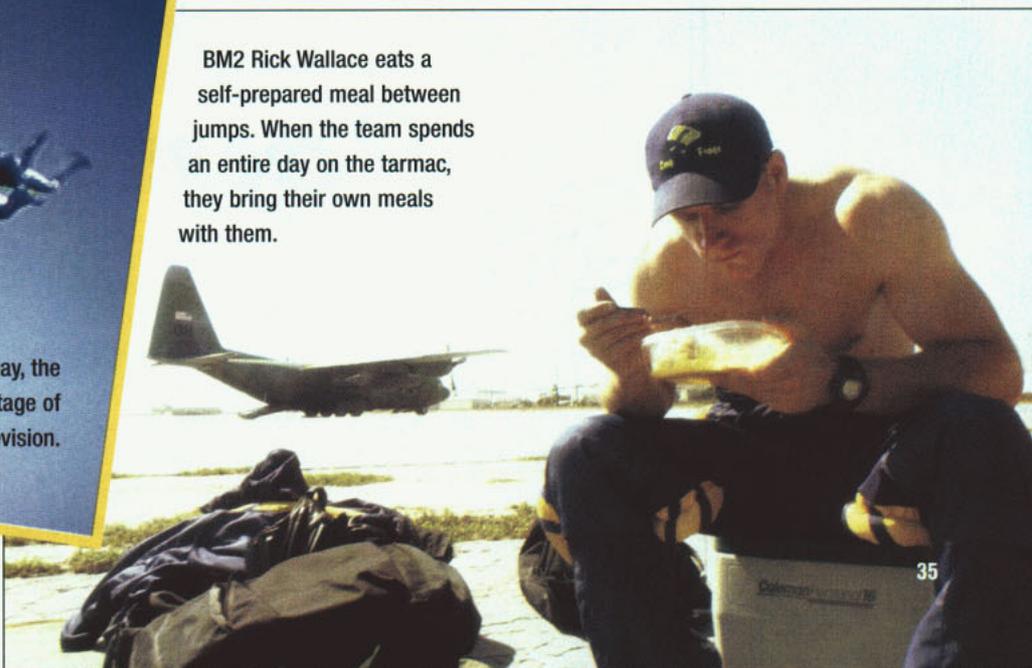


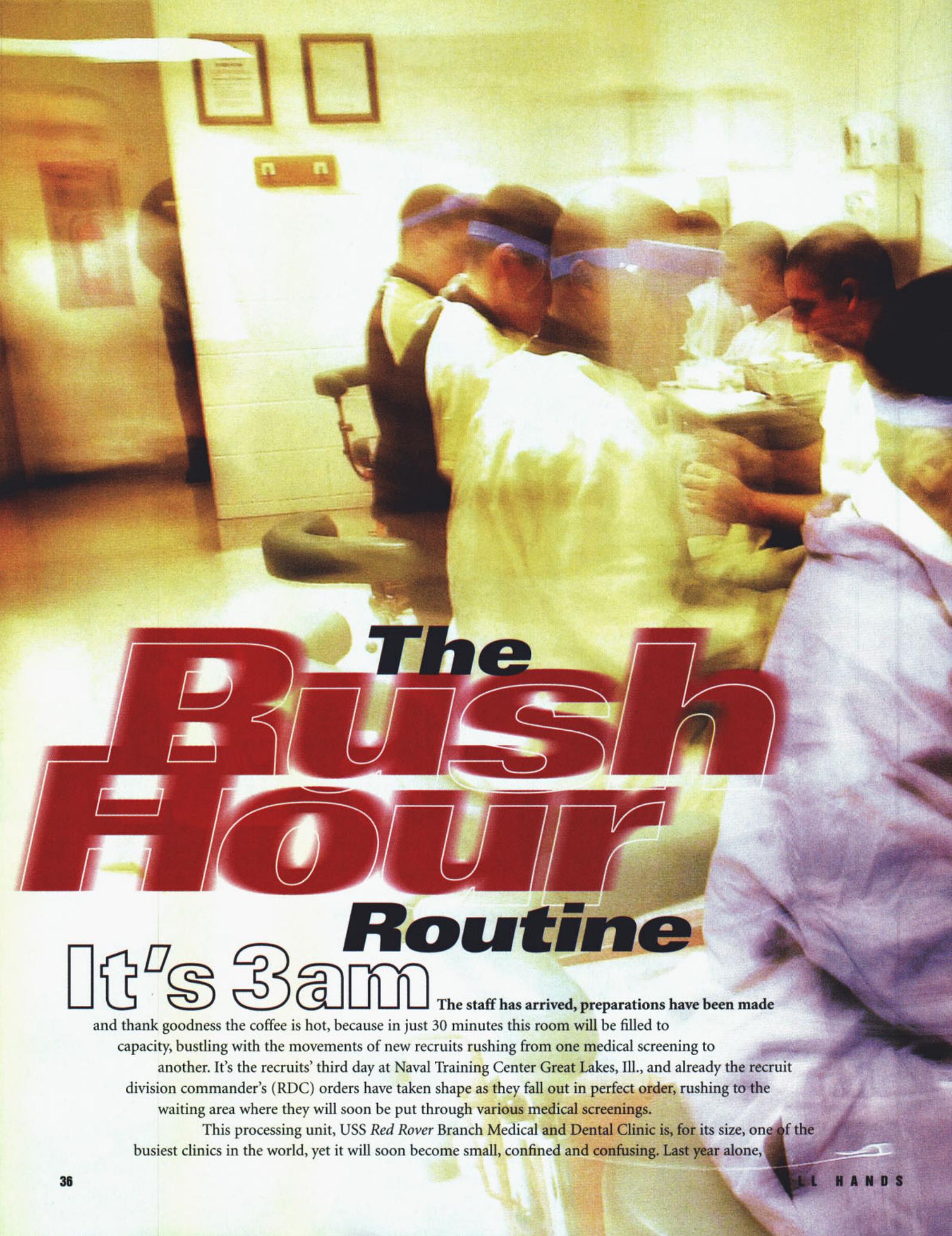
BM1 Tim Ige checks his "wings" prior to a jump over Key West, Fla. The skydiving suit allows him to soar through the air and better control his movements.



At the end of a practice day, the team reviews video footage of jumps on a large screen television.

BM2 Rick Wallace eats a self-prepared meal between jumps. When the team spends an entire day on the tarmac, they bring their own meals with them.





The **Rush Hour** Routine

It's 3am

The staff has arrived, preparations have been made and thank goodness the coffee is hot, because in just 30 minutes this room will be filled to capacity, bustling with the movements of new recruits rushing from one medical screening to another. It's the recruits' third day at Naval Training Center Great Lakes, Ill., and already the recruit division commander's (RDC) orders have taken shape as they fall out in perfect order, rushing to the waiting area where they will soon be put through various medical screenings.

This processing unit, USS *Red Rover* Branch Medical and Dental Clinic is, for its size, one of the busiest clinics in the world, yet it will soon become small, confined and confusing. Last year alone,



A blur of corpsman from *Red Rover* rush more than 80 recruits through lab testing only to find they have another 240 recruits waiting to be seen.



Feeling a little woozy after having her immunizations, a recruit rests against the bulk head waiting until the rest of the division has completed medical in-processing.

Inset – Preparing enough immunizations to get through an entire division of recruits is a very important task for HR Tania Gonzalez of Los Angeles. Being short on immunizations can cost the clinic valuable minutes in getting the recruits processed.



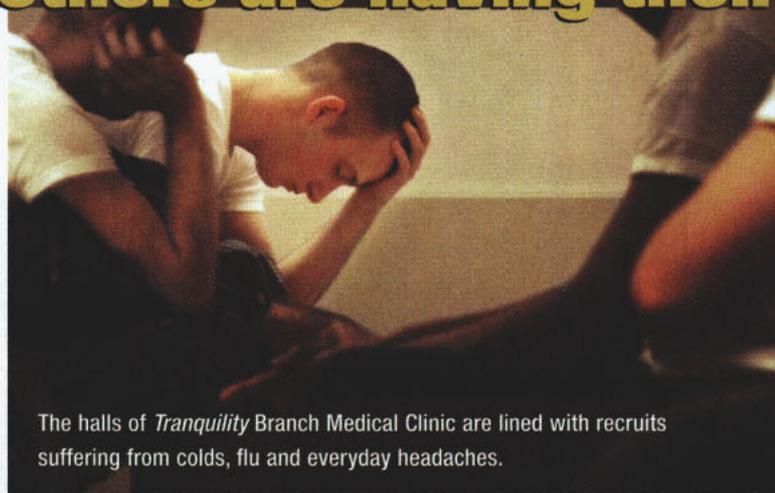
The madness and chaos of the mid-morning routine the new Sailors, who for some, are away while others are having their

the clinic administered more than 460,000 immunizations and processed more than 51,000 recruits.

The madness and chaos of the mid-morning routine presents a stressful environment to the new Sailors, who for some, are away from home for the first time, while others are having their first experience in a medical facility. Only the soothing – calm voices of the corpsmen, trying to stay at pace with the hectic schedule of pushing more than 360 recruits through their initial medical screening within the RDC’s allotted time – give these recruits a moment to rest.

There’s no time to rest for the corpsmen though; staying ahead of schedule is key and more recruits will follow in the hours to come. More sniffles and tears to deal with, more medication allergies to look for, more recruits passing out from having their blood drawn and less and less time to do it in. After all, a projected number of 56,000 new recruits will come through these doors within the next year; falling just one minute behind today can add up to hours months from now. That can make the “summer surge” more hectic in a time where the clinic already requires the assistance of Reserve personnel just to get through them in an orderly fashion.

“Eight routine lab tests are conducted on the new recruits,” said LCDR Susan Lightenstein, administrative head of the



The halls of *Tranquility* Branch Medical Clinic are lined with recruits suffering from colds, flu and everyday headaches.

branch clinic. “Civilian shot records are reviewed as their Navy medical record is compiled and SMART Cards are updated to avoid duplication of shots and wasted resources.”

As the recruits sit in total silence, a nervous twitch here and there, the repetitive calls of “next” echo down the hall, ricocheting off the walls and filling the ears of the weary. They hear the whimpers, laughs and almost silent sighs as their fellow recruits rush through blood draws and immunizations.

“What’s this?” many ask each other as a petty officer hands

HR Tania Gonzalez of Los Angeles, gives a shot to a new recruit who feels uncomfortable with a needle in her arm.

them folders and paper work with the same ambiguous familiarity as a college entrance exam. The stir of voices trickles through the crowd, which is abruptly stopped by one menacing look of the RDC waiting patiently behind his recruits.

“NO ONE SHOULD BE TALKING IN HERE BUT ME,” orders Hospital Corpsman 3rd Class Patrick Moody. “Pull the stickers from the sheet and place them on the vile given to you, then form a line to your right, five on the wall, the rest waiting in turn.”

This is nothing new for Moody. He’s an expert in the ways of getting the recruits in and out of here in record time, while still ensuring they are given the proper care needed. But for some, like HN Adrienne Baldwin, who only has a few months of experience treating

e presents a stressful environment to from home for the first time, first experience in a medical facility.

A blank stare is all the corpsmen receive while trying to bring around a recruit who passed out while having his blood drawn.

As part of their in-processing, recruits go through preventive medicine training at *Red Rover* in which they receive lectures and slide shows on female hygiene and STDs.



“No one should be talking in here but me,” orders Hospital Corpsman

“Pull the stickers from the sheet and then form a line to your right, five on

patients rather than years, it can be overwhelming.

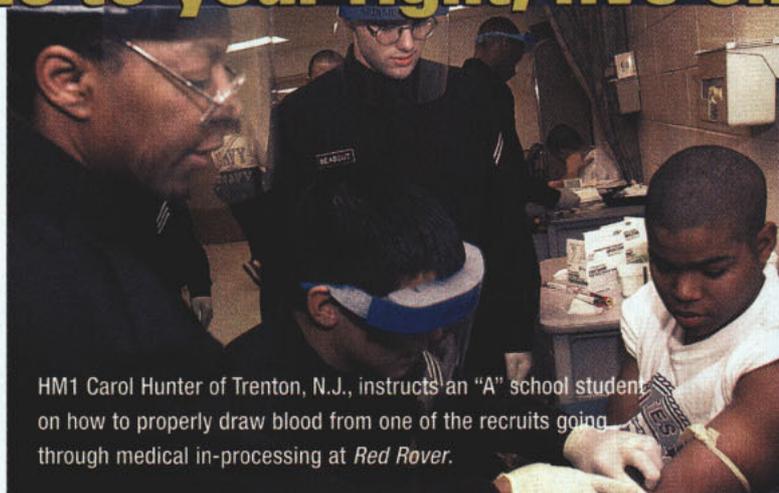
“I’ve never seen anything like this before,” said Baldwin. “The summer surge here was hectic – running out of medications, and recruit after recruit coming through here nonstop.”

A continuous chain of personnel, line after line of puzzled young men and women not sure what they have gotten themselves into, fill the clinic. Some wait curiously to find what lurks behind the next door, others fight to stay awake, rubbing the sleep from their eyes, while the corpsman and doctors process them through hearing tests and eye exams. Yet, you would never know it was 4 a.m. by looking at the staff at *Red Rover*. They seem unaffected by the fact that most of the people in this town are still fast asleep.

Across the base, a coughing recruit missing in morning formation can be found in USS *Tranquility* Branch Medical Clinic. The clinic is nothing like the peace and quiet the name implies, but rather the jam—packed frenzy of sick call recruits coughing, sneezing and waiting to be seen.

“During the busiest times in the recruit surge, we can see upwards of 20,000 patient visits per month,” said Dr. (LCDR) Steve Winter head of the branch clinic.

Although the main influx of patients arrive seeking treatment for a cold, flu or muscle strain, many find their way to the



door of Dr. Marshall Coby, head psychologist for branch clinic.

“Rooting out possible threats of mental sickness is a main concern here,” said Coby. “Although a lot of the cases are homesick recruits, we occasionally see a recruit come through who would not be suitable for duty and could pose a threat to the fleet.”

While the doors to the clinic may seem like a revolving door to some, the utmost care is provided to every new Sailor. From dehydration and exhaustion to the nasty cut on the chin a

recruit gets from slipping on icy ground at Great Lakes, the corpsmen and doctors of *Tranquility* see everything but calm until the doors close at night. Even then, duty personnel can get a rush of needy recruits.

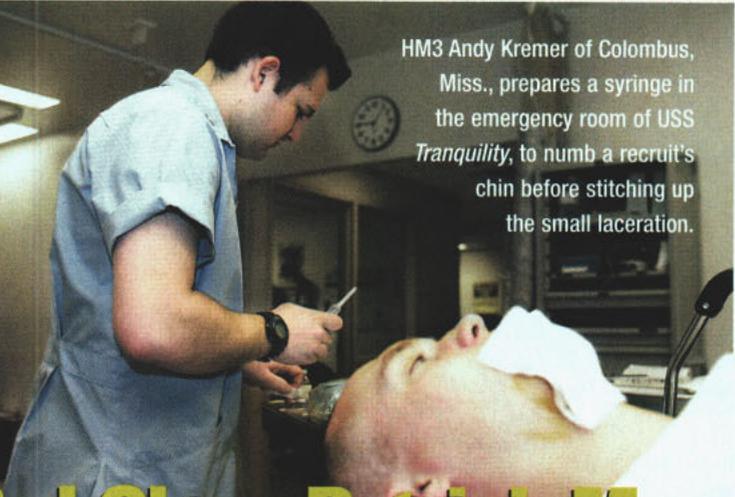
The medical attention doesn't stop once the recruits have graduated boot camp, though; on another side of the base, Sailors, "A" school students and family members are seen for any

and all health-related problems at Branch Clinic 237. There, all non-recruit commands are treated for sick call, optometry, physical and occupational health, preventive medicine and overseas screenings.

Since the consolidation of training commands to Great Lakes, the medical teams here have had to adjust to rapid growth and growing technology. Working hard to upgrade both quality of care and reputation, the medical team as well as the whole command have made drastic changes in their services. For the medical community, building clinics *Red Rover* and *Tranquility* two years ago was the first step in ensuring Sailors have the services they require. They are training these recruits to stay well and fit, a lesson they are proud to know is carrying itself to the fleet.

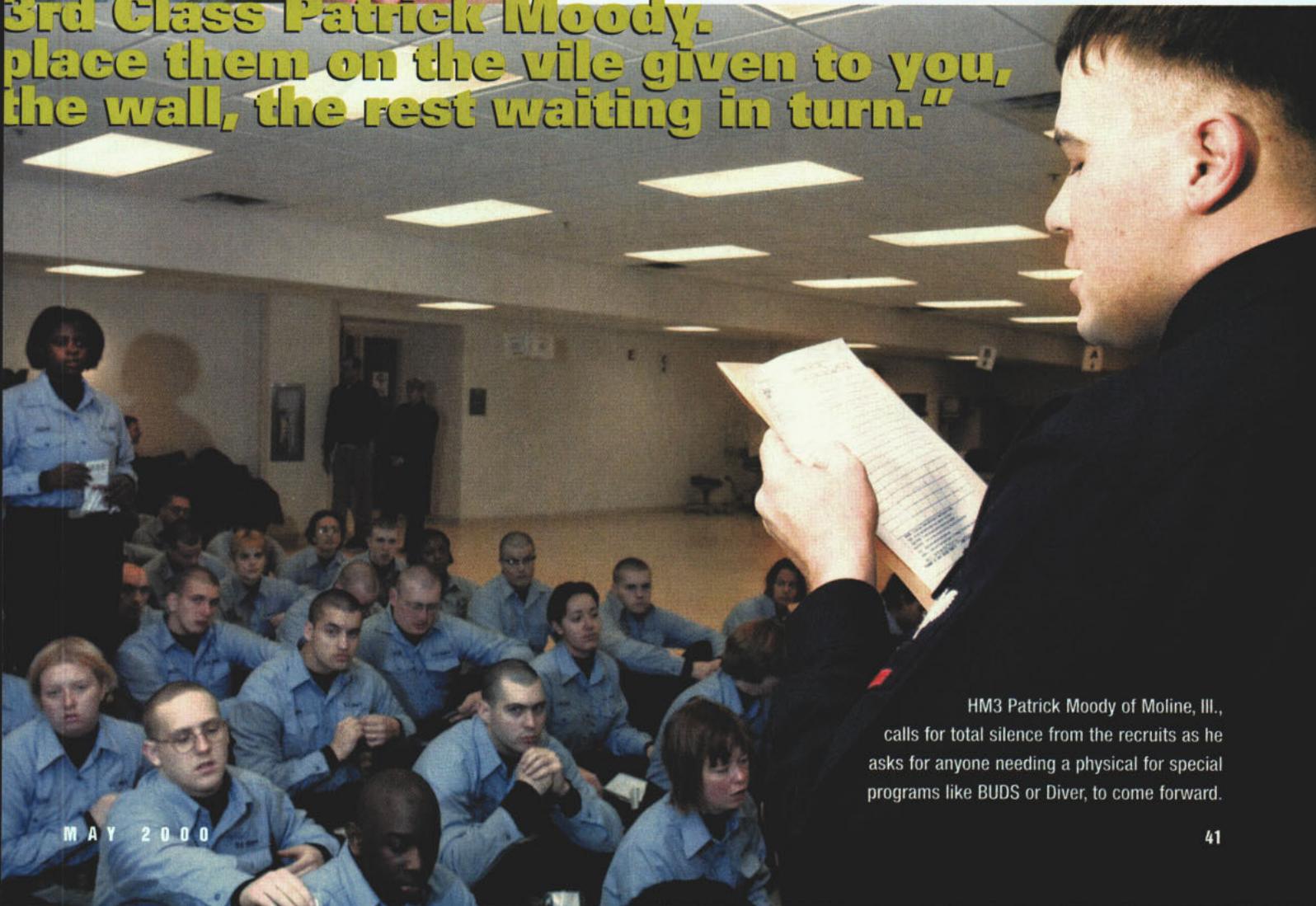
"The personnel I have here are our best asset in ensuring these recruits are well taken care of," said HMC(SW) Randy Frazier. "Not only do they work rigorous hours and treat thousands of personnel per year, they do it quickly, in a time sensitive arena where quality, care and professionalism are still observed." ❏

Watson is a photojournalist assigned to All Hands.



HM3 Andy Kremer of Columbus, Miss., prepares a syringe in the emergency room of USS *Tranquility*, to numb a recruit's chin before stitching up the small laceration.

3rd Class Patrick Moody.
place them on the vile given to you,
the wall, the rest waiting in turn."



HM3 Patrick Moody of Moline, Ill., calls for total silence from the recruits as he asks for anyone needing a physical for special programs like BUDS or Diver, to come forward.

online bill pay. Joe knows the normal bills he pays each month. Before he deploys, he plugs addresses and amounts into his online account and doesn't worry about his rent, car insurance, cell phone contract, internet service provider and other bills. He schedules each bill to be paid at intervals or as one-time payments. Easier than allotments? You Betcha!! And, Joe can change his payment amount or frequency in just 10 minutes, from any computer on the internet.

Some institutions you regularly deal with may have options for automatic electronic deductions from your checking account. Many people feel more comfortable, though, keeping their bank routing numbers, etc., with their bank as opposed to handing it to every gas and electric company they will ever use. Many bill-pay services will accept electronic billing from these places and pay the exact amount, on time, without giving the utility company your checking numbers or authorizing them to take automatic drafts from your account.

Web bill pay is fairly economical. While some banks will offer free bill-pay service as an introductory offer, for say, three or six months, most will charge \$3 to \$10 a month. This will get you 10 to 15 payments a month from the service. Each additional payment will cost

25 to 30 cents.

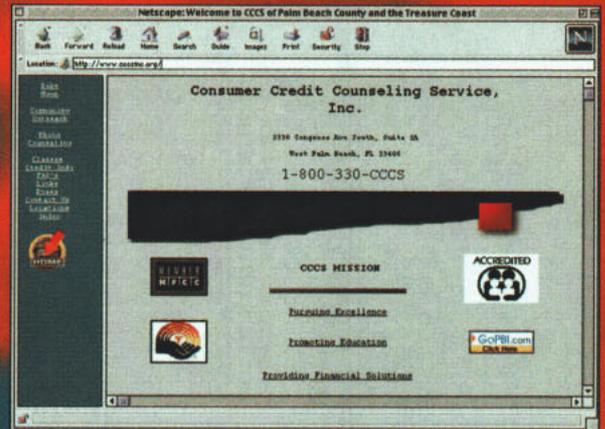
So Jane pays her rent, her electric and phone bills, and guess what, she sends her girlfriend an automatic check each week for fish care. Hands-free.

Do the math. Stamps are 33 cents each and extra payments cost about 30 cents. For a list of more than 120 banks offering online service, from A to Z, their costs and features, look at: www.bankrate.com/brm/publ/onlfees.asp This site can give you an idea of how good the offering from your bank is. Of course, using on-line bill pay doesn't increase your pay; it just helps you organize your finances.

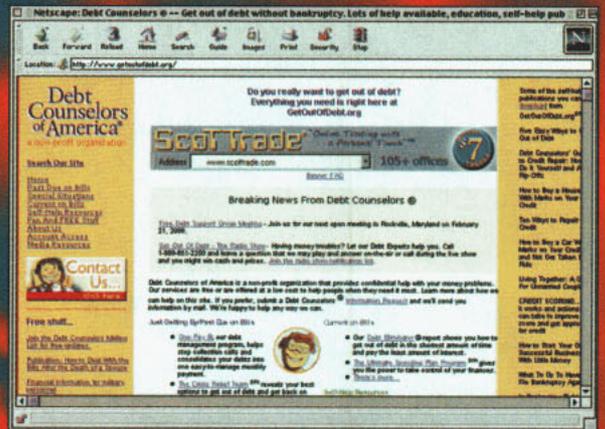
If you have questions about things affecting your pay like per diem, COLA and BAH, you could look at: www.dtic.mil/perdiem/rate-info.html. Or, if you feel things slipping out of hand, you can check out Consumer Credit Counseling service at: www.cccsinc.org or Debt Counselors of America at www.getoutofdebt.org.

And, you may be encouraged to choose a "secret password" ... as opposed to any banking passwords you may not have kept secret among family and friends. So, whatever the cost, CyberSailor encourages you to check it out – you might find you like it. ☑

Cyber Sailor



www.cccsinc.org

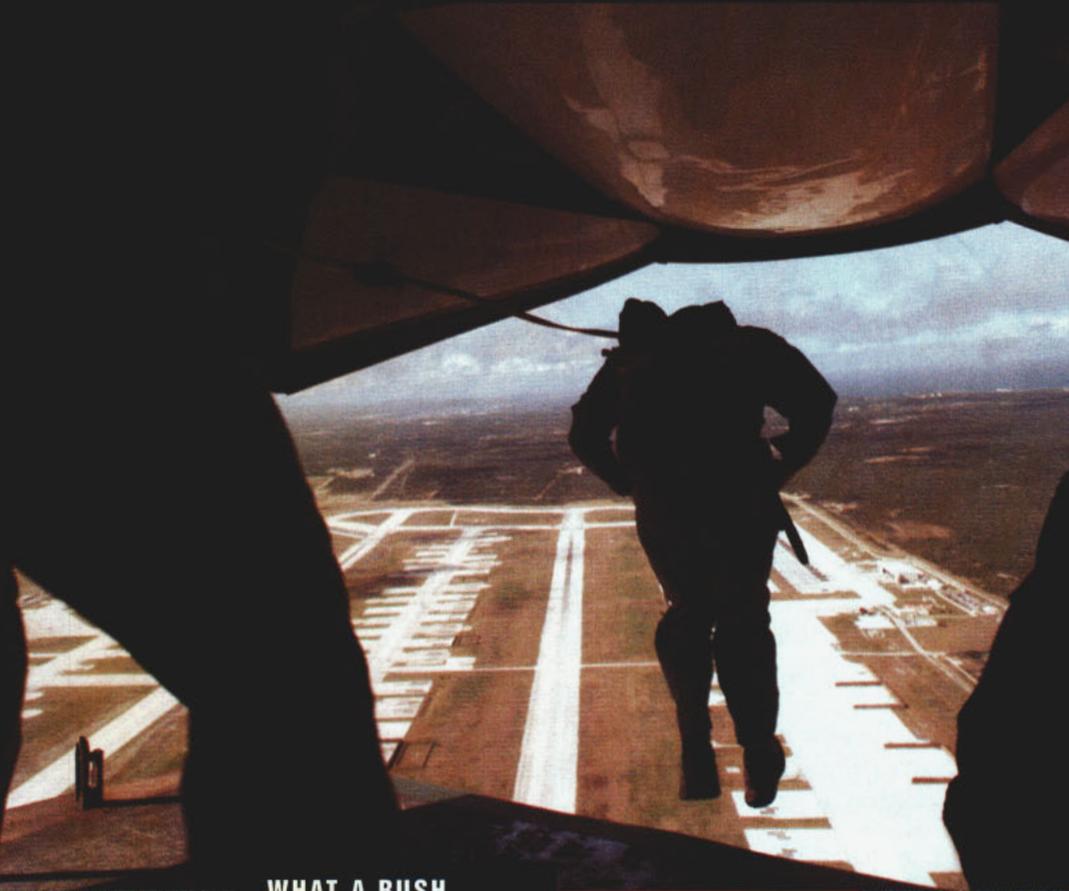


www.getoutofdebt.org

ber-Banking

Eye on the Fleet

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



An F-14A *Tomcat* of Fighter Squadron 32 conducts a high-speed pass with its afterburner as it prepares for launch from the deck of the USS *Enterprise* (CVN 65) during a deployment to the Western Pacific. Photo by PH3 Karl Peters

NIGHT LIGHT

WHAT A RUSH

Navy SEAL Team 1 conducts static-line parachute operations from a C-2 Carrier Onboard Delivery (COD) aircraft attached to Fleet Logistics Support Squadron (VRC) 30, Det. 5, over Andersen Air Force Base, Guam.

Photo by PH1 Chris Desmond



BANK-TURN

An F/A-18E *Super Hornet* strike-fighter banks into a turn during operational testing at the Naval Air Weapons Station at China Lake, Calif.

Photo by Capt. Dana Potts

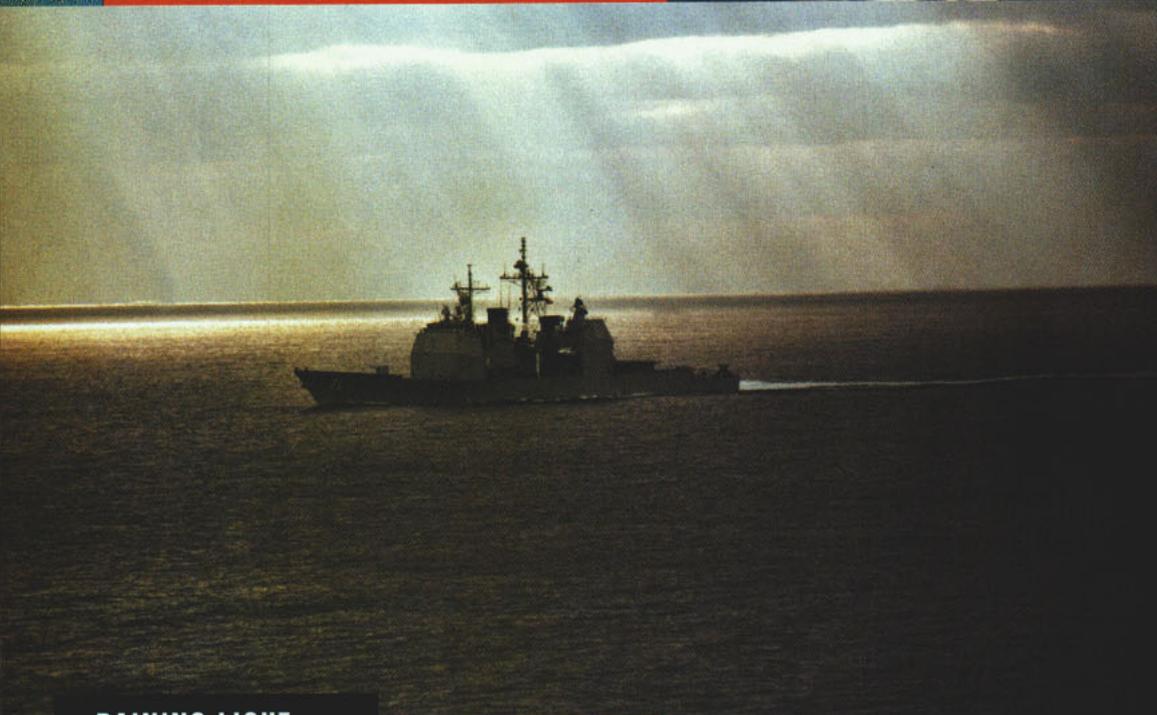
ron (VF) 41 goes into full
ch from the flight deck of
ght flight operations.



TRAINING TECHNIQUES

AN Christine Belanders, of Baltimore, handles the primary hose on the flight deck for a recent fire drill on board the multi-purpose Amphibious Assault Ship USS *Essex* (LHD 2). Fire fighting techniques are taught to all of the crewmembers who work on *Essex's* busy flight deck.

Photo by PHAN Timothy Nequin



RAINING LIGHT

USS *Cape St. George* (CG 71) underway while participating in *Joint Task Force Exercise (JTFX) 00-1*. *JTFX 00-1* is a comprehensive pre-deployment certification exercise conducted off the eastern coast of the United States. The exercise is the final test before the battle group departs for a routine deployment to the Mediterranean Sea.

Photo by PH3 David E. Carter II

To be considered, forward your images with full credit and outline 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



Are Your Eyes
on the Fleet?

Any
Day in the
Navy 2000

All Hands wants quality photographs that capture Sailors, Marines, Navy civilians, Naval Reservists and their family members at work and at play, performing those daily tasks that contribute to mission accomplishment. The shoot has been extended to encompass an entire week to allow commands more flexibility. Selected photos will be published in the October 2000 issue of *All Hands*.

Photos taken should reflect the diversity of both people and capabilities in the U.S. Navy and must be shot during the week of Sunday, May 21 through Saturday, May 27, 2000. Photos depicting safety or uniform violations will not be considered. The best shots tend to be candid and unrehearsed, displaying the imagination and creativity of the photographer. All submissions must include full credit information (see below). Captions must be attached individually to each photo or slide. To be considered, photos must be received at *All Hands* by July 5, 2000. Photos will not be returned. Submit processed and mounted color slides, or quality color prints, either 5"x7" or 8"x10". Digital images will also be accepted with a minimum pixel size of 2,000 x 1,200 (approximately 5"x7" at 300 dpi). Digital images can be submitted on a Zip disk with cutlines and photo credits embedded. Zip disks will not be returned. Commands with digital photo capability can send attached .jpg files to Chief of Information Navy News Photo Division at navynewsphoto@hq.navy.mil. The subject line for all such submissions should read: Any Day Submissions.

Mail submissions to: Naval Media Center, ATTN: Photo Editor, NDW, Anacostia Annex, 2713 Mitscher Rd., S.W. Washington, D.C. 20373-5819
Be sure to mark all packages as "Any Day Submissions"

PHOTOCOPY THIS FORM & ATTACH TO PHOTOGRAPH

Name: _____ Rank: _____

Duty station (including mailing address & phone number): _____

Where was the photo shot: _____

Caption (what is happening in the photo): _____

Person(s) pictured (including first/last names, ranks/rates, warfare designations & hometowns): _____

Taking You There... Prepare for Heavy Rolls

By JOCS(AW) Dave Desilets

Editor's Note: Apply motion sickness patch 12-hours before, and read in rocking chair for effect.

Every Sailor has a sea story to tell. Some are salty yarns better kept in small circles. However, other "tall tales" paint the very nature of life at sea.

It is these Sailor experiences that *All Hands* strives to present. Through bigger photographs, brighter colors, innovative design and quality writing, we try to break through the flat dimensions of print media and bring you the fleet as it is lived.

So what's my two bits you ask?
(*Sit down in your rocker ...*)

Aboard the since-decommissioned USS *John King* (DDG 3) on submarine exercises in the Atlantic, I was a novice seaman apprentice, new at the haze gray and underway thing.

(*Start gently rocking and have a snack.*)

The first day at sea quickly became uneventful history. I proudly passed the spaghetti test on the mess decks, purposely served by the mess management specialists to see who would cut it and who would lose it. No problems there.

Day two and the seas are 'a changing'.
(*Rock yourself a little harder, a little faster; put the snack down.*)

Off the Nantucket coast, it was getting pretty rough. Inside SITE-TV on the 03 level, I kept "Happy Days" reruns going from a stable position seated on deck. I thought I was going to be crushed by the creaking electronic cabinets towering around me as the ship listed and rolled, tilted and teetered. While not sick at this point, my stomach started to lose its

confidence gained during yesterday's canned pasta endeavor.

Outside on the weather decks, I couldn't believe the dark, looming swells caving in around the second ship of the *Adams*-class destroyers. They were 40-foot monsters. In the stormy night, I hugged whatever bulkhead I could, grabbed handrails and climbed toward the bridge like a mountaineer with loose rocks under foot and a wet wind in my face.

(*Begin pushing your rocker to its limits. Don't bother taking anti-nausea medication ... it's too late.*)

Green water pounded the bridge windshields, rendering the clicking wipers useless. Ahead, one could catch only glimpses of the bow and forward gun mount as they appeared and disappeared into the violent sea, resulting in a jarring, hard shudder felt and heard throughout the ship. The quartermaster jokingly told the bos'n to pass "dive, dive, dive" over the 1MC.

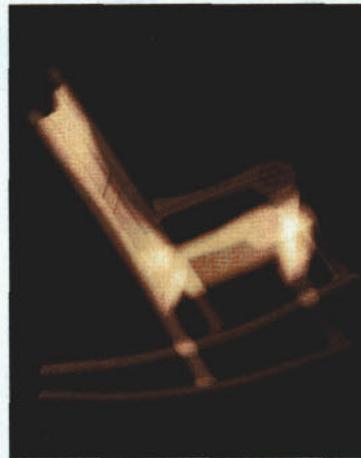
Meanwhile, the OOD was passing cookies around - and I don't mean the ones made by elves in the hollow tree. He wasn't the only one. In fact, I was really starting to feel queasy. So, I decided to heed my rack's calling before I lost face.

Navigating the passageways and ladders like some bad funhouse rope bridge and obstacle course combined, I learned to walk on bulkheads. I passed

the command master chief gripping his full coffee mug without a spill and chuckling at my paleness.

Exhausted and ill, I decided not to make the arduous climb to my top rack. Instead, I crumpled to the deck like a rag doll.
(*Deliberately tip your rocker and drink. The party's over.*)

All of a sudden, seawater rushed in from an overhead hatch. As others sped to stop the minor flooding, I laid face-



down amid sloshing salt water and floating socks. That's when I decided to lose it and add to the berthing deck soup I was lying in. "Flooding, flooding, flooding... hurling, hurling, hurling!"

Too weak to get up, my shipmates quickly came to my aid. They picked me up and wiped me off. Later, we

began to log this sea story in our memories, and it has grown in grandeur since.

Nonetheless, *John King* and crew did make it back from Nantucket's clutches a bit bruised and banged, but no worse for the wear. We had a new found respect for the sea and a greater sense of camaraderie discovered amid our shared adventure. ☒

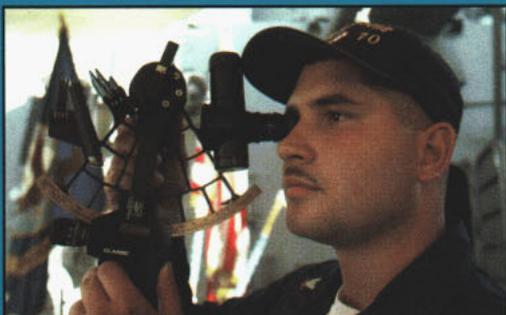
So, what's your salty tale? Send it to All Hands at Desilets@mediacen.navy.mil along with your full name and POC information. Maybe you could have the "Last Word" and take us there.

10Xteaser

This Month: This instrument will take you to a new high. What is it?

Photo by J01 Robert Benson

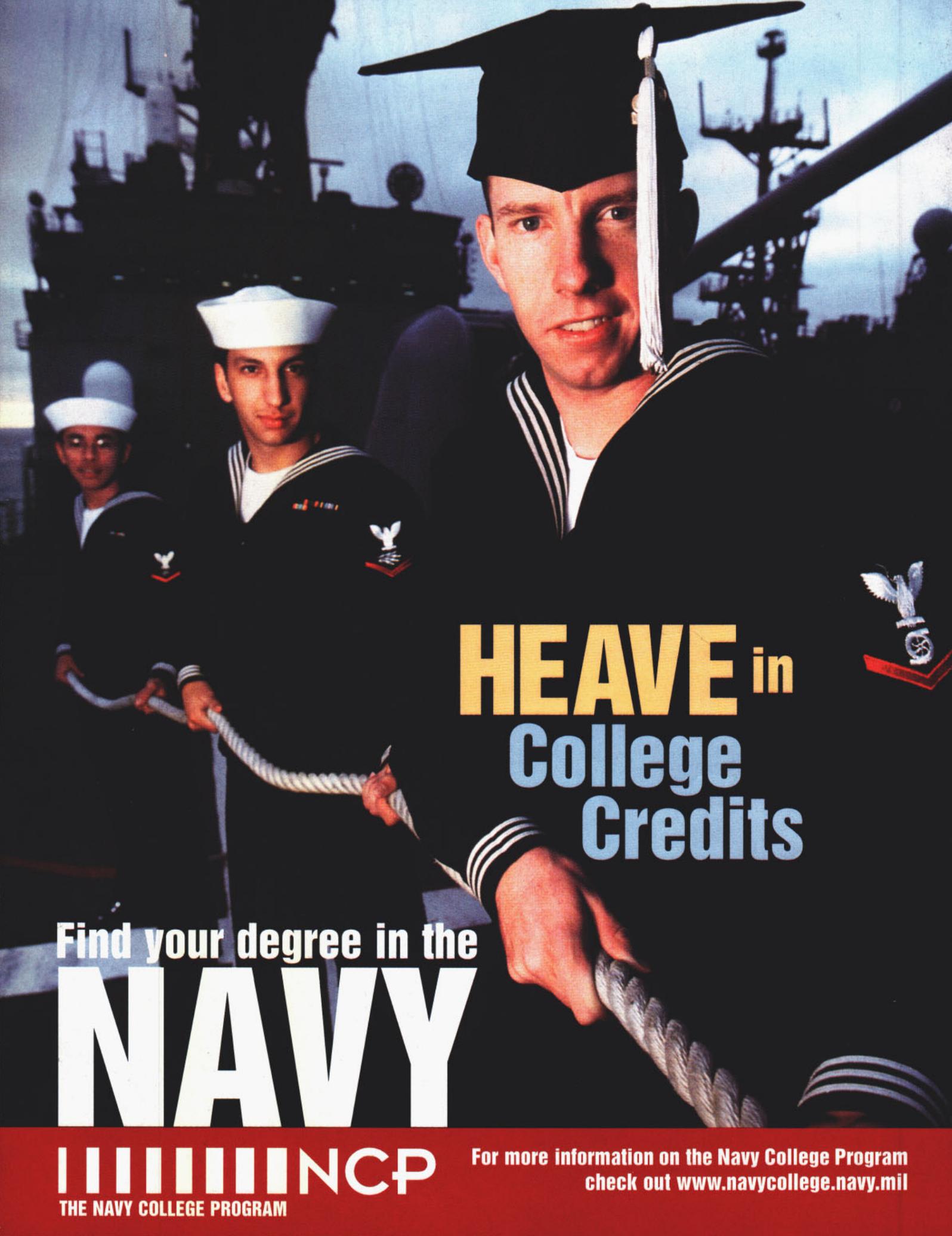
Last Month's answer:



A quartermaster's favorite tool, the sextant, used in charting the course while underway.

Photo by PH2 Aaron Ansarov

Go to our website at www.mediacen.navy.mil or wait for next month's inside back cover to learn the answer...



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