

THE AIR CREWS' MISSION

APRIL 2005

# AI H HANDS

MAGAZINE OF THE U.S. NAVY

USS Benfold's Story •

# Tsunami Relief





## 20 The Face of Kindness

# April

## [Features]

More days after a tsunami ripped through parts of southeastern Asia, killing more than 200,000 people, Sailors from USS *Danforth* (DDG 65) and other ships and squadrons from USS *Abraham Lincoln* (CVN 72) Carrier Strike Group (CSG) provided aid to survivors in Indonesia's Banda Aceh province and beyond, during Operation *Unifed Assistance*.

Photo by JO1 (SCW/SS) James G. Pinsky

### [On the Front Cover]

Rank played no part in who volunteered during Operation *Unifed Assistance*. Here, LTJG Kristi Tjoo, auxiliary officer, USS *Danforth* (DDG 65), carries rice to a waiting helicopter with her fellow Sailors.

Photo by JO1 (SCW/SS) James G. Pinsky

### [Next Month]

*All Hands* finds out what the Seabees are doing in Iraq.

## 14 Bringing Them In From the Cold

In 1962, a P-2V *Master II* aircraft crashed on the Kronberg Glacier in Greenland after launching on a familiarization mission from Keflavik, Iceland. After an extensive search, it was officially declared lost at sea. There were other expeditions, but this year, after more than 40 years in the deep freeze of Greenland, the Navy brought its fallen shipmates home.



Photo by PH2(DV) Jeffrey Lehrberg

## 30 Below the Waterline

If the water is warm and your computer or television has power, you never think of how that happens aboard ship. Dozens of Sailors comprise the unseen force who keep the ship moving. And just like in a big city, they go largely unnoticed until the water runs cold or the lights go out. For most engineers, that's exactly how they like it, because if no one knows they're there, it means everything is working.



Photo by PH2 Shana T. McCoy

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Fishing vessels are washed over the shoreline following the Dec. 26 tsunami. Views like this greeted the Navy Oceanographic Office's Survey Team as it traveled along the Indonesian coastline searching for navigational hazards.

Photo by JO1 (SCW/SS) James Pinsky

# Speaking with Sailors

Master Chief Petty Officer of the Navy  
MCPON (SS/AW) Terry D. Scott

## The MCPON discusses the progress of Perform to Serve

One of the questions I receive most often from Sailors during all hands calls is about the progress of the Perform to Serve (PTS) program. I firmly believe this is a necessary program that our Navy will use to help build our future force and help us put Sailors where we need them the most.

Now, with nearly two years of statistics, I can say with an emphatic “yes” that the program is working.

Of course PTS doesn't mean that in continuing your Navy career you should expect to transfer from one rating to another throughout your career. In fact, since the inception of PTS, more than 80 percent of Sailors have stayed within their rating.

PTS shouldn't be a reason for anxiety, either. PTS applications are submitted regardless of your intentions to continue your career or separate from the Navy. Of the 56,000 total applications, 3 percent of those Sailors have been asked to separate. Of those, seven of 10 Sailors were not willing to convert to another rating.

The Navy is a competitive workforce, and if you're willing to continue to serve — we want to do everything we can to allow that to happen.

When it comes time to put in your PTS application, you're now receiving more options than when

the program began. Even though chances are good if you would prefer to stay in your rating, you should still have a back-up list of optional ratings when it comes time to make the decision to stay Navy. Sailors applying for PTS now have the choice to reenlist with the “convert only” option. For example, an electronics technician who wants to reenlist only if he or she could convert to interior communications specialist — that option is available on the PTS application.

There are those who prefer to stay within their rating but are willing to convert to a variety of different jobs. Because of their flexibility, the Sailors who make that choice are the most likely to get selected for retention. Even so, PTS doesn't often ask these Sailors to convert. Many are still allowed to reenlist within their rating.

It's important to talk to your career counselor 15 months prior to your EAOS to turn in your application. Sailors who wait until the last minute greatly reduce their chances of approval.

I want to emphasize: less than 3 percent of the PTS applicants have been asked to separate. As we continue to build the force of our future Navy, we want to ensure the success of our current mission and beyond.

Perform to Serve was not a program intended as a tool to separate Sailors from our Navy. It is a necessary tool to find Sailors early in their careers who are looking for challenges in other ratings, and getting them on the best path to succeed. It is a tool that is working and a program that we can expect to be in place for years to come. 

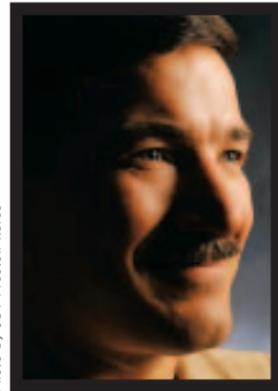


Photo by JO1 Preston Keres

*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.

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# DOD Launches 'Healthy Choices for Life' Pilot Program

DOD is launching a new preventive healthcare program called “Healthy Choices for Life,” the department's senior medical adviser announced recently.

The purpose of the Tricare-managed program is “to put information in the hands of individual service members and family members so that they can change their behavior,” Dr. William Winkenwerder Jr., Assistant

Secretary of Defense for Health Affairs, said during a recent interview at the annual Tricare Conference.

The program will focus on persuading people to quit smoking, to moderate drinking habits and to exercise and lose weight to become and stay physically fit, he said.

Smoking cigarettes and cigars, binge drinking and overeating/lack of exercise “are things we do

to ourselves,” Winkenwerder said.

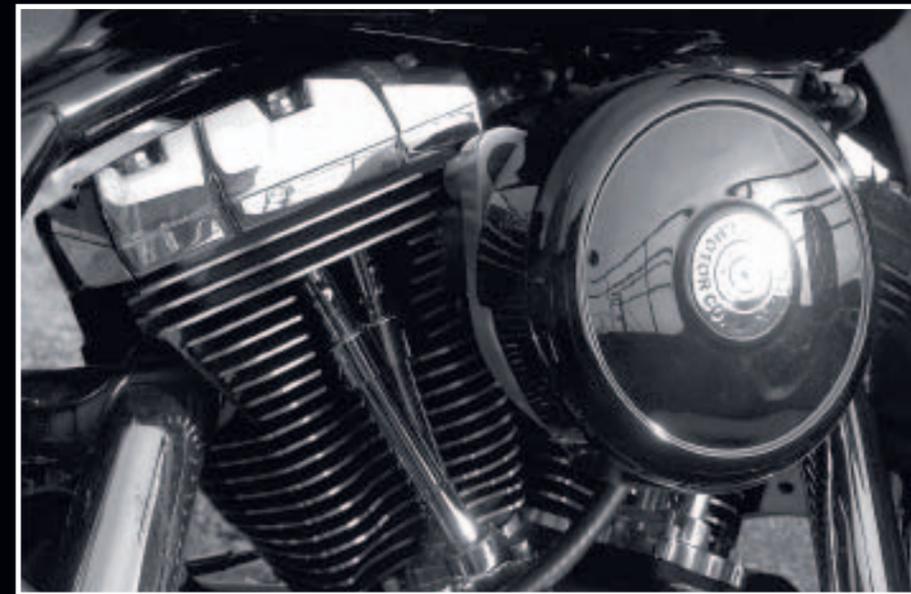
Adopting more moderate health habits enables people “to avoid bad health outcomes and bad health problems” like lung cancer, emphysema, liver and brain damage, diabetes, heart attacks and strokes, he noted.

Winkenwerder said about \$13 million has been budgeted to fund pilot programs over the next few years. Some features of the pilot projects under consider-

ation include 1-800-smoking-and-drinking-cessation phone lines, and dedicated Web sites touting healthier lifestyles, he reported.

The program is envisioned as a DOD-wide and -managed endeavor rather than separate programs run by each armed service, he noted. 

*Story by Gerry J. Gilmore, who is assigned to American Forces Press Service*



The time has come to bring the bike out of mothballs!  
Make your cycling season a safe one.

<http://safetycenter.navy.mil>

# ONE-NET to Bring New Computers, More Secure Network to Overseas Users

**M**ore than 15,000 new computers are set to be installed at Navy bases overseas as part of the migration to ONE-NET, the Navy's newest enterprise network.

The new computers are part of a larger plan under ONE-NET to replace most of the Navy's networks overseas and put them under a centralized control authority for more than 41,000 users on shore installations from Europe to the Far East.

ONE-NET, short for OCONUS Navy Enterprise Network, is similar to the Navy/Marine Corps Intranet (NMCI), and will provide users on shore installations overseas a single integrated network.

"ONE-NET provides centralized information assurance, intrusion detection, monitoring, reporting tools, processes and remediation," explained David Mackenzie, program manager for ONE-NET. "Any attempts to enter the system will be noticed on ONE-NET. The network has less entry points, firewall compliance... all Navy firewalls are not necessarily compliant with DOD regulations. Our enterprise will ensure the Navy firewall policy is enforced. We'll have consistency across the board."

The transition to ONE-NET is being directed by the Naval Network Warfare Command (NETWARCOM), Norfolk.

"Approximately 7,000 new computers are to be installed for network users that fall under ONE-NET in the Far East region,

beginning this spring," said CDR Teresa Bandur-Duvall, deputy chief information officer at NETWARCOM. "By early summer, about 8,300 workstations are to go to the European region."

ONE-NET will provide secure and reliable data service to all military personnel who use both the classified and unclassified sides of the network. The classified side is SIPRNET, which stands for Secure Internet Protocol Routed Network, while NIPRNET is the Non-secure Internet Protocol Routed Network, the unclassified side that connects to the Internet.

"Unlike NMCI, ONE-NET is not a CNO-mandated network at this time," noted Bandur-Duvall. "Some Navy customers are still evaluating the benefits of joining this OCONUS-wide enterprise network. We will begin with updating the computers for the fleets and regional users under CNI (Commander, Navy Installations) for base operating support."

Computers issued under ONE-NET won't be low-end, according to Ken Higa, assistant program manager for Base-Level Information Infrastructure at Program Executive Office (PEO) C4I and Space, San Diego. "These new computers will exceed the typical user needs—the first shipment will have a 3.2 GHZ



**ET1 Shane Nash replaces a computer hard drive** at the Information Technology Service Center, Naval Support Activity Bahrain.

processor and a 40 GB hard drive. After three years, all ONE-NET workstations are slated to be 'refreshed' (or swapped out) to new PCs."

ONE-NET will be composed of OCONUS Regional Network Operating Support Centers as "hubs," with the OCONUS Local Network Operating Support Centers at remote locations, similar to the spokes on the wheel of a bicycle.

"Everything purchased, configured or implemented for ONE-NET will be done in conjunction with enterprise policies and directions," explained Bandur-Duvall.

So far, only Naval Support Activity Bahrain has been completely "cut over" to ONE-NET, where it supports about 2,400 network users across 73 tenant commands. The initial phase of cut-overs is projected to be

completed by September 2007, though the goal is to eventually have all overseas network users from Naples to Guam tied together under ONE-NET.

For related news, visit the Naval Network Warfare Command Navy NewsStand page at [www.news.navy.mil/local/nnwc](http://www.news.navy.mil/local/nnwc).

*Story by JOC(SW/AW) Joseph Gunder, who is assigned to the public affairs office, Naval Network Warfare Command.*

## Personnelmen, Disbursing Clerks Become Personnel Specialists

**A**s part of its Human Capital Strategy, the Navy announced plans in January to merge the personnelman (PN)

and disbursing clerk (DK) ratings into a new rating: personnel specialist (PS).

This merger will be automatic for PN- and DK-rated Sailors and will occur Oct. 1.

"This merger further aligns the rating with civilian personnel and pay professionals, and more appropriately captures the 21st century roles and responsibilities of Sailors with these unique skills," said YNCM (SW/AW) Michael Harris, enlisted community manager of the PN rating.

Current and planned advances in shipboard pay and personnel practices and technology have created efficiencies that led to consolidating the two ratings, personnel officials noted. The merger will allow all aspects of pay and personnel services aboard fleet units and numerous shore stations to be performed by the new PS rating.

The current PN rating badge of crossed manual and quill will be worn by all personnel specialists once the merger is complete. Sailors in the DK rating must switch to the personnel specialist rating badge by Oct. 1. Those DKs who will transfer to the Fleet Reserve or retired list by Sept. 30,

2007, have the option of retaining the DK rating badge.

Selective reenlistment bonus and special duty assignment pay for applicable personnelmen and disbursing clerks will continue to be paid after conversion to personnel specialist is complete.

For more information, including exam and chief petty officer board schedules, please see NAVADMIN 295/04 available soon on the Web at [www.bupers.navy.mil/navadmin](http://www.bupers.navy.mil/navadmin).

For related news, visit the Chief of Naval Personnel Navy NewsStand page at [www.news.navy.mil/local/cnp](http://www.news.navy.mil/local/cnp).

*Story by LTJG Kyle Raines, who is assigned to the public affairs office, Chief of Naval Personnel.*

## DOD Expands Health Assessment Program Following Deployments

**D**r. William Winkenwerder Jr., Assistant Secretary of Defense for health affairs, recently announced the imple-

mentation of a new clinical program to assess the health of service members three to six months after redeployment, focusing on support to those needing assistance with post traumatic stress disorder, psychological and social readjustment issues.

The program expands the range of care offered to service members through the pre- and post-deployment health assessments, begun a few years ago and expanded in 2003. These assessments are screening procedures to gather health information from deploying and returning service members that aid com-

munication with a healthcare provider, and assist in evaluating a service member's health.

"This new initiative is designed to assist service members who have returned from areas of combat operations to ensure their health and well being," Winkenwerder said. "The thrust is to bring them in and ask, 'How are you doing?' 'How is your family doing?' 'Are you having stress or adjustment issues?' 'How can we help you?'"

Winkenwerder noted the need for such attention and support in the time period of weeks to months after return. The assessment will consider the overall health of the

*continued on page 9*

## Aviation Machinist's Mate 1st Class (AW) Craig Felix

was recently named Sailor of the Year for Naval Air Depot Jacksonville, Fla. Felix, an 11-year Navy veteran, attributes his success to the chiefs and master chiefs who mentored him in his career. "They kept a close watch on me and always pushed me in the right direction," he said. Felix now wants to pass on the things he learned from them to other Sailors.



## Ricky's Tour

By J01 Mike Jones

[www.rickystour.com](http://www.rickystour.com)



# Around the Fleet



▲ Following treatment aboard USNS Mercy (T-147) an Indonesian patient is assisted from a helicopter by U.S. Navy personnel during his transfer back to University Hospital, Banda Aceh, Indonesia.

Photo by PH3 Rebecca J. Most



▲ Army Specialist Jeffrey Potts, a member of the Armed Services Blood Bank Center, craves blood from the arm of a donor during a blood drive held aboard Naval Station Everett, Washington.

Photo by PH3 Douglas G. Morrison



▲ DCG (in black) works out on a seated bench press at an outside gym on the deck of the guided-missile cruiser USS Shiloh (CG 67).

Photo by PH3 Bernardo Fuller



▶ MAJ Steven Richards of Camp Lejeune, N.C., trains "President" Ark, a military working dog assigned to Commander Fleet Activities Yokosuka, prior to unleashing him during a fire exercise.

Photo by PH3 Jason T. Poplin

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returning service member, with emphasis on mental health and readjustment. Current data show only a small percentage of individuals report problems immediately following deployment.

"In some cases, service members may have concerns, but understandably, want to go home," he said. "Some two to three months later or more they may experience health issues and adjustment problems, but may be reluctant or not know how to seek help."

"We have the capacity and the desire to manage these issues proactively," he said, "and it is the right thing for us to do. With this new disciplined and caring process, we intend to remove stigma and reach those needing support. Importantly, we also will be implementing this program for members of the Reserves and Guard, and expect that through our partnership with the VA and our own Tricare program, we will be able to provide the services."

Winkenwerder directed implementation of the program by early spring 2005. A working group is preparing policy and protocols for a smooth implementation. The working group includes representatives from the offices of the military services' surgeons general, family services teams, the National Guard Bureau, Reserve Affairs, the Armed Forces Epidemiological Board and other military medical organizations.

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✚

*Story courtesy of DOD.*

senior official said recently.

"We're looking at possibilities for internships and other types of trial employment," John M. Molino told attendees at the 17th DOD Disability Forum. "We're also looking at possibilities for mentoring.

"We intend for every injured or disabled veteran to have as many opportunities as he or she needs to achieve his or her maximum potential on active duty or in our civilian work force," said Molino, the acting Deputy Undersecretary for Equal Opportunity. "We are here for the people who fight to protect us."

In addition, the department is continuing and expanding its other efforts on behalf of people with disabilities, Molino noted.

He told the group that DOD will continue using initiatives that have worked well in the past, such as the Workforce Recruitment Program for College Students with Disabilities, which is co-sponsored with the Labor Department.

He pointed out that each year, the Office of the Secretary of Defense funds about 200 summer jobs through the college recruitment program.

"In the past 10 years, we've been able to document almost 2,000 hires (1,833) at DOD activities around the world," Molino noted. "In FY04, we hired 248 persons. In mid-March 2005, we'll release a CD-ROM with information concerning 2,000 students and recent graduates with disabilities who are looking for summer or permanent positions."

He advised conferees to get in touch with their component's disability program manager or DOD's administrative coordinator for the workforce recruitment program to find out how to benefit from the program.

Molino also encouraged conferees to participate in the DOD "e-mentoring" program for disabled students.

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To be considered for the "Around the Fleet" section, forward your high resolution (5" x 7" at 300 dpi) images with full credit and outline information, including full name, rank and duty station to:

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## Initiative to Help Injured Troops Gets Startup Funding

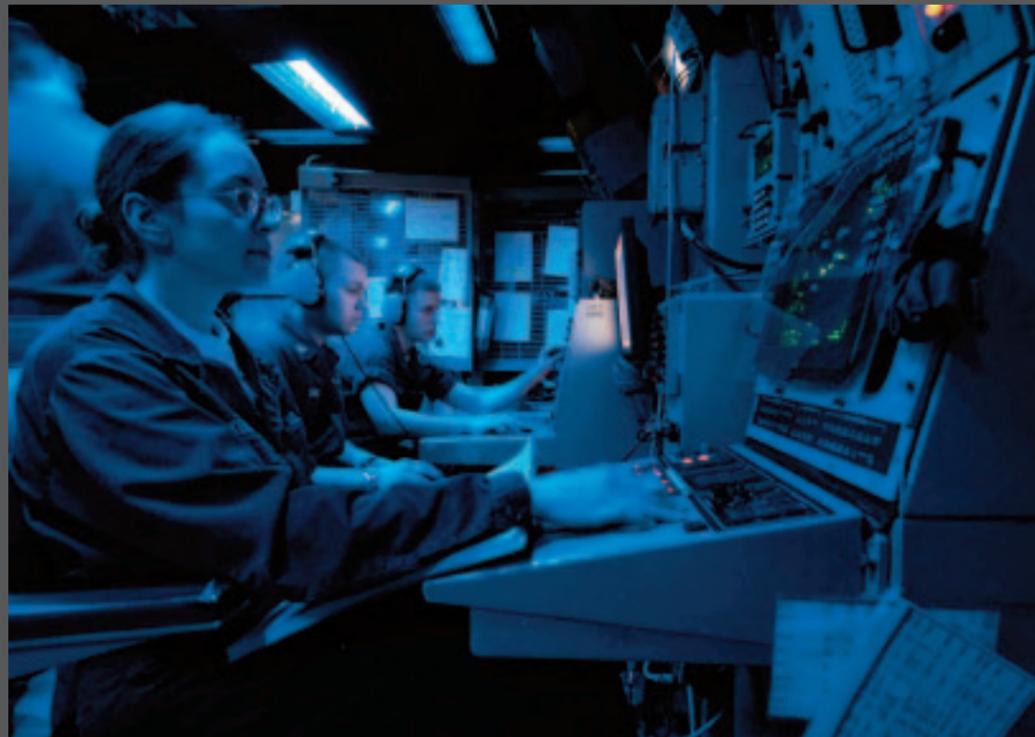
DOD has startup funding for a new initiative for service members injured in the global war on terrorism, a

# Around the Fleet



▲ SN Dean Berkely creates a knitted sweater in the Canvas Shop aboard USS Harry S. Truman (CVN 75).

Photo by PHAN Gregory A. Pierot



◀ CTFSN Annette McKean monitors a radar screen during her watch aboard USS Abraham Lincoln (CVN 72).

Photo by PHAN Patrick M. Bonafede

▶ FM Neville Farris, assigned to Weapons Company, 3rd Battalion, 3rd Marine Regiment, searches an Afghan man at a vehicle check point near Kheir Province, Afghanistan.

Photo by Marine Corps Staff Sgt. Bradley Rhen

▼ FM Albert M. Navarro carefully repairs a motor used for ventilating ship spaces on board the amphibious transport dock USS Dewey (FFG 9).

Photo by PH2 LaQuisha S. Davis



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“The mentors are volunteers from our civilian workforce and the military services,” he pointed out. “This year, 50 students signed up. The matches have now been made, but we continue to need volunteers. Student goals and interests are phenomenally varied, so we need mentors in a very broad range of occupations.”

The DOD Computer/Electronic Accommodations Program (CAP) is another program Molino highlighted. It provides technology to make facilities, programs and activities usable for disabled workers at no cost to the requesting organization.

“This program now serves active-duty members of the military services and civilian employees,” Molino said. “It provides real solutions for real people by eliminating barriers in the electronic environment.”

“Legislation a few years ago authorized us to serve the entire federal community,” he said. “Last year, CAP supplied more than 5,500 accommodations to DOD organizations and partner agencies outside DOD.”

According to Molino, DOD welcomes Americans with disabilities in its civilian workforce, increasingly in the military services, and in its facilities, programs and activities worldwide.



*Story by Rudi Williams, who is assigned to American Forces Press Service, Alexandria, Va.*

## DOD Announces New Policy on Prevention and Response to Sexual Assault

The new DOD sexual assault policy was recently delivered to Congress by David

S.C. Chu, Undersecretary of Defense for Personnel and Readiness.

The policy provides a foundation through which the department will improve prevention of sexual assault, significantly enhance support to victims and increase accountability.

“The department is moving forward to make real changes and to make those changes stick,” Chu said. “Sexual assault is a crime and is not tolerated.”

During the past year, the department has been working collaboratively with the services, members of Congress and national experts to address the crime of sexual assault within the Armed Forces. As a result, the Joint Task Force for Sexual Assault Prevention and Response was established in October 2004 as the single point of accountability for DOD’s sexual assault policy.

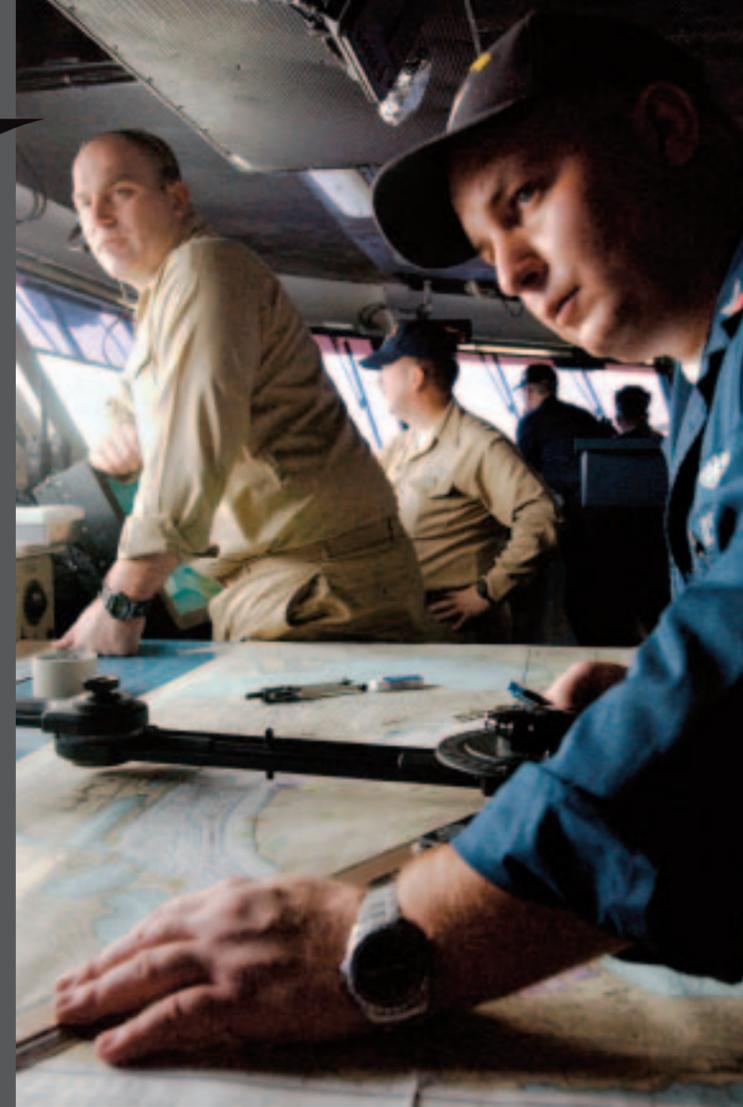
Its initial task was to develop policy incorporating the criteria set forth in Public Law 108-375, the Ronald W. Reagan National Defense Authorization Act for FY05, which directed the department to have a sexual assault policy in place by Jan. 1, 2005.

The department needs consistent sexual assault prevention education across the services to create a greater understanding of what constitutes a sexual assault, risk factors and preventive measures. Service implementation of these policies will have a substantial impact on creating a culture of prevention and an environment that protects the health and well being of our uniformed service members. The sexual assault policy will ensure that there is uniformity in the standards of care and the same support systems are standard throughout the services.

The policies reflect recommendations from the department’s Joint Task Force on Care for Victims of Sexual Assault. Core

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# Around the Fleet



► Quartermaster of the Watch, QM-1 (SW) Richard Burbare, prepares to give position reports as USS Annapolis (CVN 74) steams into San Diego Harbor after an at-sea period.

Photo by PH3 Kitt Amarantant



◀ An Indonesian boy plays with a beach ball in the playroom aboard the Military Health Command hospital ship, USNS Mercy (T-401).

Photo by JO3 Isaac Needleman

▼ Marine Corps Cpl. Pruger LaCrange, assigned to Marine Fighter Attack Squadron (VMFA) 1-6, clears the canopy of an F/A-18A Hornet on the flight deck of USS Harry S. Truman (CVN 75).

Photo by PHAN Phillip V. Morrill



## ▼ In September 1945



Photo from Press Association, Inc.

USS Savannah (CV 9) steamed through the Golden Gate with her flight deck jammed with 5,700 cheering Navy veterans from the Pacific during Operation Magic Carpet. By the end of Magic Carpet, she has brought 15,004 Pacific war veterans home, more than any other individual ship.

*continued from page 9*

areas include specific guidelines for how to investigate complaints, medical treatment and care for victims, commander's checklists for response actions, reporting of sexual assault information, and expanding access to care through collaboration between military installations and local community support. A summary of the policy is available at [www.defenselink.mil/news/jan2005/d20050104sum.pdf](http://www.defenselink.mil/news/jan2005/d20050104sum.pdf).

*Story courtesy of DOD.*

## Navy Extends Early Transition Program for FY05

The Navy has extended the opportunity for eligible Sailors interested in leaving the Navy before the end of their active obligated service (EAOS) this fiscal year under another installment of the Early Transition Program.

This voluntary program applies to Sailors in the active, Reserve, full-time support and canvasser recruiter communities.

“Because of our continued high reenlistment rates and low attrition rates, the Navy can continue to extend this early transition option to our Sailors,” explained VADM Gerry Hoewing, Chief of Naval Personnel. “As we fully develop and implement our Human Capital Strategy, we will continue to look for options that will best benefit our Sailors and the fleet.”

Those Sailors wishing to take advantage of this program must have their request received by Aug. 1. Commanding officers may grant separation leave, but permissive temporary duty and involuntary separation pay are not authorized.

The requested separation date

under this program must be no later than Aug. 15; a waiver of this requirement will not be considered.

Sailors who are enrolled in the Montgomery GI Bill program will receive one month of benefits for each full month served on active duty up to a maximum of 36 months. Those discharged under this program who have served 20 months of a two-year enlistment or 30 months of a three-year enlistment will receive 36 months of benefits.

For Sailors who received an enlistment bonus, they will be required to repay the portion of bonus received for active-duty time not served. Those Sailors under a selective reenlistment bonus contract are not eligible for transition under this program.

All Sailors are encouraged to consider service in the Navy Reserves once their active-duty time is complete. The Blue to Green program also provides transitioning Sailors the opportunity to make a seamless switch to the active-duty Army without a break in service. Both of these options are available for Sailors taking advantage of the Early Transition Program.

For more information refer to NAVADMIN 026/05, available on the Web at [www.persnet.navy.mil/navadmin/nav05/nav05026.txt](http://www.persnet.navy.mil/navadmin/nav05/nav05026.txt) or contact your Command Career Counselor.

*Story by LT Kyle Raines, who is assigned to the public affairs office, Chief of Naval Personnel.*

# BRINGING THEM IN FROM THE COLD

*After more than 40 years in the deep freeze of Greenland, the Navy brings fallen shipmates home*

Story by JO1 Charles Ludwig and PH2(DV) Jeffrey Lehrburg,  
photos by PH2(DV) Jeffrey Lehrberg

▲ **The glacier's terrain** was not the typical busy search and recovery environment. The inherent ice and rock conditions in Greenland led to several unique problems for the team.



▲ **Camping out in Greenland** meant relatively meager accommodations, with the crew sitting or folding chairs up, in some cases, cardboard boxes while huddling around a single table for a cup of morning coffee.

They had all the best training possible in the Navy, but right now, as they watched their main dining tent careen toward an iceberg-filled ocean, they felt as if nothing in the world could possibly have gotten them ready for this.

In fact, the 16-member Navy recovery team living on a glacier in the ironically named country of Greenland couldn't have felt less prepared for their mission at that moment.

The point was unmercifully driven home as the Norfolk-based Sailors and their civilian counterparts scurried down the frigid, bitter sheet of ice, trying in vain to salvage the food and tent that they considered essential to their survival on the unforgiving face of the Kronborg Glacier.

It felt like the most futile of all struggles, but it was only one of the problems for which no amount of Navy training could prepare them.

And that was before the team got to start their primary mission—recovering remains from a P-2V *Neptune* aircraft crash site that was more than 42 years old.

The Navy's team was in Greenland looking for the bodies of five aviators lost in a 1962 crash.

"This was definitely unique. I think it exceeded all the training the Navy gives us

as aviators up to this point," said CDR Charles Huff, the chief aircraft mishap investigator on the scene from the Naval Safety Center in Norfolk, Va. "I'd like to think that I've been in one of everything, but this was definitely new for me."

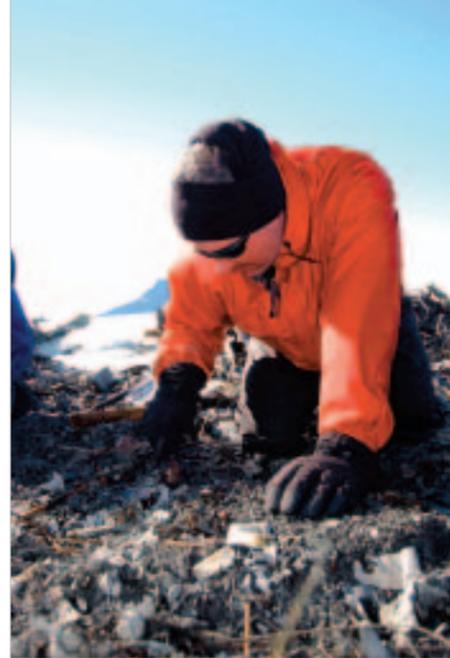
The P-2V *Neptune* aircraft crashed on the glacier after launching on a familiarization mission from Keflavik, Iceland. The Navy searched for the twin-engine, propeller-driven aircraft, but after an extensive search, it was officially declared lost at sea.

Then, in 1966, a group of geologists found the accident site not in the sea, but on the glacier, along with the bodies of several of its crew. After notifying Navy officials of the find, a recovery team was sent out to bring the remains back to the United States for burial.

On the glacier, the team found several bodies and departed Greenland after destroying the aircraft with explosives.

That cycle started over again when the same geological team returned to the crash site many years later and saw human remains in the snow. The Navy responded by sending out another recovery team.

This time, the team included 16 people, seven Navy experts and nine civilians. They included an aircraft mishap investigator, a Navy corpsman, several dog handlers, a



▲ **CDR Charles Huff**, chief aviation mishap investigator for the Naval Safety Center, combs through debris, looking for remains and clues to the plane's fate.

combat photographer and a few experienced mountain guides.

The opportunity to finish off the decades-long mission was seen as an honor to those tasked.

"It was a privilege to be part of a team that was bringing back Americans who were doing their duty for the country," said Master-at-Arms 1st Class Rudy Hutchinson. "All I was hoping for was to get all of them back to the states this time. It's what we were all hoping for."

From the beginning, the Navy crew realized this mission would be different from the prior efforts. In 1962 and 1966, the recovery teams had to dig through many feet of snow and ice to get even a glimpse of the crash site. This time, due to melting on the glacier, the entire crash site would be exposed.

So right off the bat, the weather in Greenland aided the team. But that's where the weather help ceased, according to Hutchinson, a dog handler for the Navy team.

"Besides having the site fully exposed for what we think was the first time, the weather was something tough to get used to," he said.

► **CDR Charles Huff and Philip Pool'e**, a mountain guide, cross a crevasse during recovery operations.

"The first day the wind was rough, and then it rained a little, and that changed the landscape of the scene significantly. We even lost a day due to low visibility, so the job was a work in progress."

The adverse conditions turned even the most routine personal activities into a chore. "Doing everything took five times as long to do," said CAPT Thomas L. Sparks, from the staff of Commander, Naval Air

Force, U.S. Atlantic Fleet. "Washing your hair in 33 degree water was a unique experience. It was painful. It was that cold out there."

It all just added to the unique nature of the team's mission. Swinging immediately into a recovery mode represented a shift in the group's usual tasking. Normally, rescue is first on the docket for Navy teams. Only after all hope is lost do they turn their

thoughts to recovery efforts.

In this case, a 42-year delay rendered the rescue phase irrelevant. "It's a change in mindset from my typical job in that at this point we obviously switched from rescue to recovery," Huff said. "It definitely changes the approach to the problem."

And in Huff's case, it changed his approach to investigating the accident.

"There's a big difference between seeing

▼ **Susan Frank and cadaver dog Tucker**, volunteers from the Burke County (Pa.) Search and Rescue, look for possible human remains. Team members searched a two-by-three mile area of the Kronborg Glacier for wreckage and remains.



▼ **LCDRs Christopher Blow and Steve Dial** examine a wing left in the wreckage of the aircraft. Finding more wreckage this size on the glacier was a tough chore for recovery workers.



▼ **P-2V Neptune**, circa 1960. U.S. Navy Photo.



▲ **Digging out of large trenches** was something to which recovery workers had to adjust, since the glacier's landscape varied greatly.

an aircraft on the runway or having flown in one and seeing one that obviously suffered from impact or fire damage," he said. "I tried to study up on this aircraft, obviously an older one, so that when we got to the site we could more easily find remains via the wreckage. We wanted to find them and see if we could unlock what happened to the craft."

Despite all efforts to find the crash's cause, Huff and his team had to come to the same conclusions that the prior teams came to. The accident's cause was, and

remains to this day, undetermined.

But that didn't make their efforts fruitless. After spending time literally crawling through ice, snow and wreckage, team members finally did find more remains of the flight's five crew members left behind.

"It was an emotional thing for us," Huff said. "It's hard for people to understand. We were on our hands and knees digging for remains. It's a tough thing to deal with."

"We accomplished what we felt we could going in," Hutchinson said. "I just hope that this can give some of these guys'



▲ **Most wreckage remaining** at the original crash is in small fragments, a result of a failed recovery mission where the plane was intentionally destroyed with explosives.

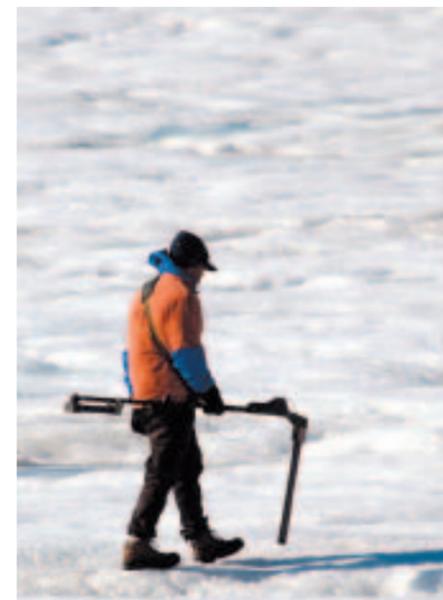
families a sense of closure. That's what this mission was really all about."

And for that, their training had them prepared enough. 🇺🇸

*Ludwig is a photojournalist assigned to All Hands, and Lehrburg is a photographer's mate assigned to Combat Camera, Atlantic, Norfolk.*

► **Website Exclusive**

Find more photos online at [www.news.navy.mil/media/allhands/flash/ah200504/feature\\_1/](http://www.news.navy.mil/media/allhands/flash/ah200504/feature_1/)



► **A member of the Navy recovery team** takes a break at the crash site.

▼ **Once at the crash site**, workers held a memorial service for the crew members of the plane that has crashed more than 40 years ago.

◀ **The Navy had technology** on their side in the search, as ICGP Christopher Elkw uses a Mark III metal detector to locate smaller pieces of the plane.



▼ **AW2(AW/NAC)** Robert Maynard, assigned to Helicopter Squadron (HS) 1, worked feverishly like the rest of his fellow air crewmen, ferrying supplies from relief sites to the most remote regions of tsunami-stricken Sumatra.



► **Smiles, like the one** on the face of this young Sumatran survivor, were all the thanks Navy volunteers needed to stay motivated throughout the relief efforts.



Story and photos by  
JO1(SCW/SS) James Pinsky

# THE FACE OF KINDNESS

## *The story of air crewmen in Operation Unified Assistance*

**I**t's tough to forget the faces of the Sailors who hand you your first meal in days.

Mere days after a tsunami ripped through parts of southeastern Asia on Dec. 26, 2004, survivors from Indonesia's Banda Aceh province, isolated from worldwide relief efforts by washed out roads, flooded fields and massive destruction, witnessed what many might call a miracle.

Launched from the very seas that killed tens of thousands of Indonesia's sons, daughters, parents and friends, scores of powder-gray flying machines and the men who ride them raced across the skies, delivering hope packaged as food,

water, shelter and medicine to the “lucky” ones the tsunami left alive. It was a sight neither the survivors nor Sailors like Aviation Warfare Systems Operator 1st Class Joseph Sabia will ever forget.

“Just the look in their eyes ... you knew

▼ **Survivors of the Dec. 26, 2004,**

thankful to greet a U.S. Navy helicopter dropping humanitarian relief. Despite the devastation, Indonesians like those pictured here remain strong in spirit. “It’s impressive to see people who have so little still give whatever they have as a way of saying, ‘thank you,’” said AWO Joseph Sabia, of Helicopter Anti-Submarine Squadron (Light) (HSL) 47. “It shows a lot of character.”



◀ **Early in the relief efforts,**

huge crowds sometimes made landing helicopters at the air sites unsafe for survivors and the helicopter crews. The air crewmen compromised by dropping humanitarian aid in central locations. Here, AF3gt AC/400 Dan Mel Crowe drops relief aid to survivors in Sumatra, Indonesia.

they were really appreciative when we dropped it,” said Sabia, an air crewman assigned to Helicopter Support Squadron (Light) (HSL) 47.

Sabia still recalls his first relief mission like it was five minutes ago.

“We were flying, and we saw four stranded individuals with broken bridges on both sides, and the water was high,” said Sabia. “We came in and made our turn. It looked like seven kids and a father. They were patting their bellies saying they were hungry and thirsty. We came into a low hover and dropped about 100 pounds of Bisquick and maybe about another 200 pounds of water to them. It gave me a tingle

up my spine and chills all over my body.”

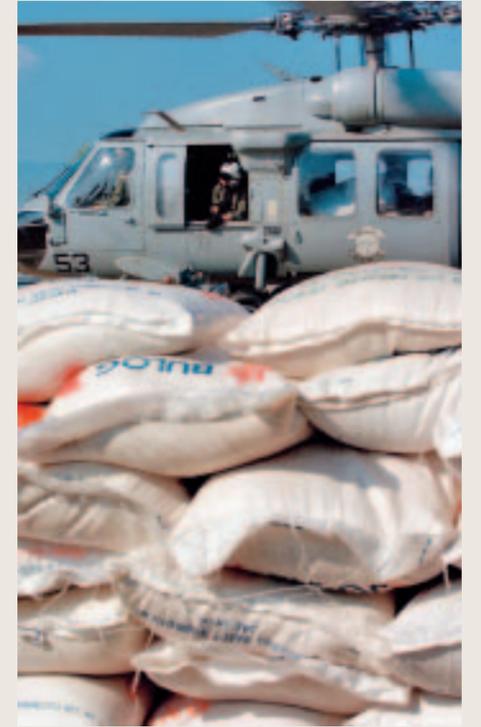
While it may have given Sabia chills, his efforts, and the efforts of his fellow helicopter-powered humanitarians gave Sumatrans hope, and word spread quickly that helicopters equaled help. Survivors waved colorful flags, and made other elaborate signaling devices to get the attention of the pilots and their air crewmen. Some

▶ **Thousands of pounds of food,**

shelter, medical supplies and fresh water were transported to remote regions of Banda Aceh Province and beyond by helicopter.

▼ **HM3 Melissa Crowe,** assigned to

Helicopter Submarine Squadron (Light) (HSL) 47, communicates with Indonesian Security Force personnel during a humanitarian aid drop near Banda Aceh, Sumatra. Crowe uses body language and several key Indonesian phrases to help identify victims in need of medical attention. Companies like Crowe deployed with helicopter crews to remote regions of the humanitarian-stricken areas to expedite Indonesia’s recovery from the disaster.



more industrious survivors even turned their house foundations, which the tsunami mercifully left as if it knew the helicopters would need them, into landing decks marked with red tile, colorful paint jobs and one even sporting an American flag.

But creative landing sites and scores of

▼ **It was impossible to keep tsunami** victims from making U.S. Navy helicopters during the early days of the humanitarian aid drops near Banda Aceh, Indonesia

hungry survivors weren't the only lasting impressions on Sailors' minds.

During the first few days of the relief efforts, landing sites were chaotic scenes with survivors not knowing when, or if the helicopters and their precious aid might return.

"It was such an experience when the people rushed the helicopter," said Hospital Corpsman 3rd Class Melissa Crowe, also assigned to HSL-47. "I can't imagine being so hungry and thirsty that I might fight with a neighbor or friend."

Crowe was just one of several medical personnel attached to USS *Abraham Lincoln's* (CVN 72) Carrier Strike Group (CSG) who was able to conduct medical surveys and provide immediate medical care in the most remote regions of Banda Aceh, thanks to the versatility of Navy helicopters.

"I'm thankful for the technology we have that enables us to provide this kind of relief," said Crowe.

But the helicopter crews weren't the only ones bearing gifts.

With the storm clouds of starvation being whisked away with every turn of the helicopter's blades, the survivors, grateful just to make it another day, often came to the landing zones bearing gifts of hospitality, proving that while tsunamis might take lives, homes and food, they can't wash away character. Witnessing such unselfish acts moved Sailors like Sabia.

"Them giving us coconuts shows that even in a disaster like this, there's always room for kindness," said Sabia.

Throughout Operation *Unified Assistance*, America's military contribution to the tsunami relief efforts, Navy helicopters and their crew, flew from sunup to sundown, averaging three to five humanitarian-aid drops a day, setting records for flight hours, and inspiring Sailor ingenuity.

"[The squadron] averaged 40 hours of flight time a day, which is an exorbitant amount of time compared to what we usually fly," said Sabia. "Normally, we'd average about 40 hours a month."

The crews flew each mission as if just one more bag of rice meant the difference between life and death, because it did. Each flight's payload was maximized to what they could safely get away with.

"We modified our aircraft by taking out our sonobuoy launchers, and all of our seats except one to get more room," said Sabia. The extra room sometimes meant an extra medical worker, engineer or other aid worker, and a few more bags of rice made it to the survivors one trip sooner.

The Sailors pushed themselves to their limits because they knew exactly what their efforts meant – saving lives.

Dedicated flight crew and hundreds of Sailors back at a makeshift relief site on soccer fields at Banda Aceh's Sultan Iskandar Muda Air Force Base made the record-breaking pace for helicopter relief efforts possible. There, helicopters – sometimes four or five at a time – took off and landed with the choreography of a Broadway musical, coupled with the tension of a Los Angeles County emergency room.

But, according to the air crewmen who flew into the most ravaged parts of Banda Aceh, every flight was well worth the effort because they not only save lives, but also received rare gifts that millions of people around the world who donated time, money, supplies, and prayers will likely never get: gestures of gratitude from people in need.

Sailors like Aviation Electrician's Mate 3rd Class (NAC/AW) Dan McGourty, a fellow HSL-47 air crewman, got to see the

smiles, tears, waves and celebrations that took place throughout the tsunami-stricken regions of Indonesia with their very own eyes. The air crewmen understand it's a gift that comes with a lot of responsibility.

"I'm thankful to be able to represent the United States Navy's efforts to help the people of Indonesia," said McGourty. "It's important that I be as helpful as possible because it's my face they'll remember."

According to the reactions air crewmen received at the landing zones, the Navy couldn't have picked a better spokesperson for the United States, moreover the Navy.

Saved lives, rekindled hopes, hearty handshakes, and immortality amongst tsunami survivors thanks to stories they're sure to tell for generations all add up to air crewmen realizing that the humanitarian mission they accomplished in Banda Aceh might be as good as it gets in their lifetimes.

"This is probably the pinnacle of my career," said Sabia. "I'll probably never experience anything as devastating as this, or as rewarding. It's a mission we looked forward to doing every day."

Especially when any day's mission could end with memories like Sabia's.

"On my fourth day I picked up a 3-year-old child who was burned all over her body," said Sabia. "Picking her up and tending to her really touched me. I don't have kids, but helping her really cut me to the core. I think I'll always remember helping that little girl, and getting her to a hospital."

And like any other day for the air crewmen during Operation *Unified Assistance*, the Navy's Good Samaritans and their thunderous flying machines ascended back into the heavens leaving the survivors with food in their bellies, hope in their hearts and vivid memories of the faces belonging to the Sailors who helped them when no one else could – the faces of Navy air crewmen. ✚

*Pinsky is a photojournalist assigned to All Hands.*



▼ Hundreds of volunteers from USS *Abraham Lincoln's* (CVN 72) carrier strike group donated their time every day during Operation *Maifad Aslatana* to make sure crucial relief supplies made it to the survivors of the tsunami.

Story and photos by JO1(SCW/SW) James Pinsky



▼ STG3 Monica Knowlden made sure she lived up to her ship's namesake by working unselfishly for the good of others. USS *Benfold* (DDC 916) was named after Halsey Foward C. Benfold, who earned the Medal of Honor during the Korean War.



# BENFOLD'S BENEVOLENCE

A Tsunami Relief Story

Hospitalman 3rd Class Edward C. *Benfold* would be proud.

More than 50 years after the Korean War, this sailor was posthumously awarded the Medal of Honor for sacrificing his life to save his shipmates, 300 members of the *Arleigh Burke*-class destroyer bearing his name helped save the lives of tens of thousands of perfect strangers.

Organized into teams of eight Sailors, *Benfold* volunteers flew into Banda Aceh

daily to work at Sultan Iskandar Muda Air Force Base. There, they joined Sailors from other USS *Abraham Lincoln* (CVN 72) Carrier Strike Group (CSG) ships and squadrons, working hand in hand with international military and civilian relief workers to unload humanitarian aid from trucks to waiting helicopters ferrying aid to survivors that no one else could reach.

Despite the crew's overwhelming motivation, they did have fears about working

in such a devastated environment.

"We had to put some of the crew's [worries] to rest," said Hospital Corpsman 1st Class (SW) Shawn Brooks, USS *Benfold's* independent duty corpsman. "[Things] like 'are we going to see dead bodies all over the place?' 'What do we do?' 'If we get out there and start drinking the water, are we going to get sick?' 'Are we going to get malaria?'"

Despite educating the crew about the

inherent dangers associated with working in a humanitarian relief effort as in Indonesia, true to *Benfold's* name, the crew's hearts conquered any fears.

"One of the most amazing things to me," said Brooks, "was even after the training, we had more than 300 people on board put up their hands to volunteer. They said, 'Hey, we want to help out any way we can.'"

And they helped every way Sailors

◀ Crucial relief supplies, like fresh water, had to reach isolated survivors as quickly as the helicopters could deliver them. Salt water from the tsunami's waves contaminated much of the area's normal drinking water supply.

should, and some ways no one else could. Regardless, the work was grueling.

"It was incredibly hot over there," said Boatswain's Mate 1st Class Christopher Azevedo, a *Benfold* Humanitarian Aid Relief Team (HART) volunteer. "There was plenty of work for us, and no matter how many helicopters we loaded with food, there always seemed to be another one coming back for more."

A team of Explosive Ordnance Disposal



communicators deployed to support the relief efforts at Sultan Iskandar Muda Air Force Base, and took note of the Sailors’

▼ **Temperatures in the high 90s,** coupled with high humidity and heavy workloads, tired out even the most seasoned Sailors.

▼ **Every helicopter landing** the Navy made allowed the aircraft’s crew to witness firsthand the people whose lives they helped save through their efforts.

steadfastness while helping survivors, regardless of the conditions.

“Our impression,” said Aviation Ordnanceman 1st Class (EOD) Kevin Parra, EOD master technician, EODMU 11 Det. 1, “is seeing the Sailors out here being tasked with a job that they’re not normally required to do, and doing it well.

“Everybody just came out here and they endured the rain, they endured the heat, the mud and the arduous conditions to get

► **The flight deck crew** aboard USS *Sanford* (DDC-66) supports more than 100 helicopter landings on her flight deck during Operation Unified Assistance.

the job done.”

The effort had an immediate impact on the Sailors.

“I felt good about what I did,” said Seaman Johan Flores. “I feel like I really made a difference. This is my first deploy-



ment, and already this is the best thing I’ve ever done in my life.”

And they did, again and again. Each evening, the crew eagerly waited to hear their names announced over the ship’s 1MC, placing them on the next day’s HART. In this lottery-drawing environment, once a Sailor’s name was called, he knew he’d better make the most of his opportunity, because volunteer HART duty only came around once every 15 days.

From the very beginning, *Benfold’s* crew accepted the ship’s new mission with the right attitude, despite ending a port call in Hong Kong early, and delaying an eagerly anticipated trip back home to San Diego. But Sailors aboard *Benfold* knew that helping out strangers in a foreign land was absolutely part of the Navy’s mission.

“It’s my job to help people out,” said SN Frank Jimenez-Medina. “I’m from Columbia, and I would want us to help out people from my country, too, so I wanted to help here.”

But *Benfold’s* contributions to Operation *Unified Assistance* included far more than bodies eager to move supplies onto Navy helicopters. The destroyer also served as a floating gas station close to shore for the countless helicopters from *Abraham Lincoln’s* CSG.

Although several ships in *Abraham Lincoln’s* CSG supported helicopter opera-

tions, several factors contributed to *Benfold* being such a popular landing platform.

“We’d like to say it’s because of our box lunches that the pilots like to come here,” said Operations Specialist 1st Class Eric Gonzales. “But our current mission and our proximity to land made us an ideal platform.”

*Benfold* typically operated closest to land because of an embarked hydrographic survey team remapping the Indonesian waters affected by the Dec. 26, 2004 tsunami.

“The tsunami wiped out tons of shoreline,” said Forrest Noll, a hydrographer with the Naval Oceanographic Office. “It changed the landscape drastically. What used to be the high point of the beach is all under water. One harbor has disappeared; you can’t even tell it was there.”

For some of *Benfold’s* Sailors, it will be an experience that will last a lifetime.

“This is the kind of stuff that you never forget,” said Jimenez-Medina. “I’ll always be saying that I was here and helped. My children will know and my grandchildren will know that I was here.”

And, maybe Hospitalman 3rd Class Edward C. Benfold knows, too. ☞

*Pinsky is a photojournalist assigned to All Hands.*

# the waterline below

## Engineering on USS *Donald Cook*

When you turn on your faucet at home, water flows. Flip a switch, and you have light. Adjust the thermostat, and you have heat. In cities you have power plants, water plants, sewage plants, heating and air conditioning companies and fire departments, all of which have their own specialists who know their job, and only that job.

▲ **GSMFN Weston Rebbe** wipes the underside of a gas turbine engine after the accidental release of flammable gas during Basic Engineering Casualty Control Exercises.



Navy ships have one engineering plant that handles all this and a whole lot more, because this floating city must move.

But, just like at home, when you're aboard ship, as long as the room temperature is tolerable, the water is warm and your computer or television has power, you never think of the work that goes into making it happen. Dozens of Sailors comprise the unseen force who keep the ship moving. And just like in a big city, they go largely unnoticed until the water runs cold or the lights go out.

"The only time we are noticed is when something goes wrong," said Gas Turbine System Technician (Mechanical) 2nd Class (SW) Darrell Hudson. "Most people don't have any idea what we do down there until they come down for their warfare qualifications."

For most engineers, that's exactly how they like it. "When no one knows we're there, it means everything is working," said GSM2(SW) Leslie Cachero. "It means we're doing our job."

While underway, their job requires a 24-hour watch and hourly checks of all equipment gauges. The amount of time spent below decks might throw many people into a state of depression, but engineers are a different breed.

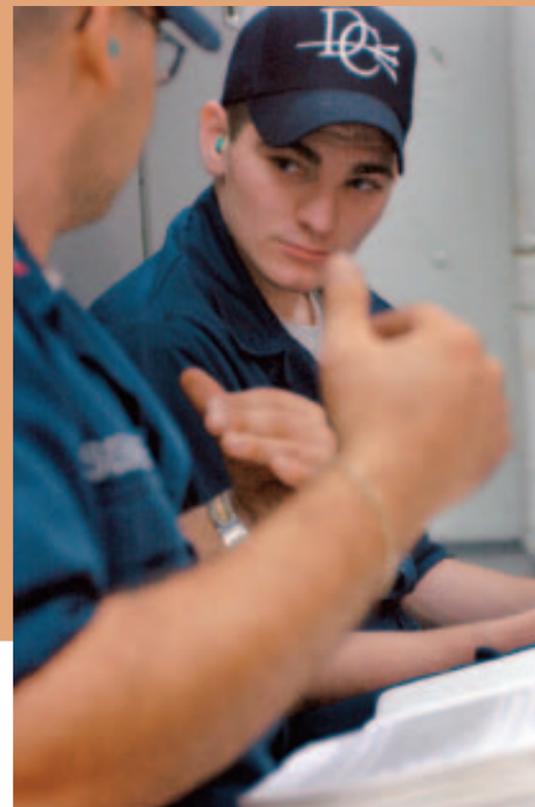
"I like to stay down there," said GSM1(SW) Kelvin Fonteno, Main Engine Room 1's leading petty officer. Most of *Cook's* engineers seem to agree. "We are in our own little world down there," said Hudson. "The first month and a half of the war [Operation *Iraqi Freedom*], we spent below decks, and when we were called topside for quarters, the sun blinded us. It

▲ **When you become an engineer**

aboard USS *Donald Cook* (DDG 76), the back area of the mess decks is reserved seating for meals.

▶ **GSM2 Chance Sizemore** (left)

breaks down the purpose of the planned maintenance system (PMS) to new crewman GSMFA Weston Rebbe.



makes you feel like a mole."

All that time below decks allows the engineers to become one with their equipment, like a mechanic with his prize car on which he knows every ding, every wire and the exact pitch of the engine when it is working correctly.

"I listen to the sounds of the ship," said Fonteno, "and with eight and one-half years sea time, I can hear when something's not quite right."

The years of sea time is not rare for engineering ratings. Many of them choose back-to-back sea duty, and the years of experience usually keeps ships like USS *Donald Cook* ahead of the game.

"I'll take what I know from the five ships I've been on and drill my guys on it, so we are ready for any inspection that might come up," Fonteno said.

*Donald Cook's* engineering department

hands out written knowledge tests at random, even on the mess decks and in berthing. "Our chief and LPO keep on us all the time, with questions," said Hudson. "If we don't know the answer, it's always 'look it up and get back to me.'"

In the jungle of equipment and pipes found in the main machinery spaces, knowing the answers isn't easy. From the moment a new fireman checks aboard, they're learning where each lever, valve, gauge and button is and, more importantly, what it does.

"I've been aboard for three weeks and all I have been doing is learning about the spaces," said GSMFA Weston Rebbe. "It's not how I envisioned it would be in school. Everything is a lot more open and exposed than I expected."

The three decks in each of the engine rooms might be more exposed than Rebbe

▲ **GSE3 Henry Gore** watches for a reflash of a Class "C" fire during Basic Engineering Casualty Control Exercises.

▼ **The Engineering Operational Sequencing System** manuals contain information for every machine and are found on each level of the main space.





▲ **GSM2(SW) Darrell Hudson** is one of the many engineers aboard USS *Donald Cook* (DDC 76), who keep the ship running smoothly.

► **GSE1(SW) Pepito Valdez** removes a bad circuit board that was causing false alarms to occur in the Central Control Station.



thought, but they are in no way uncluttered. The engine room of a Navy ship is one of the most amazing examples of creative use of space you're likely to find. In some cases, it's hard to determine where one device ends and the next begins.

One surprise to most visitors is that the main spaces of *Donald Cook* are as spotless as the mess decks.

"While gas turbine plants are typically cleaner than other plants, we pride ourselves on how our spaces look," said CWO2 Phillip Snarr, the main propulsion assistant. "This is *Donald Cook's* standard, and we keep it this way 24/7."

Not all engineering spaces can be kept as clean as the engine room, though. Case in point, the general workshop, home to the hull technicians (HT) and damage controlmen (DC) in repair division. The shop is not dirty, but it's in constant use, with Sailors welding, grinding and fabricating anything the ship might need.

HTs, besides being the Navy's plumbers, are capable of a multitude of jobs, from welding an overhead mount for a television to repairing the flight deck so the ship can conduct flight opps.

"When pulling out for a family day cruise, the tug smashed the line-up lights for helicopter landings and the aft safety



◀ **GSM3 Lawrence Limage** juggles multiple tasks while standing watch during Basic Engineering Casualty Control Exercises.

nets," said HT1 Jacob Fehr, the LPO of repair division.

Due to the structural damage and the intensity of the job, *Donald Cook* decided to use Shore Intermediate Maintenance Activity (SIMA) for the repairs. The ship was due to get underway again in two days for exercises and without repairs, the ship would not be able to participate. Because of the time repairs would take, SIMA was unable to take on the task.

"The job came back to us in ship's company, and we had it fixed in eight hours," said Fehr.

"R" division's damage controlmen are the ship's elite fire fighters who make up the at-sea fire party and handle all of the damage control training for the crew. To keep the at-sea fire party trained to the level the ship expects, members attend numerous fire fighting schools and drill constantly.

"We are trained to be the 'best of the best' in fire fighting and damage control. If something really happens, we are the ones who are called on," said DCC(SW/AW) Stephanie Rutledge.



◀ **GSM2(SW) Stephen Ladue** craves a "prior to fire" oil sample from a service tank as part of his job as "oil king."



▲ As nozzleman during a mainspace fire, MP1 Richard Sanchez will be the first man into the space after halon has been deployed.

► The engineers of Main Engine Room 1 have custom painted many parts of the engine room, including the deck.



In the eyes of a DCC there is no such thing as a perfect drill, there is always room for improvement. According to Rutledge, “We just have some young ‘DC’ men who need to be molded, but it won’t take long for the young fire party to improve since the ship is in a phase of training heavy on damage control.”

To “top-siders,” engineering may seem to be one of the most exclusive clubs on the ship. In fact, on *Donald Cook’s* mess decks, there’s a section of seats that belong exclusively to the engineers, DCs and HTs included.

“When I was a seaman I sat anywhere on the mess decks. But once I became an engineer, I was told, ‘you don’t sit over there anymore. You’re one of us now. You sit with us,’” Hudson said proudly.

“Engineers carry the ship,” Rutledge

said. “If anything goes down in engineering, the rest of the ship can’t do their jobs. A lot of people forget that. They take their water, lights, AC and electrical power for granted and don’t realize that it’s all supplied by the engineering department.”

So, the next time something stops working, it shouldn’t be the first time you take notice of the ship’s engineers. Think of them as you drink fresh water at the water fountain or while you enjoy your e-mail from home. And the next time you pass an engineer in the “p-way” you might want to thank your shipmates who work below the waterline. 🇺🇸

*McCoy is a photojournalist assigned to All Hands.*

▼ EM2(SW) Patrick Frank studies for an advancement exam while standing switchboards watch in Main Engine Room 1.



# SHOT IN THE DARK

GOING  
UNDESIGNATED  
COULD LEAD  
A SAILOR  
ANYWHERE

Leaving home and family to join the Navy is hard enough for most, but when you sign your name to a contract not knowing what you will be doing for the next four years, it can be downright frightening.

Still, thousands of recruits sign up every year with hopes of ending up in a job they enjoy. A recruit can easily become a fireman in engineering on a frigate or just as easily direct aircraft on a carrier as an airman. Seaman Pierre Shannon became a seaman aboard USS *Cole* (DDG 67)

Like all undesignated Sailors, he is trying to find where he fits in our Navy. Should he strike into a rating aboard *Cole*, so he can quickly leave deck department and work with hospital corpsmen in medical? Or maybe ride out his time in deck and get into a rating elsewhere in the Navy?

Shannon, even though promised an "A" school, has decided to remain in deck and become a boatswain's mate. He likes his job and has excelled among his peers aboard USS *Cole*.

"The work we do in deck is hard and it has made us into a very tight group, almost family," said Shannon. "I turned down my guaranteed Master-at-Arms 'A' school because I really enjoy what I do now."

Undesignated Sailors are the backbone of the naval work force, and many of them choose to make the Navy just a passing phase in their life. But for some, the shot in the dark hits its mark and they find a career and a home. ❧

*McCoy is a photojournalist assigned to All Hands.*

Focus on  
Service

# The Carson Connection

Story by JO1 Charles L. Ludwig

There are some people out there, people typically under the age of 25, who were wondering what all the fuss was when Johnny Carson died in January. For them, NBC's "Tonight Show" means only one thing—Jay Leno.

I am definitely not one of those people. It seems like I can always remember at least knowing about Carson, either through commercials or listening to my parents talk about what they had seen him or one of his guests do the night before.

And when I was about 12, I considered it a seminal moment in my life when my mom and dad began letting me stay up late to watch Carson's monologue. It didn't take long for me, then a lanky, rail-thin preteen, to understand the hype, even if I could only watch for five or 10 minutes.

Fact is, Carson was as brilliant and quick-witted a comedian then, in 1989, as he was in 1969. The bits all seemed so seamless to me, no matter if he was playing "Carnac the Magnificent" or just chatting with sidekick Ed McMahon or one of his more than 25,000 guests. He was a natural, or at least it seemed that way.

And that's why I was shocked when I was skimming through the Associated Press' timeline of his life and saw this tidbit: "1943-1946—serves in U.S. Navy."

What? How could I have not known that the man I felt I knew so well had such a strong connection to me, in this day? But I guess I shouldn't feel too bad; very few people outside of the crew of USS *Pennsylvania* (BB 38) actually knew he served during World War II. Well, he did, and quite proudly at that.

Carson enlisted in the Navy after graduating from Norfolk High School, Norfolk, Neb., in 1943. The 17-year-old enlisted in the Navy on June 8 as an apprentice seaman enrolled in the V-5 program, which trained Navy and Marine Corps pilots. He had hoped to become a pilot with the program, but instead was sent to Columbia University for midshipman training before being

stationed in the Pacific aboard USS *Pennsylvania*.

Although he came aboard the ship on what was officially the last day of war, Aug. 14, 1945, Carson still got a firsthand lesson in the consequences of battle. Two days prior, *Pennsylvania* was torpedoed in the Bay of Okinawa, and as the newest and most junior officer, Ensign Carson supervised the removal of 20 dead Sailors.

That proved to be the low point in his Navy career. Carson was later known for taking time to entertain the enlisted crew, constantly performing magic and comedy acts to keep spirits high. That continued for another year, before Carson left the Navy and enrolled at the University of Nebraska. Sixteen years later, nearly everyone in America would know his name.

And the rest, as the cliché goes, is history.

His banter and clever skits, peppered with his trademark heartland charm, made so many people feel like they knew the man behind the show. For 30 years, watching Carson every night was akin to having a 60- to 90-minute nightly visit from your next-door neighbor.

He was sort of a status symbol to me. After all, getting to stay up to watch him made me feel like an adult before I was 13.

And I soon learned his comedic abilities were more than I could have imagined then.

As we now look back at his life, most people will take the time to talk about how he made them laugh as he perfected the art of late-night chat and comedy.

And me? Now I think I'll remember him a little differently. 

*Ludwig is a photojournalist for All Hands.*



## July 1, 2004 – July 1, 2005

All Hands' photo editors are looking for the year's top photos for the October "Any Day in the Navy" issue.

Deadline for submission is July 15, 2005.

After reading the instructions at [www.mediacen.navy.mil/still/anyday.htm](http://www.mediacen.navy.mil/still/anyday.htm), send your best shots taken between July 1, 2004, and July 1, 2005, to: [anyday@mediacen.navy.mil](mailto:anyday@mediacen.navy.mil)

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