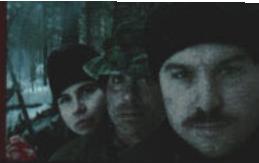


Surviving the Wilderness with **CWEST**



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All HANDS

MAGAZINE OF THE U.S. NAVY

MAY 2001

Reflecting
ON USS
COLE
(DDG 67)



May

Features

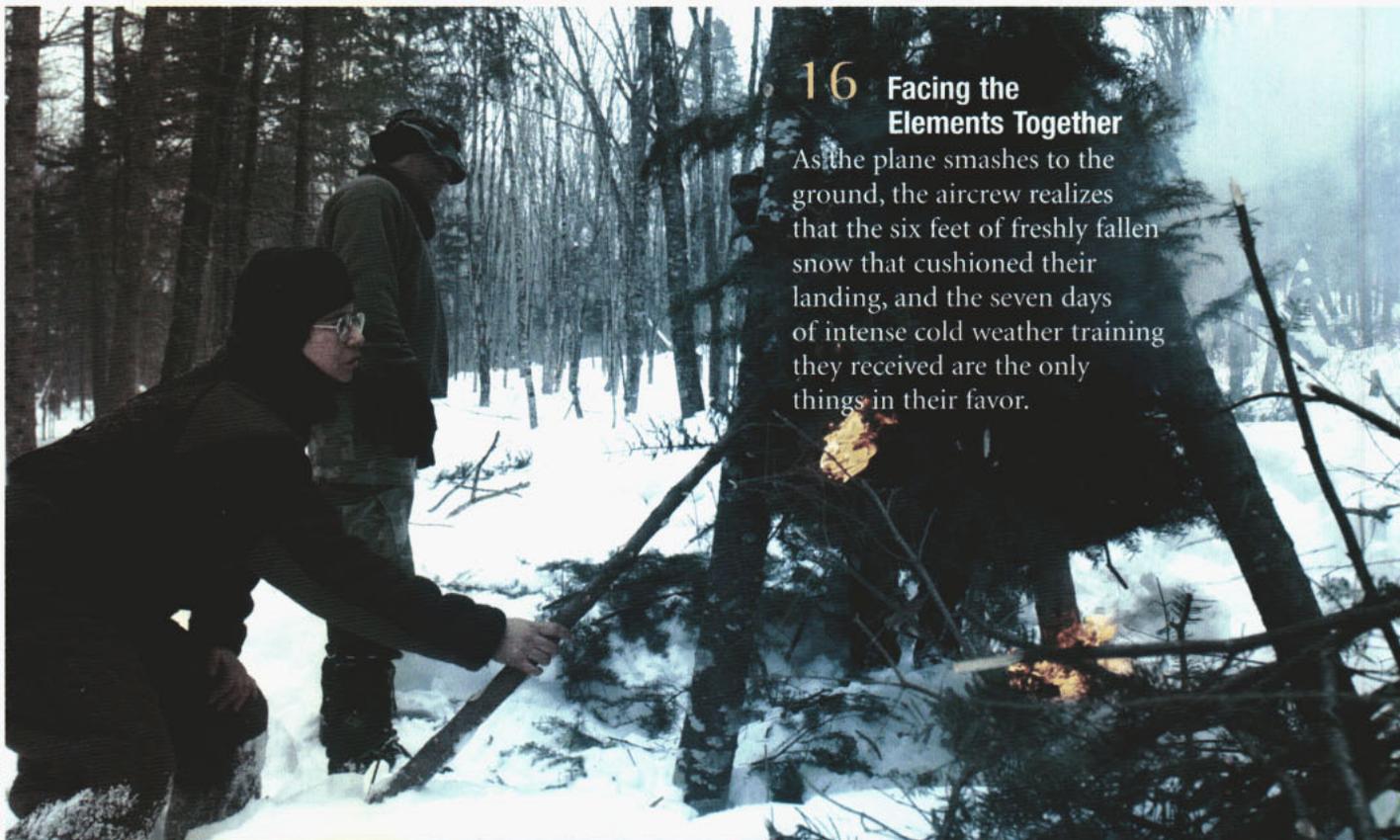


Photo by PH2 Bob Houlihan

16 Facing the Elements Together

As the plane smashes to the ground, the aircrew realizes that the six feet of freshly fallen snow that cushioned their landing, and the seven days of intense cold weather training they received are the only things in their favor.

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24 In the Presence of Heros

On Oct. 12, 2000, in a craggy harbor 7,000 miles from home, a U.S. Navy warship sailed into harm's way. In a split second, her crew had to summon every ounce of leadership, courage and training they had ever known to rescue shipmates and help keep their ship afloat.

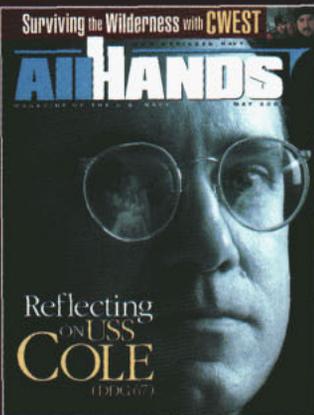
The story of USS Cole (DDG 67) is testament to the ingenuity and fighting spirit that has defined our Navy for more than 225 years. It is also a story of incredible valor, personal fortitude and the power of sheer will.



U.S. Navy photo

Departments

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On the Front Cover

Master Chief (SW/AW/FMF) Hospital Corpsman James Parlier, command master chief, USS Cole (DDG 67).

Photo by PH2 Bob Houlihan

Next Month

The June edition of *All Hands* provides a link to the stars as we visit with the "Space Surveillance Petty Officer" at U. S. Naval Space Command, Dahlgren, Va. Also look for the real scoop on Baby Boot Camp.

WINNER



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Sunset **Scrubdown**

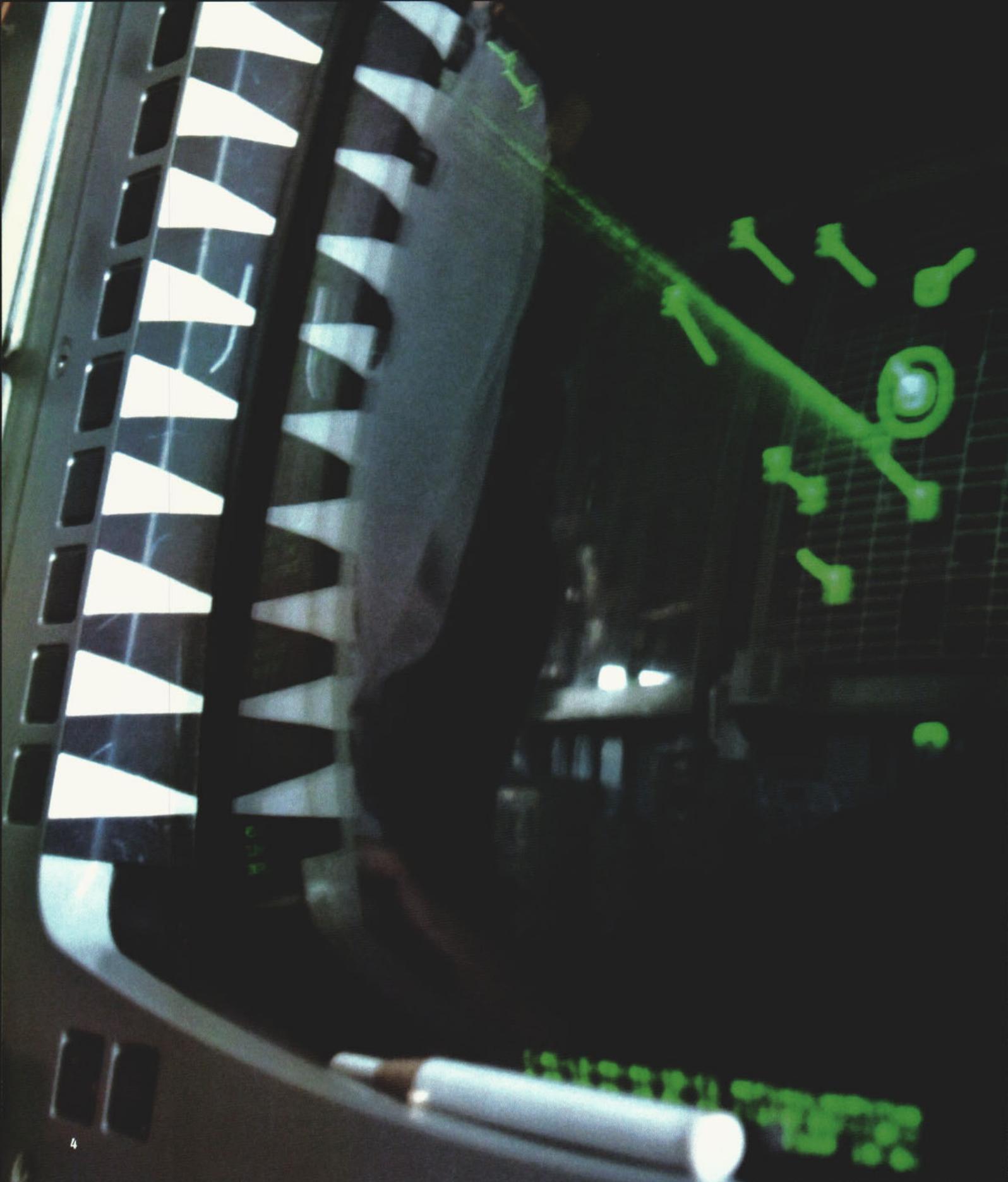


Members of deck department give USS *Oscar Austin* (DDG 79) a fresh water washdown before a Roosevelt Roads, Puerto Rico, port call.

Photo by PH2(AW) Jim Watson



Humanitarian **Mission**





Aboard USS *Cowpens* (CG 63), OS3 Francisco Solorzano monitors ships and other contacts while transiting the Straits of Malacca on the way to India with relief supplies for victims of an earthquake.

Photo by PH2 David C. Mercil

Around the Fleet

Editor,

In your Mar. 2001 article profiling USS *Oscar Austin* DDG 79 ("Launched Into The 21st Century"), you omitted an element normally included in an article of this type — a full-view picture of the ship itself!

NC1 David W. Cisco
CCC Office, STRKFITRON 125
NAS Lemoore, Calif.

BY THE NUMBERS

100

The temperature in Yemen the day of the attack on USS *Cole* (DDG 67).
(See story Page 24)

2,700

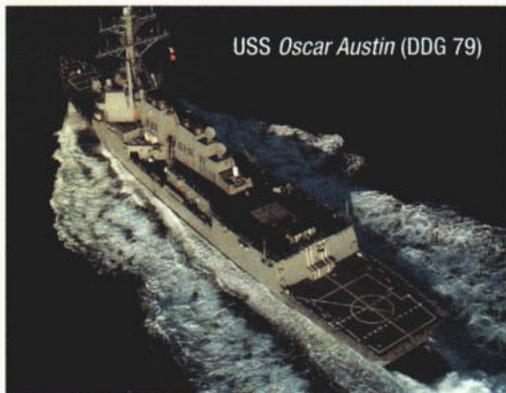
You have to pay a \$2,700 non-refundable contribution to switch to the improved Montgomery GI Bill.
(See story Page 7)

15,000

The number of acres of the Redington Training Facility where Cold Weather Environmental Survival Training (CWEST) is held.
(See story, Page 16)

250,000

The approximate number of sorties flown over southern Iraq in support of Operation *Southern Watch*.
(See story Page 44)



Editor,

The Mar. 2000 issue will be a part of my permanent seabag. I was filled with a deep sense of pride as I thoroughly enjoyed your eight-

page spread dedicated to people who hold the finest rate in the Navy, the RP! Yes, I may be less than objective since I have been a Navy Chaplain for 16 years and have first-hand

working experience with so many of these truly fine Sailors.

As one who benefits immensely from their professional expertise, I find it interesting to



witness the learning curve for other shipmates, who aren't familiar with the RP rate, when they discover the multi-talented skills and training necessary to

SHIPMATES



YEOMAN 1ST CLASS (AW) **CYRUS Z. BEST** was selected as the 2000 Sailor of the Year for his distinguished service as navy liaison and command career counselor, Defense Information Systems Agency. The Savannah, Ga., native was recognized for his daily demonstration of extraordinary technical ability and motivation. He also coached high school football for which he earned the Military Outstanding Volunteer Service Medal (MOVSM).



INTELLIGENCE SPECIALIST 1ST CLASS (SW) **MICHAEL A. DOBLOSKY** was recently chosen as Senior Intelligence Specialist (IS) of the Year at U.S. Navy Europe Headquarters. The New Jersey native was a key member in the establishment of the London Area 1st Class Petty Officer Association, and is currently holding office as vice president. Last year, he served as acting leading petty officer of his department, and he currently ranks No. 1 of 38 first class petty officers at the London command.



HOSPITAL CORPSMAN 2ND CLASS **ERICK M. VAZQUEZ**, a native of Ponce, Puerto Rico, was selected as the 2000 1st Marine Division Senior Sailor of the Year. Vazquez is well known for serving out of his rate and working at the Navy Personnel Office as the service record petty officer, TAD clerk, travel claims coordinator and good conduct coordinator. He provides customer service to more than 400 enlisted members and officers attached to MAGTFTC, twenty-nine, Palms, Calif.



CONSTRUCTION ELECTRICIAN 1ST CLASS (SCW) **RAYMOND SANTOS** was selected Sailor of the Year for Naval Mobile Construction Battalion 4. Santos is the head of Quality Control at the deployment detail at Commander Fleet Activities Yokosuka.

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

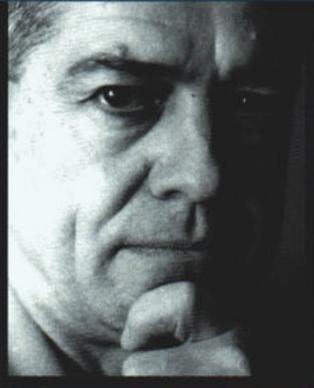


Photo by JCC Robert Bensen

Speaking with Sailors

This question is from a recent MCPON all hands call in Millington, Tenn.:

Q: How are the changes in our education benefits developing?

A: That's a great question that is near the top of all Sailors' priority lists. Education has been a key issue for me throughout my tenure as MCPON, and I was as happy as anyone with some of the improvements Congress made to Sailors' education benefits.

A long overdue improvement for some of our career Sailors is to allow shipmates with a Veteran's Education Assistance Program (VEAP) account to enroll into the Montgomery G.I. Bill (MGIB). I wasn't sure if Congress was going to approve this or not, but was very pleased to see them responding to our career force's needs.

The window to change to the MGIB recently opened for Sailors with a VEAP account. You will have to pay a \$2,700, non-refundable contribution within 18-months from committal, but will then be switched over to the much-improved MGIB benefits. You must also have served on continuous active duty from Oct. 9, 1996, to April 1, 2000, to be eligible for the conversion.

The other question many Sailors are asking regarding education is if the Navy is going to pay 100 percent of tuition assistance. Congress authorized DOD to pay 100 percent of tuition assistance in the FY01 National Defense Authorization Act (NDAA). The key word there is "authorized." Like the Sea Pay initiative I discussed in the February *All*

Hands, the increase in tuition assistance is an authorized project and not a funded project.

Sailors should take advantage of the 75 percent assistance already in place until the increase in tuition assistance is a reality. With the Navy College Program up and running, all shipmates should be able to pursue educational goals throughout their Navy careers.

You definitely need to check out the new and improved Navy College web page at: www.navycollege.navy.mil. It has numerous tools to help you attain your goals. You can lay out your personal degree road map by your rating or by one of the colleges the Navy has partnered with. You can also check out various forms of financial aid available, get your SMART transcripts and tap into dozens of other helpful resources. The coordinators of this program have done an amazing job developing a user-friendly program for you – the fleet Sailor.

Overall, we know education is, as it should be, one of your top priorities to develop personally and professionally. But, be careful not to get so involved with your off-duty education that you neglect your traditional duties as a Sailor. Going to sea and leading junior Sailors is fundamentally what our Navy is, and will always be about. ☒

***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.**

"produce" the Sailor who wears the badge of the RP community. The Chaplain -RP team is at your service.

BZ! to JO1 Keres and the *All Hands* staff for so wisely selecting this story to be presented to our sea service personnel.

Father (CDR) David P. Remy
Command Chaplain
Naval Station Roosevelt Roads,
Ceiba, Puerto Rico

Editor,

In your most recent issue of *All Hands* (Mar. 2001), the story on the Religious Program Specialist by JO1 Preston Keres was one of the most well written and photographed articles I've seen. The story kept the reader involved while the photography work was outstanding. Keep up the great work.

YN3 Todd D. Harris Jr.
COMNAVPERSCOM
Millington, Tenn.

Editor,

I read *All Hands* every chance I get and I have yet to see any article on shore commands. I feel that it would be great if Sailors could learn about both sides of the Navy. It could teach Sailors on how both ship and shore stations work together in order to support the mission better. Also, it could give them an idea about the way things are done on the shore side of today's Navy.

ITSN Cortes
NCTAMS LANT
Norfolk

Norfolk TPU Receives Retention Excellence Award

Transient Personnel Unit (TPU) Norfolk has achieved impressive retention goals, recently earning the Commander in Chief, U.S. Atlantic Fleet Retention Excellence Award, by convincing a record numbers of separating Sailors to "Stay Navy." So how did the largest TPU facility in the Navy achieve this incredible "change of heart?"

According to CDR Jeanne McDonnell, TPU Norfolk commanding officer, it's a direct result of the superb efforts of her command career counselor (CCC) staff.

"In addition to keeping my staff retention above 75 percent, my career counselors reenlisted nearly 20 Sailors in the last six months who have come to TPU from other commands to separate," said McDonnell.

The CCC team also provides separating Sailors with a comparison of the benefits of staying on active duty and what they can expect if they decide to leave the service. The career counselors also use Navy veterans (NAVETS) who have recently returned to active duty to share their real-life experiences in the civilian sector with separating Sailors.

"In most of these cases, the information we provide is based on current job market information we get from the web. Overall, we are very successful with TPU Sailors because most of them really don't want to get out in the first place," explained Chief Navy Counselor (SW) Matthew E. Ambrose.

Ambrose said a major factor in TPU's ability to retain eligible Sailors is the quality and quantity of information available from the career counselors' office. Technology has made it possible for a member to ask virtually any career-related question and get the right answer the first time without having to wait more than five minutes.

Navy Personnel Command's Center for Career Development (CCD) in Millington, Tenn., is planning to incorporate this best practices success story into its training program at future CCD career-decision fairs. CCD recognizes the most important element of best practices is command involvement, and encourages other commands to be proactively involved in enhancing career development programs for their Sailors. ☒

Story courtesy of public affairs, Bureau of Naval Personnel.

Pax River Sailors Join Forces at Strike and on Gridiron

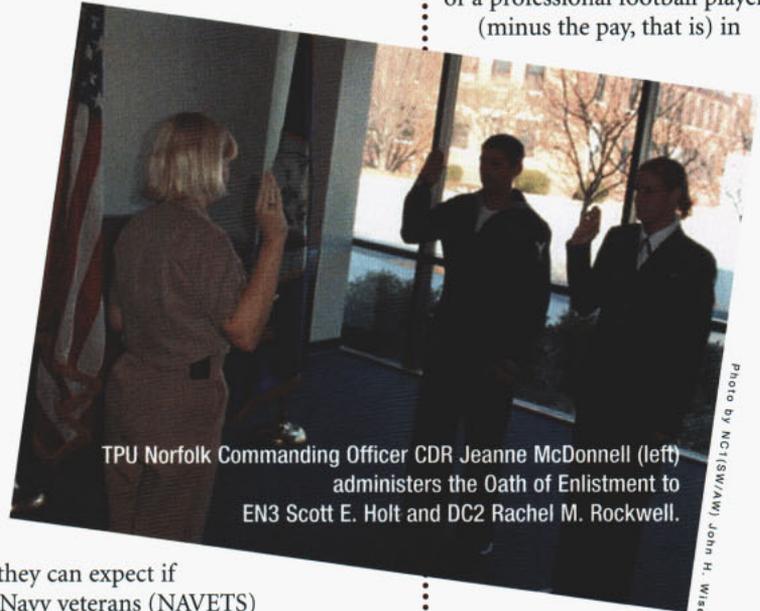
Ever hear of the Minor Football League (MFL) in the Maryland area? If your answer is no, you are not alone. Aviation Ordnanceman 1st Class Bobby Lee, Naval Strike Aircraft Test Squadron, Weapons Division, said, "It all

started one day with curiosity. I've always wanted to play professional football, and I decided to search the web to see what my options were." Lee discovered the Washington Chiefs MFL out of Montgomery County. Aviation Maintenance Administrationman 2nd Class Cecil Davis, Strike, Logs and Records, yearning for that

rush feeling he gets when he plays football, joined Lee at his first practice game with the Chiefs. "I had no intention of trying out for the team, I went to Lee's first practice just as support," Davis said. When Lee and Davis reported back to work and told AZ1(AW) Eugene Pruitt, Strike's Logs and Records supervisor, they both attended the practice

and had decided to try out for the team, he said, "OK, you're for real - count me in."

All three Sailors signed up for the Washington Chiefs and began the trials and tribulations of a professional football player (minus the pay, that is) in



TPU Norfolk Commanding Officer CDR Jeanne McDonnell (left) administers the Oath of Enlistment to EN3 Scott E. Holt and DC2 Rachel M. Rockwell.

Photo by NCI(SW/AV) John H. Wise

addition to a full-time commitment to the Navy.

The Washington Chiefs have a full management team, program staff, coaching staff and team captains. The games and practices are very serious to all members. If an injury occurs at anytime, there is a dentist, physician or trainer there to assess the problem.

To make the final cuts for the team, athletes try out and await their personal invitation to attend football camp. "It is just like the NFL. Believe me, there is no sympathy - you work your tail off," Pruitt said.

Practices and home games are in Washington, D.C. "We would get off work every Tuesday and Thursday and drive to D.C. to practice. Then our games were on Saturday evenings, not to mention the service hours to the community. Our lives during the game season were very hectic," Lee said.

All three guys played high

Onassignment

school football and proudly wear the red and gold team colors as team members of the Washington Chiefs.

Lee graduated from Kathleen High in Lakeland, Fla., and plays fullback and running back. Davis graduated from North West High in Littleton, N.C., and plays running back. Pruitt graduated from Lansing Eastern High in Lansing, Mich., and plays line backer and defensive end.

"Davis, Lee and Pruitt were all starters for our team. There is no doubt they were a real asset to this year's success," said Richard D. Myles, CEO and executive director.

"It was really wild to play with true professionals; we learned a lot about the game and different ways to approach not only our football game, but our every day team operations in the work place," Pruitt said.

The Washington Chiefs is a non-profit organization that initiates and carries out many youth service programs. All programs are designed to strengthen and fortify youth against the world's problems and help them become productive leaders in their respective communities. No Thugs-No Drugs, Project Quest, Child Safety Lock Program and Away for a Day are just a few of the Chiefs' award winning programs.

Being a member of the Washington Chiefs means, not only "football," but also community service. Every team member executes a contract to give back to the community, 100 hours of service, in some way. "It's a really good feeling to have the kids in the community come up to us while we're practicing and say "Hey - you play football?" It makes you realize exactly how much kids pay attention to what you do," Davis said.

In 1994, when the

Washington Chiefs were founded, the team was originally part of the semi-pro football league. "After thinking about my dreams, I always wanted to help our youth. I kept asking myself, how could I put all this together? In 1995, I decided to create the MFL. I could have a non-profit amateur athletic program dedicated to serving youth in the Washington Metropolitan area," Myles said.

The Chiefs, along with nearly 400 other minor league teams across the country, provide the opportunity for athletes to continue playing

organized sports while further developing their skills or establishing other careers. The MFL provides assistance for an athlete in mastering the skills needed to move to the next level of professional sports or have fun challenging others in a good game while providing an arena to present those players to scouts.

Exposure and proper training received in the MFL has attributed to many success stories. Some of the players have stepped on to the next level. The Chiefs had four players in the Washington Redskins' camp, one in the

Dallas Cowboys' camp, five at the arena football camp and one in the European football league camp. Phoenix Cardinal Eric Swann progressed from the MFL roster to a career in the NFL.

The squad is made up of 60 athletes who also hold professional careers off the field. "The people on my team range from cops, scientists, military, teachers and so on. I feel it is important to have people on my team that not only play good football, but are good role models for our youth. I also want my players to take back to their job what they



Photo by SGT Scott Pezaca, USMC

"When they called from NAS Brunswick about this story, I jumped at the chance," said PH2 Bob Houlihan, who went to the Redington Training Facility in Northern Maine, to cover Cold Weather Environmental Survival Training (CWEST). "I love the outdoors, and running around the wilds of Maine with snowshoes sounded like a blast."

"I was amazed at how little the participants were given for food and gear, but

they still managed to survive so well," Houlihan said.

"I also picked up a few tips of my own to use if I was to ever get in that type of situation."

To find out what it takes to survive this bitter cold environment, turn to, "Facing the Elements Together" on Page 16. 📖

Houlihan is a photojournalist assigned to All Hands.

Around the Fleet

TIME CAPSULE

This month we look back in the *All Hands* archives to see what was going on in the Navy and the world 50, 25 and 10 years ago.



50 Years Ago – May 1951

In this issue we looked at the vital role helicopters were playing in the Korean War. We also examined the effects the Reserves had on the expansion of the wartime fleet, and we watched as USS *Constitution*, "Old Ironsides," received her first overhaul since 1931.



25 Years Ago – May 1976

This month we gave Sailors a view of the coeducational recruit training at NTC Orlando. Then we sat down with the Navy Surgeon General VADM Donald Custis. We also brought Sailors a story on the sports and recreation opportunities around the Navy.



10 Years Ago – March 1991

In this issue we reported on the state of the Navy after the Gulf War. Then we joined the drill instructors at Officer Candidate School (OCS) to see what kind of training our officers were receiving. We also showed the power of USS *Wisconsin* (BB 64) as the crew fired its renowned 16-inch guns for the first time in anger since the Korean War.

learn on the field," Myles said.

The Washington Chiefs have won the MFL championship for the past four years. Players get a championship ring just like the Super Bowl champs do in the NFL. ☑

Story by Marcie May, who is assigned to the public affairs office, NAS Patuxent River, Md.

Abe Prepares Sailors for HARP Duty

To many Sailors on board USS *Abraham Lincoln* (CVN 72), when the time comes to take leave, they do just that. But others decide there's a better way to go home while continuing to show support for their country and their Navy.

They do this by participating in the Bluejacket Hometown Area Recruiting Program.

Bluejacket HARP was developed to boost the Navy's recruiting efforts by sending junior personnel back to their hometowns to talk with prospective recruits about their Navy experiences.

"Round-trip travel for selected Bluejacket HARP Sailors to their hometowns will be completely funded by Commander, Naval Recruiting Command," said Petty Officer 1st Class Jason Wallen, command career counselor. "They'll also get \$10 per-diem.

"These Sailors will work for local recruiters in their hometown areas for a minimum of two weeks," Wallen continued.

"Sailors who prove successful may, as determined by the naval recruiting district and commanding officer of the parent command, extend their time on HARP to a minimum of two additional weeks."

"I think it's a great deal," said Seaman Jennifer LaTour, a personnelman in the administration department. "I'm going home for two weeks, using no leave, and the travel is paid for. I'll be going to local high schools and talking to people interested in joining the Navy, telling them all about the opportunities the Navy has to offer. These include college placement exams and college assistance, travel and so on."

This won't be the first time LaTour has gone back to her hometown of Peshtigo, Wis., to talk with prospective recruits. She's a veteran of the Navy's recruiters assistance programs.

"The last time I went home, I helped my recruiter with his Delayed Entry Program (DEP) personnel," said LaTour. "I talked to them about the Navy, what it had been like up to that point of my enlistment, what boot camp is really like and stuff like that.

"I also helped drive DEP members to the bus station who were on their way to the military processing station and I sat in on DEP meetings," LaTour continued. "Otherwise I mainly helped my recruiter with admin and office duties."

"To qualify for Bluejacket HARP, you must be a highly motivated Sailor, currently on sea duty, have a high school diploma, volunteer, have a place to stay in your hometown, and meet current physical readiness test standards," said Wallen.

"I ran a request chit," said LaTour. "Based on job performance and personal appearance, they say 'yes' or 'no.' After you're approved, you go through some indoctrination classes designed to help inform you of possible duties, uniform requirements, etc."

"We have crew members of *Abraham Lincoln* heading out on HARP duty to 49 of the 50 states, plus Puerto Rico," said Wallen.

With this initiative, "Abe" is leading the way in this new millennium by sending out the very best of the Navy's newest shipmates to find tomorrow's Sailors. ☑

Story by JO3 Bradley Pulley, who is assigned to public affairs, USS Abraham Lincoln (CVN 72).

Naval Air Reserve Takes the Lead in Education

During the past several years, an increasing number of educational benefits have become available to Sailors, leaving them with fewer and fewer excuses not to go to college. The staff at Naval Air Reserve, Point Mugu, Calif., isn't going to let those incentives pass them by as the number of Sailors enrolling goes through the roof. With

an incredible 80 percent of the personnel doing coursework, it seems achieving a degree during their tour has become a command-wide goal.

“Overall, most commands’ usage of education benefits have increased, but NAR seems to be well ahead,” said Bryan Burdick, Navy College Office representative for Point Mugu, Port Hueneme and China Lake. “NAR has a ballpark figure of about 80 percent of the personnel doing coursework.

The average command is closer to about 10 to 20 percent.”

Being a shore-duty billet, a small unit and having a work schedule that is conducive to doing coursework during off-duty hours makes NAR a perfect atmosphere for continuing education. But even in similar shore-duty commands, enrollment numbers don’t seem to be nearly as high, according to Burdick. One thing that seems to separate Naval Air Reserve from the crowd, and what perhaps helps push those education enrollment numbers way up is the high-ranking leaders’ involvement and encouragement of education.

“Every chief petty officer in the command is enrolled in school, or has just recently



YN1 Geraldine Gamble, a Naval Air Reserve Sailor, uses her lunch hour to study and prepare for her night courses at Oxnard Community College.

received a degree. You don’t see that very often. In fact, I’ve never seen a command where every chief is going to school,” said Burdick. “It sets the example, and when junior Sailors see their supervisors furthering their education, it’s a big influence on them.”

Many of NAR’s officers, including the commanding officer, are also pursuing additional advanced degrees.

Naval Air Reserve supports education in a number of ways; First, by arranging the duty watch bill around Sailor’s school schedules. Second, when their workload permits, Sailors get special liberty the day before

their final exams to study, similar to what many commands do for advancement exams.

Positive peer pressure among NAR Sailors also helps push open the classroom door to those Sailors who are a little resistant. Petty Officer 1st Class Gretchen Jonas, manpower office assistant LPO, said she was more inclined to start school when she saw all of her co-workers going.

“I feel they helped influence me to quit putting off my education goal,” she said. “I don’t have family around for encouragement or to talk to about my difficulties, so I turn to the people at work who are

going to school and I get the reassurance and encouragement I need and want.”

Petty Officers 1st Class Geraldine Gamble and 2nd Class Erika Thomas had both been putting off going to college for years until they got stationed at NAR. “I didn’t think I’d like school, and really didn’t have any motivation to go,” said Thomas. Gamble agreed, “That is until I started seeing some of my shipmates going to school, and how excited and enthusiastic they were about it,” she said. “They’d talk about things they were learning and it seemed so interesting ... like they really loved going to class. I felt like I was missing out on something.”

Thomas and Gamble, who work together in the administrative office, decided to sign up for a class together at the Oxnard Community College, and have continued to enroll in courses ever since.

Personnelman 2nd Class Woodrow Arrington, arrived at Point Mugu a little more than two years ago without a degree. He will be retiring in August with both his bachelor’s and master’s degrees in organizational management through the University of La Verne.

Ricky’s Tour

By JO2 Mike Jones

mikejones43@hotmail.com



The Sting

Story by Gail Cleere

If you want to build something that will behave well, perform tasks autonomously and fit flawlessly in its environment, chances are you'll find a good example somewhere in nature.

Take the scorpion, for instance. Here you have an invertebrate creature that withstands searing heat, doesn't eat much, moves omnidirectionally, climbs with ease and alacrity

asked it to do too much yet — with control ideas based on neurobiological studies on invertebrates, they can get it to perform some simple autonomous tasks.

In summer 2002, Scorpion will be taken to the Mojave Desert where it will make its way 25 miles into that desert, and then find its way back to its exact deployment location — a roundtrip journey of 50 miles made

INNOVATORS

over hills and rocks and prickly things and defends itself in no uncertain terms. Building a scorpion based on biologically derived design principles is the basis of a new discipline called biomimetics, or the mimicking of nature.

If you could give it marching orders, well ... it just might make the perfect ground soldier. "And the fact that it could look like a scorpion, would give it what every soldier in the desert wants — stealth," says Dr. Joel Davis, program manager for the Office of Naval Research (ONR).

But can it be done? The answer, say scientists funded by ONR, is, "yes." At Northeastern University, Boston, they've done it. And while it still doesn't exactly look like a scorpion, it's beginning to act more and more like one. By integrating a low-level behavior repertoire — in other words, they haven't

completely on its own. It will be solar-powered in its final form.

And so, ONR adds the Scorpion to a robotic menagerie that now includes Robo-Lobster, Robo-Lamprey, Robo-Tuna and Robo-Fly, among others. Under the sea, on the sea and in the air, robots packed with sensors and computing power are able to go where man can't or shouldn't. These robots can meet the needs of many types of Navy operations such as clandestine reconnaissance and surveillance, mine detection, fire control, stress detection, reactor inspections and search and rescue. The possibilities are nearly endless. ☒

Cleere is a public affairs officer assigned to Office of Naval Research, Arlington, Va.

Program where Sailors can get a degree related specifically to their Navy rate completely online. "For example, if you're a corpsman you can get a medical degree like health management or medical technology management from a fully accredited university, even if you are underway or overseas, because the entire degree can be achieved using the Internet," explained Burdick.

With all the programs, money and time available to Sailors, it seems the greatest hurdle is finding the motivation to get started. At NAR that obstacle is minimized by the command's encouragement and overall support of their Sailors' educational needs. ☒

Story by JO1 Sharon M. Dewar, who is a staff writer assigned to the public affairs office, Naval Air Reserve Point Mugu, Calif.

Sailors Have New Options When Dealing With Detailers

Navy Personnel Command (NPC), Millington, Tenn., recently launched the Detailer Communications Initiative (DCI), a program that has significantly changed the enlisted detailing process and is designed to increase the communication between detailers and Sailors.

Under this new program, detailers will contact Sailors 12 months prior to their projected rotation date (PRD) or end of active obligated service (EAOS). Detailers will listen to the Sailor's desires for orders and career intentions, and then discuss any issues that could affect orders eligibility or screening, such as exceptional family members or financial problems. This conversation, ideally brokered by the Sailor's

He is just one of many Sailors at NAR who will be retiring or transferring with one or more degrees.

"There are so many education benefits available now that there's no reason not to take advantage of them," said

Burdick. Some of those benefits include tuition assistance, which pays 75 percent of tuition, and the GI Bill can now be used to cover the other 25 percent.

CLEP and Dantes tests are free, as are PACE program courses, which are available to Sailors in

deployable units. Those courses are self-paced, so Sailors with less free time can do school work at their convenience.

The Navy has also recently joined with numerous accredited universities to develop the Navy College Rating Partners

command career counselor, is designed to give the Sailor and his/her family a good idea of what type of duty to look for once they reach their nine-month negotiation window.

"I try to find out what their plans are," said Chief Builder (SCW) Tom Kane, a Seabee detailer for the Builder, Engineering Aide and Steelworker ratings. "I have all their career path information on my screen when I call, and I can answer any questions they might have on the spot."

Although the program is barely off the ground, Kane says he's placed 12-month calls to more than 100 of the 3,100 Sailors he's responsible for detailing.

At 10 months before PRD or EAOS, a short orders preparation checklist is sent to the Sailor via message, reminding them to discuss possibilities with their family, update their Page 2 dependent information, and to contact the detailer at the nine-month window. At the nine-month window, the Sailor screens order possibilities on BUPERS Access (www.bupers.navy.mil) on the view-only JASS program, and calls the detailer to discuss the orders he or she is interested in. The command career counselor (CCC) then makes formal application for the orders on JASS, and if selected, the orders are written.

"DCI forces us to listen," said RADM Hamlin Tallent, Assistant Chief of Naval Personnel for Distribution. "It's not about us getting a list of jobs and trying to get a Sailor to do what we want; it's about listening to them. The goal is 100 percent contact, to find out what they want, what their spouse wants, and their career needs, and how that fits into the Navy manning picture."

The program was conceived and developed in PERS-40

during the summer, and has been in effect for only a few months. Administrative assistants have been hired to handle routine clerical duties, to allow detailers to spend more time on the phone with their constituents, and the detailer-training program has been completely changed to support proactive detailing. Detailers are also working much more closely with fleet career counselors, particularly those overseas, to arrange the best times to contact Sailors.

Another facet of DCI is a more focused detailer travel program. Detailers now develop visit plans and target specific Sailors to contact.

"We get lists from career counselors on who needs to hear the Navy's story," Tallent said. "By concentrating on Sailors who CCCs identify as at-risk of leaving the service, we're better able to listen to them and focus on what we can do to retain that person. In the first quarter alone, we convinced nearly 200 Sailors to accept orders rather than leave the Navy."

Finally, DCI serves another function — to help the Navy identify which billets are hard to fill from the Sailor's perspective. "DCI will help us develop incentive programs," Tallent added. "If we have a billet certain location that [is unappealing to] Sailors or their spouses, we can better identify it and come up with benefits or incentives depending on our understanding of Sailor's feelings."

For more information on the Detailer Communications Initiative, please visit www.persnet.navy.mil/pers40/dcip. ☐

Story by JOC(SW/AW) Mike Morley, assigned to Navy Personnel Command public affairs, Millington, Tenn.

History Makers: Interviews

*Review by
LT Youssef H. Aboul-Enein*

History Makers: Interviews
By Fred Schultz; Naval Institute Press; Annapolis, Md.; 232 pgs

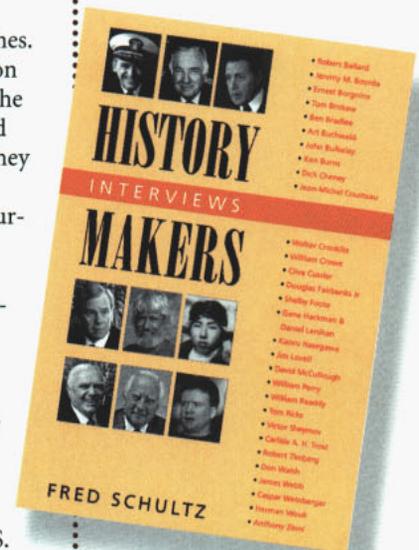
The book's author, Fred Schultz, is editor-in-chief of the bi-monthly magazine of the Naval Institute, *Naval History*. He's known in naval circles as a prolific writer and has served on the editorial staff of America's most well-respected military magazines. His first book is a collection of interviews that graced the cover of *Naval History* and *Proceedings* magazines. They include two dozen of the most influential actors, journalists, scientists and politicians who've been influenced directly or indirectly by the sea or the sea-service.

The book begins with actor Ernest Borgnine, the original McHale in "McHale's Navy." He recounts his early experiences as a Sailor in the U.S. Navy and how it influenced the show and his career as an actor. Some of the antics on the hit comedy show actually were taken straight out of his time guarding the East Coast from the Nazi submarine threat.

Columnist Art Buchwald jokes about his days as a United States Marine, but his true stories seem to be akin to Gomer Pile. Readers will also learn about the true story of the Japanese agent who tried to infiltrate American bases on Hawaii and frustrated took tea in an Oriental teahouse that overlooked Pearl Harbor. He eventually visited that

teahouse daily and took copious notes about the rhythm of the Pacific Fleet in Pearl Harbor. His information eventually aided in the planning of the attack on Pearl Harbor.

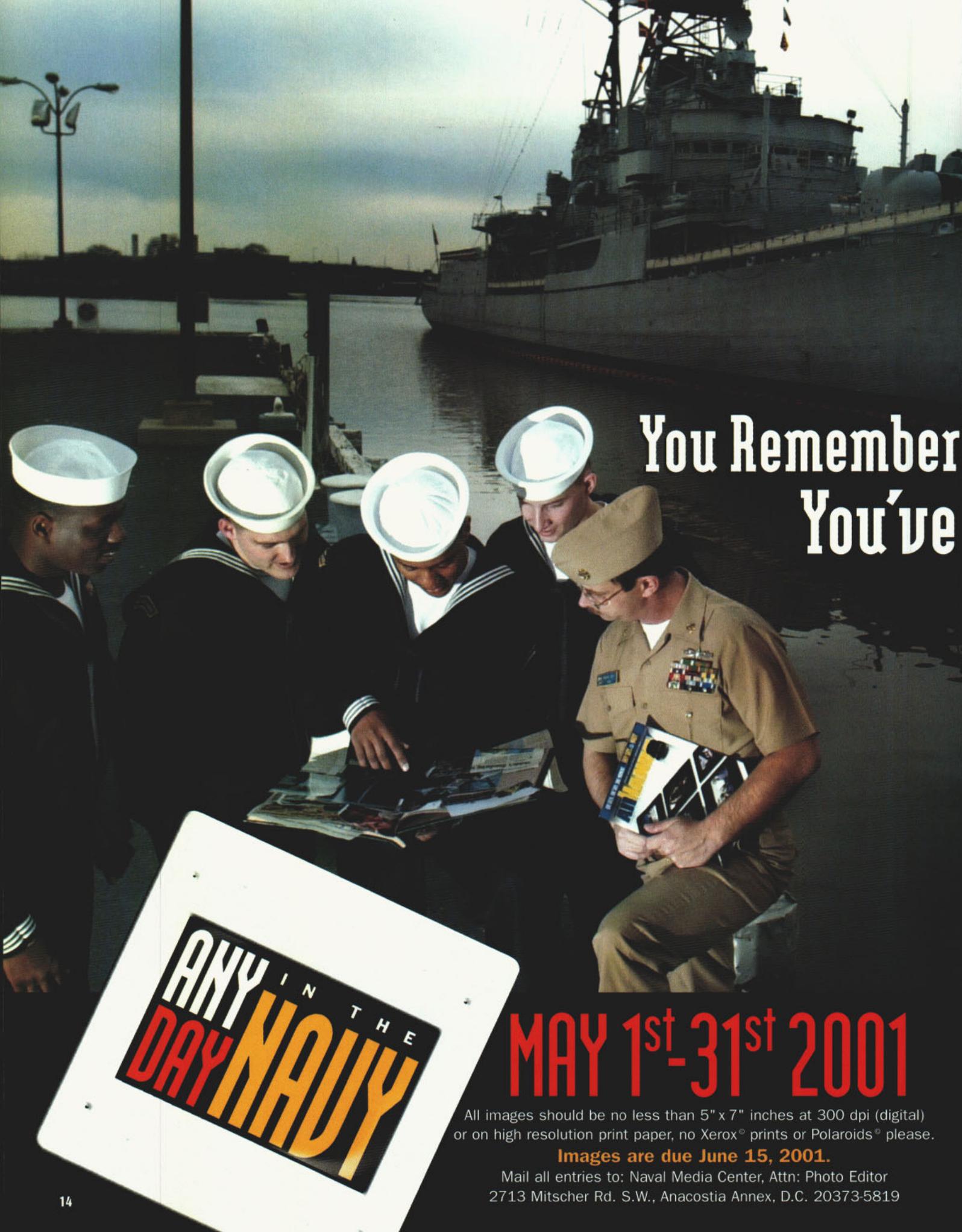
Washington Post Editor Ben Bradlee discusses his time as a junior naval officer aboard a destroyer during World War II and Civil War Historian Shelby Foote discusses why Civil War naval campaigns do not receive the top billing that Army battles do. Jean Costeau, son of the late oceanographer Jacques Costeau, talks about environmental



issues facing the world's oceans and the importance of the sea as national resource.

The book continues with interviews with former Marine Gene Hackman, General Anthony Zinni and Vice President and former Defense Secretary Richard Cheney. The book is an easy read and highlights some interesting reflections about the Navy and the seas. ☐

Aboul-Enein is the plans operations and medical intelligence officer at Naval Hospital Great Lakes, Ill.



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MAY 1st-31st 2001

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Images are due June 15, 2001.

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For more information, contact PH2(AW) Jim Watson at DSN 288-4209/(202) 433-4209 or by e-mail at watson@mediacen.navy.mil

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Caption (include first and last name/rank/hometown of person(s) pictured): _____



Story and photos by PH2 Bob Houlihan

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An aircraft crashes through the pine canopy, knocking trees down like toothpicks in an ear-piercing screech of metal and wood. Downed by enemy fire, the aircraft has crashed in an arctic setting; its crew, shaken up but without serious injury, is focused on survival.

Only one thing stands between them and enemy capture and death from the elements: the seven days of intense training they received in cold weather survival.

After cutting free from tangled safety harnesses, they take stock of their surroundings – bleak and mountainous, far from any sign of civilization.

Most people would be left without a clue about what to do next.

But not these Sailors — they have trained for just such an event. The

FACING THE ELEMENTS

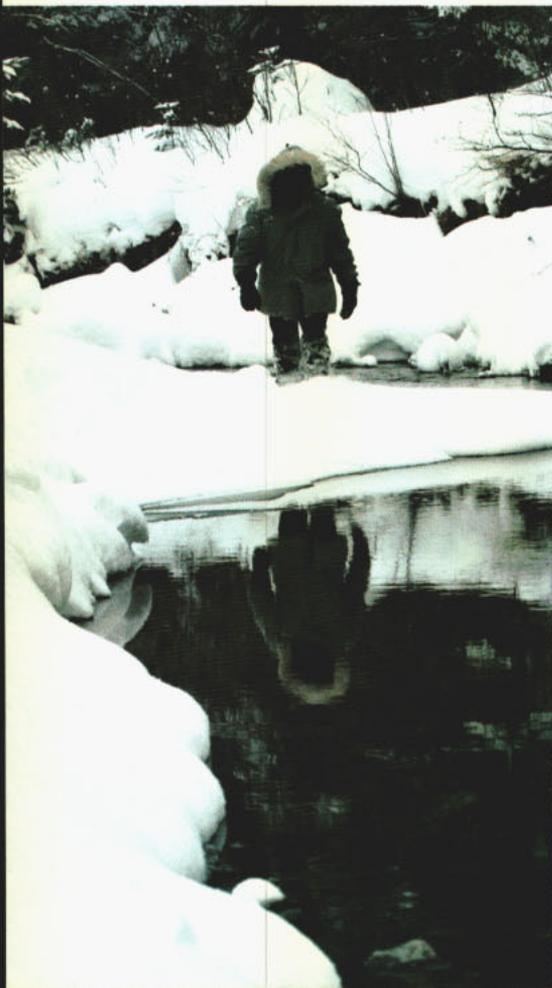
TOGETHER

radio was destroyed in the crash, so communications are out of the question. But, in no time, they are sitting at a campfire confident in their survival, because Cold Weather Environmental Survival Training (CWEST) showed them how.

As the sun starts to set and the temperatures begin to plummet to a

bone-chilling degree, four things must be taken care of immediately – fire, shelter, water and distress signals. Each crew member takes on a task and goes off to complete it. Shortly after dark, the goals have been achieved. A rudimentary shelter has been built out of snow and pine, a fire is crackling with snow melting for water, and a pine bough smoke generator stands ready to be lit at the first sign of rescue. They will survive.

During CWEST, students learn about conditions such as these at the Redington



Training Facility, a cold and inhospitable 15,000 acre site near the Canadian border in Northern Maine. The week-long course begins with two days of classroom training at Fleet Aviation Specialized Operational Training Group Atlantic (FASOTRAGRULANT) located at NAS Brunswick, Maine, to familiarize Sailors, Marines and foreign nationals with basic survival techniques. Then they are sent out into the woods with little gear but with a vast amount of knowledge.

The students were allowed to bring their own gear to the course, but they don't have all that gear with them today. Chief Gunner's Mate (CC/PJ) Doug Trump, a CWEST instructor, decides what they can take and what stays behind.

"They brought insulation pads, vector rucksack packs and a number of brands of boots," he said. "We let them try out different types of pile liners and Gore-Tex shells, and I even supplemented them in some areas, such as wind-stopper fleece and polypropylene glove liners. I try not to take everything and strip them down to nothing, but I do take a lot of stuff away – the 'hoo-ya cool guy' stoves and lanterns stay behind. They have just enough so that they are comfortable learning, and they're not hurting so badly that they're not getting anything out of this. We try to keep the learning curve up."

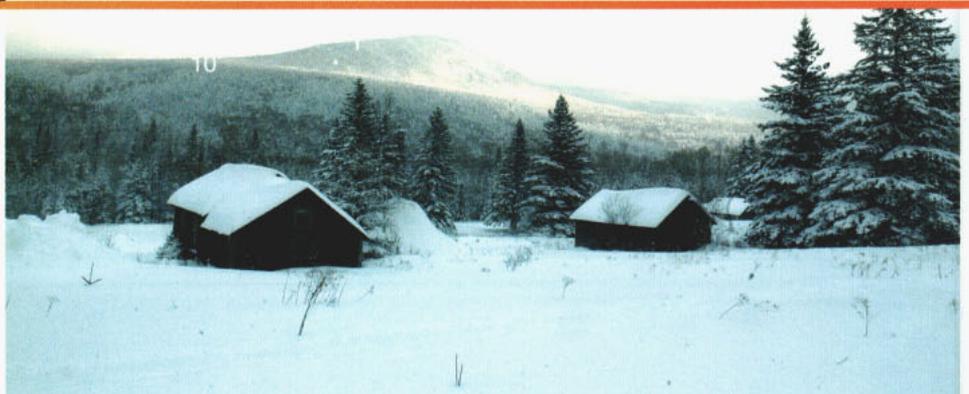
The first night in the harsh environment is spent in shelters built by the instructors, followed by a day of hands-on training and a primitive navigation exercise.

For the primitive navigation, the students are shown a map to hand copy, given a bearing and distance, then dropped off at a pre-arranged point where they must navigate across mountainous terrain to another point without anything but their hand drawn map and the aide of a shadow stick or magnetic needle. The trek is about 1,700 meters and can take more than three hours. Despite all the odds stacked against them, most students manage to come amazingly close to their assigned ending point, if not right on.

Left – A Cold Weather Environmental Survival Training (CWEST) student follows the banks of a stream on the way back from checking the snares he set to catch wild game. The Redington Training Facility encompasses 15,000 beautifully forested acres and is crisscrossed with streams and ponds.

Below – Nicknamed the "Village," the instructor's base camp at the Redington Training Facility is located at an abandoned logging camp.

Right – As part of his 10 tasks to complete while at CWEST, GMC (EOD/PJ) Ken Sutliff of Explosive Ordnance Disposal Mobile Unit 2, Little Creek, Va., carefully lashes pine boughs together to make snowshoes.



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FACING
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TOGETHER

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But now the hard part begins. The students are paired off and led to their makeshift home for the next five days – a 200 by 800-meter plot of land covered with nothing but snow and trees. Deciding where to set the camp is an exercise of trial and error. If they choose wrong, the elements usually make it clear the first night.

The variety of shelters built is great – some use deadfalls, others tunnel into snow banks. The only limit is the

builder’s imagination.

“At first, I thought there would be a lot of down time, but it’s constant work,” said Enginemen 2nd Class (EOD/DV/PJ) Scott Bryant, of Explosive Ordnance Disposal Mobile Unit (EODMU) 2. “There’s always something to do, improving our shelter, gathering wood for the fire, melting snow and ice for water and all the menial tasks that need to be done to survive in this bitter cold environment.”

Every day is filled with the chores to survive as well as a list of 10 tasks each team must complete during their training. Building snowshoes, setting traps and snares for food and constructing and demonstrating various types of distress signals keep everyone busy.

And don’t forget the cold. Bitter, biting, bone-numbing cold. It’s never far away.

“The hardest part about training out here in the cold is getting out of the sleeping bag in the morning. Your body goes into a kind of hibernation mode, and you just don’t want to get up and move around, even though you know you have to,” said Bryant.

Each morning, and at various times throughout the day, the “survivors” receive a visit from one of the school’s 11 instructors to check on their health and their progress on the various tasks.

“Survival is no more than troubleshooting,” says Equipment Survivalman 1st Class Kimball White, back on his second tour as an instructor at the Redington facility. “If they keep it

simple and prioritize the jobs they need to do, they’ll be just fine.”

When they arrive at their sites, the teams are given one MRE to share and a rabbit to skin and eat. Other than that, they’re on their own, which makes setting effective snares and traps that much more important. Most students find it amazing how many sources of food can actually be found in the forest, even in the dead of winter.

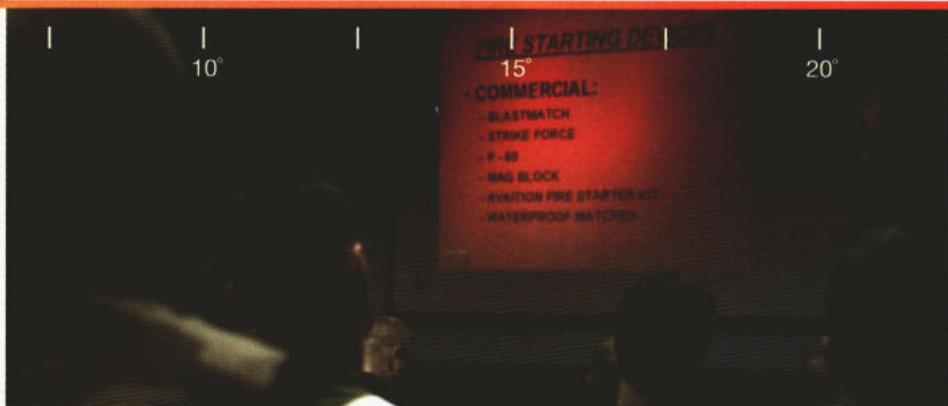
Some students are more prepared for this type of training than others.



Left – Careful to bend the wire just right, Marine Corps Lance Corporals Rafeal Fermin and Tohan Brewster set snares to catch game near their campsite. Fermin and Brewster are attached to Marine Corps Reserve, Bravo Company 125, Londonderry, N.H.

Below – Starting with two days of classroom training at Fleet Aviation Support Operational Training Group Atlantic, Det. Brunswick, students learn all the basics they will need to survive in a cold, hostile environment.

Right – Stepping carefully as he navigates over a fallen log, MM2(EOD) Brett Tietgens of EODMU 2, Little Creek, Va., makes his way down the hill from his campsite to dig a distress signal in the freshly fallen snow.





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“Being from Colorado Springs,” said GMC(EOD/PJ) Ken Sutliff of EODMU 2, “I’ve done this type of thing before, so it wasn’t too bad for me. For some of the others though, it was their first time out in the wilderness with nothing more than what they had on their backs, so learning the priorities of survival was very important.”

Both the instructors and the students stress the importance of working as a team. Everyone does their share. By split-

ting the jobs up, everything gets done with the least amount of effort.

For the students, coming to CWEST is part of training for the type of job they do, but for the instructors, it’s different. They are all volunteers, and they come from incredibly different backgrounds.

“I’ve been in the Navy for 17 years,” said Hospital Corpsman 1st Class Louise McCollum, a CWEST instructor-in-training going through the course as a student. “Only five years of that was in patient care, and the rest was doing admin work. I wanted to end my career in a billet that made a difference. By putting the students through this, maybe some day, if they are ever in the same position as Scott O’Grady [an Air Force pilot shot down over Bosnia], they’ll be able to use what we taught them to survive.”

Nearly all the instructors agree that the most important aspect of the training is the mind, not the body. “If the people who go through CWEST take away only one thing, I hope it’s the will to never give up,” said instructor 2nd Class Xanthe Noble. “That’s the main reason people fail out there, they give up mentally.”

If they’re determined to survive and know the basics, everything else will fall into place.

Every team came away with the knowledge and skills they will need to survive if they are thrown into a cold, hostile environment. And each individual came away with something a little different.

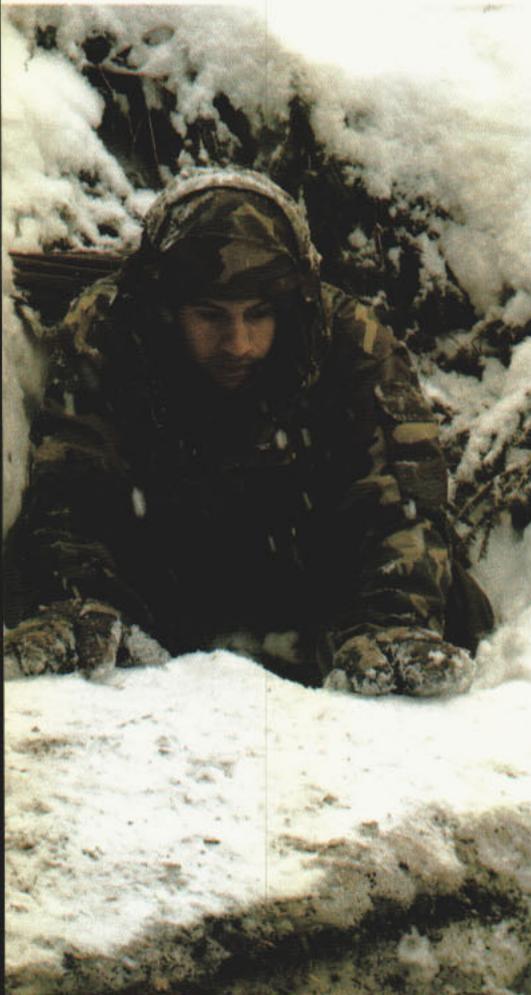
“Now I really know what I need to pack in my survival kit. Before it was all

wrong,” said Bryant. “I now know how to set my priorities.”

“The most important thing is that the students have the knowledge that they can survive in any situation they find themselves in,” says CWEST instructor Senior Chief Aviation Electronics Mate (AW/NAC) David Allen. “All they have to do is put their minds to it and never give up.”

Downed aircraft might not equate to singing songs and roasting marshmallows around the campfire, but these “survivors” will better withstand the elements, having CWEST in their packs. ❑

Houlihan is a photojournalist assigned to All Hands.



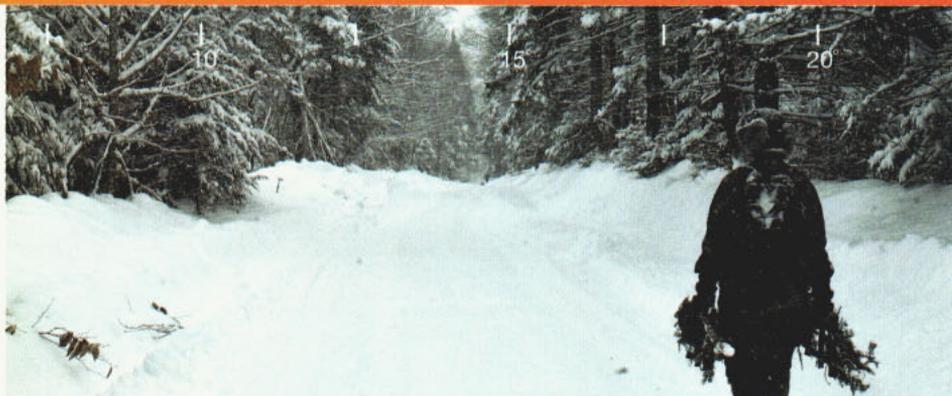
Left – Like a bear emerging from hibernation, EN2(EOD/DV/PJ) Scott Bryant of EODMU 2, Little Creek, Va., crawls out of the snow cave he and his partner built for shelter. Snow is a great insulator, and they are able to stay surprisingly warm at night.

Below – At the end of a long exhausting day, Cold Weather Environmental Survival Training (CWEST) instructor AT2 Xanthe Noble makes her way back to the “village” after completing her checks on the students at their sites.

Right – Surveying his bitter-cold surroundings, LT Robert Crouch from EODMU 2, Little Creek, Va., ponders the order tasks need to be completed in to survive in this hostile environment. Students are taught to prioritize and conserve as much energy as possible.

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IN THE Presence OF Heroes

On Oct. 12, 2000,

in a craggy harbor 7,000 miles from home, a U.S. Navy warship sailed into harm's way. In a split second, her crew had to summon every ounce of leadership, courage and training they had ever known to rescue shipmates and help keep their ship afloat.

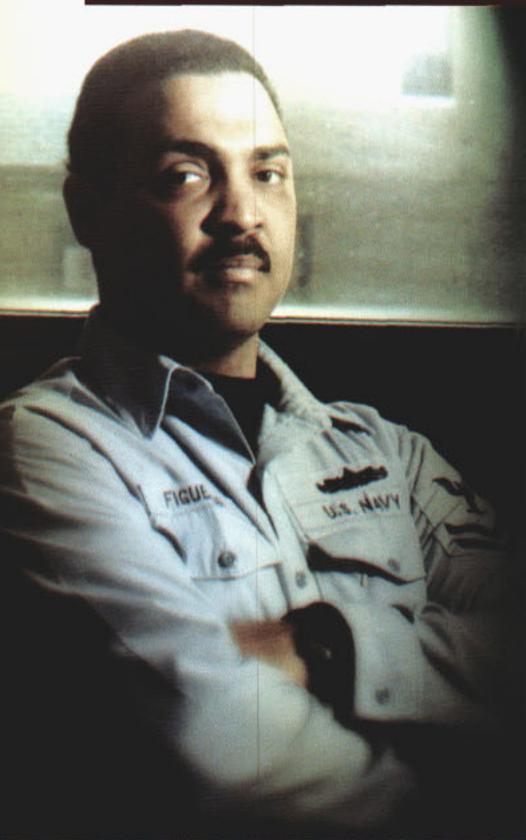
The story of USS *Cole* (DDG 67) is testament to the ingenuity and fighting spirit that has defined our Navy for more than 225 years. It is also a story of incredible valor, personal fortitude and the power of sheer will.

An injured *Cole* Sailor departs a Yemeni hospital in a bus en route to additional medical treatment in Germany.

Photo by PH2(AW) Jim Watson

“My first thought was that it had been a kitchen explosion. Then I saw daylight coming in through the port side, and I knew something was very wrong.”

SM2(SW) Hector Figueroa



IN THE Presence OF Heroes



The waters of the Port of Aden were calm. Once one of the most active commercial ports in the world, Aden had fallen out of favor in the late 1960s after Southern Yemen came under Marxist rule. Conveniently located near the southern-most tip of the Arabian Peninsula, Aden is a natural replenishment stop for ships in transit to or from the Red Sea.

It was a hot October morning — not yet noon, and still, temperatures were flirting with 100 degrees. From his vantage point on the bridge wing, Master Chief (SW/AW/FMF) Hospital Corpsman James Parlier could see a few commercial ships transferring cargo or taking on fuel. The shoreline bustled with activity as vehicles moved about the city of Aden. The rusting hulk of a long-abandoned Soviet ship loomed in the distance. Yemen’s landscape rose quickly from the harbor into towering, jagged mountains that seemed to engulf the port on three sides, looking eerily down upon the still waters and visiting Sailors.

Parlier, Command Master Chief (CMC) aboard USS *Cole*, was talking with *Cole* Sailor Operations Specialist 2nd Class Timothy Saunders about the Navy and the opportunities it held.

Parlier had been around — 43 years

old, with 23 years in the Navy. Aboard *Cole*, his primary role was to be the commanding officer’s senior advisor on all enlisted Sailor matters. He had previously been the senior enlisted advisor at a naval hospital, had deployed with the Marines and had served aboard two aircraft carriers; he had been CMC aboard *Cole* for a year-and-a-half.

As Parlier finished his chat with

Saunders and headed below, USS *Cole* was being refueled from a “dolphin,” a concrete platform and fueling station situated several hundred yards from the pier to accommodate deep draft ships. The ship was moored starboard side to the dolphin, and thousands of gallons of yellow F-76 fuel were being pumped aboard to top off *Cole*’s tanks and prepare her for the journey around Yemen and Oman and up into the Persian Gulf.

HM3 Tayinikia Campbell, 24, was working with Seaman Eben Sanchez in *Cole*’s sick bay. Campbell was from rural Latta, S.C., and had joined the Navy six years earlier after graduating from high school. A small woman, she was the junior hospital corpsman aboard *Cole*, thus her nickname “Baby Doc.”

Before reporting aboard *Cole* in April, Baby Doc had worked in the family practice division at the Navy’s Sewells Point Clinic in Norfolk. Now she managed the routine medical needs of 300 *Cole* Sailors, while her own two young daughters were being cared for by family members. She didn’t expect to see the girls until *Cole* returned from this six-month deployment in early February.

Hull Maintenance Technician 1st Class (SW) Michael Hayes was in his office in the after portion of the ship trying to catch up on paperwork. At 35, the wiry

Above Right — GM2 Jennifer Long of Cartersville, Ga., mans a 50 caliber machine gun onboard USS *Cole* (DDG 67) after the terrorist attack that killed 17 Sailors and wounded nearly 40.

Below Right — PN3 Nicole Lozano consoles FN Jaimie Deguzman the morning after the attack.

Photo by JOC Rob Benson



Photo by PH2(AW) Jim Watson

Hayes had been in the Navy 15 years, and he was scheduled to transfer from *Cole* after the ship returned to Norfolk. He had been aboard for more than two years; he served as Fire Marshall and leading petty officer of the Repair Division. Hayes had joined the Navy to get away from the inner city in Nashville, Tenn.; now his family was home in suburban Virginia Beach, Va., waiting for him to return to shore duty and some semblance of a regular life.

A few minutes past 11 a.m., a ship's Morale, Welfare and Recreation Committee meeting was announced over the ship's general announcing system (IMC). Crew members representing every division met weekly to discuss the recreational activities of the ship; today's meeting would focus on whether to purchase new televisions for crew lounges. Attendees began to assemble in the training room on the second deck in the after portion of the ship. Damage

Controlman 1st Class (SW) Ernesto Garcia, 32, the Repair Division Work Center supervisor, represented his division at the meeting. *Cole's* Executive Officer, LCDR Chris Peterschmidt, and Master Chief Parlier were also there.

HMC(SW) Clifford "Doc" Moser was just finishing an early lunch of chicken fajitas in the chief petty officer's mess. At 50 years old with 18 years in the Navy, Doc was an Independent Duty Corpsman, or IDC, and the closest thing to a ship's doctor aboard *Cole*. He was friendly, with a gentle way about him and the wisdom that came with age. Doc had been aboard *Cole* two-and-a-half years, and he knew every *Cole* Sailor personally. "I just love him," Baby Doc said of her boss.

Signalman 2nd Class (SW) Hector Figueroa was headed to the mess decks for early chow. Figueroa, 36, was raised in Rio Piedras, a suburb of San Juan, Puerto Rico, but he and his family now called Virginia Beach, Va., home. After 14 years on active duty, he had recently qualified to wear the silver cutlasses of the enlisted surface warfare specialist (ESWS), a sign that he had mastered the weapons, operational systems and engineering specific to



Photo by PH2(AW) Jim Watson

“We’re trained to run toward trouble.”

HT1(SW) Christopher Regal



Photo by JOC Rob Benson

IN THE Presence OF Heroes



the *Arleigh Burke*-class destroyer. In fact, USS *Cole* flew the ESWS pennant, indicating the ship’s rigorous training program for enlisted Sailors had resulted in 100 percent qualification of petty officers who had been aboard at least 18 months.

Sentries continued to patrol the decks of *Cole* and the concrete dolphin, observing the refueling evolution. In the distance, a small white boat approached the ship. It looked similar to other boats that had arrived earlier to take off trash and assist with port services.

In the training room, the MWR meeting had been brief and was just breaking up. Figueroa was in the lunch line, waiting for chicken fajitas and gabbing with shipmates; he heard laughter, the sounds of voices and the clinking of silverware coming from the mess decks. In the chief’s mess, Doc Moser finished the last bites of his meal, stood up, straightened his uniform and departed the mess.

Outside, the approaching white boat slipped through the still waters toward *Cole*. Two men aboard it waved to a *Cole* sentry. It was 11:18 a.m. on what appeared to be a very normal day at sea.



The explosion ripped through the steel hull of *Cole* on the port side amidships

with a deafening roar. The force of the blast tore through systems and machinery, buckled decks and bulkheads, and launched equipment and people into the air. The port side of the mess deck area was reduced to shards of metal and sparking wires in an instant. Torrents of water — thousands of gallons — came rushing into engineering spaces below the waterline.

HT1 (SW) Christopher Regal was aft of the mess decks in a passageway when the blast hit. Regal had been aboard *Cole* for more than two years, and had nearly 13 years in the Navy; he was tall with broad shoulders, an engineer and firefighter by trade, and he was trained to respond to emergencies.

Regal knew immediately there had been some kind of explosion; he thought it was related to the refueling evolution. The violent shudder of the ship threw him off his feet, and he felt the pressure change. The sound of the blast was incredible. Like a heavyweight fighter knocked to the canvas for the first time, he shook his head and tried to regain his senses. “What was that?” He was back on his feet in seconds, moving in the direction of the blast. “We’re trained to run toward trouble,” he said.

Garcia and Parlier were departing the ship’s training room after the MWR meeting when it hit.

“There was a huge boom, like an M-80 under a can, but only 100 times louder,” Parlier said. They felt the deck move beneath their feet as the ship lurched upward and to starboard, then back down and to port. A television came crashing off a shelf. The lights flickered off for a second but came back on. Wide-eyed, startled faces all around. The

Above Right – Sailors stand security watch on the fantail of USS *Cole*, keeping a vigilant lookout as the sun rises in Yemen the day after the terrorist attack.

Below Right – The shaft in main machinery room #2 was a major source of flooding and only persistent damage control efforts stopped the flow of water.



Photo by PH2(AW) Jim Watson

executive officer picked up an internal ship's telephone, but it was dead.

"Go to GQ!" he shouted. The group spilled out of the training room, instinctively moving in different directions toward their battle stations. There were shouts in the passageway of "General quarters! Pass the word." Parlier started toward the after battle dressing station (ABDS), but took only a couple of steps before encountering an injured *Cole* Sailor in the passageway.

Few surface ships have the luxury of having two IDCs among the crew. Doc Moser was the ship's corpsman, while Parlier was also an IDC in addition to being command master chief. The two corpsmen had already talked about how they would divide medical duties in the event of a mass casualty emergency — Parlier would handle injuries at the after battle dressing station, while Moser took care of patients up forward. It was a scenario they never expected to carry out.

★ ★ ★

"I was talking to friends, and the next thing I knew I was flying backward," Hector Figueroa said. "Everything went black and there was ringing in my ears. My first thought was that it had been a kitchen explosion. Then I saw daylight coming in through the port side, and I knew something was very wrong."

Blown backwards off his feet, Figueroa's fall was broken by shipmates standing in the lunch line behind him. The line toppled like dominoes.

Startled, he struggled to his feet and tried to assess the situation. Thick, black smoke burned his eyes and made him cough. Through the smoke, he could see debris scattered everywhere. He saw silhouettes of Sailors struggling to move amid the chaos; huge pieces of stainless steel kitchen equipment had been tossed about and crushed. The deck of the galley on the port side had been compressed to the overhead. Pungent yellow fuel from ruptured fuel lines had sprayed over people and equipment. There was a ringing in his ears; beyond the ringing, he could hear cries of pain.

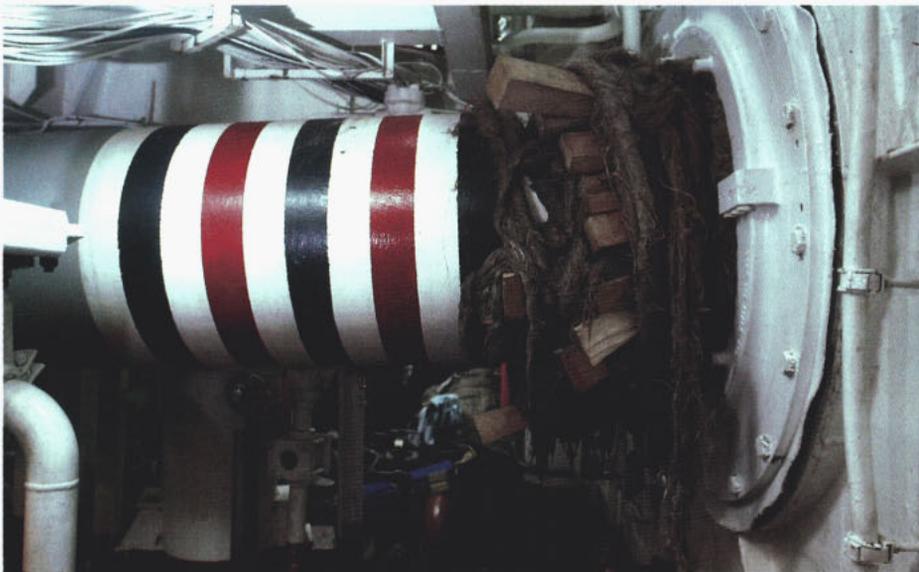


Photo by PH2(AW) Jim Watson

“Everybody was working —
all the training they had, they just jumped in.
The whole crew —
everybody.”

HM3 Tayinikia “Baby Doc” Campbell



Photo by JOC Rob Benson

Above Right – USS *Cole* (DDG 67) Sailors rest on the ship’s helicopter deck.

Below Right – A Navy diver assigned to Mobile Diving and Salvage Unit (MDSU) 2 works around a tangle of eductor and diver umbilical hoses below decks during repair and recovery efforts aboard USS *Cole* (DDG 67).

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Disoriented, he struggled to his feet and began to stumble forward on the mess decks, looking for movement and signs of life. He heard someone yelling for help; the voice was coming from a hatch that led to the galley storerooms below.

The hatch was already partially closed because of material condition modified zebra being set during in port refueling. Figueroa dropped his head through the scuttle to see who was calling out, and saw Mess Specialist 3rd Class Jim Davis, whose leg was broken. Figueroa slipped his torso through the scuttle and climbed partially down the ladder; he grabbed Davis around the shoulders, pushed him up the ladder, through the scuttle and out of the space. Once on the mess decks, another shipmate grabbed Davis and pulled him to safety.

Figueroa coughed again, and wiped his eyes. He struggled to the hatch leading down to the next level and popped his head through the scuttle into Supply Support. The space was flooding. He saw Storekeeper 2nd Class Sean Taitt, and called out to him.

“Taitt was injured, and he was trying to get out. He staggered toward the ladder and my voice, but couldn’t pull himself up.”

Figueroa climbed down into Supply Support, grabbed Taitt and guided him toward the ladder. Taitt appeared dazed.

Finally, Figueroa positioned Taitt on the ladder, put his own body under Taitt, and began to push him upward with his shoulder. “He was a big guy,” Figueroa stated matter-of-factly.

Slowly, he muscled Taitt up the ladder, through the scuttle, onto the reefer deck, then up another level onto the chaotic mess decks, where he could be evacuated by crew members who were now arriving



to tend to the injured.

Another Sailor, OSSN Timothy Eerenberg, was struggling to free himself from the debris. “When he saw me, he reached for me,” Figueroa said. Figueroa extended a hand and pulled Eerenberg to his feet; then he helped him toward an exit door, where another Sailor grabbed him.



HT1(SW) Hayes heard the explosion and felt *Cole* shudder.

“My initial response was to go to the scene,” he said. He departed his office, walking cautiously up the port side toward the mess decks. “I moved past the post office. Zebra had been set. It was dark.”

Hayes reached a damage control locker and retrieved emergency equipment and a self-contained breathing apparatus (SCBA) similar to breathing devices used by civilian firefighters. Instinctively, he shifted into full battle dress, tucking his pant legs into his socks and buttoning his shirt all the way up. He donned a battle helmet with a light on the top, then continued moving forward.

“I got to the mess decks, but the entrance was blocked. There was a puddle of boiling water in the middle of the passageway. I saw a Sailor standing



Photo by PH2(AW) Jim Watson

nearby, so I grabbed him to stand watch to keep people away from it.”

Then Hayes moved aft, across a passageway to the starboard side of the ship, and forward. He passed through a trunk to the mess line, and opened the door.

“It was pitch black, but I could see through the smoke with the light on my helmet,” he said. “I couldn’t believe what I saw. I didn’t panic; I just tried to analyze the situation — no fires, just arcing of electrical wires. People were screaming

for help. My first instinct was to get the people out.”

Hayes moved through the mess decks scullery line, where he saw a group of Sailors already helping the injured. He found one petty officer in an escape trunk with a compound fracture and led him off the mess decks. Others were outside the mess decks, escorting the injured out of the area to receive medical treatment.

“I didn’t know all those people on the

mess decks,” he said. “I was there looking for damage, but I tried to put myself in their shoes. What if that had been me?”

★ ★ ★

DC1(SW) Garcia left the training room seconds after the blast hit. He scurried up a ladder to the main deck, portside passageway, where he ran into HT1(SW) Regal, who was also responding to the blast. They located breathing devices in the passageway bulkhead next to the crew’s ATM, donned them, and began to move towards the apparent source of the smoke. The lights were out, but emergency battle lanterns lit their path.

As they moved forward, they still had no idea what lay ahead. An electrical panel on the side of the passageway was sparking; Garcia saw Regal about to brush against it, and he grabbed him and shoved him out of the way.

In seconds they reached the mess decks and opened the door. As they entered the space, they saw there was no deck left on the port side. They realized the full gravity of the situation when they scanned, what moments before, had been



Photo by ENCS Lyra G. Becker

“As soon as I saw the intensity of the casualties, I went back inside the skin of the ship and down to medical to get controlled medication (morphine), then back up topside amidships, to maintain and triage the injured.”

HMC(SW) Clifford “Doc” Moser



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a room full of Sailors eating lunch.

Firefighters from the ship’s rapid response team were already streaming in. Regal assembled a small team in battle dress and then moved out to determine how far forward the damage stretched. Meanwhile, Garcia was moving through the smoke in the shattered mess line; he passed Hayes, who was attending to a wounded Sailor. Nearby, Taitt crawled out of Supply Support, being pushed by Figueroa. A chief had fallen down a vestibule into supply support, and Garcia helped pull him out. Another seaman’s leg was trapped under a piece of kitchen equipment that had moved in the blast, and he tried to comfort her while several Sailors worked to free her. Minutes later, that team would extract the Sailor using the ship’s hydraulic “jaws of life,” essentially the same piece of equipment used to free highway accident victims from damaged automobiles.

By this time, Regal’s team had moved forward around the damage, and was moving back aft onto the mess decks to establish smoke and fire boundaries. They could feel the ship listing to port from flooding in the lower compartments. And they could hear noises coming from the chief petty officer’s mess.

“I heard Master Chief Abney yelling, ‘There are chiefs in here – get us out!’”

Regal said. But a steel bulkhead that had shifted in the explosion blocked the entrance to the lounge. Looking beyond the bulkhead through the darkness, Regal could see a light being waved inside the mess; it came from a small handheld flashlight.

More shouts. Inside, the chief petty officer’s mess was a shambles. Seven chiefs had been eating lunch; some had

substantial injuries. Cables and wires dangled from the overhead, and chairs and furniture were askew. The team of Sailors put their hands on the galvanized steel partition and begin to push. Slowly it gave way, allowing enough room for the injured chiefs to crawl out. Working in the dark using the light from their battle helmets, the firefighters began to help extract the injured — broken bones, lacerations and internal injuries. They moved instinctively; the daily casualty drills had instilled discipline and confidence.



Baby Doc heard a loud boom and felt the ship shake. A split second later, the doors to medical burst open and black smoke poured in. In the passageway adjacent to medical, the lights went off and the emergency battle lanterns came on. Startled, she looked at SN Eban Sanchez, who had been working beside her, and they quickly exited the space, which had rapidly filled with smoke. Then they heard someone in the passageway yelling, “Go to GQ!”

There was smoke everywhere. At the end of the starboard passageway, Baby Doc could see light from a door that led to the flight deck. Then, a second later, she heard the frantic voice of a shipmate

Right – Along with hundreds of family members, a young boy waits on the tarmac at Naval Station Norfolk to see if his older brother is really on the plane bringing the Sailors of the USS *Cole* back to the states.

Photo by JOC Rob Barnes

Photo by J01 Preston Keres



“It’s a privilege to serve our country
and a privilege to serve God.
I give thanks to God because it could
have been a lot worse.”

HT1(SW) Michael Hayes



Photo by JOC Rob Benson

Above Right – Sailors aboard the aircraft carrier USS *Dwight D. Eisenhower* (CVN 69), background, and guided missile destroyers USS *McFaul* (DDG 74), left, and USS *Ross* (DDG 71) attended a one-hour memorial service October 18 with family members and friends of USS *Cole* (DDG 67) Sailors.

Below Right – Navy divers assigned to Mobile Diving and Salvage Unit (MDSU) 2 navigated flooded spaces during repair and recovery efforts following the terrorist bombing attack on USS *Cole* (DDG 67).

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– “We need Doc, We need Doc!”

Almost immediately, two Sailors who could walk arrived outside medical with lacerations. Baby Doc slipped back into sick bay and grabbed the antiseptic and sterile bandages; she and Sanchez then moved farther down the passageway toward the Central Control Station (CCS), where the smoke wasn’t as thick.

The executive officer moved through the passageway and directed them to establish the passageway as a first aid and triage area; satisfied they were doing all they could, he continued toward CCS.

As they worked on the first two injuries, crew members began bringing more injured from the nearby mess decks — Sailors in pain, and covered with black soot from the explosion. The two junior Sailors worked frantically to provide medical care to the wounded under the dim lighting of the battle lanterns.

“We sent runners to get splints and dressings,” she said. “Both Seaman Sanchez and I were working on individuals, but we also helped each other. We were dealing with facial lacerations, broken bones, crush-type injuries.

“Somebody asked, ‘What just happened?’ I felt like, ‘Man, am I lucky?’ But I kept asking myself, ‘Am I doing the best I can do in just keeping everyone alive?’ We tried to get those in pain as

comfortable as we could.”

And so it continued. It was going to be a long day.

★ ★ ★

Doc Moser was heading forward toward his berthing compartment when the blast hit. He had left the chief petty officers’ mess 30 seconds earlier.

Moser was thrown into the air as *Cole*



pitched upward. Startled, he landed on his feet, then automatically started toward his general quarters station — the forward battle dressing station on the portside main deck. He passed Sailors already reporting to a repair locker in response to the blast, pausing to help a couple of them dress out in fire-fighting gear, then he continued moving forward.

Doc Moser hadn’t been on station more than a couple of minutes when he encountered his first injured *Cole* crew member, a chief petty officer with lacerations and burns. “He told me he had just come from amidships, and he said there were numerous injuries and some Sailors dead,” Doc said. As he finished treating the chief, a damage controlman located him at the forward battle dressing station, and escorted him outside adjacent the refueling dolphin on the starboard side, where crew members had already moved some of the injured. The ship’s security team, dressed out in kevlar vests with weapons, had secured *Cole*’s main deck topside upon the captain’s orders, and every weapon from the ship’s armory had been issued.

“As soon as I saw the intensity of the casualties,” Doc said, “I went back inside the skin of the ship and down to medical to get controlled medication (morphine), then back up topside amidships, to main-



Photo by PH2 Robert McRill

tain and triage the injured.”

Meanwhile, as the number of injured Sailors began to increase in the passageway outside medical, Baby Doc knew she needed help. She looked around to ensure the patients in her care were stabilized and being treated by Sanchez and the other volunteers, then she headed back toward the aft battle dressing station to find master chief Parlier.

Within a few minutes of the explosion, there were a number of injured

Sailors at the after battle dressing station. Parlier instructed crew members to take an ax to the padlocked first aid stations to retrieve supplies, and they pried office doors loose to use as makeshift stretchers. Sailors tore T-shirts to create bandages and tourniquets; they improvised and did whatever was needed.

“There were quite a few people in the aft BDS,” Baby Doc said. “Some were in the passageway, some were in the ship’s laundry — maybe 15 people altogether.

Other crew members were bandaging, getting water, trying to calm the injured.”

Time stood still as Parlier and Baby Doc worked on several of the patients — was it minutes or hours? Parlier knew they would have to get the seriously injured off the ship quickly; satisfied the patients back aft were stable, he left Baby Doc in charge and moved forward to find Doc Moser and evacuate the wounded. Alone in the dark with the injured shipmates, Baby Doc dug in her heels and went to work.

“You’re on your own,” she mumbled quietly to herself. “It’s up to you.”

★ ★ ★

After helping evacuate the injured chiefs from the CPO mess, the team led by Regal headed back to the central control station to report the extent of the damage they had seen. Inside, the commanding officer, executive officer and chief engineer worked feverishly to document the damage, isolate mechanical and electrical systems and ensure watertight hatches were closed to contain flooding. Investigators were checking and establishing smoke and fire boundaries and



Photo by ENCS Lyle G. Becker

DC1(SW) Garcia led repair parties and damage control efforts after the attack.

DC1(SW) Ernesto Garcia

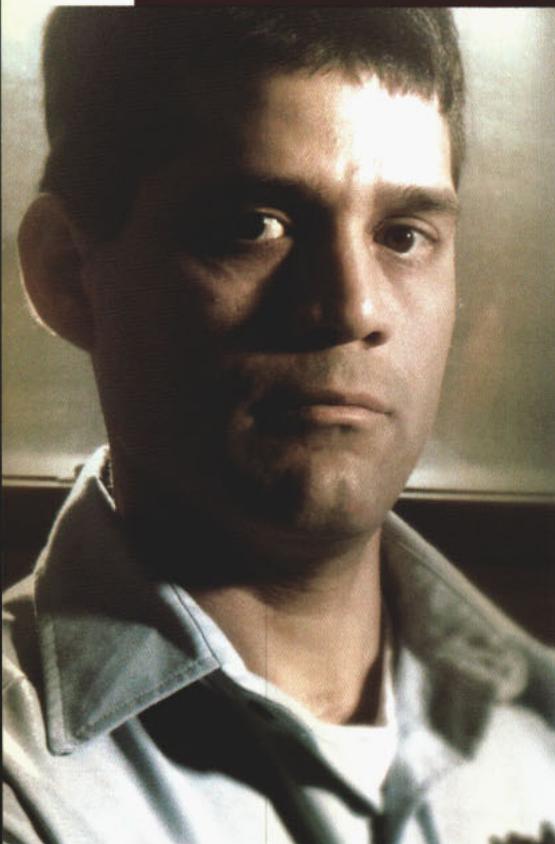


Photo by JOC Rob Benson

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reporting back to central control. A fire-fighting team was covering the blast damage area with firefighting foam to keep spilled fuel from igniting. With loss of shipboard telephones, Sailors used sound-powered phone circuits and improvised, hand carrying messages to pass vital information between stations. Some key crew members, including the commanding officer and executive officer, were able to communicate with walkie-talkies.

While Regal and Garcia shifted to fresh oxygen bottles and continued to inspect for damage, Hayes was still on the mess decks helping the injured. Master Chief Paul Abney, who, just minutes before had been rescued from the chief's mess by Regal's team, was now back assisting others. Instead of seeking medical care, Chief Boatswain's Mate (SW/AW/DV) Eric Kafka, who had also been injured in the blast, worked tirelessly to help shipmates.

ENS Kyle Turner, the anti-submarine warfare officer, was "everywhere," Hayes said, helping pull, carry and drag the injured to safety. Some Sailors were trapped under equipment that had shifted; Hayes left the mess decks momentarily to get crowbars from Repair Locker #2, passed through security boundaries set by the ship's security

force, and returned to assist with the extraction. The smoke was finally starting to clear.

★ ★ ★

Master Chief Parlier had set out to locate Doc Moser, but instead found more injured at the makeshift first aid station in the starboard passageway. "It was organized chaos," he said. "*Cole*



Sailors were trying to stabilize patients, including a chief that was badly injured." As Parlier began to treat an injured Sailor, word filtered back to him that Doc Moser was topside starting the evacuation. The ship was at general quarters, and about 20 minutes had passed since the blast.

Word of the evacuation got back to Baby Doc as well. "Once we knew the security boundaries were set," she said, "we used the buddy system to get the injured to the flight deck." In groups of two or more, *Cole* Sailors began to move topside for triage and evacuation.

By the time Baby Doc arrived on the helicopter flight deck, Parlier was already there with Sanchez, working on a badly injured Sailor they had carried up on a makeshift stretcher. Security force members were standing guard as *Cole* Sailors tried to calm the injured. "We knew the walking wounded were not the most critical and didn't need to go right then," Baby Doc said. "Everybody was working — all the training they had, they just jumped in. The whole crew — everybody."

Under the tutelage of the corpsmen, volunteers splinted broken bones, cleaned and bandaged wounds and attended to burns. Parlier, the most experienced, triaged the patients on the fantail in the order they needed to be evacuated — the

Above Right – USS *Cole* (DDG 67) is towed from the port city of Aden, Yemen, into open sea by the Military Sealift Command ocean-going tug USNS *Catawba* (T-ATF 168).

Below Right – Family and friends cheer the arrival of *Cole* Sailors in Norfolk.



Photo by AECS Pat S. Draham

most serious first — and passed them forward on the starboard side to Doc Moser.

Sailors initially placed a wooden ladder over the starboard side of the ship down to the concrete refueling dolphin, and the first evacuees were strapped to a stretcher and lowered down the ladder to the dolphin using ropes. In short order, a team of Sailors led by Kafka retrieved a heavy steel accommodation ladder from the port side. Normally, it would have

been moved by a crane, but today, Sailors manhandled the bulky piece of equipment across the missile deck and muscled it over the starboard side onto the concrete platform to provide an evacuation route.

Once the injured had been moved down the brow to the refueling dolphin, other Sailors placed them in small boats for the short ride to the pier. A representative from the U.S. Embassy in Sanaa, Yemen, who had come to meet the ship,

coordinated both the small boats and the ambulances.

“We were working furiously,” Doc Moser said. “We were running out of stretchers. There was no time. Patients were stacking up. We moved the injured onto the refueling dolphin; I didn’t see the boats leave to take them to the pier. I barely remember the bottom of the brow.”

By this time, an hour had passed since the attack. The noon sun shone brightly overhead, and the temperature soared above 100 degrees. The fantail was a mess of bloody gauze, bandages and medical supplies. Parlier looked down as sweat droplets beaded from his face and fell onto the deck; his surgical gloves were wringing wet with perspiration. “We kept trying to slow everybody down, get patients to relax and stabilize before trying to move them,” he said. “I had to do some on-the-spot training for crew members on how to secure patients to stretchers.”

“There was a continuous flow of boats taking the injured from the dolphin to shore to be evacuated,” he continued. “Some crew members were persistent



Photo by PMS Saul Ingale

GSM1(SW) Lopez was working in *Cole's* oil lab when the blast hit. With burns covering her body, she helped save a shipmate, then escaped through the hole in the side of the ship into the waters of the Port of Aden. Lopez was later evacuated.

GSM1(SW) Margaret Lopez



Above Right – ET2 Sandy Campoamor and other *Cole* Sailors gaze out the windows of their chartered aircraft as they wait to disembark and greet their family and friends who have come to welcome them home.

Below Right – EN3 John Thompson is greeted by his daughter, three-year-old Lauryn, after stepping off the plane in Norfolk.

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they had to stay, even with injuries — we had to order several to allow themselves to be evacuated to the hospital.”

“We didn’t have time to worry about ourselves,” Baby Doc said. “We were just worried about getting the wounded treated. It hurt seeing friends injured, but I just had to do my job and give everybody the same equal treatment. I had to do my best. We were worried about everybody.”

“Prior to deployment, some people had complained about all the training. Now that you think about it, that training paid off. It really paid off.”

★ ★ ★

The medical evacuees were off the ship in a little more than an hour and a half, and more than 40 crew members went with them, providing a walking blood bank to ensure there would be adequate blood supply at the hospital.

Meanwhile, the rest of the crew was hard at work saving *Cole*. The executive officer and chief engineer directed efforts out of the Central Control Station, while the commanding officer moved about the ship surveying the damage and assessing and directing the actions of the crew as needed. The engineers focused on isolating the damage and guarding against progressive flooding. There was

danger from potential electrical fires, sparking wires and even the possibility of another attack; the spilled fuel and oil was a flash hazard that had to be contained, and Sailors laid a coating of fire-retardant foam over it.

Electricians worked to isolate the damage while restoring power to other areas. They repaired damaged power

terminals, worked to bypass others that were missing, and strung casualty power cables throughout the ship. A repair team rigged a P-100 pump for firefighting; other teams were dewatering spaces; still others were double and triple-checking flooding boundaries.

Garcia and Hayes were dispatched to Auxiliary #1, an engineering space where there was a ruptured pipe, and fuel and water were pouring into the ship’s bleed air system. They were able to patch the pipe fairly quickly and move on to Auxiliary #2, which was flooding. Garcia and Regal secured the hatch to Auxiliary #2, then regrouped to try to set up dewatering equipment in the space and effect repairs. The crew had shifted from treating the wounded to the tedious damage control challenge that lie ahead.

By this time, the United States was waking up to reports of a terrorist attack 7,000 miles away in Aden, Yemen. *Cole's* Commanding Officer CDR Kirk Lippold had used a defense attaché’s telephone earlier to report details of the attack to the 5th Fleet Command Center in Bahrain; now, emergency relief was on the way. Medical personnel were moving towards Aden from facilities around the Middle East.

Marine Corps security forces had been dispatched from 5th Fleet headquarters in





Photo by J01 Preston Keres

Bahrain, and would arrive in a few hours. Several U.S. Navy ships had been ordered to proceed to Aden at best speed to assist. Divers and heavy equipment would be flown in several days later to assist in repairs; they would also recover the last bodies from the ship that had been impossible to reach. Back in Washington, an interagency team that dealt with terrorism was departing Andrews Air Force base en route to Aden.

On board *Cole*, the situation was

precarious; damage control teams maintained watches in each space near the damage, and a report of rising water would send dewatering teams scurrying. They worked below decks in a dark, stifling environment that reeked of the smell of explosives and rotting food.

Topside, the crew who were not involved in repair team efforts moved to the fantail of the ship; working parties retrieved cots and blankets from the ship, while others brought snacks from the

ship's store and water from a storeroom. Armed sentries roamed the decks, and Sailors in battle helmets and flak jackets manned .50 caliber machine guns.

As the sun crept below the horizon Thursday evening, CDR Lippold passed the word for crew members to assemble on the fantail for Captain's Call. *Cole* Sailors stood before their skipper; many were dirty, covered with oil and soot and grime, and others still bore the blood of their shipmates, as there was no facility to clean up. The crew was physically and emotionally drained, but they were still standing.

They had saved their ship and saved their shipmates, he told them. They had fought as a team, and they had won.

Lippold would later call them, "One crew in one moment in time who rose to a challenge no crew should ever have to face."

★ ★ ★

The next few days were filled with exhaustive efforts to keep spaces dewatered. Pumps sucked water out of flooded spaces and pushed it over both port and starboard sides through discharge hoses.



Photo U.S. Navy

“The *Cole* survivors all earned the medal of life — no ribbon you can wear on your chest can replace that.”

HMCM(SW/AW/FMF) James Parlier, *Cole* Command Master Chief



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Periodically, a pump would short out, sending damage control teams scrambling to replace it to keep the flooding from spreading. “We worked to restore the DC gear and set up a repair locker on the flight deck,” Hayes said. “I slept maybe 30 minutes the first two nights.”

“I had never seen anything like this before,” he added. “The engineers jury-rigged chill water, tying in fittings with a fire hose to restore air conditioning. They aligned pumps manually to handle CHT functions, and eventually rigged a shower in the after decontamination station. All repairs were improvised.”

But the 72 hours immediately following the attack were an incredible challenge. Without rest and no real food, *Cole* Sailors maintained a constant vigil in the war against progressive flooding. Late Saturday night, the ship suffered a setback as a bulkhead seal in the auxiliary #2 engineering space gave way and water began flooding main engineering room #2. With thousands of gallons of sea water putting additional pressure on the bulkhead between auxiliary #2 and main engineering room #2, the seal around the starboard propeller shaft had separated, and main engineering room #2 — one of the largest compartments on the ship — was in danger of being lost.

Lippold ordered repair lockers #2 and

#3 remanned. Sailors converged on the dark space in a heartbeat; they tried to plug the leak and stem the flooding, to no avail, and their attempts to string together several pumps in tandem to dewater the space did not work. An attempt to use the firemain pressure on the dolphin to pump out the space was also unsuccessful.

As the water rose, the generator

supplying emergency power to the ship died. The batteries powering emergency battle lantern lighting had long been dead, and with the generator out, the only source of light was flashlights.

In the dark, options were fading and nearly four feet of water was on the deck in main engineering room #2. Lippold made the decision to use a diesel-powered combustible pump to siphon the water out of the space. This posed a potential flash hazard because of spilled fuel and fumes, but *Cole*'s immediate danger was flooding, so the Sailors pressed on.

The damage control team cut a four-inch diameter hole in the upper level of the space to pump the water out. The hole was above the waterline, but below the dolphin platform, and once the pump was activated, water snaked through the discharge hose to the hole and spewed back into the harbor.

USS *Donald Cook* (DDG 75) and USS *Hawes* (FFG 53) had arrived on station outside Aden Harbor Saturday afternoon; now they lent portable dewatering units and extra manpower to combat the flooding aboard *Cole*. The Yemeni port authority brought a generator Sunday morning to help restore power to the ship; that night, the crew was able to get their own generator back online.

Above Right — *Cole*'s Command Master Chief, HMCM(SW/AW/FMF) James Parlier (right) reenlisted March 1 aboard USS *Hawes* (FFG 53), one of the first ships to aid *Cole* in the Gulf of Aden.

Below Right — PNSN Rodrigo Serrano, a sailor assigned to USS *Cole*, embraces his family in Norfolk after arriving from Yemen where 17 of his shipmates lost their lives in a terrorist attack on Oct. 12.

Photo by JOC Rob Benson



Photo by JOC Robert Benson

While the ordeal was far from finished, the extra damage control teams brought some measure of relief, and with American ships close by, *Cole* Sailors could now have fresh water, a hot meal and the chance to rotate off the ship for a shower and a good night's rest. Sailors from the other ships took turns handling damage control and watch functions. For *Cole's* weary crew, it was finally an opportunity to rest.

Cole's ensign, covered with black soot

from the explosion, still flew proudly on the fantail. The crew chose to leave it up, even overnight. "It was a great symbol of strength for the crew," Peterschmidt said. "We decided to keep it up around the clock because it became our rallying symbol."

In many ways, the flag represented *Cole's* spirit — proud, bent but unbroken, and unwavering in the face of adversity. It would not be taken down until the following Friday, after the last crew member killed in action was

removed from the ship. As more military forces arrived in the region, U.S. Central Command named *Cole's* recovery effort *Joint Task Force Determined Response*.

Meanwhile, the FBI and military investigators arrived to try to figure out exactly what happened and why.

Onboard the ship, some level of habitability was slowly returning. The engineers were able to restore electricity and air conditioning; once the ship was stabilized, many crew members opted to return to berthing compartments that were otherwise undamaged.

Twelve *Cole* Sailors reenlisted during the 17 days between the attack and *Cole* being towed out of Aden Harbor October 29. Once in the deep waters of the Gulf of Aden, *Cole* was loaded aboard the Norwegian heavy-lift ship *Blue Marlin* for transit back to the states. A team of volunteers was recruited from the other ships on station to transit back to the states with *Cole*, while CDR Lippold and the rest of the crew helicoptered off the ship to fly back home to Norfolk. Their chartered DC-9 aircraft touched down at Norfolk Naval Station midday Nov. 3, 2000.



Photo by PHS Saui Ingia

“We were strong and very good under pressure. We did what we had to do, and if we had to do it again, we’d all be there.”

Lindsay, daughter of ISC(SW) Mark Weiler



Right – A *Cole* Sailor waves the stars and stripes as he hurries down the stairs into the crowd of waiting well-wishers at Naval Station Norfolk.

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★ ★ ★

As HT1(SW) Hayes prepares to transfer to shore duty, he is introspective about the events of last October, and he is grateful. “It’s a privilege to serve our country and a privilege to serve God,” he says. “I give thanks to God because it could have been a lot worse.”

Some, like Baby Doc Campbell, have been hardened by their experience. “Nothing can surprise me now,” she states matter-of-factly. “I thank God I’ve gotten the training I did. It makes me a better person and better at my job.”

Doc Moser finds his own personal healing through speaking to medical groups about *Cole*’s ordeal. “As an IDC, this is my fourth ship,” he says. “You prepare, but you just don’t expect anything like this to ever happen.”

In February, Moser was recognized for his actions with the first-ever Freedom Award given by the USO during their 60th Anniversary Gala in Washington, D.C.

Master chief Parlier is still counseling Sailors and providing guidance to all who will listen. Although his assignment as command master chief aboard *Cole* ends this summer, he remains inspired by the show of courage and leadership he saw in Aden.

“First class petty officers had to step up,” he says. “They showed no sign of

weakness. They had to concentrate on keeping *Cole* afloat. Where there’s a will, there’s a way, and they found a way. I’m really proud of these Sailors – I’d go anywhere with them.”

But just like every other Sailor aboard *Cole*, Parlier’s mindset has been changed by his experiences that day.

“I have a different outlook on life now,” he says “Live every day to the

fullest. Pay attention to what’s going on. Pay attention to each other’s needs. *Cole* survivors all earned the medal of life – no ribbon you can wear on your chest can replace that.”

Hector Figueroa, the Sailor who pulled several shipmates to safety from the shattered mess decks, has nothing but praise for the *Cole* crew. “I could not be prouder,” he states. “We were strong and very good under pressure. We did what we had to do, and if we had to do it again, we’d all be there.”

“I would give anything to just have them all back,” he says, a single tear appearing in the corner of his eye. He pauses briefly, and wipes it away.

“I’d gladly trade my life to have them back. But I accept reality. It’s time to pick up the pieces and move on.” ☒

Pittman is the director of publishing at Naval Media Center, Washington, D.C. He served as the Joint Task Force Determined Response public affairs officer in Yemen.





Pilots from Carrier Air Wing Three (CVW-3) gather in Mission Planning on board USS *Harry S. Truman* (CVN 75) to receive a flight brief prior to night flight operations in support of Operation *Southern Watch* on Feb. 16, 2001. *Truman* is on station in the Persian Gulf in support of Operation *Southern Watch*.



Southern Watch

Story and photo by PH3 John L. Beeman

U.S. Central Command began Operation *Southern Watch*, a combined effort between American, British and other forces, to patrol Iraq by air below the 33rd Parallel North, in August 1992. Since its inception, coalition

forces have flown nearly 250,000 sorties over Southern Iraq.

The purpose of Operation *Southern Watch* is to protect the *Shia*; a group of Southern Iraq people Saddam Hussein has persecuted in the past. The operation

also deters Iraq's ability to threaten its neighbors to the south. The U.S. European Command conducts Operation *Northern Watch*, which operates over Northern Iraq. ■

Eye on the Fleet

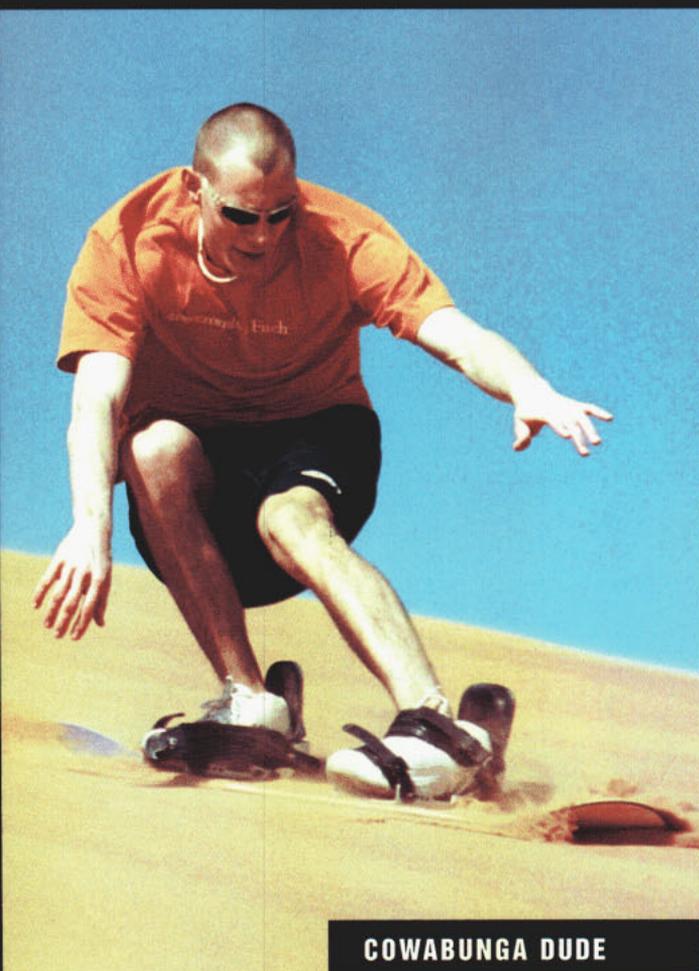
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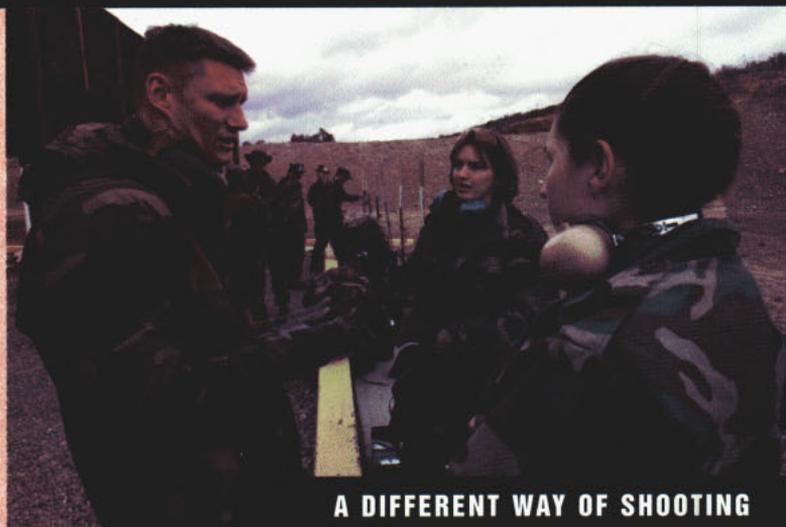
in the fleet to showcase the American Sailor in **ACTION.**



COWABUNGA DUDE

USS *Harry S. Truman* (CVN 75) Sailor IT3 David Long races down a sand dune while sandboarding during a Morale, Welfare, and Recreation (MWR) sponsored tour as part of a four-day port visit to Jebel Ali, United Arab Emirates.

Photo by PH3 H. Dwain Willis



A DIFFERENT WAY OF SHOOTING

PH1 (SW/NAC) Spike Call (left), range safety observer for Fleet Combat Camera Group Pacific, assists PH2 Erin A. Zocco (center) and PH3 Jennifer A. Smith (right), with helpful ways to fire a 9mm Berretta pistol. This weapon familiarization training is in support of Exercise *Quick Shot 2001*, designed to provide essential field training and specialized skills to Combat Camera Group Pacific personnel.

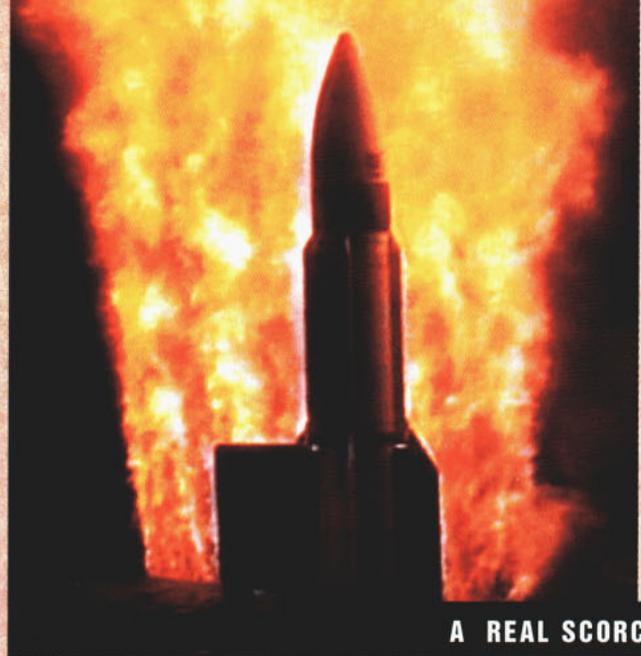
Photo by PH2 Lena Gonzalez



TRANSFER TECHNIQUES

Sailors on board *USS Arctic* (AOE 8) prepare to take on a load of pallets during a replenishment at sea (RAS) operation between *Arctic* and *USS Enterprise* (CVN 65). Both ships are participating in a Composite Training Unit Exercise (COMPTUEX).

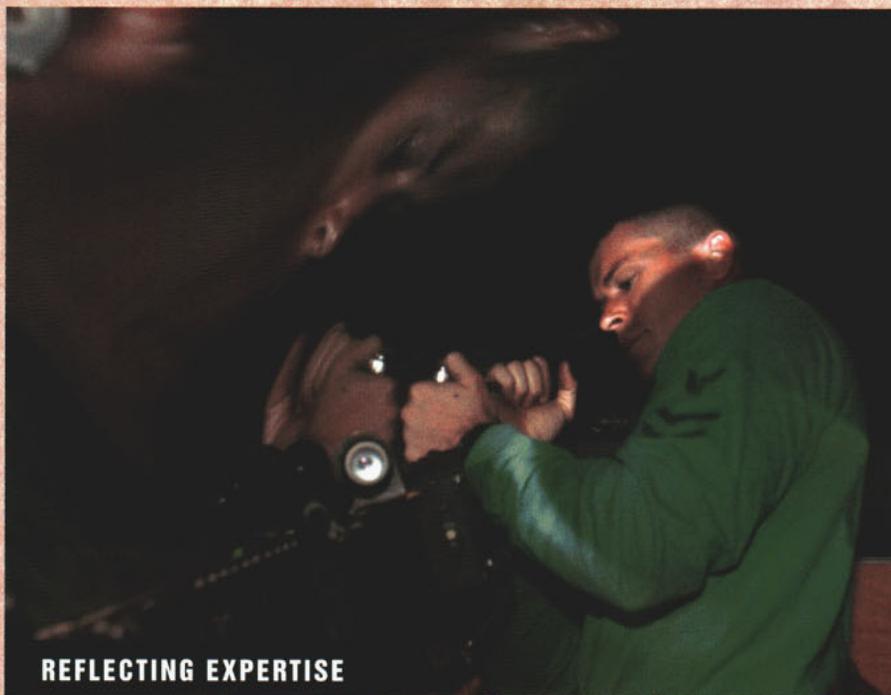
Photo by PH1 Martin Maddock



A REAL SCORCHER

USS Lake Erie (CG 70) conducts the *Aegis* Intercept Flight Test Round (FTR-1A) mission at the Pacific Missile Test Range, in Hawaii. *Lake Erie* launched a *Standard* Missile-3 (SM-3), the Navy's new exo-atmospheric missile developed to counter theater ballistic missile threats outside the atmosphere.

U. S. Navy photo



REFLECTING EXPERTISE

AE2 Bertrum Hall re-rigs the camera system in the canopy of an *F/A-18 Hornet*.

Photo by PH3 Mark Mollinado

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Now Hear This...

By JOCS(AW) Dave Desilets

“Taps” will no doubt echo across this great country of ours, memorial to memorial, cemetery to cemetery, as America remembers its fallen service men and women who gave the ultimate sacrifice in our defense.

Ceremonies aside, and between the barbecues and parades, how else will we really honor Memorial Day’s true patriots?

As time marches on, our country is rapidly losing a living legacy of heritage, history and heroism. According to the Department of Veterans’ Affairs, of the 16,112,566 World War II U.S. military members who served between 1941 and 1945, less than 5.5 million were alive as of Sept. 30, 2000. And unfortunately, an estimated 1,147 are dying each day. By the end of this September, another 418,787 World War II vets will have passed away. The median age of those men and women remaining is 77.5 and rising. It won’t be long before we can only read about their ordeals in battle rather than listen.

I recently spoke to Mr. Cassius Smith, of Arcata, Calif. The 76-year-old World War II veteran served in the Navy for nine years, beginning with his voluntary enlistment in July 1941. Only five months later on Wake Island, as a member of Patrol Wing 2, the Japanese captured him while he defended the Pacific atoll. He remained a prisoner of war (POW) for three years, nine months and 22 days.

“I had only seen 16 days of combat before I was captured,” said Smith. He told me about how he was put to work as a POW and shuttled from camp to camp across China, North and South Korea and Japan. For nearly two years, he and others built a rifle range on the flatlands outside of Shanghai, China, shoveling dirt by hand to create elevated platforms from which to fire. This inhumane labor also included toiling 12 hours on, 12 off, in a coal mine and sweating in a metal foundry.

“Our military discipline is one of the things that got us through it all,” attributed Smith, noting that he and the other prisoners continued to operate and conduct themselves in a military manner. “We respected the sergeants and officers and did what we were told. It kept us together and alive.

“There was an outstanding sense of camaraderie among us. We still meet today at reunions, sometimes twice a year. We’re great

friends. If one of us tells a lie, the others will swear to it,” he joked.

After the war, he continued to serve in the Navy as a Seaman 1st Class and Master at Arms until he chose to get out in 1950 to take care of his mother, who had cancer. While talking, he and I compared stories of Adak, Alaska, where we were both stationed. I told him of how the Quonset huts in which he once lived were used as MWR camping areas when I was there. Without such morale activities on the barren island in his time, he reminisced about having to run a movie projector at night in one of those huts. He laughed upon hearing that there was now a

McDonald’s on the isolated and remote Aleutian outpost.

This past February, Mr. Smith went to Washington, D.C., to receive a long-overdue Purple Heart for his suffering as a World War II POW, which included tortuous beatings and mistreatment that left him at 95 pounds when he was released in 1945. He said having the medal presented to him by Sen. John McCain (R-Ariz.) also a former POW, was the proudest day of his life aside from his marriage and the birth of his son.

“We didn’t talk much, but we understood each other quite well,” remarked Smith of meeting Sen. McCain. “We have something in common. He winked, and I

winked back as we shook hands. I was very proud.”

As he tells his story, pride and honor ring in his voice. “A lot of what I learned in the military, the training and everything ... it still holds true today. I always wanted to be in the Navy. I would’ve made it a career if I could.”

There are many more stories to be told, like Mr. Smith’s, which reflect patriotism few possess, and fewer still will be able to tell firsthand. While the nation races to build a late-planned memorial to World War II veterans, we should not wait until time runs out to hear their story.

This May 28th, seek out a World War II veteran — or any former military member of our country’s past battles — before their bugles are silenced forever. Don’t let the only sounds you hear this Memorial Day be “Taps” or burgers sizzling, but rather the voices of victory and tragedy, service and sacrifice, longing to be heard. ☐



Former Seaman 1st Class Cassius Smith is awarded the Purple Heart by Senator John McCain (R-Ariz.) at the Reserve Officers Association Mid-Winter Conference in Washington, D.C.

Photo by Mike James, Reserve Officers Association

10Xteaser

**This piece of equipment will help
keep your stomach full. What is it?**

Photo by PH2 Bob Houlihan



Last Month's answer:



An extractor used to clean the
barrels of the cannons on board
USS Constitution.

Photo by PH2 Bob Houlihan

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

A woman in a light blue U.S. Navy uniform is sitting in a red armchair. She is smiling and has her hands clasped. The background is a blurred image of a helicopter. The text is overlaid on the right side of the image.

AMH1(AW) Lisa Disabatino

Active duty for 10 years.

“I like working on helos. It’s exciting to see that my work and quality assurance helps to keep these helos in the air.”

Structural Mechanic for
HSL-41 “SeaHawks”
Naval Air Station
North Island, California

“I’m staying.”