

Hybrid Coastal Patrol Sailors »

APRIL 2006

ALL HANDS

MAGAZINE OF THE U.S. NAVY

LEARNING TO
RETURN
WITH **HONOR**



14 Hybrid Coastal Patrol Sailors

What may seem out of place on most Navy ships around the fleet is completely normal for the “hybrid” Sailors aboard a fast Coastal Patrol (PC) ship. The highly maneuverable surface ships carry a crew of 28 multi-faceted Sailors, but because it takes so few Sailors to run and maintain these craft, shipmates are more like relatives than co-workers.

Photo by PH2 Todd Frantom

[On the Front Cover]

The Code of Conduct governs the actions of every member of the Armed Forces during peacetime or combat. It demands high standards. To ensure the achievement of these standards, members of the Armed Forces are trained in the proper procedures to use when isolated, detained or surrounded.

Photo by PH2 Todd Frantom

[Next Month]

Follow five rookie Navy boxers as they chase the 2006 Armed Forces boxing championships and the opportunity to be called champ.

[Departments]

Around the Fleet — 6

Focus on Service — 38

History — 40

April

22 Learning to Return with Honor

Military personnel get their initial code-of-conduct instruction during basic training, where they are taught an American service member's legal responsibilities if captured by enemy forces. But the Survival, Evasion, Resistance and Escape (SERE) course is actually an advanced code-of-conduct course. According to Chief Warrant Officer Michael Durant, a *Black Hawk* helicopter pilot who crashed in Mogadishu, Somalia, if it were not for a survival-training course, he would have not returned home 11 days later with honor.

Photo by PH2 Todd Frantom



30 Building Bonds with India

The waters off the coast of Goa, India, are typically filled with small fishing boats, most of them old and many rowed by hand. But once a year these waters host a naval exercise called *Malabar*. Designed to promote shared maritime warfare functionality such as surface warfare, air defense, anti-submarine warfare, communications and command and control, the exercise builds upon those different functions and disciplines to forge a stronger partnership with India as a whole.

Photo by PH1(AW) Shane T. McCoy





MA2 Bradley V. Frantz and his K-9 partner, Jury, ride together to Portsmouth Naval Shipyard where they will reenlist. The Mid-Atlantic Regional K-9 Unit's mission includes detection and deterrence.

Photo by JOSN Matthew D. Leistikow



Speaking with Sailors

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

Rating Mergers and Promotion Opportunities

A Sailor asked me a question during a recent *All Hands* Call in LaMaddalena, Italy, concerning the reasons behind rating mergers and the potential impact these mergers will have on promotion opportunities.

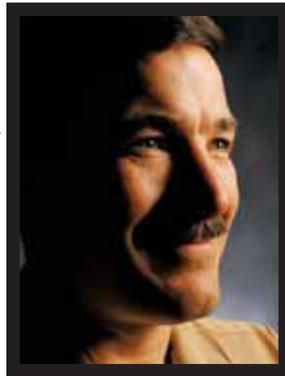
As our Navy seeks to leverage complex technology to meet the changing requirements of its mission, the expectation of the jobs skills of every Sailor are changing. We need Sailors who are ready, willing and able to adapt to changing mission requirements by developing broader knowledge and understanding of related ratings to accomplish the job.

Because the Navy is moving toward optimal manning of our ships, like the new LCS platform, the Navy needs Sailors who can handle many different jobs, and Sailors with diversified abilities who are up to the challenge. As the Navy combines common job characteristics and skills, we eliminate much of the duplication in training and work we do, which helps improve our effectiveness as a force.

While there are important advantages to the Navy, merging ratings has a significant impact on the Sailors affected and their careers. Because such moves often have a dramatic effect, each change requires a detailed analysis to evaluate the impact a rating merger will have. Recently, about 13,000 Sailors in a wide range of jobs in the Navy have been part of a rating merger, or soon will have their rating merged with another.

On the plus side, rating mergers can provide a real career boost by increasing the opportunity for advance-

Photo by JO1 Preston Keres



ment, especially in ratings where, historically, it's been hard to move up. Because the push toward merging ratings is focused on meeting the constantly changing joint missions of the Navy, advancement exams are moving away from those centered on administrative data

toward the specific tasks and level of knowledge to perform the job of the next pay grade.

With merging of some ratings, the Navy will offer some Sailors with unique job specialties their own ratings in which to serve. For example, Navy divers and explosive ordnance disposal technicians soon will become their own specialized ratings. A machinist's mate with the diver or EOD specialty would compete with all other machinist's mates for advancement; a Sailor in the new rating will compete only against other divers or EOD technicians.

Rating mergers also have the potential to offer Sailors more career opportunities and a wider choice of job locations. Merging our ratings gives us an opportunity to take advantage of the desire of our hardest-charging Sailors to serve in challenging assignments.

The momentum for rating mergers is driven by a vision for the Navy to be more versatile, more lethal and more able to respond effectively to threats anywhere in the world on short notice. Sailors will be expected to develop a broader set of skills to be more effective and equally adept in different jobs on a variety of platforms, no longer able to specialize in just one rating. To get this done, we need Sailors who are creative thinkers and lifelong learners to make the most of their knowledge for the Navy's changing missions. 

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.

All Hands (USPS 372-970; ISSN 0002-5577) Number 1068 is published monthly by the Naval Media Center, Publishing Department, 2713 Mitscher Rd. S.W., Anacostia Annex, D.C. 20373-5819. Periodicals postage paid at Washington, D.C., and at additional mailing offices. **Subscriptions:** For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402 or call 202/512-1800. Subscription prices \$45 (domestic)/\$54 (foreign); \$7.50 (single copy domestic)/\$9 (single copy foreign). **Postmaster:** Send address changes to All Hands, Naval Media Center, Publishing Department 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819 **Editorial Offices:** Send submissions and correspondence to Naval Media Center Publishing Department, ATTN: Editor, 2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819 Tel: DSN 288-4171 or 202/433-4171 Fax: DSN 288-4747 or 202/433-4747 E-Mail: allhands@mediacen.navy.mil Message: NAVMEDIACEN WASHINGTON DC //32// **Authorization:** The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee.

AllHANDS

Number 1068 • April 2006
www.navy.mil

Secretary of the Navy
The Honorable Donald C. Winter

Chief of Naval Operations
ADM Mike Mullen

Chief of Information
RADM T. L. McCreary

Commander, Naval Media Center
CAPT Gordon J. Hume

Chief of Production
Dennis Casaday

Deputy Chief of Production
CDR Ed Austin

Chief of Publishing
LT Bill Couch

EDITORIAL

Editor

Marie G. Johnston

Managing Editor
PHCS (AW/SW) Joseph E. Dorey

Assistant Editor
Stephanie N. Collins

Photo Editors
PH1 (AW) Shane T. McCoy
PH2 Todd Frantom

Editorial Staff
JO1 (SCW/SS) James Pinsky
JO2 (SW) David G. Beyea
DM3 Washington Caicedo

EDITORIAL & WEB DESIGN

R + B Design Firm

Lead Designer + Project Manager
Kevin Richards

Graphic Designer
Liz McGrail

Digital Prepress Specialist
Lisa J. Smith

PRINTING

Universal Printing Company

GPO Printing Specialist
John Kennedy

AllHANDS
Recipient of the following
Awards of Magazine Excellence
for 2000-2004:





Protect his environment and you protect yours.

NAVY
EARTH DAY
2006

April 21, 2006

Photo by PH2 Todd Frantom

New Navy Working Uniform and Service Uniform Concepts Approved

Outfitting the Sailor of the future took another step forward last month when CNO ADM Mike Mullen approved plans for a single working uniform for all ranks and a year-round service uniform for E-6 and below Sailors.



Sailors model the blue digital patterned battle dress uniform concept. The BDU-style working uniform is designed to replace seven different styles of current working uniforms. The uniform will also be available in a woodland digital pattern and a desert digital pattern.

Photo by JOC Michael Foutch

Based on recommendations made during a comprehensive briefing by Task Force Uniform Feb. 24, Mullen agreed to production of both a BDU-style working uniform for all Sailors E-1 to O-10 and a more practical, year-round service uniform to withstand day-to-day classroom and office-like environments where the service uniform is typically worn.

"These are good uniforms, designed to support the modern Sailor," said Mullen. "Durability, safety, ease of wear and cleaning were all factors that weighed heavily on my mind, as did, quite frankly, the survey data and the opinions of wear testers. This wasn't a popularity contest by any stretch, but we would have been foolish not to consider the opinions of the men and women who will wear these uniforms."

The BDU-style working uniform, designed to replace seven different styles of current working uniforms, is made of a near maintenance-free permanent press 50/50 nylon and cotton blend. Worn with a blue cotton t-shirt, it will include an eight-point cover, a black web belt with closed buckle, and black smooth leather boots, with black suede no-shine boots for optional wear while assigned to non-shipboard commands.

To meet the all-weather requirement, the new working uniform will include several cold weather options, such as a unisex pullover sweater, a fleece jacket and a parka. It will also be made in three variants, all in a multi-color digital print pattern: pre-

dominately blue, with some gray, for the majority of Sailors and shipboard use; and a woodland digital pattern and a desert digital pattern for Sailors serving in units requiring those types of uniforms.

The service uniform for E-6 and below is comprised of a short-sleeve khaki shirt for males and an over-blouse for females, made from a wash and wear 75/25 polyester and wool blend, with permanent military creases, black trousers for males with beltless slacks for females and optional beltless skirt, and a black unisex garrison cap. Silver anodized-metal rank insignia will be worn on shirt/blouse collars and cap. The service uniform will also include a black relaxed-fit Eisenhower-style jacket with a knit stand-up collar and epaulets, on which petty officers will wear large, silver anodized-metal rank insignia. Those entitled to wear gold chevrons will continue to wear gold chevrons on the large metal rank insignia on the jacket.

The manner of wear for both of these new uniforms remains under development by TFU and will not be effective until guidelines on prescribed wear are incorporated in the Navy Uniform Regulations.

The working uniform and service uniform are not expected to be available for purchase and wear until late fall of 2007, after which they will be introduced to Recruit Training Command and eventually distributed to the rest of the fleet. Details on when the uniforms will be available for

purchase and wear at specific geographic locations will be released at a future date.

Until the new uniforms are available for wear, all existing uniform regulations will apply. During the expected two-year transition period, Sailors will be required to maintain a complete inventory of sea bag items with each reflecting a professional appearance.

"We want our Sailors to keep a professional appearance," said TFU Director CNOCM Robert Carroll. "We don't want people wearing worn-out uniforms because they're waiting for the new ones to hit the shelves."

Once the working and service uniforms are adopted, Sailors will receive a uniform maintenance allowance appropriate to support purchase and wear.

The work of TFU will not stop. Next on the agenda is to evaluate additional uniform options: such as consider the traditional Service Dress Khaki uniform for chiefs and officers; conducting research on the feasibility; cost and distribution of a service-wide physical training uniform; consider adoption of a ceremonial cutlass for chiefs, and investigate adopting a more practical service-wide, all-weather coat that would provide a better military appearance. ❧

Story by JOC Michael Foutch, public affairs office, Task Force Uniform, Washington, D.C.

Advisory Committee Recommends Changes to Military Pay

A committee that's spent the past year studying the military compensation system is recommending sweeping changes that, if approved, would bring military compensation more on par with private-sector compensation.

The Defense Advisory Committee on Military Compensation recently released details of its recommendations and is incorporating them in a final report expected to go to Defense Secretary Donald Rumsfeld soon.

According to retired ADM Donald Pilling, former vice chief of naval operations, the proposed package includes two major ideas. These include revamping the retirement system so service members receive more pay throughout their careers rather than at their completion, and basing pay on performance rather than longevity and other factors.

Pilling emphasized that any proposed changes to the compensation package would be grandfathered in, so currently

serving members would not be affected. The only exception could be in the case that current members are offered the opportunity to voluntarily "opt in" to the new system, he said.

In terms of retirement, the committee recommends: vesting members at 10 rather than 20 years; paying graduated retirement plans ranging from 25 percent of base pay at 10 years to 100 percent of base pay at 40 years; establishing a Thrift Savings Plan with government contributions of 5 to 10 percent of base pay; providing "gate pays" at specific service milestones, as determined by the individual services; and delaying payment of the retirement annuity until age 60.

In terms of pay for performance, the committee recommends revising the pay charts so pay is based on time in grade rather than years of service; and eliminating the "with dependents" and "without dependents" provision of basic allowance for housing so all service members in the same pay grade receive the same allowance, regardless of their family situation.

The proposed system would benefit service members, giving them more upfront cash

Aviation Structural Mechanic (Equipment) 1st Class (AW) Larry Cummins, assigned to Commander, Patrol and Reconnaissance Wing 2, Executive Transport Division Detachment, was recently awarded the Navy and Marine Corps Commendation Medal by Chief of Naval Operations ADM Mike Mullen at Marine Corps Base Kaneohe Bay, Hawaii. Cummins rescued a 15-year-old girl from a car that had accidentally gone off a pier. Cummins entered the water of the Ala Wai Canal in Honolulu, gained access to the vehicle, freed the unconscious occupant and returned her to shore where she received CPR and eventually made a full recovery.



throughout their careers, Pilling said. He noted that most private-sector compensation packages give 80 percent of their cash up front, deferring just 20 percent for retirement. In contrast, the current military compensation package pays about one-half the total compensation up front and defers the rest.

Rather than offering no retirement benefit short of 20 years, the proposed system would offer a portable retirement

system with reduced-level benefits after 10 years, he explained.

Revising the pay tables to reward time in grade will ensure consistent benefits for service members promoted ahead of their peers, Pilling said. And by paying equal housing allowances to all members of equal grade in equal locations, the proposed system will reward people "for their performance, not their marital status," he said.

continued on page 9

Ricky's Tour

By J01 Mike Jones



Around the Fleet

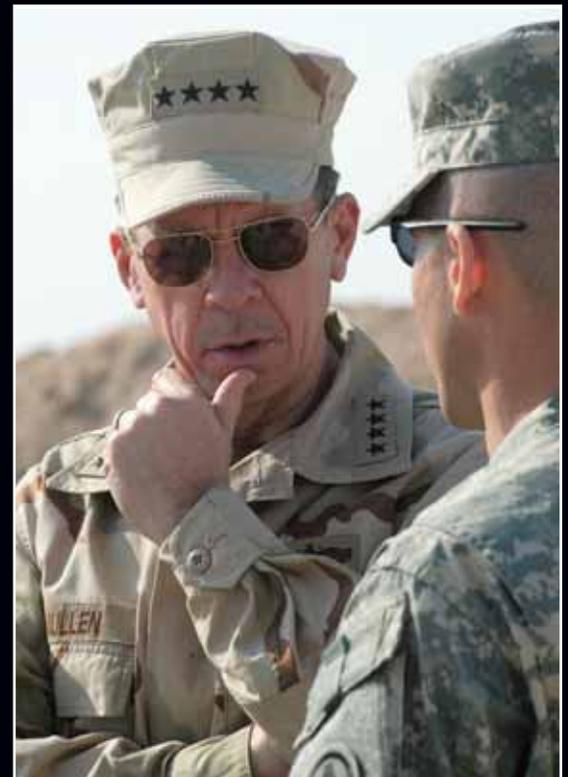


▲ **Navy Deep Sea Diver GM2 Cameron Adams, embarked aboard USS Emory S. Land (AS 39) is lowered to the surface before entering the water to conduct a ships husbandry dive on USS Norfolk (SSN 714).**

Photo by PH2 Christopher Perez

▼ **DN Clarence Henning reviews dental charts prior to Dental Officer LT Thomas Hines completing a filling aboard USS Peleliu (LHA 5).**

Photo by JO2 Zack Baddorf.



▼ **Using their oars to push away, personnel assigned to U.S. Naval Special Clearance Team (NSCT) 1 deploy from the stern gate of USS *Comstock* (LSD 45).**

Photo by PH3 Marcos T. Hernandez



◀ **Chief of Naval Operations ADM Mike Mullen, listens to U.S. Army Maj. Michael A. Konczey explain how Soldiers and Sailors search for Improvised Explosive Devices at the Udairi Range in Kuwait. Konczey is a Coalition Forces Land Component Command Training and Operations Combined Arms Maneuvers Trainer.**

Photo by PH2 Gregory D. Devereaux

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

Directions on how to properly submit photos can be found at www.navy.mil/photo_submit.html

Mail your submissions to:
Navy Visual News Service
1200 Navy Pentagon, Rm. 4B514
Washington, D.C. 20350-1200

Click on the **Navy's** home page, www.navy.mil, for fresh images of your shipmates in action.

continued from page 7

While bringing the military pay system more on par with systems in the private sector, Pilling said the proposal maintains sight that service in the military is unique. For example, while it calls for greater cost sharing among Tricare recipients, it continues to ensure full medical care after 20 years of service, he noted. ☞

Story by Donna Miles, American Forces Press Service, Alexandria, Va.

Navy Begins Crack Down on Cell Phone Usage

The Navy began to issue warnings last month to all motorists who are pulled over for using non-hands-free cell phones while driving on Navy installations.

This restriction follows a DOD regulation banning the use of non-hands free cell phones on military installations unless the vehicle is safely parked.

DOD developed the regulation based on a study by the National Highway Traffic Safety Administration, which found cell phone use to be the fastest growing and most visible cause of automobile accidents caused by distracted driving.

"The restriction will be implemented in three phases," said CAPT Shawn Morrissey, director of Navy regional public safety operations for Commander, Navy Region Mid-Atlantic.

The phases include the Education and Awareness Phase, which began Feb. 1 by informing the fleet of the new regulation. The Enforcement Phase started March 1, when base police began to give warnings to those caught using cell phones while driving.

Armed forces traffic tickets will be given to those pulled over

for using their cell phone during the Active Enforcement Phase, which will become active at a later date.

A maximum of three points could be added to a motorist's driving record if cited for using a cell phone while driving.

"If you accumulate 12 points during the course of one year, your base driving privileges will be revoked," said Morrissey.

Service members who are caught will not only have these points added, but they could face penalties for failure to obey an order or regulation under Article 92 of the Uniform Code of Military Justice.

The restriction also applies to family members, civilian employees and visitors to the base.

This regulation will be enforced inside the fence line of the base, in the vicinity of the Navy Exchange and any other areas patrolled by Navy law enforcement. ☞

Story by JOSA Charles A. Ordoqui, Fleet Public Affairs Center Atlantic.

DOD Helps to Launch Military Financial Education Program

A general lack of financial knowledge makes service members an ideal target for predatory money lenders, so DOD is helping to do something about it.

"Equipping service members with the tools and resources they need to make sound financial decisions is integral to both military readiness and the strength and stability of our service members and their families," David S.C. Chu, undersecretary of defense

continued on page 11

Around the Fleet

▼ An RQ-8A *Fire Scout* Vertical Takeoff and Landing Tactical Unmanned Aerial Vehicle (VTUAV) prepares for the first autonomous landing aboard USS *Nashville* (LPD 13).

Photo by Kurt Lengfield



▲ Seabees remove debris from a building that collapsed on Ronald Ngala Street, Nairobi, Kenya. The Seabees are forward deployed from Camp Lemonnier, Djibouti, Africa, assisting Kenyan authorities in rescue and recovery operations.

Photo by Marine Corps Staff
Sgt. Ricky A. Bloom

► Crash and salvage team members attach the sling of a crash crane to an F/A-18 *Hornet* to remove the aircraft from the landing area of the flight deck during a drill aboard USS *George Washington* (CVN 73).

Photo by PH3 Michael D. Blackwell II





continued from page 9

for personnel and readiness, said at a news conference held at the U.S. Capitol building.

To meet these ends, the DOD has partnered with the National Association of Securities Dealers (NASD) Investor Education Foundation to launch the Military Financial Education Program. The NASD Foundation, started in 2003, is part of DOD's financial readiness campaign. NASD is the largest private-sector provider of financial regulatory services.

The education program will teach basic investment necessities such as how to buy a car, saving for retirement and the tradeoffs between risk and return on investment, Glauber said.

The multifaceted program includes:

- An online resource center that will serve as a centralized, trusted source for unbiased information on saving and investing, including original content, interactive tools, links to financial education resources.
- On-the-ground training to support the military's current Personal Financial Management Program by establishing a coordinated and uniform financial education program, including the training and continued certification of personal financial managers and other volunteers.
- Educational tool kits for trainers and investors offering multiple levels of personal financial information.
- On-base activities and events to motivate families to take responsibility for their financial well-being.
- A long-term public outreach campaign, including print, radio and television public service announcements and media outreach to raise awareness of the tools, information and services available to military people and their families.

The program's Web site,

SaveAndInvest.org, has a plethora of investor information and links to the NASD Web site, where further financial information can be found. The U.S. Securities and Exchange Commission also has launched an investor information section for military families on its Web site. **ES**

Equipment Reimbursement Policy Updated

DOD recently announced the revision of a memorandum on the policy and procedures for the reimbursement of privately purchased protective equipment for Operations *Noble Eagle*, *Enduring Freedom* and *Iraqi Freedom*.

The new memo incorporates the original guidance published Oct. 4, 2005, expands the list of reimbursable equipment, and extends the eligible purchase period for reimbursement.

The full reimbursable equipment list now includes complete ballistic vests; most component parts of ballistic vests, including side-plate body armor; helmets; ballistic eye protection; hydration systems; gloves; knee pads; elbow pads; bed insect netting; insect repellent; and reflective vests.

The eligible purchase period is now Sept. 11, 2001, through April 1, 2006, as required by the FY06 National Defense Authorization Act. The previous memo only covered purchases from Sept. 11, 2001, to July 31, 2004.

To be reimbursed for equipment, service members must complete DD Form 2902, "Claim for Reimbursement for Privately Purchased Protective, Safety or Health Equipment used in Combat." This form must be submitted to the service

continued on page 13

► HM2 Stephen

Serio, a member of Explosive Ordnance Disposal Team, Mobile Unit (EODMU) 6, Det. 14, fast ropes in the hangar bay aboard USS *Enterprise* (CVN 65).

Photo by PH2 Milosz Reterski



Around the Fleet

► An aviation boatswain's mate directs an aircraft onto a steam-powered catapult on the flight deck of USS *Theodore Roosevelt* (CVN 71).

Photo by AA Nathan Laird

► **A Visit, Board, Search and Seizure (VBSS) team**, assigned to USS *Carter Hall* (LSD 50), approaches MSV *Al-Kausar*, an Indian cargo dhow to conduct a master consent boarding.

Photo by PH2 Michael Sandberg

▼ **MM2 Daymon Hunter** supervises FN Roger Villatta, who prepares to light-off the fire in the No. 3A boiler aboard USS *John F. Kennedy* (CV) 67.

Photo by PH2 William R. Heimbuch





▼ **Line handlers aboard USS San Antonio (LPD 17)** prepare the mooring lines after the ship pulls into her new homeport of Naval Station Norfolk.

Photo by AA David Danals



continued from page 11

member's chain of command or, for former members, to an authorizing official designated by their former service at an address on the form. All claims must be submitted by Oct. 3, 2006.

The original memo states that the military will reimburse service members for the cost, including shipping, of any protective, safety or health equipment that was purchased by the member or by another person on behalf of the member for the member's personal use during deployment.

According to the original memo, to be eligible for reimbursement, the equipment must be on the approved list of shortage equipment, and the member must not have been issued equivalent government-provided equipment before they engaged in imminent danger or hostile fire operations.

Reimbursement for any one item is limited to \$1,100, and any equipment that service members are reimbursed for becomes the property of the U.S. government and must be turned in to the unit logistics officer. ☞

Story courtesy of the American Forces Press Service, Alexandria, Va.

Navy Announces Graduate Education Voucher (GEV) Program

Commander, Naval Education and Training Command (NETC) released information for the FY06 Graduate Education Voucher (GEV) program, which offers eligible unrestricted line (URL) officers the opportunity to receive funded graduate education during off-duty hours.

According to Ann Hunter, NETC education director, significant changes to this year's program

include the realignment of degree program category allotments based on Navy requirements.

The GEV program is open to URL active-duty list officers, pay grades O-3 through O-5, in designators 111X, 112X, 113X, 114X, and 13XX. Quotas for FY05 are as follows: Surface Warfare - 47; Submarine - 40; Aviation - 47; Special Warfare/Special Operations (SPECWAR/SPECOPS) - 6.

Quotas by degree program and warfare areas are available in NAVADMIN 018-06, posted on the Navy College Program's GEV Web page at: <https://www.navy-college.navy.mil/gev>.

The program benefits cover all graduate education costs (tuition, books, registration/application fees), to a maximum of \$20,000 per year for up to 24 months from the time of enrollment (not to exceed \$40,000 total). Some restrictions apply, and enrollment in the program carries a service obligation of three times the number of months of education completed, with a maximum of 36 months. NAVADMIN 018/06 contains additional information on specific program requirements.

Interested officers should submit written requests to their detailee, per the NAVADMIN.

For those not qualifying for the GEV program, assistance is still available through the Tuition Assistance program and other graduate education programs as listed on the NPC Web site at

www.npc.navy.mil/CareerInfo/Education/GraduateEducationPrograms/

For general information on the GEV Program, visit the Navy College Program's GEV Web site at <https://www.navycollege.navy.mil/gev>. ☞

Story courtesy of the public affairs office, Naval Education and Training Command.

▼ **USS *Squall* (PC 7) begins her transit from San Diego to Little Creek, Va.,** where she and USS *Hurricane* (PC 3) are now homeported with USS *Thunderbolt* (PC 12) and USS *Whirlwind* (PC 11). “By moving the PCs to Little Creek we’re going to standardize what we do,” said LCDR Brian J. Diebold, commanding officer, USS *Hurricane*. “We’ll be able to train here, then fly to the 5th Fleet area of operation and accomplish whatever mission is set before us.”

HYBRID COASTAL





PATROL SAILORS: Learning to do it all

Story and photos by PH2 Todd Frantom



“Left 15 degrees rudder,” shouts the officer of the deck. “Left 15 degrees rudder. Aye, Sir,” exclaims the helmsman. But, this watchstander is not your everyday bridge watch. He is also the corpsman or “Doc” of the ship.

What may seem out of place on most Navy ships around the fleet is completely normal for the “hybrid” Sailors aboard a fast Coastal Patrol (PC) ship of the fleet.

The 179-foot long diesel craft are currently the Navy’s littoral ships, meaning they can operate near shore. The highly maneuverable surface ships carry a crew of 28 Sailors. Because it takes so few Sailors

to run and maintain them, shipmates are more like relatives than co-workers.

“We are one big family out here,” said Hospital Corpsman 1st Class Jerome Harding, the doc aboard USS *Hurricane* (PC 3).

“Each of us on the PC must have some sort of knowledge and understanding of everyone else’s job to successfully maintain the boat,” Harding added

The PC environment is a place where a third class can share coffee with the captain, or a culinary specialist is in charge of driving a small boat during a rescue mission. Specific ratings are not necessarily the

focus of Sailors aboard a PC, thus this platform may very well be the perfect place for motivated Sailors to strengthen their overall professional knowledge of the Navy.

Harding is the ship’s corpsman, training petty officer, administrative officer and weapons LPO. His collateral duties include officer of the deck, command fitness leader, as well as bridge watch and line handler, among other duties he must perform.

“I feel like a ‘Super Sailor’ being aboard this boat,” said Harding. “Although, when washing dishes, I feel like a seaman again. But we all have to do our job.



“A Sailor aboard a PC can learn more than he will ever learn during his entire Navy career.”

**—LCDR Brian Diebold
Commanding Officer
USS Hurricane (PC 3)**

“I have learned how to do jobs on this ship that I would never have the opportunity to do on other types of craft,” Harding continued. “I never imagined when I decided to be a corpsman that I would be steering a ship, shooting a machine gun and handling mooring lines – all in the same day!”

The first time Harding ever steered the ship he recalls the irony in relation to his regular job.

“I’m used to helping people with medical needs, not driving a ship. That’s what I call putting everyone’s life in my hands.”

When Sailors decide to become part of the PC family they automatically have many more responsibilities than larger ships because of the nature of such a small crew. Unity and work integrity become even more important.

“We all must look out for one another,” said Harding. “Personal feelings, problems and issues have to be overlooked when you depend on someone else day in and out to protect your life.”

From the Sailors who man the guns, to the ship’s cook, everyone takes care of one another.

“I have never been around a crew that cares so much about teaching and sharing of knowledge,” Harding said. “When a young Sailor comes aboard – like a child reporting to his first day of elementary school – we guide them hand and foot, through all aspects of PC ship life.”

For the older, saltier Sailors, such as the Chief of the Boat, the differences between larger platform ships and a PC are clearly evident.

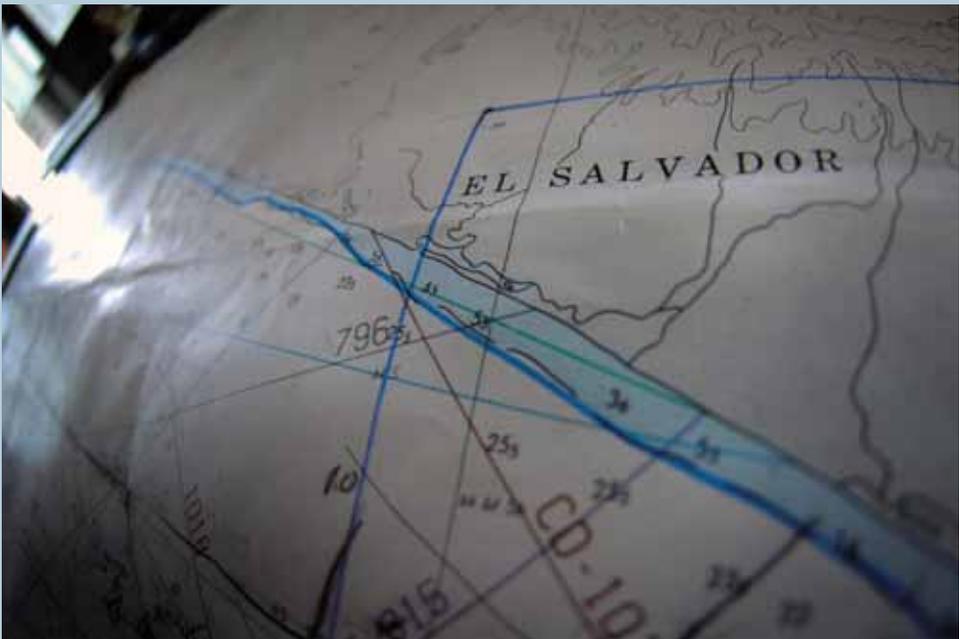
▲ **Sailors aboard USS Hurricane (PC 3)** discuss plans for a port visit in the cramped confines of the ship’s bridge.

► **DC1 William Johnston** shares breakfast with Hurricane’s Commanding Officer, LCDR Brian Diebold.



▼ **EM1 Brian Baugh cheerfully contacts**
the engine room during a mooring evolution aboard USS
Hurricane (PC 3). The PC has a unique environment –
everyone must have a basic knowledge of all jobs.





▲ **El Salvadoran Sailors ride aboard a Rigid Hull Inflatable Boat** during training exercises with foreign navies so they can patrol their own maritime borders.

◀ **USS Hurricane and USS Squall made** many port visits during their transit from San Diego through the Panama Canal, including stops in El Salvador, Nicaragua, Honduras and the Dominican Republic.

“Everyone works directly on all evolutions on the boat regardless of rate,” said Master Chief Boatswain’s Mate Gastano “Gus” Vacchio. “It’s commonplace for the cook of the boat to be doing line handling during a RHIB boat launch, and that’s just one example.”

“This is my first ship and I enjoy having so much responsibility,” said Quartermaster Seaman Chris Markette.

“Little did I know that after a year of signing up for the Navy that I would be shooting a shotgun in the air and warning another craft not to get too close to my boat,” Markette said. “This happened while I was stationed on a PC in Iraq.”

Helping young Sailors understand what to expect when they go to their next duty assignment ship is up to veteran Sailors.

“The younger Sailors just don’t know how good they have it on a PC, because there are so few of us on a PC,” said Gunners Mate 1st Class Eric Loop. “I sometimes feel like a big brother to these guys.”

On a PC, junior enlisted Sailors quickly obtain a sense of purpose.

The opportunity to get qualified in many duties produces a well-rounded Sailor, and gives them a taste of what they





▲ Family and friends gathered with PC crews “Juliet,” “Kilo,” “Lima” and “Mike,” to greet USS *Hurricane* (PC 3) and USS *Squall* (PC 7) as they arrived at Naval Amphibious Base Little Creek, Va.

can expect when they go on to their next ship, according to Loop.

“The junior guys should do really well in the fleet after being aboard this ship and hopefully they remember all that they have learned,” said Loop.

“The atmosphere aboard the boat is relaxing once everyone grows accustomed to each other,” said Harding.

“Bonds are established quickly when you spend most of your time in the presence of the same people. This is what makes being aboard this type of ship so rewarding, there is not only a shipmate looking out for you, but a friend.”

Being able to coexist in such a small environment is very important for the ship’s integrity.

“There is always someone around to keep differences in check, which works well on such a small boat,” said Loop.

According to LCDR Brian Diebold, *Hurricane*’s commanding officer, only highly-motivated and “gung-ho” Sailors are chosen to join the ranks of the PC family.

“A Sailor aboard a PC can learn more than he will ever learn during their entire Navy career,” Diebold said.

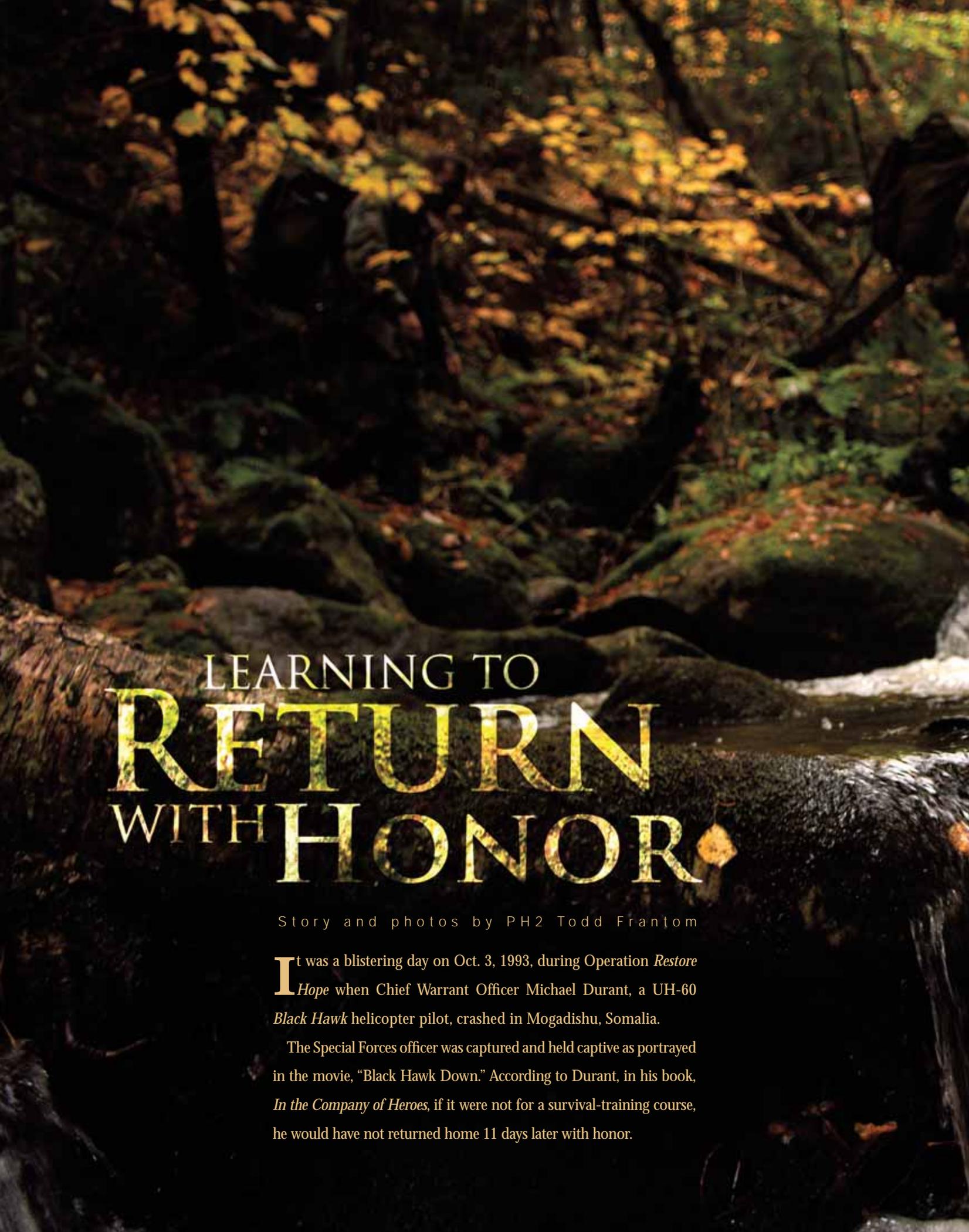
“We are a training platform. Lessons we learn from the crews that work on the PC now are molding themselves for the future hybrid roles of the special mission Sailors,” Diebold said.

“These are the Sailors who will man the future class of Littoral Combat Ships (LCS) – the new generation high-speed surface ship.”

Frantom is a photojournalist assigned to All Hands.

Website Exclusive

Find more photos online at www.news.navy.mil/media/allhands/flash/ah200604/feature_1/



LEARNING TO RETURN WITH HONOR

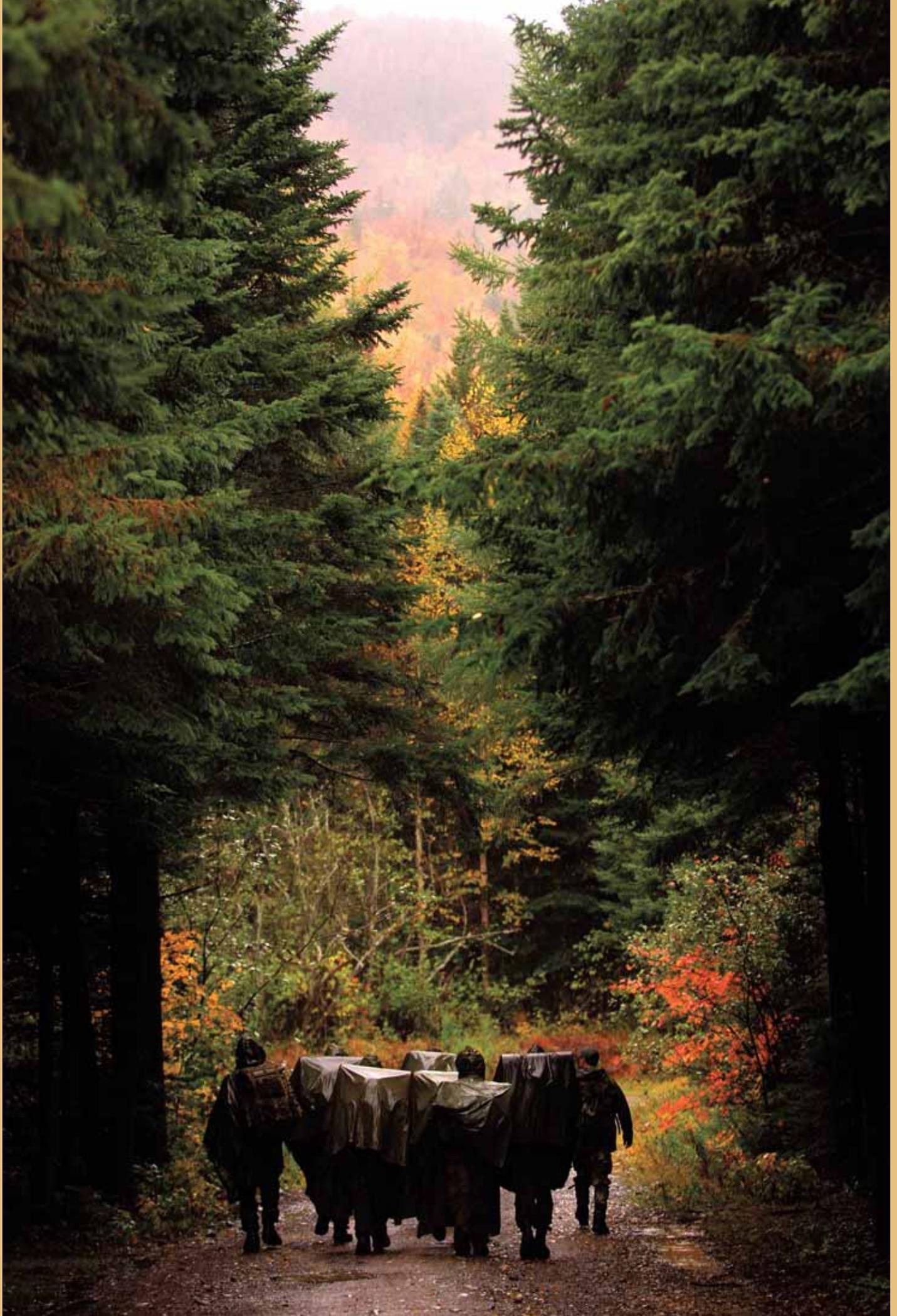
Story and photos by PH2 Todd Frantom

It was a blistering day on Oct. 3, 1993, during Operation *Restore Hope* when Chief Warrant Officer Michael Durant, a UH-60 *Black Hawk* helicopter pilot, crashed in Mogadishu, Somalia.

The Special Forces officer was captured and held captive as portrayed in the movie, “Black Hawk Down.” According to Durant, in his book, *In the Company of Heroes*, if it were not for a survival-training course, he would have not returned home 11 days later with honor.



▼ **Sailors move**
quickly through open
areas of the forest during
SERE training while try-
ing to avoid the “enemy.”





▲ **Students huddle around a fire to** keep warm during the survival phase of the SERE course in Maine.

◀ **The SERE class heads out to begin** their simulated problem.

The Survival, Evasion, Resistance and Escape (SERE) course held at the Navy's remote training site in the mountains of Maine is similar to the course Chief Warrant Officer Durant credits with having saved his life.

SERE is actually an advanced code-of-conduct course. All military personnel get their initial code-of-conduct instruction during basic training in which they are taught an American service member's moral and legal responsibilities if captured by enemy forces. But SERE goes way beyond that.

"We teach individuals what to do when things go from bad to worse," said Hospital Corpsman 1st Class Harry Haug, a SERE instructor assigned to Fleet Aviation Specialized Operational (FASO) training Group, Brunswick, Maine.

"The students who attend the course have a greater risk of being stranded behind enemy lines," said Haug. "They come here to learn how to stay alive and the values behind the code of conduct. When the situation is real, the threat is real, so these students need to be ready to handle it."

Aviators, aircrewmembers, Special Forces and force reconnaissance personnel are the types of jobs that require SERE school training.

"With today's ever-changing battlefield, I believe most military personnel are at risk of being captured," said Haug. "Hopefully what I teach here on the mountain is enough to give someone the courage and know-how to survive if they are ever in that situation."

The instruction begins with a week of classroom work focusing on wilderness survival and the real world applications of the code of conduct for a service member. This includes an extensive look into ways of surviving off the land. What may sound

like a Boy Scout manual – fire-building, trapping, creating shelters, finding edible plants – are actually rules to live by.

"Once we have the students on the mountain, we split them into teams and immediately get their hands dirty. Like ducks out of water, they do their best to demonstrate all that we teach them about survival," Haug added.

▼ **To survive in the wilderness, SERE** students learn to make traps, such as this one, to catch small game.



60° N



▲ Marine Corps Cpl. Sam Shumaker collects water in a canteen to which he will add iodine tablets for purification.

15° S

▼ **Students will encounter “soft targets” or friendly forces dressed in ghilli suits** during the evasion phase of the training. These individuals are intimidating and seem to disappear among the canopy of the forest.



“You never know what’s going to happen out there, in hostile environments,” said Haug. “Survival starts with prior planning and that is where we begin with the students. They have to be ready for the unknown.”

Everything the students learn in the field phase of training will prepare them for the simulated “problem.” When the problem arises they are on their own and being pursued by the “enemy.” There will be no help from instructors during this phase and what has been learned will become the key to survival.

From the minute the students lay their packs under the raggedy silk canopy, simulating a downed pilot’s parachute, they do all they can to become one with nature.

“We teach primitive means of making due with what is at arms-reach, such as constructing a fire with flint and steel, what’s edible and how to use a simple piece of metal as a compass,” Haug said.

Although the course can be a difficult experience according to Haug, “It is a necessary episode. The students never forget the simulations and lessons that are taught,” he said. “I would rather see the

students screw up in camp, where we can teach proper procedures during a debrief.”

“I have messed up a lot but I have learned something each time,” said SERE student ENS Peter Kozelka. “The confidence I am gaining may never save my life but I’m definitely more confident in my abilities.”

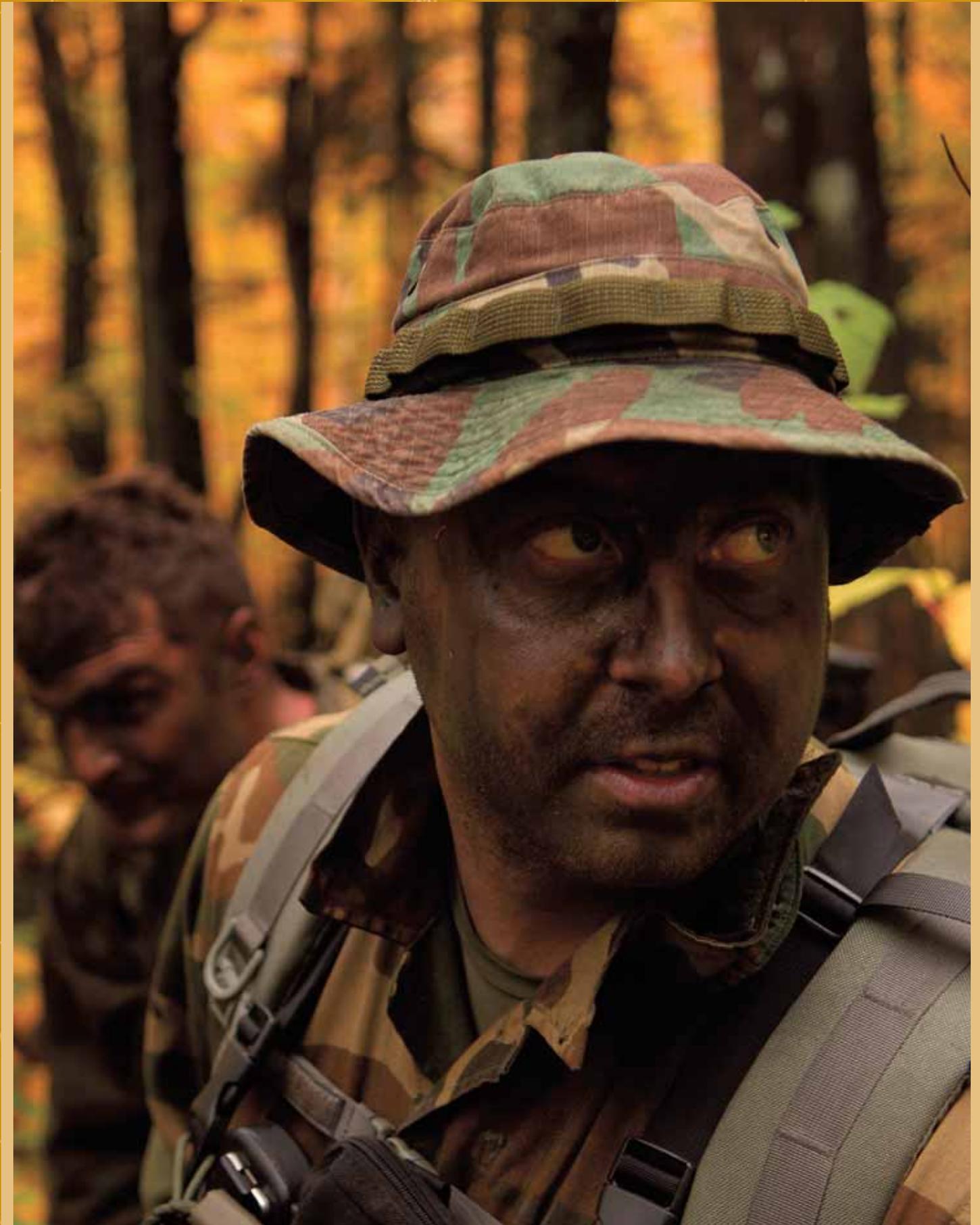
During the problem phase of the training the students are expected to work together. Navigation skills will be put to the test, along with rigorous hiking on unknown soil, up and down mountains. Here they will also use all means necessary for immediate survival, such as making small shelters out of their ponchos.

“I enjoyed it when we were all alone and finally put to the test,” said Marine Corps CPL Sam Shumaker. “I found it rewarding to successfully find locations we had been searching for all day with a compass and map.”

The students will gain the technical knowledge, practical experience and personal confidence necessary for worldwide survival and evasion, although no two students are the same and sometimes individuals find themselves out of their element.

“I grew up in the outdoors where

▼ SERE Instructor HM1 Harry Haug evaluates a situation while on a hike during the evasion training phase of SERE.



45 W



hunting, fishing and camping is what I did," said Haug. "There are many students who come out here that have spent all their lives on paved streets and the only trees they have ever seen grew on street corners."

Knowing how to handle unique individuals is up to the instructors who are part naturalist, guide, psychologist and mentor. Haug, along with all the instructors on the mountain, are highly motivated and well trained individuals possessing an immense knowledge of the subjects.

"Before we can actually teach students we have to go through the school ourselves," said Haug. "Then we spend more than six months learning everything about the course before a written and oral board."

The students, more often than not, outrank the instructors, although there is no lack of respect when individuals are learning how to possibly save their own lives.

"Most all the students are higher in rank than I am, but they know who the boss is on the mountain and pay close attention

to everything I teach them," said Haug.

During the fall SERE Class of 2005 a soaking rain poured from the skies and the students were tested to their limits.

With a shredded poncho hanging off his shoulders, Kozelka, took a plunge in a deep creek. He boldly responded, "I'm OK. I can do this."

According to Haug, "When Kozelka first arrived on the mountain he acted as if he was the only one feeling pain. To witness his transition is inspiring and a strong example of human willpower, despite adversity."

It's only human nature to do all that is necessary to stay alive. The training that takes place in the remote mountains of Maine opens the window into how to survive when things go from bad to worse.

"According to his book, Durant survived with honor by using the techniques he learned at SERE," said Haug. "Being able to learn from his and other peoples' real world experiences gives us invaluable teaching tools for the future."

▲ SERE students gather for colors

every morning at the camp in Maine.

The instructors at SERE have combined years of knowledge and experience directly from surviving POWs making this course an invaluable tool for all those that could possibly be in danger of capture by enemy forces.

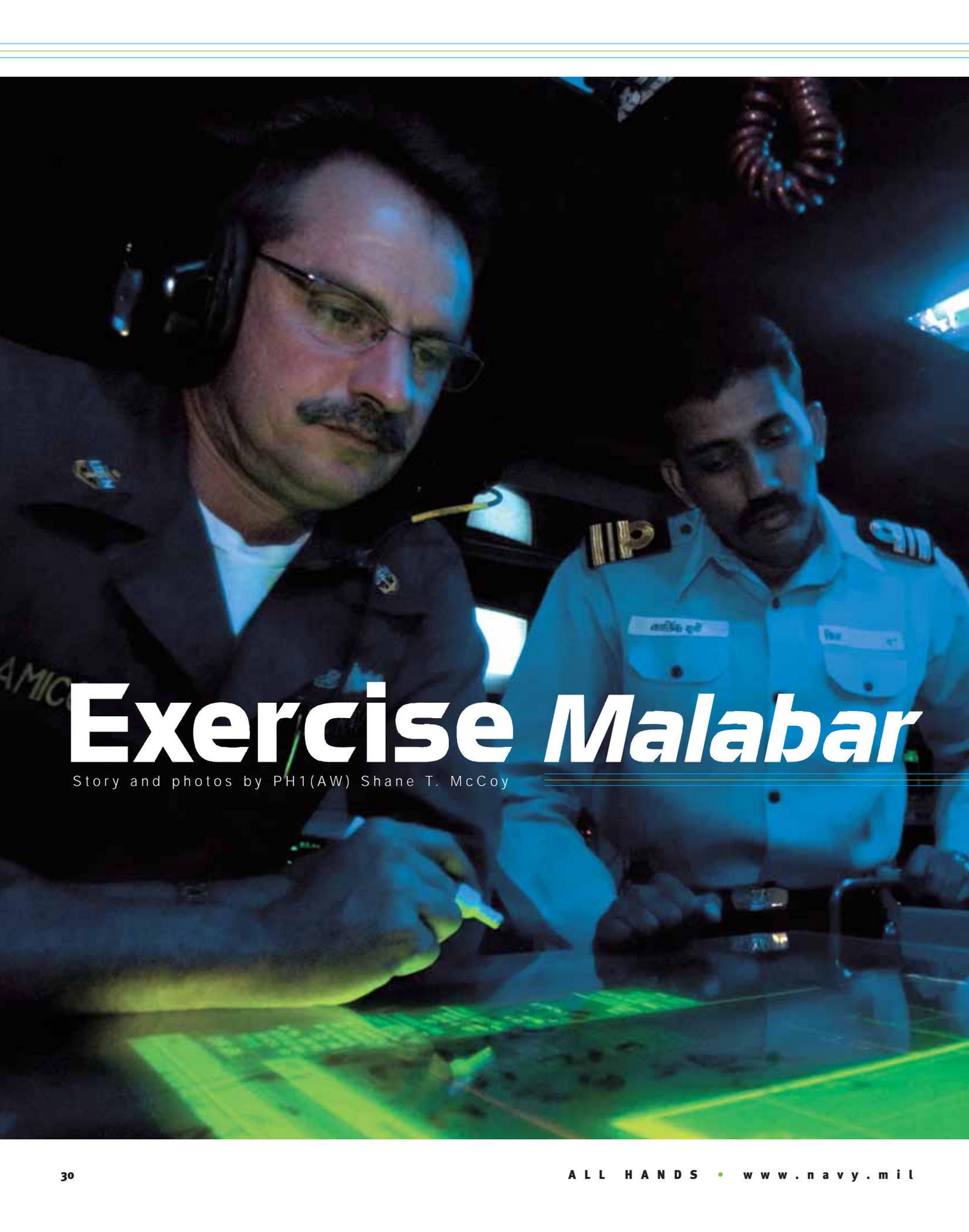
"What I have learned up here, may never get put to use, but I will be ready if it does," said Shumaker.

"I view the Code of Conduct in a different way now and have a much clearer idea of what the words mean," Shumaker added. "If I am ever captured, I will return with honor." ❧

Frantom is a photojournalist for *All Hands*.

Website Exclusive

Find more photos online at www.news.navy.mil/media/allhands/flash/ah200604/feature_2/



Exercise *Malabar*

Story and photos by PH1(AW) Shane T. McCoy



Building Bonds with India

The waters off the coast of Goa, India, are typically filled with small fishing boats, most of them old and many rowed by hand. The fishermen work the warm waters of the Indian Ocean to supply the many resorts with fish as well as feed the locals. But once a year these waters host a naval exercise called *Malabar*.

“Exercise *Malabar* is designed to promote shared maritime warfare functionality, such as surface warfare, Visit, Board, Search and Seizure (VBSS), air defense, antisubmarine warfare, communications, [and] command and control,” said LCDR Daniel J. Senesky, executive officer of USS *Higgins* (DDG 76). “By building upon those different functions and disciplines we are forging a stronger partnership with India as a whole.”

“India is one of the countries in this region of the world which we would like to foster better relationships with, and those relationships are developing very well,” said CDR Jesse Wilson, commanding officer of *Higgins*. “*Malabar* is just another way that we can enhance that friendship and cooperation.”

According to Senesky, this exercise not only trained two navies to work as one, but also helped to provide stronger regional security, regional cooperation, and clearer communications, enhancing not just the west coast of India but the entire subcontinent.

The exercise, lasting two weeks, spanned the west coast of India and included *Higgins*, USS *Chaffey* (DDG 90), USS *Nimitz* (CVN 68) and USS *Santa Fe* (SSN 763) as well as three Indian frigates, one destroyer, an oiler and the Indian aircraft carrier INS *Viraat* (R 22). The two carriers, *Viraat* and *Nimitz*, made this year’s exercise the largest to date.

With the expansion of this year’s exercise, the U.S. Navy recognized the need to improve communications on the ships, giving some of our Sailors the unique experience of life aboard Indian ships.

“We have been living aboard the Indian Navy ships to help bring communications

◀ **STGC Marcello D’Amico, LCDR Kartik Murtny** from INS *Gomati* (F 21), and OSSN Christopher Sparaco stand watch in combat on USS *Higgins* (DDG 76) during the mock war which ended the underway phase of Exercise *Malabar*.



between our ships up to a real-time level so we could combat our foes,” explained Information Systems Technician 2nd Class Nicholas Trelawney, who is assigned to USS *Kitty Hawk* (CV 63). Although *Kitty Hawk* did not participate in the exercise, Trelawney and a shipmate volunteered to support the communications requirement. They were sent to the Indian frigate *Gomati* to set up the CENTRIX system, which would bring communications to the next level.

“CENTRIX is a secure network environment for coalition ships to share information,” said Joseph Spencer a fleet systems contract engineer sent along with the Sailors from

the U.S. 7th Fleet. “The Indian ships primarily communicated using voice and teletype. It’s not as secure or as fast as a real-time chat.”

While the new system was important to the exercise, it’s the whole experience that this year’s participants, like Trelawney, will take home with them.

“The Indian sailors have been more than helpful while we have been aboard,” said Trelawney. “The difference for me has been the food. It’s good, but very spicy – even breakfast. We ate a lot of vegetables with curries and soaked them up with flat bread.”

One of the biggest differences was the physical training aboard *Gomati*. While Sailors did do all the exercises you would

expect to see, they also did yoga breathing exercises each morning. According to Master Chief Boatswain Shingara Lingh, proper breathing is the key to optimal health and relaxation, making a better and more focused sailor. Though there were many differences between Indian and U.S. shipboard life, there were equally as many similarities.

“The ship is air conditioned and just as comfortable as any U.S. Navy ship,” said Trelawney. “They do have water hours, but it’s not too big a deal.”

At least two U.S. Sailors were aboard every Indian ship, and the Indian Navy placed the same number aboard U.S. ships.



“We have been deployed by the Indian Navy to come aboard *Higgins* and run the Stand-alone Communication Unit, (SACU)” said Sunny Mukherjee, an Indian first class information systems technician. “It’s a small computer that transmits messages bridge-to-bridge on all the ships in *Malabar*. We type in a message; it’s transmitted as data and received as plain language on the other ships.”

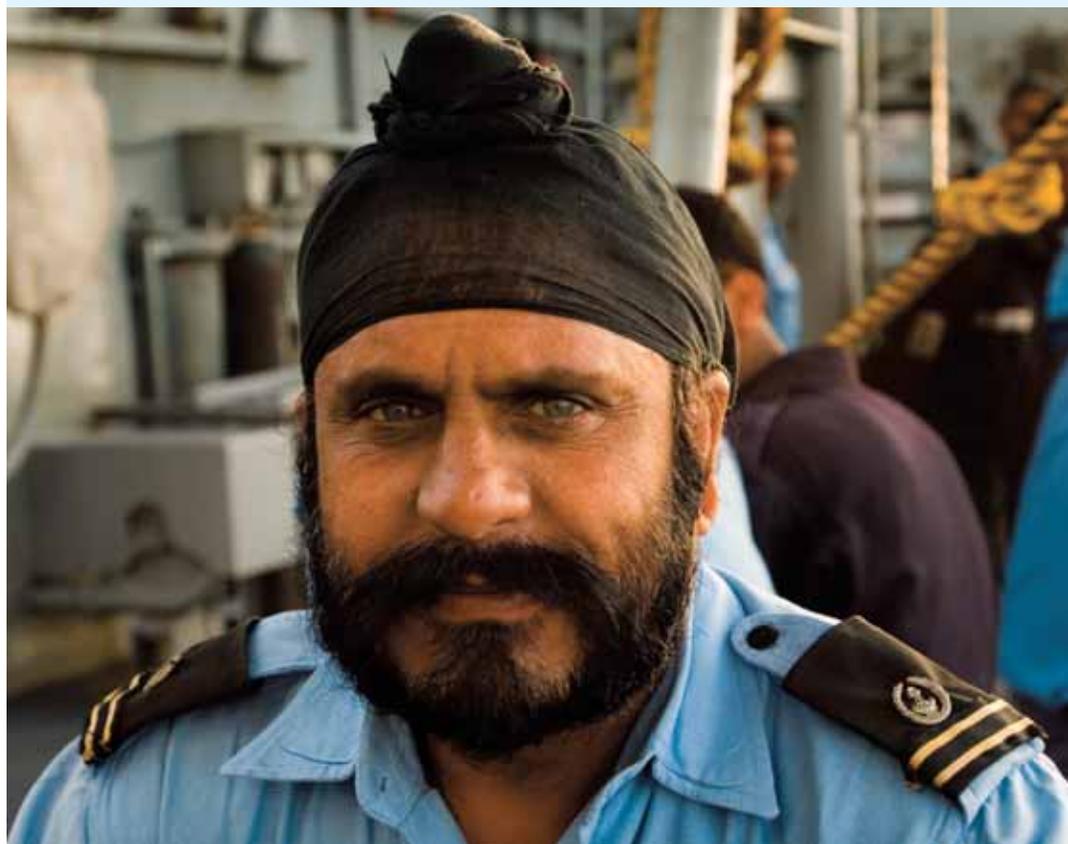
Mukherjee described *Higgins* as, “A good lady, with good people on board.” He went on to explain that he has felt that his time aboard *Higgins* was not like being aboard a war ship, but taking a trip with family. Stationed aboard *Viraat*, he is used to life



◀ **The crew of INS *Gomati* (F 21)** use yoga to stay focused and keep a clear mind. The Indian Navy considers yoga an important part of the day.

▼ **Shingara Lingh is INS *Gomati*'s** master chief boatswain who is the command master chief aboard the Indian ship.

▲ **U.S. Sailors eat Indian food** in the galley during the time they lived aboard while they worked on INS *Gomati*'s (F 21) CENTRIX system.





▲ **LTJG Scott Stewart from USS**

Santa Fe (SSN 763) plays a few songs on the guitar for the Indian children during a break in the COMREL project in Panaji, Goa, India.

► **As crewmen from both *Higgins* and**

Santa Fe arrive at the children's art and culture center in the Goa city of Panaji, they are welcomed by children in traditional clothes who mark their guests' foreheads with colorful powders.





aboard an aircraft carrier and found the life aboard a destroyer refreshing.

“People here know each other very closely. On *Viraat*, I might not know someone coming from somewhere else, since it’s such a big ship.”

Mukherjee agreed with his American counterparts about the similarities between Sailors’ lives regardless of country.

“There are little differences, but otherwise all are the same,” he said. “We are all Navy.”

One of those little differences confused Sailors aboard both ships. When Mukherjee was told he was being taken to berthing, he thought the ship was pulling into port, and aboard *Gomati* when Trelawney asked where the “mess deck” was located he was led to their berthing.

The underway time ended with a simulated war between naval forces.

“It’s sort of our graduation from *Malabar*,” explained Wilson. “The ships were broken up into two teams, ‘Orange’ and ‘Blue,’ with each

team comprised of ships from each Navy. We have a scenario with the teams having different objectives and we play it out for a period of 24 hours.”

As is often the case in a war between friends, a tie was declared as the at-sea portion of *Malabar* came to a close. *Malabar* then spilled over into the beautiful country of India itself.

Goa, an area ruled by the Portuguese for 450 years, is one of the biggest tourist areas in all of India. The beaches are beautiful with powder-fine sands and fishermen pulling in nets. The jungle grows thick, threatening to overtake the cities, and cows wander the streets as if they owned them. Goa hosted the rest of the exercise, and while it was not quite as long as the at-sea portion, it was equally important in securing a strong relationship with India.

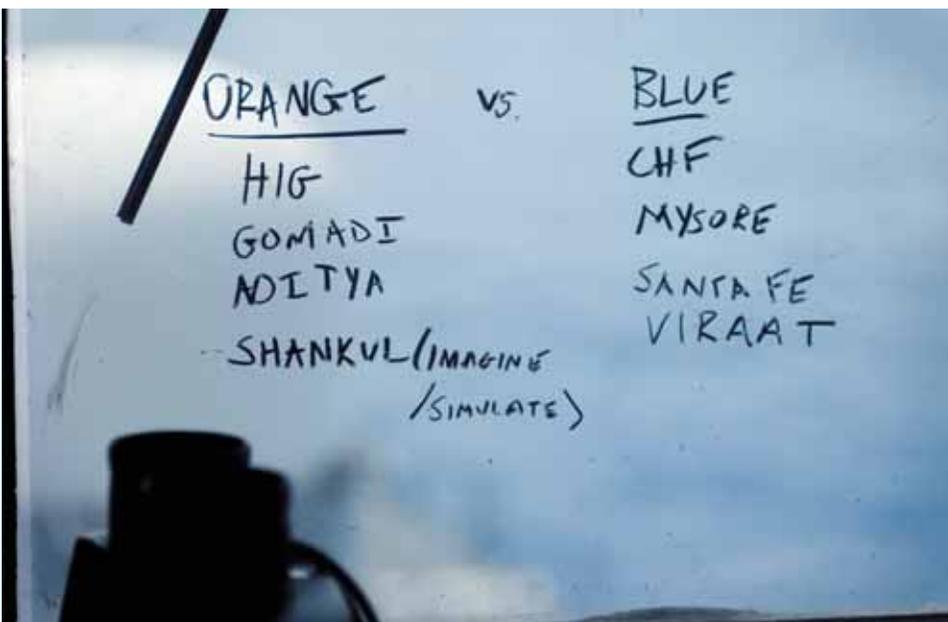
The day the ships reached port was a busy one for Sailors from both countries,

starting at 4 a.m. for Sailors aboard *Higgins*. After pulling in as dawn broke, Sailors set about preparing for a reception on board that evening after a day competing in the “*Malabar Cup*” sports day.

“This is when we get a chance to know the Indian sailors,” said Wilson. “The first reception was on *INS Mysore* (D 62) and the second is on *USS Higgins*. This is where we establish those bonds of friendship, which are such an important part of this exercise.”

A night of relaxing may have been just what U.S. Sailors needed after losing at volleyball and soccer, although they did win the basketball game. The next day started early for what many Sailors considered the highlight of their trip to India, the community relations (COMREL) project.

“I’ve always loved doing volunteer work and when I found I could do it for the Navy in other countries, I jumped at it,” said Operations Specialist Seaman Andrea Annis.



▲ **USS Santa Fe (SSN 763) passes**

INS Viraat (R 22), a former British aircraft carrier, during the second underway period of Exercise *Malabar*.

◀ **Teams for *Malabar's* mock war are**

written on the window on the bridge of *USS Higgins* in grease pencil.

► SN Christopher Burnett shakes hands

with Indian Sailor Sunny Mukherjee as they prepare to stand watch aboard USS *Higgins* (DDG 76).

“We walked in and two women and two little girls greeted us with burning candles and marked our foreheads with red powder to welcome us. It was awesome.”

Sailors from *Santa Fe* and *Higgins* were bused into downtown Panaji to paint the theater of a children’s art and culture center. Indian paint (thicker than paint in the U.S.) had to be mixed for over an hour with water before the painting could begin. The work was hard in the small non-air conditioned theater, but according to the Sailors the work was well rewarded.

“The kids in the center put on a show for us,” said Storekeeper 3rd Class Victor Mesa from *Santa Fe*. “They brought us into a room after lunch and kids came out singing and dancing.”

The children, dressed in traditional Indian clothes performed songs and dances both Indian and Goan. Goa, because of its Portuguese influence, has a culture distinctly different than most of India.

“This is the first time I have ever done a COMREL,” said OS2 Deltria Hines. “After seeing these kids and how adorable the dancing was, I’m hooked. I’ll make sure I’m on every one from now on.”

With the continued success of exercises like *Malabar* and young Sailors from both countries getting to know each other, the navies can’t help growing closer. And for some Sailors, like Mukherjee, it was an experience he will talk about for years to come as noted in a letter he wrote to the *Higgins* crew.

According to Mukherjee, “... We are amongst the few fortunate chaps, who had a chance to be a part of the U.S. Navy family. The response and hospitality we received is awesome and indescribable in words May God bless you and all your family, too.” ✍

McCoy is a photojournalist assigned to All Hands.

Website Exclusive

Find more photos online at www.news.navy.mil/media/allhands/flash/ah200604/feature_3/





IT'S MORE THAN



**Focus on
Service**

A JOB

Story and photo illustration by PH3 Laura A. Moore



Legalman 1st Class Melissa Adams serves as trial paralegal at Naval Legal Services Office aboard Naval Station Norfolk.

The Kinston, N.C., native said her job is more than just a job; it's a profession, a passion and her future.

"I wanted to make the Navy a career, so I needed to do something about it. I enjoy this job and I know it will benefit me. This is the reason why I am staying in and why I plan to retire," says Adams, a 10-year veteran.

As a trial paralegal, Adams works for 10 Judge Advocate General (JAG) attorneys. She gathers witnesses for Article 32 investigations and court-martial trials, sits in with the attorneys to conduct witness interviews, writes up documents for the trial counsel and makes sure the individual(s) are present.

"In the legalman rate there is no micro-managing. The attorneys give me something to do, and I get it done for them, no matter what it takes," said Adams. "It builds a trusting relationship. As long as they can trust me, they know they can come to me for anything and it's good to know that when justice is served in that court room, I had a hand in it."

Aside from it being not just a job, Adams has a strong dedication to the legal service; she is the treasurer for the Navy Legalman Association.

"Although right now it is a temporary billet, I am the first 1st Class to hold a position in this association," said Adams. The association is a worldwide organization for the legalman community. 

Moore is assigned to the Fleet Public Affairs Center Atlantic, Norfolk.

Editor's Note: This is excerpted from an article that appeared in the June 1973 All Hands magazine about the release of some of our prisoners of war in early 1973.

...There's No Place Like Home

Few stories have ever captured the attention and imagination of Americans like the continuing tale of the repatriated prisoners of war in Indochina. The widespread public concern for their welfare has exceeded even other consideration of the U.S. involvement in Southeast Asia.

It was no surprise then that the return of the former POWs was a dramatic and highly publicized event, with millions of Americans being able to participate through the miracle of satellite television. Seeing the men who had been kept in captivity – some for eight years or more – was a highly emotional experience for Americans of many faiths and political persuasions.

There was, of course, more to the story of the repatriated POWs' return than seen on television. For the Navy returnees, the transition began at Clark Air Force Base, in the Republic of the Philippines, the central processing site for the former POWs. Upon arrival at the base hospital, the Navy men were greeted by a Navy medical team. After their medical examinations the returnees were introduced to their escorts who would accompany each returnee to the United States.

The escorts worked through all the paperwork, assisting and arranging for phone calls to be placed to the next of kin, and accompanying returnees to the local base exchange.

Arranging for the tailoring of approximately 140 uniforms was handled admirably by the supply officers and their assistants. These men searched through more than 390 boxes of uniforms to find the right sizes and matching colors, as well as myriad combinations of ribbons which adorned the new uniforms of the returnees.

U.S. Navy Photo



Former POW LT Theodore Stier is reunited with his wife, Yolanda, upon his arrival at Miramar Naval Air Station, Calif.

The former POWs were then flown to the United States to a number of Navy hospitals and bases, generally the ones closest to their homes. ...

One returnee who thought about home a lot was LCDR Joseph Charles Plumb Jr. of Overland Park, Kan., who was the pilot of an F-4 *Phantom II* that was shot down in May 1967, while on a mission over Vietnam. He graduated from the Naval Academy in 1964. His return home to Kansas City, Mo., was no disappointment either. A crowd of more than 800 people attended the welcome home celebration of their native son, in the rain.

"I can tell you, there is – indeed – no place like home," he said. "I want to thank all of your wet, smiling faces for coming out here on a day like this to welcome me home. But I want to thank you for something a great deal more important – for the concern that you have had

for me and for the other men in the prison camps of Vietnam."

During the celebration, Plumb removed a bracelet bearing his name from his mother's wrist. Sixty other persons in the crowd presented him with bracelets which also bore his name.

The returning prisoners hold a special place in the hearts of many Americans, and many were willing to demonstrate this by wearing bracelets, sending letters and finally cheering them home.

But the story hasn't ended. For the men who have returned home, some after many years of imprisonment, there will be a period of catching up and readjustment to a changing society and a changing way of life. Some jobs, for example, will have to be learned all over again. This is a future chapter in their continuing story – and it is a part in which a great many Americans will be playing a vital role. **✉**

NEVER FORGOTTEN



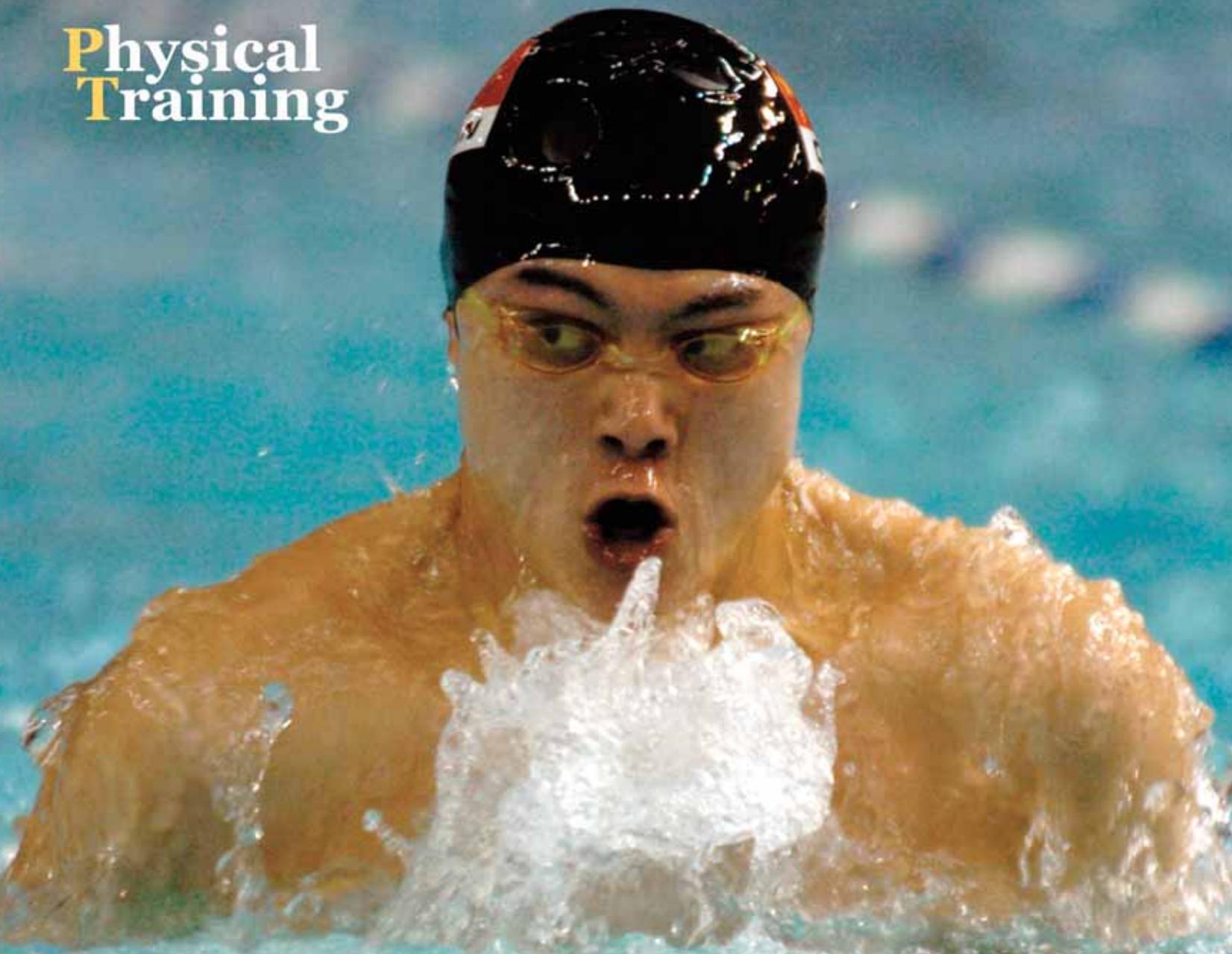
There are always questions that need to be answered



Navy Personnel Command
POW-MIA@Navy.mil
[www.npc.navy.mil/Command Support/Casualty Assistance](http://www.npc.navy.mil/Command%20Support/CasualtyAssistance)

Photo by PH2 Todd Frantom

Physical Training



“What’s your Game?”

www.mwr.navy.mil

Photo by PH1(AW) Shane T. McCoy