

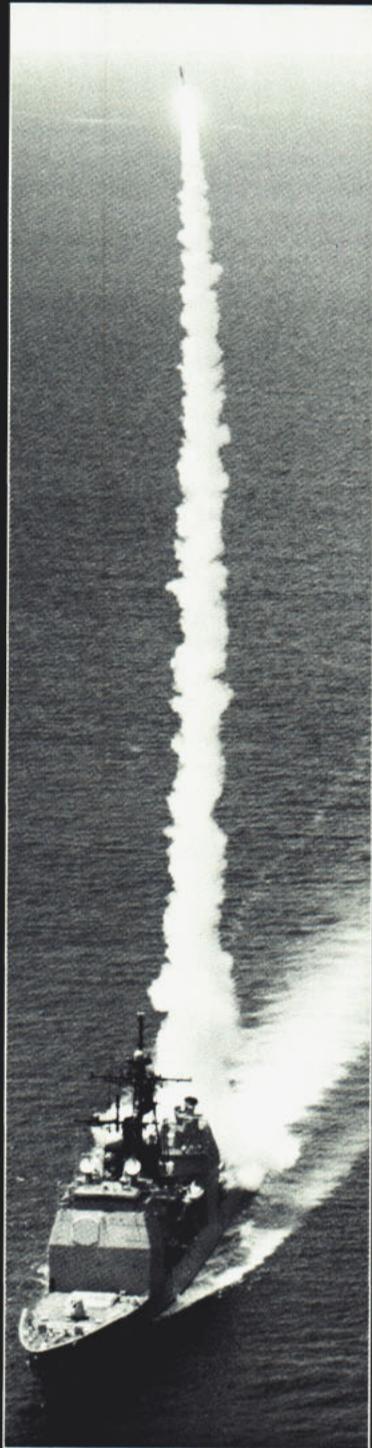
ALL HANDS

MAGAZINE OF THE U.S. NAVY

JANUARY 1990

-
- Photo Contest
 - Hurricane Hugo
-





Left: USS *Chancellorsville* (CG 62), commissioned in November, fires a standard anti-air missile from the ship's aft Vertical Launching System magazine. Below: The Navy's 12th *Ticonderoga*-class guided missile cruiser was named in commemoration of a civil war battle fought near the Rappahannock and Rapidan Rivers in Virginia, May 1863.



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ALL HANDS

MAGAZINE OF THE U.S. NAVY
 JANUARY 1990 — NUMBER 874
 68th YEAR OF PUBLICATION



Photo by PH3 Tom Perry

Hurricane Hugo — Page 4

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Front cover: "Flaming Fury," a scene from Firefighting School in Jacksonville, Fla., took Second Place in the 1989 *All Hands* Photo Contest. See story, Page 18. Photo by PH2(AW) Kenn Klein.

Back cover: "Preflight check complete, from bottom to top" was the Second Place winner in the single-image color slide category in the 1989 *All Hands* Photo Contest. See story, Page 18. Photo by PH1 Michael D. Flynn.

News You Can Use

Personnel Issues

Filipino sailors may get U.S. citizenship

Under legislation currently being considered by Congress, Filipino sailors will have the opportunity to become U.S. citizens and gain access to some Navy programs previously closed to them.

A bill passed by the House of Representatives seeks special immigrant status and subsequent naturalization for aliens after serving 12 years in the armed forces, or six years with a valid reenlistment contract to obligate to at least 12 years. The bill is now before the Senate.

In testimony before the Immigration Subcommittee of the House Judiciary Committee, RADM Francis R. Donovan, Commander, Naval Military Per-

sonnel Command, stressed the need to ensure that alien members are not disadvantaged in their careers in such crucial areas where eligibility for officer programs and career specialties require U.S. citizenship as a prerequisite.

Approximately 400 Filipinos can enter the Navy each year under the U.S.-Republic of the Philippines military bases agreement of 1947, but as many as 100,000 apply. All are high school graduates, with a majority having college degrees in engineering and other technical fields. Since 1979, 3,746 Filipinos have enlisted in the Navy. □

New CREO classifications

The Navy's classification for career reenlistment objectives of all enlisted ratings has been revised. CREO classifications "A" through "E" have been eliminated and replaced by categories 1, 2 and 3, which describe rate manning conditions ranging from undermanned to overmanned.

Category 1 equates to less than 97 percent manning level in the designated rating; category 2 represents a 97 to 103 percent manning level; and category 3 a manning level more than 103 percent. CREO classifications for E-7 through E-9 have also been eliminated since personnel in these paygrades were viewed as careerists not subject to the objectives of CREO. CREO assignments have been made gender specific to assist in managing numbers of men and women.

People in category 3 rates generally face slower advancement in grade due to overmanning at higher paygrades and are advised to take advantage of rate conversion programs available to them in order to enhance their advancement opportunity. Commanding officers are authorized to reenlist personnel in category 3 without Naval Military Personnel Command approval if the service member meets certain criteria. Reserve personnel are encouraged to convert to rates in categories 1 and 2, return to drilling status or request USN reenlistment from NMPC-212.

Ask your career counselor for more information or see NavOp 114/89. □

Mail procedures

All official mail must have postage affixed in the form of penalty postage meter imprint, penalty mail stamps, or penalty permit imprint (G-9 permit).

The U.S. Postal Service will return any official mail to sender if it is deposited without proper penalty postage affixed. This change ensures postal accountability for official mail costs. □

Live healthier

Walk a mile every day and you can walk away from about eight pounds a year. Eat 200 calories less a day, and you can add another 10 pounds to that yearly weight loss. □

Obligated service reduced for some Navy schools

A recent Chief of Naval Operations policy decision has reduced the length of obligated service for sailors attending some Navy schools.

Former requirements, as listed in section 7.03 of the Enlisted Transfer Manual, had sailors agreeing to extend up to five years in return for advanced training that led to a Navy enlisted classification (NEC) code.

The new policy changes the obligated service requirement to only 24 months from graduation date for certain critical, undermanned NECs. The NECs listed as Selective Reenlistment Bonus (SRB) eligible are in NavOp 023/89. However, this does not apply to NEC's in the nuclear power field.

Upon completion of obligated service, sailors will be eligible for the SRB rate published in the most current SRB NavOp. See Change 2 of the Enlisted Transfer Manual. □

Five TAR ratings disestablished

Personnel in the Temporary Active Reserve with the ratings of machinist's mate, boiler technician, operations specialist, ship's serviceman and quartermaster are requested to ask for conversion to a new rate within the TAR program, due to those rates being disestablished this year.

Personnel can also request conversion into the regular Navy and still keep their present rating; or a conversion from TAR to the regular Navy with a lateral conversion to another rating. Another option is to remain in the TAR program in the same rating, and continue to be detailed under existing TAR assignments and sea/shore rotation policy. These personnel can always elect to change to the other options. For more information contact NMPC (Code 913D) at Autovon 286-6419/20 or commercial (202) 746-6419/20. □

Commissioning Programs

NROTC/BOOST eligibility

Qualified sailors who want to attend college full time to get a degree and a commission in the Navy can apply for the Naval Reserve Officers Training Corps scholarship program.

Midshipmen can choose from 66 different colleges and universities around the country if accepted for the program and will receive full tuition, books, instructional fees, uniforms and a subsistence allowance of \$100 per month. See NavOp Note of Aug. 21, 1989, or the NROTC Bulletin available at all Navy recruiting districts. Your command career counselor will have complete details on eligibility requirements and application procedures.

Sailors whose academic background may not immediately qualify them for entry into the NROTC scholarship program or the U.S. Naval Academy can apply for BOOST to get them there.

BOOST — Broadened Opportunity for Officer Selection and Training — is an intense yearlong course of instruction in math, science and English designed to prepare candidates for entry into the Naval Academy or an NROTC scholarship program.

Sailors who desire to attend officer candidate or aviation officer candidate school may have the opportunity to attend officer candidate preparatory school, an affirmative action program established to better prepare students for entry to college. OCPS provides an intensive 10 weeks of academic, military and physical fitness training instruction. Individuals applying for OCS or AOCS will be screened by Commander, Navy Recruiting Command prior to selection for OCPS. For more information see your career counselor or call Autovon 226-4733 or commercial (202) 696-4733. □

Hugo vs. Charleston

Hurricane hits hard

Photos by PH3 Tom Petry

The Navy in Charleston began preparing for the battle seven days before it began. During the next 72 hours it became clear that the enemy was advancing relentlessly on the base and that no force on earth could prevent the destruction that accompanies this kind of all-out assault. Contrary to the instincts of men trained to attack, the commanders of the Navy's surface and submarine forces agreed that the most sensible course of action would be a quick and orderly *withdrawal*.

So it was that, the day before the impending destruction, 14 Navy ships put to sea from the Charleston Naval Base. The sailors on board those ships looked back as land slipped below the horizon. Some of their

families and friends had evacuated the base and town, but many brave souls had remained. Those who stayed behind would face the destruction of Hurricane Hugo together.

By the morning of Sept. 21, sailors were busily securing the ships that remained in port. Fourteen ships that hadn't put to sea were moved to storm-safe berths.

"Port utilities crews joined civilian workers and ships' crewmen to get services disconnected from the ships," said Chief Boatswain's Mate Eric Erickson. "It was hectic, but we got everything done."

Once the ships were safely in their berths, recently vacated piers had to be secured. "We removed everything that wasn't bolted down," Erickson



said. "Any loose item can become a dangerous missile hazard in a hurricane situation. Luckily, we had great planning and a lot of time to get ready for the storm."

The civilian community was also responding to the imminent threat. Local officials had ordered the evacuation of trailer parks and all low-lying peninsula areas. Interstate 26 and U.S. Highway 52 were teeming with cars headed out of harm's way.

The day's last light fell on the community as people made final preparations for the rough night ahead. The community had, over the previous week, bought up all available bottled water and canned food. Batteries and flashlights protruded from every shopping bag as the remaining mem-



Hurricane Hugo's destructive force was apparent on land and at sea, at Naval Base headquarters and the base marina.

Hurricane

bers of the town and base heeded the precautions broadcast constantly on local radio and television stations. On and off base, storekeepers boarded windows and one by one closed their doors. The community was as prepared as it could be and the people braced for nature's furious display.

Soon after dark, the storm's winds began to buffet the shoreline and by 10 p.m. winds approaching 70 mph accompanied rain squalls throughout the Charleston area. The winds picked up and the last recorded wind gust was measured at 100 mph at the Naval Oceanography Command, Detachment Charleston. The anemometer was blown off the building. The town and the base lost power.

From his vantage point, LCDR Mark Wolley witnessed the effects of the awesome power of the storm. He was on the bridge of USS *Richmond K. Turner* (CG 20) pierside.

"It was amazing," he said. "You could see electric transformers around town exploding one by one. There'd be a blue burst of light and a pop. Then another one would go. It was incredible."

At sea, aboard USS *O'Bannon* (DD 987), Operations Specialist 2nd Class Ricky Hollander worriedly monitored the havoc the storm was causing ashore. "We got news reports about Hugo," he said. "We had rain and 15 to 20 foot swells. We were pulling our hair out worrying about our families."

As *O'Bannon* was riding out the deluge at sea, a different phenomenon of the hurricane was taking place ashore.

At midnight, the winds died and the rain eased. As the eerie calm of the storm's eye passed over the naval station, storm-shocked residents were able to venture out to assess the damage. Crews from port services scurried along the piers, replacing broken lines and trying to secure scattered debris before the trailing edge of the storm turned them into deadly projectiles.



The calm, which lasted 30 minutes, provided CDR Daniel Whitford time to reassess his ship's situation. Whitford, commanding officer of USS *Narwhal* (SSN 671), discovered that the storm had ripped his submarine loose of all but one mooring line and that it had drifted to the center of the Cooper River. *Narwhal's* crewmen, working with tugboat crews, tried to get the sub back to the pier. The wind and rain began again.

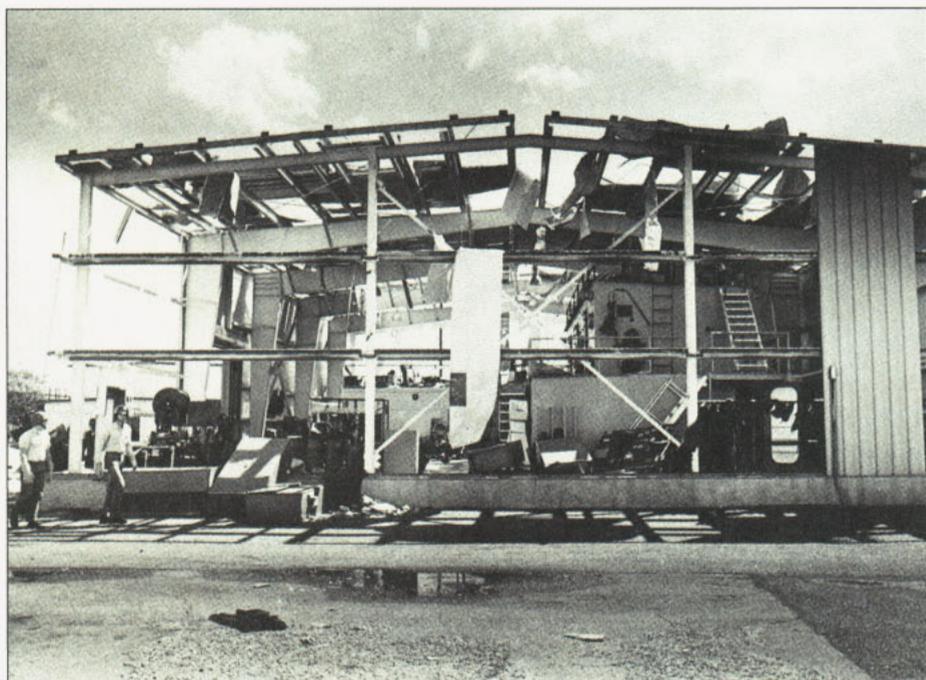
As the eye of the storm closed around them, Whitford took action to protect his sub. "The only thing left to do was submerge," he said. *Narwhal* rode out the second half of Hurricane Hugo with only part of its conning tower exposed to the storm. Eight hours later, the submarine surfaced without damage.

The trailing half of Hurricane Hugo proved to be even more powerful than the leading half. Winds of 112 mph were clocked by *Turner* crewmen. "We thought the second half of the storm was going to be about the same as the first, but it was quite a bit more severe," said Wolley. Around 1 a.m., Wolley saw a berthing barge break loose from its moorings and get under way. "It was amazing — it was probably going 10 to 15 knots, like a ship going out to sea," he said.

All through the night, Navy men and women assigned to Naval Hospital Charleston worked to aid victims of the hurricane. The hospital took in 80 humanitarian evacuees from area nursing homes and hospitals. Hospital staff members made 74 emergency ambulance runs,



Left: Thousands were helped by Navy Relief.
Below: SeaBees use a jackhammer to clear rubble from a leveled power substation.



The Fleet Mine Warfare Training Center sustained major structural damage.

Hurricane

14 of which were considered life threatening to the ambulance crews.

The fury raged on until 3 a.m. But just as the passing of the storm brought a sigh of relief to the Charleston residents, soon daylight would bring a moan of disbelief. Hugo had destroyed everything in its path.

Familiar landmarks were either missing or damaged so badly they were unrecognizable. Huge trees, some several feet in diameter, were broken off or completely uprooted. Homes were razed and belongings flung over miles of neighborhoods where no trace of normal, everyday living could be found.

But to the people of Charleston, who faced the job of rebuilding their town and their lives, neighborhood meant more than a group of homes. And to the Navy people of that area, community was a *feeling*.

Within hours of the storm's end the Navy and the community came together. A Naval Hospital Charleston crew of doctors, nurses and corpsmen set up an aid station in hard-hit McClellanville within hours after the storm. This team later divided into smaller units and provided medical assistance to victims in a wider area of the storm's path. Throughout the region, hospital staff members worked with civilian community medical centers to ensure that care was given to those who needed it regardless of whether or not they were affiliated with the military.

Sailors from USS *George Bancroft* (SSN 643) (Gold crew) split into teams and went out into the community armed with chainsaws to help clear roads blocked by fallen trees. Other crewmen worked at a downtown food distribution point and set up a system for unloading the many supply trucks that were arriving from across the country.

SeaBees manned heavy equipment, clearing roads to hospitals and into the center of town. Construction Bat-



talion Unit 412 was augmented by 108 SeaBees assigned to Naval Mobile Construction Battalion 133 from Gulfport, Miss. Others came from as far off as Port Hueneme, Calif., to help with the disaster relief effort. All told, the area benefited from the presence of 270 SeaBees.

The Navy Family Hotline, which was established for local residents to answer questions about the hurricane, fielded more than 2,000 phone calls from anxious local and out-of-state family members and civilians. Manned by representatives of the surface, submarine and shore communities, the hotline provided fast answers to questions and solutions to problems arising in the wake of the storm. Updated official information from the civilian and military authorities provided a much needed sense of order in the days following the hurricane. Sailors who manned the phone lines responded to queries

ranging from ship arrival times to where a young mother could get diapers.

A family crisis center was set up at a base recreation center as Navy Relief, Red Cross and Navy legal service representatives helped sailors put back the pieces of their shattered lives. Temporary housing referral was set up, as well as a nonperishable food distribution point for hard-hit Navy families.

"We wanted to provide a place where Navy families could get money, food and housing if they needed it," said CAPT Robin J. White, ComNavBase chief of staff. "We wanted people to concentrate their energies more on getting their lives back together than running around trying to get the basics."

Slowly, the community has regained its balance. Hurricane Hugo was responsible for more than four deaths in the area and billions of



Left: Hugo's force reached out and touched everything in its path. Below: Sailors at Naval Weapons Station help patch roofs on base housing. Much of the housing suffered roof and siding damage.



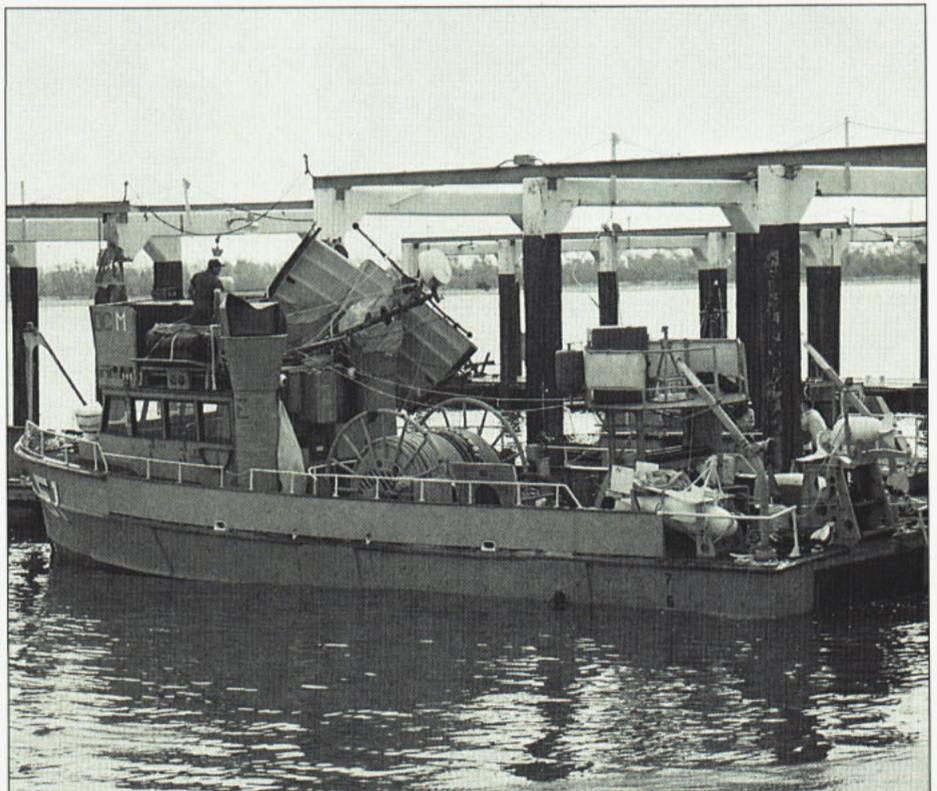
An unlucky intercoastal minesweeping boat lost its bridge while it rode out the hurricane at pier side.

dollars worth of damage. The city has begun to rebuild what can be saved. The structures that were damaged beyond repair were torn down.

Homes have been rebuilt and people's lives are returning to the normal, quiet pace enjoyed before the storm. The community's vital signs could be measured by its response to another disaster, the earthquake in California Oct. 17, 1989. The people of Charleston and surrounding areas sent truckloads of food and clothing to the quake stricken California cities barely a month after their own devastation.

In the wake of Hurricane Hugo, the Navy and civilian communities have looked back and remember the destruction, but are now able to look ahead and rebuild their lives. □

Information for this story was provided by Mark Lytle, editor of The Bow Hook, Charleston Naval Base, S.C.



Hugo

vs.

Puerto Rico

Storm batters Caribbean

The peaceful islands of the Caribbean were battered by 130-mph winds when Hurricane Hugo cut a path toward mainland United States. The storm left buildings flattened; huge trees uprooted; water, electricity, and communications out. But the Navy was there to help during the storm and afterward helped rebuild on the base and civilian communities.

The Naval Oceanography detachment at Naval Station Roosevelt Roads, Puerto Rico, began tracking Hugo on Monday, Sept. 11 when it looked like it would develop into more than just a tropical storm in the Atlantic.

The weather detachment maintained a vigilant watch on the storm

but as Hugo came closer, "Roosy Roads" began to feel the hurricane's destructive wrath. A window air conditioner blew in striking Aerographer's Mate 3rd Class Jane Woodrow, causing one of two injuries reported on the base.

"I thought a wall had caved in on me," Woodrow said. "All I felt was pain. But I was lucky, it could've been worse."

After Woodrow was injured, the officer in charge of the detachment, LT R.L. "Brad" Braddock, ordered everyone to evacuate except himself and the leading petty officer. The extreme left edge of the eye of the hurricane passed over the station before the winds shifted to once again begin to

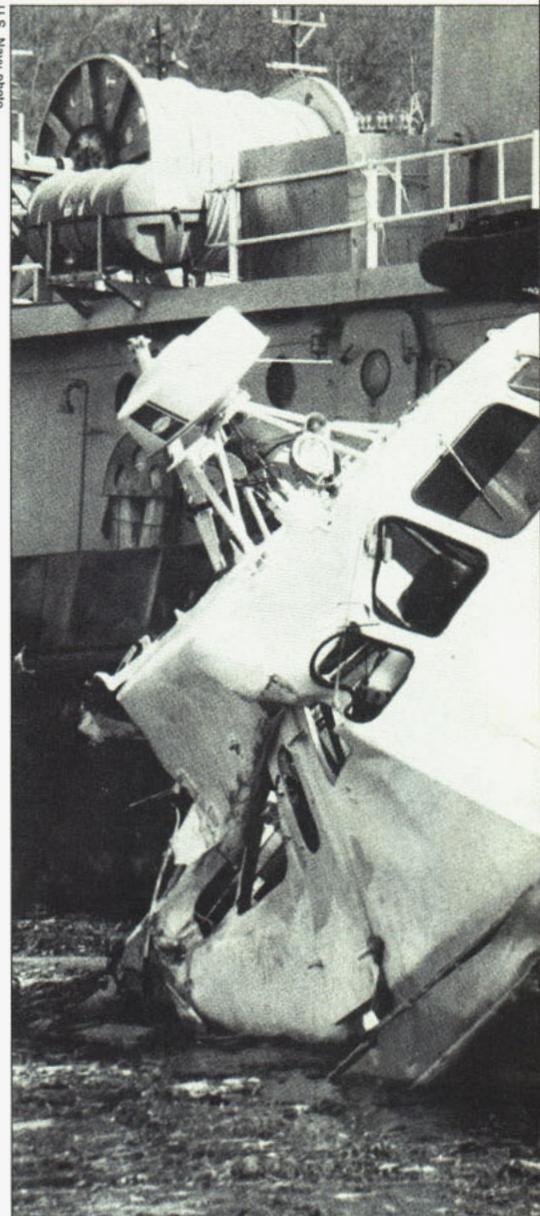
batter the storm torn buildings.

Braddock watched in despair as equipment and palm trees blew across the road, while gravel from the station pelted the paint and windows of the cars belonging to det personnel.

The morning after Hugo, when the "all clear" siren sounded at Roosevelt Roads, families emerged from their sanctuaries to see what was left of their homes and belongings. While only two people were injured on base, 26 people lost their lives in the Caribbean region as a result of Hugo.

Hospital Corpsman 3rd Class Jorge Arroyo, a native of Puerto Rico and assigned to the Roosevelt Roads Naval Hospital, rode out the hurricane with his mother at his home.

U.S. Navy photo





Left: A torpedo recovery boat at Naval Station Roosevelt Roads, Puerto Rico, was battered by Hurricane Hugo's 130-mph winds. Below: Sailors dispense thousands of gallons of drinking water each day.



U.S. Navy Photo

"I've lived through quite a few hurricanes, so Hugo wasn't an unusual experience," he said casually. "It just sounded like a train passing outside the house. Luckily, mom's house only suffered minor damage."

Considering what might have been, the Navy community was lucky. CAPT Mike F. O'Brien, attributed the base's nonfatality rate to adherence to the destructive weather plan, excellent communications, and the bunker-like construction of the base buildings.

"We came together as a family," he said. "We're back to basics now — food, shelter and water."

Although things were at least back to basics in Puerto Rico, on the island

of St. Croix not even the basics were available. The island was without electricity, communications and water until the Navy arrived.

Three Navy ships came to the aid of St. Croix residents. USS *Valdez* (FF 1096), USS *Stephen W. Groves* (FFG 29) and USS *Pensacola* (LSD 38) used their shipboard evaporators to distill water for the islanders.

"At first no one knew we were here to help," recalled LT Thomas E. Johnston, chief engineer on *Pensacola*. "The island's internal communications system was totally destroyed. During our first water run we pumped 900 gallons of water into a truck-drawn water tank and a couple of 'water buffaloes,' and drove to

Sunny Island Shopping Center, a local gathering place. We made up a sign that said, 'drinking water' and waited for the news to spread by word of mouth."

Pensacola's "water brigade" dispensed thousands of gallons of water throughout the following week, gradually increasing its hauling capacity by adding additional water tanks and buffaloes flown in from Roosevelt Roads. *Pensacola's* evaporators distilled about 20,000 gallons each day, with about 11,000 gallons of that going to the islanders.

Along with supplying water, the amphib's crew members were assigned to working parties to help in the community's cleanup. The ship's

Hurricane

electrician's mates restored electrical power to the island's federal buildings before turning their attention to the prison, university and other key structures.

Back at Roosevelt Roads, Navy people rallied to provide emergency relief to other hurricane damaged areas of Puerto Rico. Many base families were left on their own as service members reported to work for disaster relief duty.

Anticipating food requirements for working parties and hurricane victims, base food service officer LT Dwight Ferguson, the mess specialists and their families, sought refuge in the galley.

"We prepared food throughout the storm," Ferguson said. "When a third of the roof came down on top of the ovens, we moved our operation onto the mess decks. By the time the hurricane had passed we had cooked 600 hot meals and prepared 600 bag lunches."

To accommodate the steady stream of air traffic bringing supplies from the states, a Marine Corps air traffic control squadron from the Second Marine Air Wing based at New River, N.C., established an auxiliary airfield.

Navy Disaster Assistance Teams spearheaded a massive federal relief effort expected to total millions of dollars. The teams were dispatched to the islands of Culebra and Vieques to support communities near the Atlantic Fleet Weapons Training Facility and Naval Ammunition Facility. Teams were also sent to the nearby communities of Cieba, Fajardo and Naguabo to restore emergency electrical power to hospitals and water to the communities.

"After powering up the hospitals, one of the first local priorities was to repair the underwater water main stretching from the town of Fajardo to the island of Vieques," said RADM John A. Moriarty, Commander, Naval

Activities Caribbean.

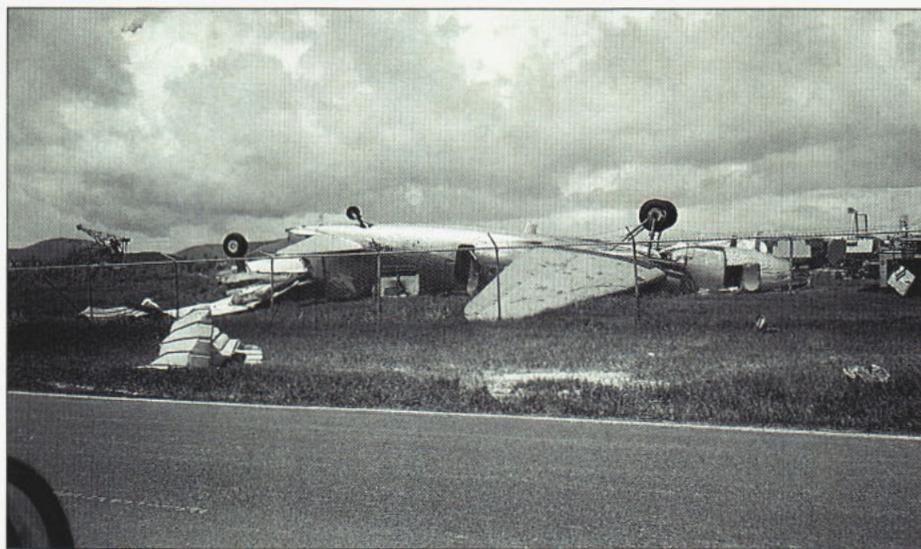
Puerto Rico's capital, San Juan, suffered minor damage, but drinking water was scarce there as well. Three Navy ships, USS *Valdez*, USS *Dahlgren* (DDG 43) and USS *Austin* (LPD 4), made water at sea, then pumped it into 10,000-gallon plastic bladders at one of the city's piers. Marines from Cherry Point, N.C., set up a portable water plant at Luquillo Beach which converted sea water into 600 gallons of drinking water per hour.

As disaster relief continued from the naval station, base officials wrestled with the restoration of electrical power and the need to provide basic services. Within two weeks communications were restored and water was being pumped to nearly all locations on the base.

Part of the repairs were made by Naval Mobile Construction Battalion 7, out of Gulfport, Miss. The SeaBees were on deployment to Camp Moscrip at Roosevelt Roads and evacuated to safe ground for the storm but were on-scene as soon as the hurricane had passed.

The SeaBees began by cleaning up their camp which one of them described as "ripped apart beyond belief."

"I couldn't believe how the wind had uprooted trees that had become landmarks here," said Yeoman 3rd Class Herthel Stephens, a member of the first damage assessment team to reach the camp. Work crews spent a week boarding up shattered windows



U.S. Navy photo

Hugo's power demonstrated by overturned aircraft.

and clearing away debris from base housing. Others helped in the outlying communities.

A dozen SeaBees used their free time to help rebuild a section of roof at a senior citizen's home in the town of Cieba.

"We wanted to help these people forget what Hugo had done," said Chief Builder Wade Hawk, the project supervisor. "The feeling of fulfillment we get from helping the community makes giving up our time worthwhile."

Newly arrived from homeport in Port Huenene, Calif., NMCB 5 spent their first two weeks in Puerto Rico covering roofless homes with large plastic sheeting, restoring plumbing and creating temporary shelters.

The director of federal programs for the town of Cieba, Antonio Crus, expressed his appreciation and summed up the Navy's involvement following the hurricane: "The Navy has suffered its own damage, yet it has been very responsive to the community."

The town's maintenance engineer reemphasized that sentiment. "I prayed and the United States Navy came." □

Story compiled from reports by JO2 Tom Logan and JOSN Robert Wagner, assigned to the Navy Public Affairs Center in Norfolk, and JO2 Mark Ellis of NMCB 7, Gulfport, Miss.

CNO Retention Team

Story by JO3 Todd Hansen

A more even distribution of promotions for sailors in FY90, projected pay raises and the Chief of Naval Personnel's philosophy of personnel management were some of the important topics discussed by the Chief of Naval Operations Retention Team in Norfolk late last summer. The team travels extensively throughout the year in the United States and overseas providing sailors with up-to-date information on personnel issues and answering questions.

"Delayed selective reenlistment bonuses, mandatory four-month planned rotation date extensions, and the Early Out program are not planned for fiscal year 1990," said CDR Andy Finley of the Accession and Retention Branch of the team. "As for advancements, the numbers speak for themselves. More than 35,500 sailors advanced to E4/E5/E6 from the March '89 exam." This number increased to 42,000 on the September '89 exam.

Other issues discussed were retention, selective reenlistment bonuses, recruiting duty, medical issues, retirement benefits, enlisted policy issues, pay increases and women in the Navy.

The purpose of the briefing team is to acquaint area retention team members with Navy policies and procedures that can be passed on to their commands, Finley explained. The team also takes the concerns of sailors back to Washington, D.C., for review by VADM Mike Boorda, Chief of Naval Personnel.

"VADM Boorda is known as the 'sailor's admiral,'" Finley said. "Believe me, he doesn't like to see them get the bad end of any issue."

Finley's words were emphasized by a personal message from Boorda.

"Say 'yes' to everything unless you can convince yourself there is a logical reason to say no. We will always

try to do what's right for the individual *and* the Navy," the admiral stressed.

Finley said that there are good things to look forward to in the future, such as an anticipated 3.6 percent pay raise in fiscal year 1990 and a proposed 3.2 percent raise in 1991, but there are challenges as well.

"We had a 4.1 percent pay raise during fiscal year 1989 which exceeded inflation," he explained. "However, there are other challenges which face the fleet like retention and a shrinking manpower-pool. The rising attrition rate is also becoming increasingly noticeable. We're losing too many sailors after their first enlistment."

The dual problems of retention and recruiting were major issues addressed in depth by the team at the Norfolk briefing.

"Recruiting duty is now receiving top-level attention because it is one of our bigger challenges," Finley said. "A tour in recruiting is a very tough and demanding assignment but those who succeed also know that it's a most rewarding experience. They know they helped recruit the best talent to help the Navy to fulfill its worldwide mission."

Sailors with questions about Navy programs, opportunities and assistance should contact their command career counselor or call 1-800-FOR-NAVY (1-800-367-6289). In Virginia, the number is 1-800-572-4052 and in the Washington, D.C., metro area, the number is 538-2228. □

Hansen is assigned to the Navy Public Affairs Center in Norfolk.

Retention Team Trip Schedule for 1990

January — Gulf Coast

Pensacola, Fla.; Corry Station, Fla.; Whiting Field, Fla.; CBC Gulfport, Miss.; Kingsville, Texas; Corpus Cristi, Texas; Beeville, Texas

February — West Coast

Bangor, Wash.; Bremerton, Wash.; Whidbey, Wash.; NAS Fallon, Nev.; Alameda, Calif.; Moffett, Calif.; Oakland, Calif.; Lemoore, Calif.; Point Mugu, Calif.; Long Beach, Calif.; San Diego (7 sites); Adak, Alaska

March — Central

Memphis, Tenn.; Meridian, Miss.; Great Lakes, Ill.

April — Southeast

Charleston, S.C.; Jacksonville, Fla.; Cecil Field, Fla.; Kings Bay, Ga.; Mayport, Fla.; Orlando, Fla.

May — Europe

Keflavik, Iceland; Scotland; London; Naples/Gaeta; La Maddalena; Sigonella; Rota; Germany

July — Caribbean

Bermuda; Roosevelt Roads; Guantanamo Bay; Key West

August — East Coast

Patuxent River, Md.; Norfolk, Va.; Little Creek, Va.; Oceana, Va.

September — East Coast

Philadelphia; Lakehurst, N.J.; Earle, N.J.; New London, Conn.; Newport, R.I.; Portsmouth, Maine; Brunswick, Maine

Briefings are given to naval bases, air stations, hospitals and other major installations in the above areas.

Moving UP

Careers get rolling aboard "Lex."

Story by JOC Robin Barnette, photos by PH1(AC) Scott M. Allen

Like anything else worth having, getting what you want in the Navy takes a lot of hard work. Maybe that's more true of "GenDets" than of anyone else. They are the new sailors assigned to "general detail" — given a non-specific assignment as an airman, seaman or fireman. They really start at the *bottom*.

But "hard work" is a vague phrase — what is it exactly, that makes it possible for the most junior Navy personnel to get ahead in the Navy? The answer is complex.

Aboard USS *Lexington* (AVT 16), the Professional Development Board plays a key role in the careers of GenDets. A panel of nine senior enlisted personnel meets monthly to review the proposed career moves of sailors, ensuring the correct paper work is complete and asking ques-

tions of the individual and that person's present and future supervisors. The panel wants to know about the sailor's work record, motivation and aptitude for a rating.

"The reason for having the board is the need to be objective," said Senior Chief Navy Counselor Pete Tischer, who manages the board. "It's so that sharp people don't get stuck in one area. It also gives more punch to a request sent to Naval Military Personnel Command when there's a board's recommendation with it. And the commanding officer always backs us up."

The overall responsibility for professional development aboard "Lex" is laid on the shoulders of Tischer and the command master chief. But Tischer said that isn't enough to make the system work.

"The whole chain of command has

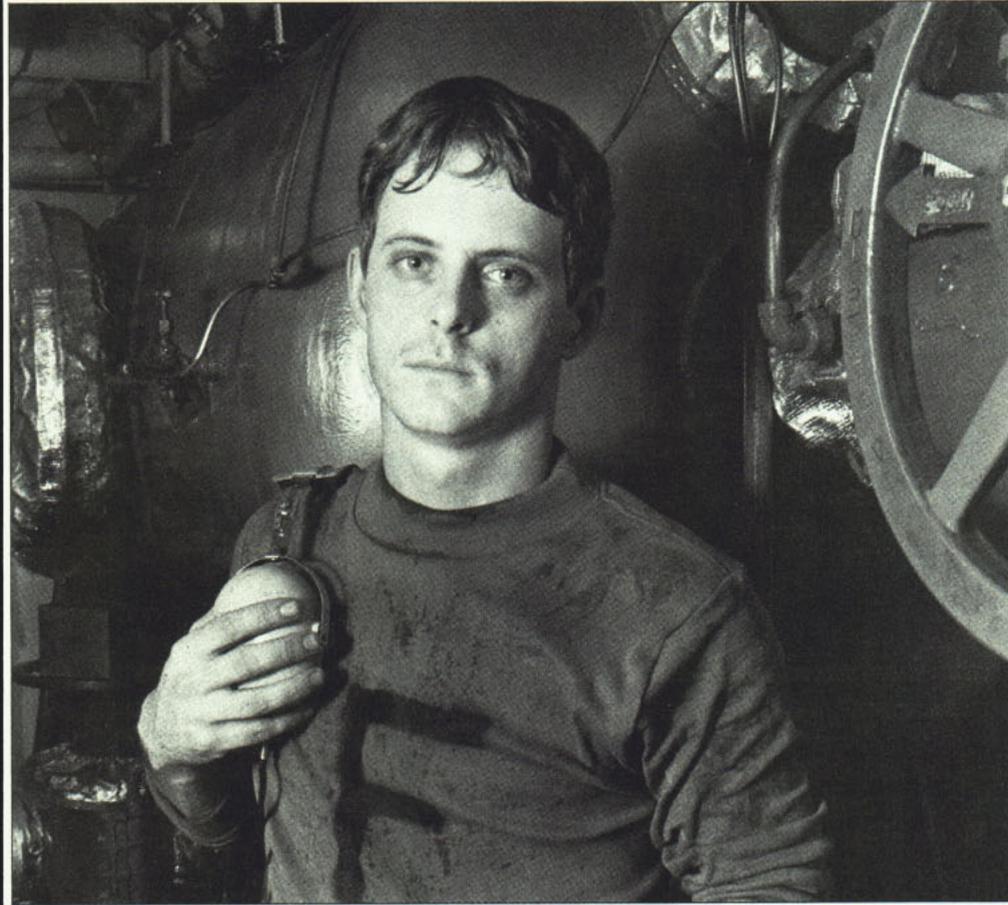
to be involved," he said. "The division career counselor, the leading petty officer and the leading chief all have to follow up. But it's the individual who has the ultimate responsibility."

Carrying out that responsibility isn't easy.

"When I first came in, I tried nuclear power school, but I couldn't cut it," said Aviation Electrician's Mate 3rd Class Ben Sally. "I was sent to *Lexington* as a fireman." He found himself assigned to "B" division working in engineering with the boiler technicians. But Sally had a different dream.

"I've always liked aviation. The first toy I remember was a toy jet," said Sally. So he made up his mind to be an airman and, later on, an aviation electrician's mate.

During lunch breaks he worked in



AN Yaider, working in *Lexington's* air department fuels division, says he gets constant training from his chief and LPO. It's a key part of his professional development.

air department's flight deck division, V-1, and also spent a couple of hours every night with a helo squadron working with the AEs to learn the rating he wanted to get into.

Sally was successful — the Professional Development Board approved his change to airman and as soon as operational commitments allowed, he moved from engineering to air department. For him, the key to his success was his dream of working with aircraft.

Two of Sally's shipmates have a different focus. Airman Ward Yaider and Aviation Boatswain's Mate (Fuels) 3rd Class Larry Mitchell work in V-4, air department's fuels division. It's the training available to them that's most important to their success.

"The chief and LPO constantly call us in for training," said Yaider.

"Close to the advancement exam,

they hold training every day," Mitchell concurred. "They help everybody."

The unqualified support of immediate supervisors is essential, no matter what you want to do. For another sailor, help in completing the required courses is what he appreciates. "If we need anything, the chief and LPO are always there to help us," said Airman Richard W. Bilinski in V-1. "They make sure we get our PARs signed, work with us on our courses. Sometimes you get lost — don't know what the course is talking about — and they explain it."

For someone who wants to cross from one field to another — from fireman to airman as AE3 Sally did, for example, — you need more than support within your own division; you also need support from the chain of command in the division to which

you want to transfer.

"I go up to the dental clinic all the time," said Seaman Conrads Harris, who was assigned to 1st Division under the first lieutenant when he reported aboard *Lex*. He was offered Radioman "A" School, but turned it down to come to *Lexington* as a seaman so he could strike for dental technician. "DT3 Moody helped me with the courses. They've been behind me 100 percent."

"He came in and said he wanted to strike," said DTC Jeannie Scarborough, leading chief for the dental division. "When I told him what he needed to do, he started working on it right away. He comes in a lot to talk with us. Harris is working with the DTs, cleaning instruments, assisting the dentists and observing a lot. He helps us as much as he can — he's real interested and motivated."

Scarborough said Harris would work with the DTs, as his regular duties in 1st Division allow, for three months probation. "After that, if he works out, we'll put in his request for 'A' school," she said.

One of Harris' co-workers is also pursuing a job in another division. "I took the test for gunner's mate," said SN Columbus McCoy, "but I didn't make it. I need to study a lot harder. There are a few gunner's mates in security department I can work with — I need to do more OJT, too."

McCoy visits security as often as possible. "They are really busy working with the master-at-arms," he said, "but if I go in, they try to squeeze me in [for training]."

The chain of command in 1st Division encourages sailors such as Harris and McCoy to work with the other

Moving UP

SN Harris turned down a chance to attend Radioman "A" School to strike for the dental technician rating. He puts in a full workday for the first lieutenant and works as much as possible in dental division.

divisions, but it takes a highly motivated person.

"They set a goal and work at it," said Boatswain's Mate 1st Class Charles Vittitoe, LPO of 1st Division. "Mostly they do it on their own time, although sometimes we can let them go out for OJT, especially if they're really motivated here."

LCDR David Jacobs, *Lexington's* first lieutenant realizes that not everyone is cut out to be a boatswain's mate. "The good workers who don't make trouble are the ones who get what they want. I tell them that."

So it's not enough to be motivated in one job — you have to be motivated in both jobs.

Lexington's command master chief, Master Chief Yeoman D.L. DuBose, tells a story about two women sailors who wanted to be ship's servicemen to illustrate how far motivation and determination can take you.

"The SH rating was jammed up with people, and the 'A' school was jammed up," he said. DuBose and others on the Professional Development Board thought that it was impossible for the two women to get what they wanted. "But they insisted, so we backed them up and sent them to the SH division. They passed the 3rd class test and made it." DuBose laughed at the memory. "I had to eat my words."

Aerographer's Mate Airman Krista



Secord may be a classic example of a GenDet's hard work and motivation toward a goal leading to success.

"I saw AG and hospital corpsman in the recruiting literature when I joined and was interested," Secord said, "but the schools were closed. I went through apprenticeship training after boot camp and got orders to Lex."

"She showed up in the weather office her first day on board and said she wanted to be an AG," said AGCS

Terry Latham, Secord's present LCPO. "She hadn't even been assigned to a division yet."

As a GenDet airman, she was assigned to air department's V-6 division, ground support equipment.

"She had to go to her parent division," Latham said, "because it couldn't afford to let people go. She had to prove to her division — and my division — that she was serious by her hard work, doing her courses and working long, extra hours."



Left: AN Secord was able to realize her dream of becoming an aerographer's mate by her determination, hard work and with a lot of help from the leading chiefs of both ground support equipment division and the weather office. Below: AN Bilinski depends on his chain of command in flight deck division to help him get his courses completed.

There were some problems, as Latham found out when he talked with the division chief of V-6.

"He was reluctant to let her go to the weather office," Latham said. "He wasn't real happy with her work." Secord's heart just wasn't in ground support equipment. "It was hard for her to do. She had to understand that she had to perform above average in V-6 so she could work for the AGs."

A meeting of the Professional Development Board resulted in an agreement that Secord would work with the AGs when Lex was at sea, and in the ground support equipment division in port.

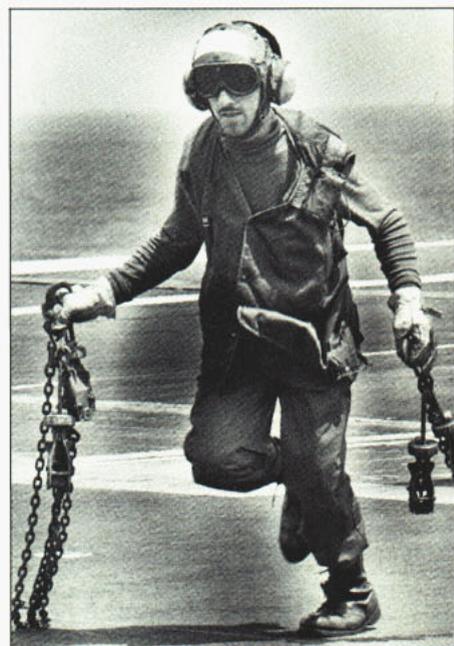
"It was a big turn-around for her," said Latham. "She worked hard, did a good job for V-6. She gave up a chance to go for 3rd class because she knew she had to have 'A' school to make 3rd as an AG. Her reward was getting sent to AG school."

"Lots of people have asked me why I didn't just take the exam for another rating," said Secord, "but if I'm going to be in for five years, I might as well do something I enjoy.

"You have to set your own goals, and then *do it*," Secord continued. "And let your division LPO and chief know so they can support you. They're really busy, and they won't waste their time helping you if you're not 100 percent serious."

The recipe for success in the Navy requires many ingredients: two important ones are support from the chain of command and completion of course requirements. A recommendation from a professional development board can help. Still, it isn't easy to work your way up from GenDet-hood. All these sailors — AE3 Sally, AN Yaider, ABF3 Mitchell, AN Bilinski, SN Harris, SN McCoy, and AGAN Secord — have one ingredient in common: Each decided what he or she wanted to do and went after it.

"I'm always glad to see people figure out what they want to do," said Sally's former division officer, LTJG Dave McCulloch. "And in my experience, it's usually the better workers who make the decision on what they want." That's how we can keep good workers in the Navy,



McCulloch explained, by helping them get what they want.

CMC DuBose echoed that view. "If someone wants a rating," he said, "we help them, and they'll reenlist. If they don't get what they want, they'll get out. They're lost to the Navy."

So the individual GenDet's success in getting ahead becomes the Navy's success — in cutting back first-term attrition and keeping the best people on the job.

NCCS Tischer summed up what it takes: "Total command involvement — that makes the system succeed." □

Barnette is assistant editor of All Hands. Allen is a photojournalist for All Hands.

ALL HANDS

Photo contest winners

The first *All Hands* Photo Contest drew nearly 200 entries in its six categories. Although the majority of the entries were from Navy photographers, people from other ratings entered as well: hospital corpsmen, machinist's mates and gunner's mates, to name a few. Officers and Navy civilians from around the fleet also submitted entries.

The photos covered a wide range of subjects, from the historic Soviet visit in Norfolk to students at the Naval Academy, from dental care to a Marine Corps mascot.

The contest was judged by Russ Egnor, director of the Office of Information Still Photo Branch, Photographer's Mate 1st Class Harold Gerwien, photojournalist for the Secretary of the Navy, and Perry Thorsvik, a former Navy photojournalist for *All Hands* magazine and now a photojournalist for the *Baltimore Sun* newspaper.

The second annual *All Hands* Photo Contest will be announced in next month's issue. See the inside back cover of the February issue for details. All hands are welcome to compete in the second annual contest.



"From Russia with Gratitude"

First Place single image feature color print.
Photo by PH3 Joseph J. Cina, USCinCLant/
CinCLantFit Public Affairs Office, Norfolk. Soviet
Marshal Akhromeyev graciously thanks LT Chris
Liphardt for her C-2 lift from USS *Theodore
Roosevelt* (CVN 71).



“Holiday Routine”

Honorable Mention single image feature color print. Photo by LT Murray C. Norcross, USS *Missouri* (BB 63).



“Shrouded in Old Glory”

Third Place single image feature color print. Photo by PH2 Dolores L. Parlato, Naval War College, Newport, R.I. BM3 Scott Robinson raises the colors at the War College.

Photo contest

“Comrade in Arms”

Honorable Mention single image feature color print. Photo by JO2(SW) Joe Gawlowicz, USS *Dwight D. Eisenhower* (CVN 69). Soviet sailor on watch in Norfolk.



“Thru Ship’s Big Eyes”

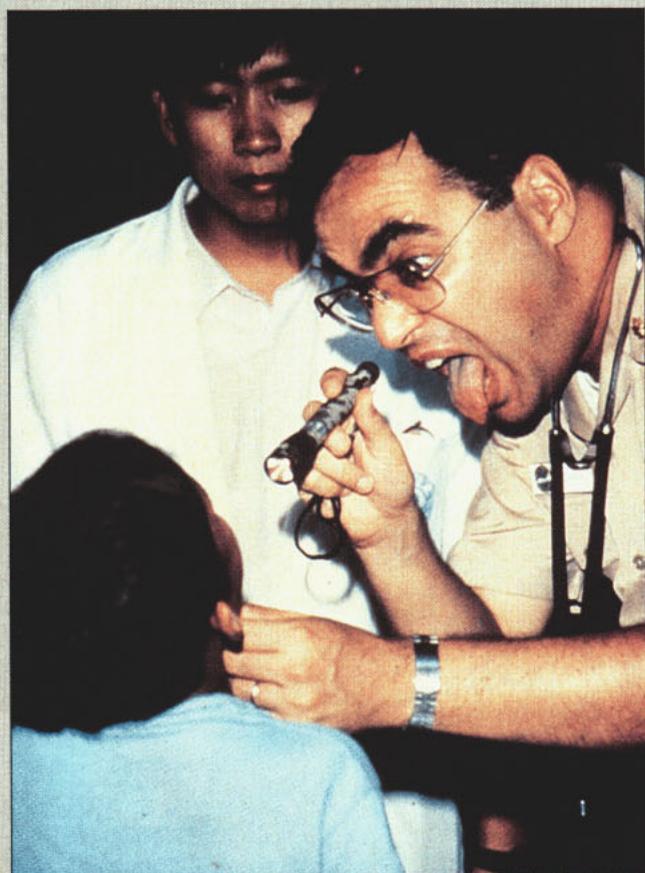
Third Place single image feature color transparencies. Photo by CDR Mike Skahan, NTISA, San Diego. Typhoon evasion in the Sea of Japan.





“Untitled”

Honorable Mention single image feature color print. Photo by LT Jim Palmer, Fighter Squadron 2. A Soviet *Badger* C-Mod on aerial reconnaissance of USS *Ranger* (CV 61).



“Untitled”

Honorable Mention single image feature color transparencies. Photo by LCDR Dirk Titus, Naval and Marine Corps Reserve Center Indianapolis, In.

Photo contest



“Leaving the Nest”

First Place single image feature color transparencies. Photo by PH3 M. Clayton Farrington, USS *Forrestal* (CV 59). F-14 *Tomcat* takes off from *Forrestal*.



“Corporal Rock, USMC”

Honorable Mention single image feature color print. Photo by HM2 Klaus L. Bobishaw, U.S. Naval Hospital, Groton, Conn.



“Antietam comes alive”

First Place photo story color print. Photos by Steven W. Brennan, Space and Naval Warfare Systems Command Washington, DC.

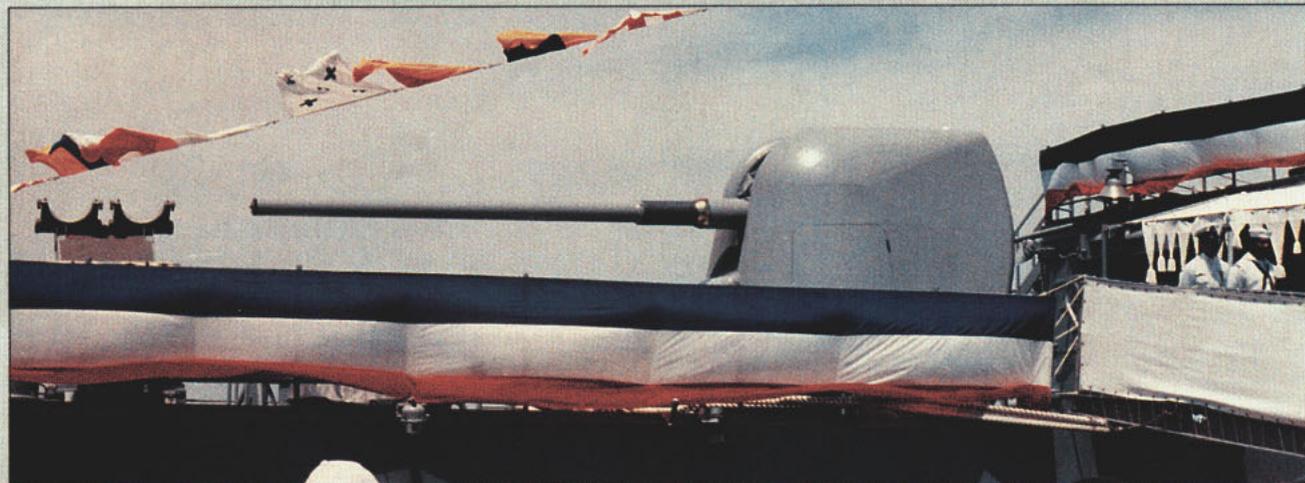


Photo contest



“NAVTAG”

**First Place black-and-white print photo story. Photos by
PHC Paul J. Salesi, U.S. Naval Academy, Annapolis, Md.
Midshipmen compete on the Academy’s Navy Tactical
Gaming System.**

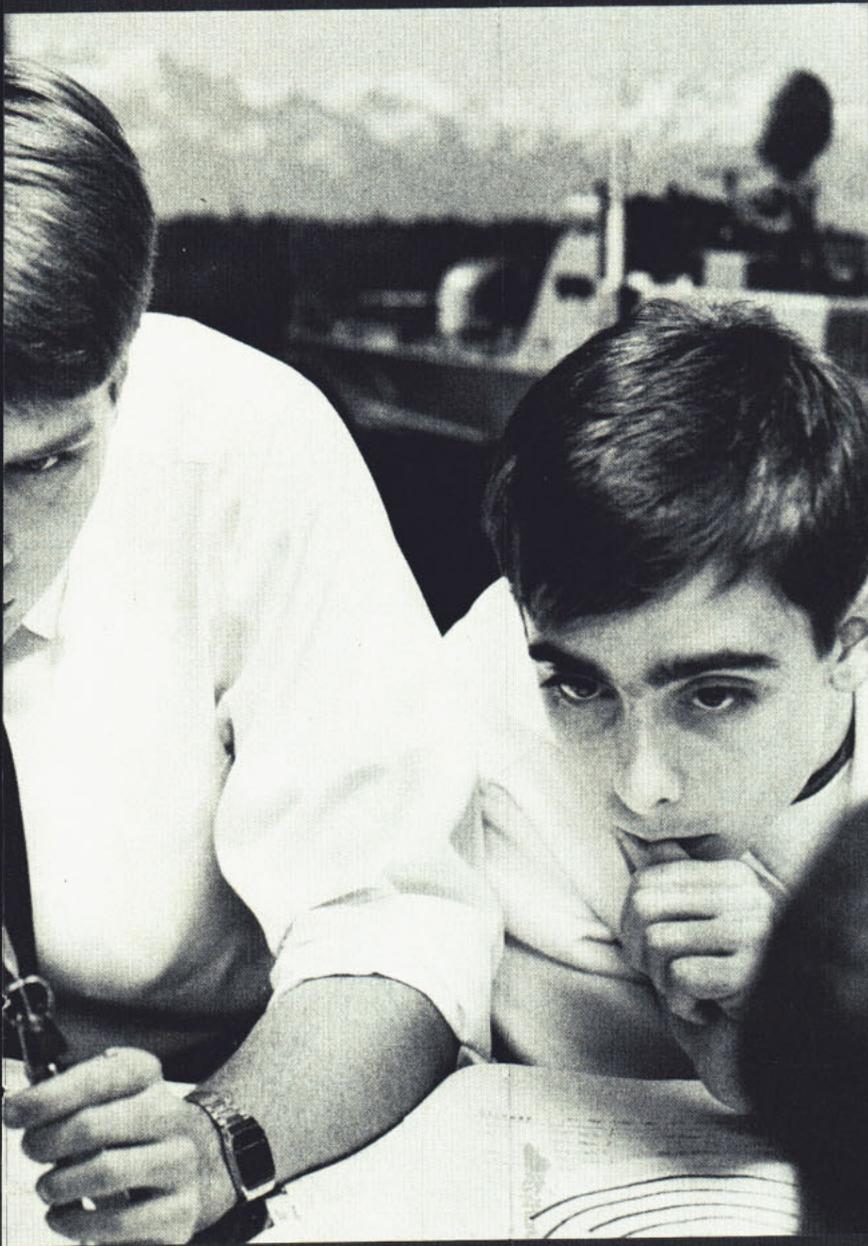
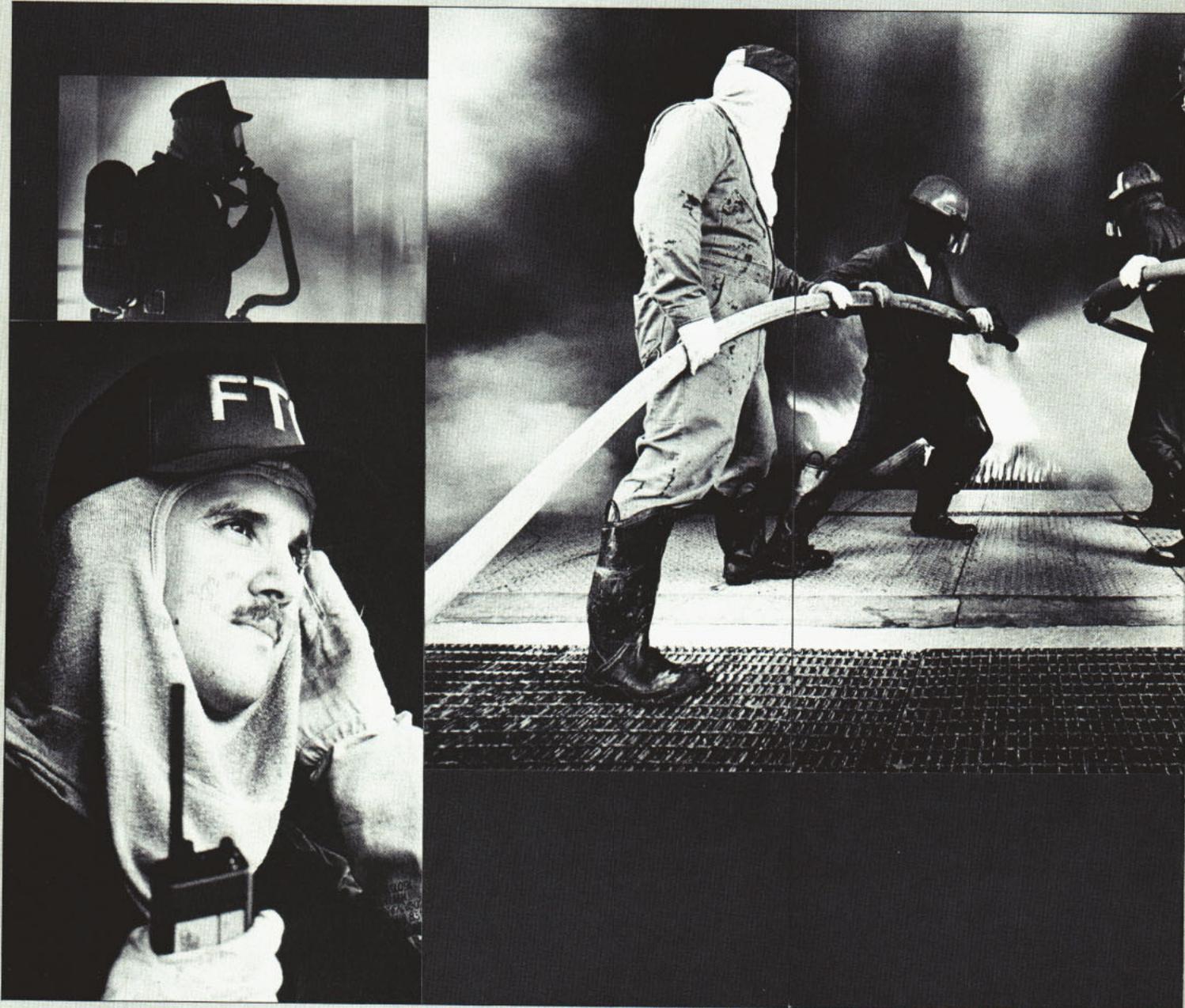


Photo contest



"All in a Day's Work"

Second Place black-and-white print photo story. Photos by PH2(AW) Kenn Klein, Fleet Imaging Center, Atlantic, Jacksonville. Images of firefighting school.



Photo contest

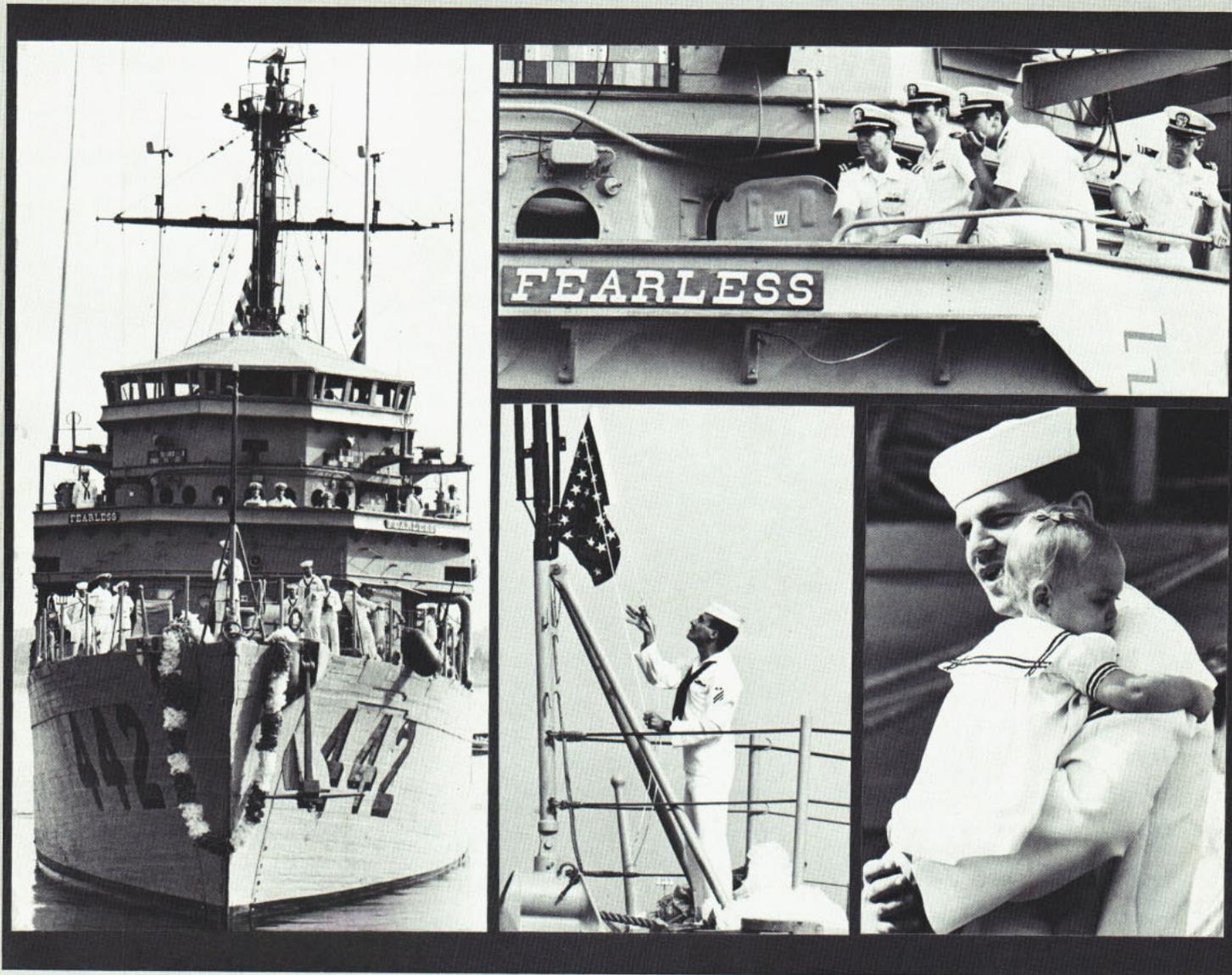


“The Final Farewell”

Third Place black-and-white print photo story. Photos by PH2(AC) Mark Kettenhofen, Fleet Imaging Command, Atlantic, Norfolk. Families of the victims of USS *Iowa* (BB 61) gun turret explosion remember their loved ones. Photo at far left won Third Place black-and-white single image feature.



Photo contest



“Last of the Wooden Ships Return”

Honorable Mention black-and-white print photo story.
Photos by PH3 Thomas Petry, Fleet Imaging Detachment,
Charleston, S.C.



“Soviet Ship Visit”

First Place black-and-white single image feature. Photo by PH2(AC) Mark Kettenhofen, Fleet Imaging Command, Atlantic, Norfolk.

“They’re Here”

Second Place black-and-white single image feature. Photo by PHC Paul J. Salesi, U.S. Naval Academy, Annapolis, Md. Class photo of Hull Technicians at the Navy’s C-1 welding school, Naval Training Command, San Diego.

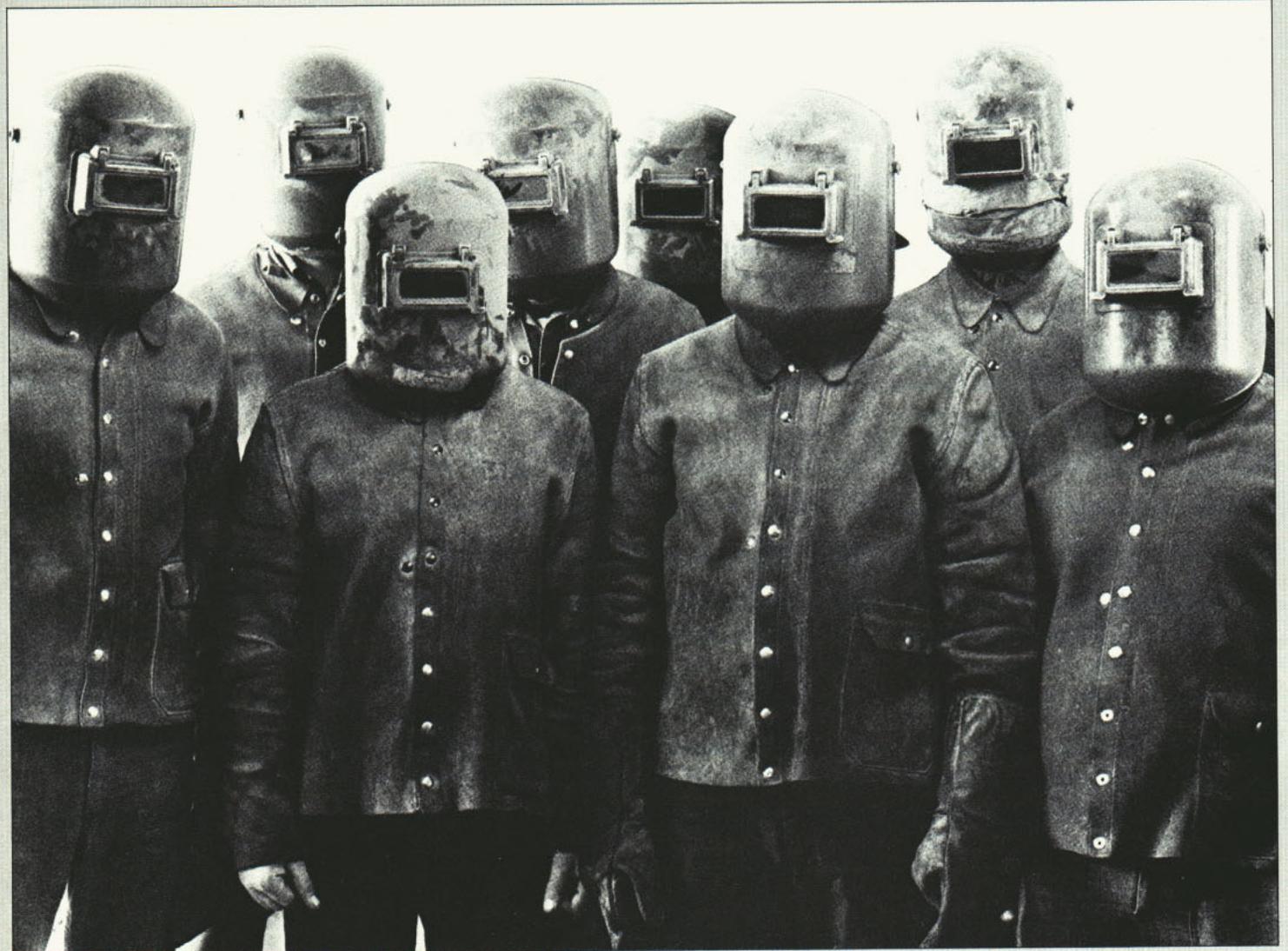


Photo contest

“You Win Some, You Lose Some. . .”

Honorable Mention black-and-white single image feature. Photo by PH2(AW) Kenn Klein, Fleet Imaging Center, Atlantic, Jacksonville. Pipe patch training at Damage Control School in Jacksonville, Fla.



“Academic Silo”

Honorable Mention black-and-white single image feature. Photo by PHC Paul Salesi, U.S. Naval Academy, Annapolis, Md. An inert SM-2 (standard missile) appears ready for launch in Maury Hall at the Academy.





“The Survivors”

Honorable Mention black-and-white single image feature. Photo by PH2 Dolores L. Parlato, Naval War College, Newport, R.I. Wife of a sailor killed in USS *Iowa* (BB 61) gun turret explosion.



“Hanger Deck Sweep”

Honorable Mention black-and-white single image feature. Photo by PH3 M. Clayton Farrington, USS *Forrestal* (CV 59).

Making his move

Premier Navy wrestler shifts to coaching

Story by JO2 Calvin Gatch

War breaks out when the Navy's wrestling coach gets on the mat with one of his wrestlers.

"We go at it," said Aviation Boatswain's Mate Equipment Operator 2nd Class Steven Mays, speaking of his workouts with the Navy's wrestling coach, Master-at-Arms 1st Class Rob Hermann. "Before we start, we agree that whoever takes the other down must buy the sodas. Then we tear each others' heads off. It's great wrestling — it doesn't get any better than that."

Hermann, who works in security at Naval Air Station Pensacola, Fla., has been one of the Navy's premier wrestlers for the past decade. Since 1978, he has won six gold and three silver medals in freestyle wrestling, and six gold, four silver and one bronze in Greco-Roman wrestling at the U.S. Inter-Service Wrestling Tournament.

He has also been a member of four World Cup Teams and on the World Team for three years. These teams are made up of the top 10 wrestlers in the country. He was the Navy's Athlete of the Year in 1984, and won medals twice at the military international wrestling championship games.

Hermann isn't about to abandon the mat after 13 years of competition.

Although Hermann has been both wrestler and coach since being named

to lead the Navy team in 1982, he has been first and foremost a competitor. Now it's time, he believes, to shift his focus from competing to coaching.

But he won't coach strictly from matside. He still plans to enter an occasional tournament, and he will work out with wrestlers at the training camp.

"I think I can help from the mat," Hermann said. "The decision to leave full-time competition has been very difficult for me, but I'm no longer living in the 'eye of the tiger.' I have to recognize that I don't have the drive I used to," he continued. "I used to run 360 days a year. Now it's only 150."

Now Hermann will try to motivate sailors with the potential to become

world-class wrestlers. That's no easy task, and while not every competitor is a good coach, Hermann combines the two skills, according to Greg Strobel, director of national teams for USA Wrestling, the national governing body for amateur wrestling.

"There isn't necessarily a correlation between competitor and coach," said Strobel. "However, Rob is one of those individuals who is good at both. He has a good feel for his athletes, and he has had experience coaching."

Some of Hermann's experience has come through working with wrestlers like Steve Mays.

Mays, 23, a three-time all-state wrestler from Michigan, is in the catapult and arresting gear test department at the Naval Air Engi-

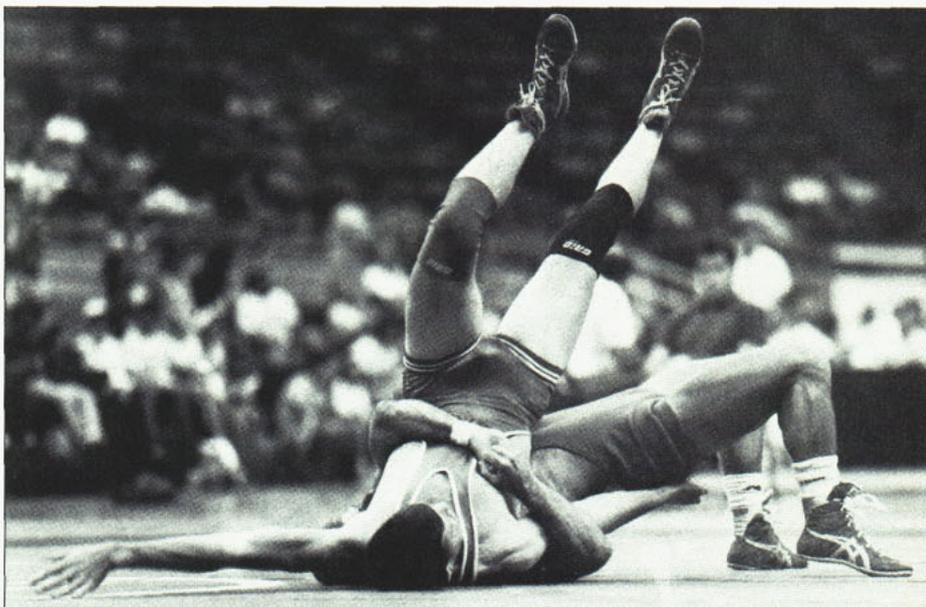


Photo by Jim Bryant

MA1 Hermann takes an opponent down during Olympic trials in Pensacola, Fla.

neering Center, Lakehurst, N.J.

Mays had been in the Navy for two years before he met Rob Hermann and discovered the Navy has a wrestling team.

Since then, Hermann has improved Mays' wrestling skills "110 percent," according to Mays. He failed to make the Navy wrestling team in 1987, finished fourth in the Armed Forces Championship Wrestling competition in 1988 and won a gold medal in Greco-Roman in 1989. His goal is to become a member of the 1992 Olympic wrestling team.

Signalman 2nd Class Carl Stanley, who works in the correctional custody unit at NAS Pensacola, has high praise for Hermann.

"Rob's taught me everything," Stanley said. "I wouldn't be as good a wrestler without his coaching. At the levels we're wrestling, you either learn or get buried."

Hermann's coaching schedule is a good indicator of his ability.

He directed the Navy's wrestling camp early this year at NAS Pensacola, and then coached the Navy's team at the AFSC Wrestling tournament in March, again at NAS Pensacola. He was the assistant coach of the U.S. team at the Soviet National Wrestling tournament in the Soviet Union the first week in June. He flew directly from the Soviet Union to Colorado Springs, Colo., where he was assistant USA coach at the Pan Am Championship games. Then in July, he was the West Team coach at the Olympic Festival at Stillwater, Okla. In August, he was one of the assistant coaches at the World Championship Games in Switzerland.

"Rob Hermann has been a mainstay of the Navy's wrestling program for many years," said Roger Patrick of the sports program office, Naval Military Personnel Command Washington, D.C.

"It is a credit to Rob that he has

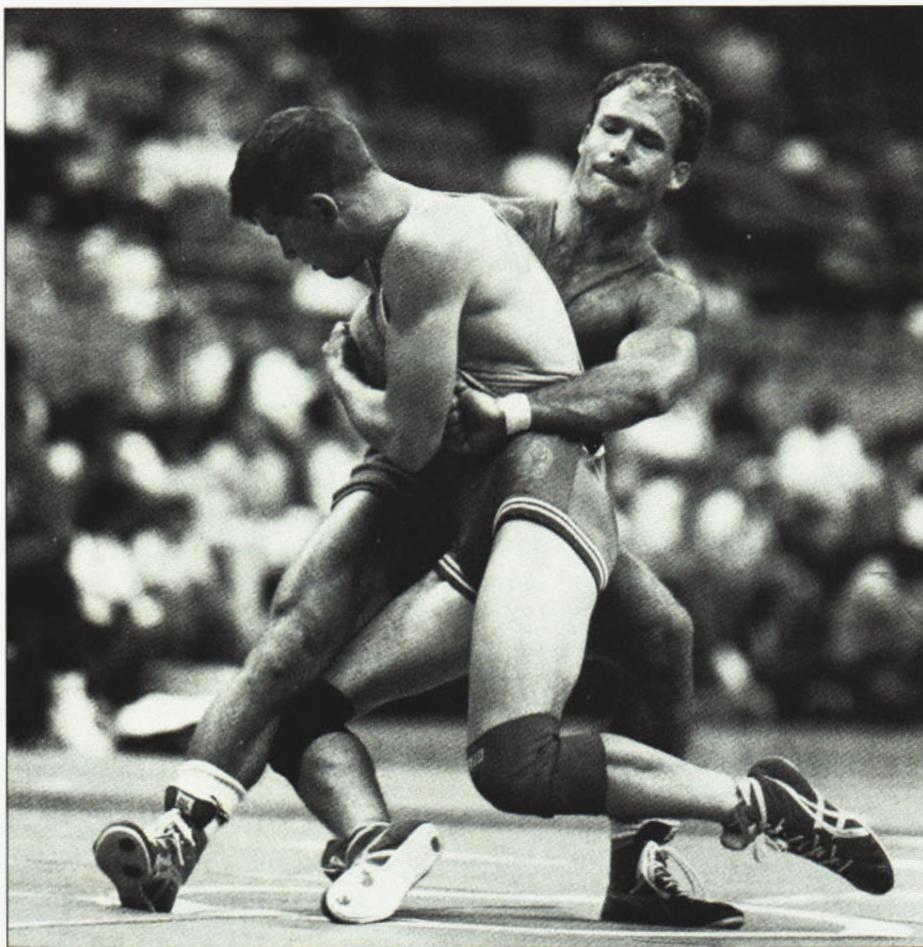


Photo by Jim Bryant

maintained his Navy career in an exemplary fashion throughout this time. As with all Navy athletes, his Navy career has progressed alongside his athletic achievements."

Hermann attended high school in Crystal River, Fla., finishing fourth, second and first in the Florida state wrestling tournaments. He graduated from high school in 1976.

"I came into the Navy with the intention of seeing the world," Hermann said. "I also wanted to wrestle, but I hadn't realized that I would go as far as I have.

"The Navy has been good to me," continued Hermann. "My command (NAS Pensacola) and Roger Patrick and his staff have made it possible for me to achieve what I have.

"Wrestling still comes *after* my Navy job, and when I talk to anyone interested in wrestling in the Navy, I tell them they should want to be a sailor first and a wrestler second."

Hermann is shifting his wrestling focus to coaching. He still believes he can motivate sailors to become world-class wrestlers.

Even though he's cutting back on competition, Hermann still has Olympic ambitions. "I'd like to be an assistant Olympic coach," he said. "And I'd like some of my Navy students to be on the team. Sure, I would have liked to be on an Olympic team myself. But I had my turn. Now it's someone else's." □

Gatch is a reservist attached to Naval Reserve OI Det. 613, Great Lakes, Ill.

For more information about the Navy wrestling program, or any other Navy sports program, contact the Navy Sports Office at Autovon 286-6492, or commercial (202) 746-6492.

CNP

perspectives

Chief of Naval Personnel talks about issues important to sailors afloat, ashore.

To find out about the status of some of the most important personnel issues in today's Navy, All Hands visited with the Chief of Naval Personnel, VADM Mike Boorda.

All Hands: First term attrition is a much-discussed topic these days. What is the overall plan right now to achieve lower attrition figures and what is the ultimate goal? Is it to retain a certain percentage of first term enlistees?

Boorda: I don't think anyone knows what the right percentage goal is and neither the CNO nor I nor the fleet commanders have put out anything like a goal. Our goal is to *not* discharge anyone who can meet our standards — it's as simple as that. We don't want anyone to be a failure in the Navy who doesn't need to be a failure. So if we're discharging someone for a reason that could have been prevented, then we want to prevent that. Some of the things we're doing in recruit training are real good examples of that. And they're not all discipline-related. Because we had so many people with foot problems and with orthopedic problems, we let new recruits wear tennis shoes for three weeks. That doesn't have anything to do with disciplinary action. It means

we don't want people to get hurt so they can't serve. We'll let them ease their way into harder shoes. The real benefit in this is that if we can keep good sailors and help them stay good, then we will have to recruit fewer people. And if we can recruit fewer people, we can recruit higher quality people. And if we can recruit higher quality people, they'll have less trouble. And we'll just spiral right up to a better Navy. That's what this is all about. This is not about goals and numbers; this is about people.

All Hands: First term attrition issues lead into retention in general. What areas are NMPC identifying as most critical to sailors?

Boorda: That's a big question. I know a lot of areas that are critical to me and were when I was an enlisted sailor. I know a lot of areas that are critical to sailors if you read retention questionnaires and separation questionnaires. Let me just give you some examples.

If we tried here to focus on one thing or two things and said, "That's what we're going to work on — that will fix it," that would be so simplistic that we would miss the boat. I think lots and lots of issues have to be worked all the time and we

have to continually try to get better. And we should never think we've got it just right. We have to keep working at it.

Advancement is real important to people. I think it's important particularly in the military, where we wear our rank right on our sleeves. It's not just for money, although people do feel good about getting more money and obviously we pay more for people who get more experience and show they have more capability. Advancement means more than that to people in the military. You remember when you last got promoted how good you felt and I bet it wasn't all due to the pay raise that went with it. In fact, the pay raise — for me — was probably the second thing next to the promotion itself. So we have to have promotion flow in the Navy. There's no question about that.

That led us to do several things. It led us to high year tenure. Nobody likes high-year tenure; I don't like high-year tenure. High-year tenure is a program where, when you reach a certain rate and a certain number of years in service and you're retirement eligible, then you have to retire, unless you get a waiver. Why did we do that? We didn't do that because we wanted these very good people to

leave the Navy. We did that because we wanted to make room for those coming behind, and have promotion flow. I think that's very important.

I think it's important to know that when you are advanced, you're going to get advanced in a reasonable time and get paid for it. I think frocking's great, particularly in the enlisted ranks. It makes you feel good, so we want to put the stripes on everybody just as quick as we can, but I think we should pay them as soon as there's a vacancy, too. And last year, I'm proud to tell you, as the vacancies became available, people got promoted. And our plan for 1990, if we get the budget, if the creek doesn't run over here, we're going to do just fine and we'll promote everybody on time again this year. And that's what we're planning.

All Hands: Is this a change from the increment system?

Boorda: It is the increment system, but you can quickly figure out if you have increments, you could make the early increments real little and the late increments real big and save a lot of money. But whose money are you saving? You're saving the sailors' money. And that's not what we want to do. We want to promote when the vacancy is there, evenly spaced across the year. We are doing that. We did that in 1989 and we're doing that in 1990 and I think that's important; that will make people feel better.

I think a good Selective Reenlistment Bonus program is also important. Let's face it: There are some ratings in the Navy that have a better, more highly paid employment opportunity on the outside than some other ratings do. And low and behold, those ratings tend to get out of the

Navy in bigger numbers than the ratings that have a less attractive employment opportunity on the outside.

So how do you keep people in the Navy? You keep them in a lot of ways, but one of the ways you do it is you try to narrow that pay gap a little bit and you do that with SRB. So a fully funded, predictable SRB account is real important. That gets you some retention.

The way the detailers treat people can either increase retention or it can turn off retention. That's one of the reasons that we opened up the projected rotation date window and the billet window up to the nine month period — so we could try harder to satisfy people's desires. If you have more time to look at where you're sending people, you have more opportunity to satisfy their desires. For enlisted people, 83 percent got their choice of duty stations. Now, if you're due for sea duty and you put on your preference card "shore, shore, shore," you're going to be one of the 17 percent that's disappointed when it's time to go to sea. But when people put down realistic choices, detailers are busting their rear ends to try to get people those choices, and be-

cause we opened it out to nine months, they've got a lot better chance to do it.

People need to have access to their detailers, so all the detailers said, "We'll give them better access. We'll detail at night, every second and fourth Wednesday of each month." And night detailing has been a great success. By a "great success" I mean they get lots of phone calls. It averages 500 to 600 phone calls every time they do it. So that's a success. That's treating people better. Our attitude here is that the rules are important, but people are more important than rules.

These are just a few things, but what's all that doing to retention? Retention was the highest in five years in 1989. First-term retention was up two points; second-term retention was up almost four points; third-term retention held its own and the reason it held its own was because of the high-year tenure I told you about. We didn't want that to come up a whole lot higher for the simple reason that we've got to have flow through the system, so some people do have to retire on the other end, and one of these days it's going to be me. But with all of that, reten-

Detailers are doing their best to get sailors the duty assignments they want. That's one of the reasons retention has been brought up, according to the CNP.



Photo by JOC Rich Barth

tion's up. And I just think it's a matter of having a plan and having that plan focus on people instead of rules — trying to treat people better. It all kind of goes together.

All Hands: Two hot issues in the fleet today are BAQ and VHA for single E-6 members on sea duty. What is the Navy's position?

Boorda: In the Navy the system of housing allowances differentiates between married people and bachelors. And there's been controversy over that as long as I've been in the Navy. People ask — and properly — why, if I'm single, do I make less money for doing the same job as someone who's married?

The housing allowances were meant to replace housing that wasn't provided people. Now in the simplest terms, that means that if housing isn't available to you and you're in the military, the government will give you money to procure housing and you don't have to pay taxes on that money, because the housing was supposed to be part of what you got for being in the Navy.

So if you understand the underlying premise behind VHA and BAQ, then you can understand how someone might say, "Well, if we provide you housing on a ship, you shouldn't get the money." However, we carry that one step further and say, "But if you're married and we provide you housing on a ship, you still have to have a house for your family, so we'll provide you the money."

In the early 1980s a law was passed saying that if you were a chief or senior — even if you were on a ship — you could draw this money although you were a bachelor. So now we have three different classes of people.

If you look back in history, you can see how it evolved that way, but I can't make it make very much sense. So we've submitted legislative proposals to try to get Congress to au-

thorize it for everyone, because we don't think a ship is the same as a house or a proper BEQ room.

All Hands: Moving on to other issues, the number of geographic bachelors has been increasing in recent years. What's your perspective on the problems they are facing?

Boorda: There are lots of ways to look at geographic bachelors from a leadership and management point of view. It is understandable why some people are geographic bachelors. Let's say that you are a chief petty officer or a commander and you've got a child who is in his senior year. You're going somewhere for three years and you don't want to take that youngster out of school for the last year, and so your family stays behind. That's one kind of situation.

There is the other person whose spouse has a really good job. We just had a case of a lieutenant commander — female — whose husband was a doctor in Los Angeles. She needed to go to a command for her career, so they decided that she would be a geographic bachelor for a little while. They didn't like that and they didn't do it on purpose, but he couldn't give up his practice.

There are people who can't get entry approval to some places. That's a real problem for them. There are all kinds of reasons for geographic bachelors, some of them you might think are silly, some of them you think are well justified. But it doesn't matter what we think. It only matters what the person making this decision thinks.

We're making sure that we don't create geographic bachelors where we don't have to. Homesteading is good. If you let people have repeated tours in one area, then that doesn't become an issue. And opening up the detailing window to nine months is causing a lot of people to be able to stay where they are if that's what they want to do. So we hope we can get at the geographic bachelor problem by creating less of a need for geographic bachelors.

Family separation is the number one reason people leave the service. We don't want to contribute to that. So we're attacking it from lots of different areas and hopefully we'll make

The Navy assigned fewer women to general detail last year, more women to "A" schools and more women to non-traditional "A" schools.



Photo by PH1 Ted Salois

a dent in family separation issues.

All Hands: The study on equal opportunity came out a year ago. Has there been an updated study released on the status of equal opportunity in the Navy?

Boorda: We're doing pretty well. The interesting thing is we're right on schedule with everything we said we were going to do. The new equal opportunity manual is out; the new command managed equal opportunity instructions are out. The train-

ing is going on. Promotion board statistics are better. Minorities are getting more of a chance to get into the more technical ratings as they come in the Navy. All the trends were in the right direction when we started this, but we have seen improvement this last year.

We're not out of the woods yet. This is not something you just sit back and say, "Ah, I'm done with that. I fixed it." This is something you keep working on.

All Hands: The Navy's goal is to have 15,000 women serving at sea by 1996, which is double the number that are now at sea. What is the Navy doing to make that happen?

Boorda: We made our female enlisted recruiting goal last year. We made our female officer recruiting goals last year. That's key and important.

We've paid real close attention to what ratings those women went into and we did very well. Because we need women in the nontraditional ratings that go to sea — I can't have 15,000 yeomen, personnelmen and corpsmen at sea. I need some other ratings, too. And so the recruiting command and the recruit training center counselors paid very special attention, trying to get more women to go to those nontraditional ratings and they were successful. We got fewer women GenDets [general detail] last year, more women into "A" schools and more women to go to *nontraditional* "A" schools. We have to build this base of women in the nontraditional ratings or we won't have the women to fill up the ships with.

The ship alterations that are necessary to get the ships ready and the bunks available — those are all on track. That's a program that, just like equal opportunity, is marching down the road we laid out for it. And I feel real good about that. What I feel even better about is that reports coming back from the ships where we put women on board are all good. Commanding officers are saying, "These are great sailors. They're not women sailors or men sailors; these are just great sailors." □



Photo by PH/ISW/Jeff Elliott

Among the top issues of concern to the CNP are pay and allowances and equal opportunity.

Training young minds

"You never fail until you try for the last time," says U.S. Naval Academy professor Samuel P. Massie.

Dr. Massie has taught midshipmen for 23 years and has been recognized for his dedication, excellence and achievements. He was recently inducted into the National Black College Hall of Fame that pays tribute to black achievers, those who have made the most of their educational and career opportunities.

Honored for his achievements in chemistry, Massie joins the ranks of actors, athletes, businessmen, community service volunteers, educators, government officials and other professionals in the hall of fame.

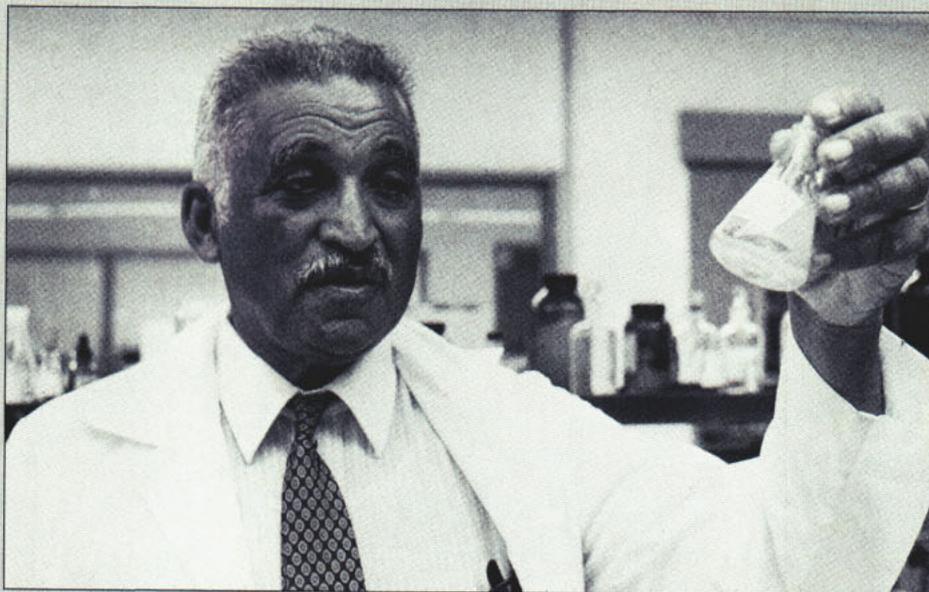
In the classroom Massie tries to combine science with his philosophy on learning. "I try to get them to put away their calculators and use their minds," he says. "It's important that today's students don't lose their ability to think, that they don't rely too much on machinery, because sometimes they can push the wrong button and get the wrong answer. They need to know when they have the wrong answer."

Massie has seen a tremendous change in current events since 1966 when he became the first black faculty member at the Academy. In that time, however, he has seen relatively little change in the quality of the midshipmen.

"They're always top quality," he said. "Different classes have their ups and downs, and I can cite some truly outstanding groups, but overall the quality doesn't change."

As for the emphasis in leadership training for the officer corps, that has changed. According to Massie, today's midshipmen have more "human" values impressed upon them.

"The Navy now puts a lot of emphasis on humanness," he said. "I try



Dr. Samuel P. Massie

to emphasize that officers need to continue to be humane and not to make decisions by rote. They're in the business of convincing people to do something they don't want to do — die for their country. They're dealing with people and need to demonstrate by example and stay human."

Along with his accomplishments at the Academy, Massie has been involved with community organizations. Last summer, he worked at the National Science Foundation as program director for undergraduate science education. In this position he helped minorities and women obtain grants for graduate education in the areas of science and mathematics.

The Maryland State Board for Community Colleges also honored Massie for his 21 years of service to their organization. He was vice chairman of the board for 11 years before becoming chairman for the past 10 years.

In 1988 Massie was honored by the White House Initiative Science and Technology Advisory Committee with the Lifetime Achievement

Award for Sustained Excellence in Science and Technology and Community Service. The award recognized his lifetime of service to the black community and traditional black colleges.

Massie graduated from AM&N College (now the University of Arkansas at Pine Bluff) at age 18. He later earned his master's degree at Fisk University and doctorate at Iowa State University.

Massie hopes his students take three things with them when they leave the Academy: continue to aspire to do their best, modify with the times, continue to diversify.

As an educator Massie sees television as the biggest obstacle he faces. "TV has made a major change in getting students to read and use their minds," he says.

But when he has their attention Massie impresses upon his students the need to make their own decisions as to what to do with their lives. "I tell them, 'No wind is favorable to a sailor who does not know to what port he or she is sailing.'" □

Bearings

Hogettes root for Redskins, cheer up children

During the football season, you may have seen a number of "hogs" in dresses on your television screen. They were out-cheering the Washington Redskins' cheerleaders to bring their favorite team to victory.

They're the "Hogettes" — 11 men clad in pig noses, wigs and dresses. They look pretty ridiculous. However, since 1983 they have worked long hours to raise more than two million dollars for a number of children's charities in the Washington, D.C., area.

Mike Torbert, "Boss Hogette," a one-time Navy lieutenant, founded the group six years ago. His original plan was to raise money for the local Children's Hospital. Now, many charity organizations can say they've been supported by the Hogettes, at one time or another.

The Hogettes make personal appearances at various special events. All they ask for in return is a donation to Children's Hospital, Washington, D.C., or one of many other organizations. Each member makes at least 100 personal appearances each year, in his spare time. Their favorite personal appearances are hospital visits.

"We visit the hospitals, in costume, and take Polaroid pictures with the kids," said "Big Mac-ette" Mike McCartney, who was one of the original Hogettes. "Later, when we're at a game we try to get on television so the kids can see us. As they're showing their picture to a nurse or a friend they seem to forget their problems."

The Hogettes have earned the respect of Redskins' team members who say the Hogettes make a difference in the attitudes the players have during a game.

"When I look toward the sideline

and see them standing at the rail and cheering us on it really brings me up," said Redskin tight end Donnie Warren who has appeared at a number of charity benefits with the Hogettes.

The Hogettes feel great joy in the personal contact they have with the children they are helping. And, according to Torbert, the children feel the same way. "It's a beautiful two-way street," he said.

Retired Navy Senior Chief Ralph Campbell, "Grandpaw Hogette," agrees. "The pay back is fantastic when I see the smile on a terminally ill, handicapped or underprivileged 'piglet,'" he said.

Campbell recalled one of the most memorable experiences he's had making contact with one such child. "We spent four hours entertaining a ter-

minally ill child who wasn't expected to live to Christmas," said Campbell. "A few months later we got a call from his doctor. He said the kid lived just past Christmas, and the only reason he lived as long as he did was the spark he got from our visit. That's what being a Hogette is all about."

Each Hogette has his own reason to participate in this volunteer group. According to McCartney, "I'm involved with the Hogettes as a kind of 'pay back.' I have four beautiful and healthy children. This is our way to give help to others we feel could use it." ■

—Story and photo by JOSN Marke Spahr, All Hands writer.

Grandpaw Hogette brings a smile to the face of a fellow Redskins fan.



Bearings

Unique sky warrior faces aviation's version of rhynoplasty

An aircraft unique in Naval aviation history recently flew from Pacific Missile Test Center, Point Mugu, Calif., to Waco, Texas, for aviation's version of a "nose job."

"Bloodhound 75," an A-3 aircraft nicknamed "Snoopy" because of its large black nose is the second oldest aircraft at PMTC, according to LCDR Bruce Sheppard, PMTC air operations officer. The A-3 was fitted with its big



nose in 1960 when it was modified to test the pulse doppler radar and AAM-N-10 *Eagle* missile control system, Sheppard said. It was assigned in 1963 to what was then the Naval Missile Center, later redesignated PMTC.

Snoopy's more prominent proboscis was replaced by a nose from a "Bloodhound 73" aircraft which has been stricken from inventory.

The A-3's nose isn't the only modification it has undergone. Originally a three-seater, more seats were installed to allow engineers to be in the aircraft to monitor their projects in flight.

Among the many projects that employed Snoopy during development and testing were both the *Harpoon* and *Tomahawk* missile systems.

Tom Quisenberry, PMTC airborne photo section, recalled flying aboard the A-3 as a photo crewman in 1964.

As a photographer he disliked the huge nose because he had trouble seeing around it. "I was in the navigator's seat on the right," Quisenberry said. "The pilot had to kind of fly off to the side of the missile for me to photograph it."

Snoopy's nose will be returned to PMTC from Texas, Sheppard said. It will be stored there in the event that particular modification is required for future projects.

Until then, if you speak to the people who knew Snoopy the best, they'll make the aircraft sound as if it were an old friend.

According to the A-3's crew chief, Aviation Machinist's Mate 1st Class Bill Dana, "It's sad to see Snoopy lose its personality." ■

—Story by Bobbie Heidler PAO, Pacific Missile Test Center, Point Mugu, Calif.

Navy TAR pedals to success, bikes 200 miles in half a day

Bent on "showing the Navy colors" on the 31st Annual Grand Tour Bicycle endurance cycling event near Point Mugu, Calif., LT Matthew J. Levy, of Naval Air Reserve, Point Mugu, recently rode his 14-speed bike 207 miles in 11 hours and 40 minutes.

Levy was the eighth rider to cross the finish line while over 450 riders were still pedaling along the 24-hour course.

Lean from months of intensive training and wearing the new Navy cycling uniform provided by the Reserve Recruiting Command, Levy started with the first riders departing the Malibu, Calif., Civic Center at 4:30 a.m.

The riders followed the course up the Pacific coastline, passed Naval Air Station Point Mugu, then looped

inland to Moorpark and back to the coast at Ventura before heading to Ojai for lunch at 11 a.m. at the 107 mile mark.

"This was my first attempt at completing a 200 mile single-day event," Levy said. "My longest ride previously in a single day was 115 miles."

From the oak tree covered rolling hill country in Ojai, the route headed back to the coast into a vicious 20-knot head wind for the second 100 miles back to the finish line in Malibu.

Nearing the final stretch, Levy spotted the lead pack.

"Then I attacked," he said. "I've always been full of energy, stubborn and goal oriented. When I saw the lead pack, I put my head down and pushed. I said quite a few 'Hail

Mary's' in the last 10 miles."

Levy caught the pack at the last traffic signal in Malibu, approximately 200 meters from the finish line and finished with the race's leaders.

Levy became interested in 10 speed bicycles for several reasons. "Getting and keeping in top physical condition is one of the Navy's requirements," he said, "so long distance bike riding looked like the best, most inexpensive way to physical fitness. I feel good, both physically and mentally."

Cycling, according to Levy, is one of the fastest growing fitness exercises in the nation. ■

Story by Public Affairs Specialist Marilyn Moore, PAO, Point Mugu, Calif.

News bights

The Navy is substituting an environmentally safe gas in testing shipboard fire protection systems in hopes of preventing further depletion of the Earth's ozone layer.

The Navy will eliminate more than 60 percent of its atmospheric emissions of Halon 1301, the gas used in fire protection systems, by using sulfur hexafluoride (SF-6) to test the systems.

SF-6 is not a fire suppressant like Halon 1301, but a gas which will be used to test the Halon 1301 room-flooding fire protection systems.

SF-6 is a non-toxic, chemically inert substance with no ozone depleting potential and has dispersion properties similar to Halon 1301.

Chief of Naval Operations ADM Carlisle A.H. Trost became the first U.S. service chief to visit the Soviet Union Oct. 9-14. During his stay, Trost met with the Soviet Defense leaders in Moscow, Sevastopol, Yalta and Severomorsk.

His trip was highlighted by a speech on naval arms control to students at the Leningrad naval school. The visit was part of a series of exchange visits designed to reduce tension between the two superpowers.

In his speech Trost said, "There are three things that I think will remain constant for the foreseeable future. First, the United States is a nation that relies on the sea for its economic and political livelihood. Second, the Soviet Union is the only nation in the world that has the capability not only to challenge our way of life, but perhaps even to destroy its very existence. And third, independent of the actions of the U.S. and the Soviet Union to reduce tension, the rest of the world is becoming more economically inter-dependent, while concurrently becoming more independent politically and militarily.

"For this reason, I think we can expect to see a relative decline in the influence that the Soviet Union and the United States exert on the actions of individual nations."

The Surgeon General's Annual Report for July 1988-August 1989 details some of the progress Navy medicine has made in achieving its goal of increasing access while maintaining high quality within a tight budget.

In the report, VADM James A. Zimble says, "The past year has been one of the best we've had for some years. We have reversed many of the downward trends and are on a strong rebound. We are now treating 12

million outpatients (a 12 percent increase); our admissions are up 3.5 percent to 250,000 patients; are performing 150,000 surgical procedures; and, even with a severe obstetrician/gynecologist shortage, 30,000 children were born in our system."

The Surgeon General also talks about CHAMPUS recapture and reform, Total Quality Management, TEAM Approach, MMARTs and SPRINTs, the Navy Blood Program and personnel initiatives.

The guided-missile frigate USS *Samuel B. Roberts* (FFG 58) recently put to sea to test repair work done at the Bath Iron Works Shipyard for damage she received from a mine strike in the Persian Gulf on April 14, 1988.

The 3,700 ton frigate was returning from an oil tanker escort mission through the Persian Gulf when a mine ripped a 20 foot hole in *Roberts'* bottom and created two cracks which penetrated the entire hull and superstructure, except for the second deck.

Repairs to *Roberts* were \$3.5 million under budget, for a total cost of approximately \$37.5 million.

A Washington, D.C., firm, Health Management Strategies International, Inc., won the contract to handle the management, required reviews and authorizations of CHAMPUS outpatient mental health treatment and some inpatient psychiatric services, beginning Jan. 1.

For the first time under the CHAMPUS mental health care management program, inpatient mental health care can be authorized in advance. This will protect service families from uncertainty by reassuring them ahead of time that their care will be cost-shared by CHAMPUS.

The new contractor now processes all requests for: advance authorizations for most inpatient mental health care under CHAMPUS, care at residential treatment centers, requests to have CHAMPUS' 60-day yearly limit on inpatient psychiatric care waived and authorizations for extended outpatient mental health care.

The new contract with Health Management Strategies doesn't apply to CHAMPUS families who are involved in the CHAMPUS reform initiative demonstration project in California and Hawaii, nor to families who are involved in the mental health demonstration in the Tidewater area of Virginia. ■

Mail Buoy

"Cooks" best sailors, too

Among the 10 supply department divisions aboard USS *Simon Lake* (AS 33) is one comprised of 37 of the finest sailors which you could gather in one place anywhere in the Navy. I believe that the intent of your article "Navy cooks," in the May 1989 edition of *All Hands*, had the distinct potential to glorify in print the mission which our 37 mess management specialists accomplish for nearly 1,500 shipmates every day of the year.

The punchline in two of the three final paragraphs were devastating to the upbeat tone of the article, however, and frankly insulting to every MS in the Navy. That mess specialists can *even* become recruit training company commanders, and that it is *not difficult* for MSs to be among the best sailors in the Navy are two of the most condescending remarks which I have read in a Navy publication in my career.

Our MSs on *Simon Lake* are among the best leaders and sailors in the Navy and are capable of performance at or above any professional or military standard which may challenge them. You and Petty Officer Joseph owe all mess management specialists an apology.

— CDR James S. Walters
Supply Corps Officer
USS *Simon Lake* (AS 33)

• *Senior Chief Belisario's encouragement to junior members of his rating to aim high and strive to be the best they can be is good advice, and should not be taken as "condescending."* — ed.

Illegally parked

Concerning the photo by JO2(SW) Gawlowicz on the inside back cover of *All Hands* (August 1989); please note that our dedicated sailor is illegally parked. Recommend a closer screening of photos in the future.

— CDR R.E. Merton, CEC
Public Works Department
Guantanamo Bay, Cuba

• *We noted the "contractor" designation in the parking space, but chose to run the photo anyway, knowing that master chief boatswain's mates can park wherever they please! (Actually, we checked with the photographer, who*

assured us the photo was taken on a weekend when the contractor wasn't working.) — ed.

Thanks for the issue!

Thanks for the outstanding September issue of *All Hands*. The copy was interesting and well written and the photography right on target.

Highlighting these people who do so much for others gave us all a lift.

— Ralph Blanchard
Captain, U.S. Navy (ret.)
Armed Forces YMCA
Springfield, Va.

Just a note to let you know how much I enjoyed the September 1989 issue of *All Hands*. I was extremely proud of each Navy volunteer. I hope a regular issue about volunteers can become an annual event!

— CWO2 George C. Myers
Naval Submarine Base
Groton, Conn.

Articles help GMT

I have been the training officer on board two major commands, USS *Seattle* (AOE 3) and USS *Raleigh* (LPD 1). As the training officer one of my duties is to see that the Navy's general military training program is running properly. General military training consists of anything from service members' financial responsibility to educational opportunities, the very same topics that are covered in your magazine *All Hands*.

I saved all the rights and benefits articles and used them in the general military training effort. There is not another source of information on these topics which is more thorough or up to date. The information in each article can be easily tailored to the one hour training sessions allotted.

I don't know how many other ships use general military training formats to get the information to the troops, but I suspect it is not widespread. Without suggesting that an unnatural liaison be established between you and the training community, I do think that there are some great benefits to be achieved from a coordinated effort. Simply put, your articles provide great info to the troops.

—LCDR S.J. Benson
Operations Officer
USS *Raleigh* (LPD 1)

Reunions

• **VP/VPB 213, World War II PBM (Mariner) Squadron** — Reunion April 4-7, Arlington, Va. Contact Norman H. Mafit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

• **VT 305/VB 305, Solomon Islands 1944** — Reunion April 6-9, Crystal City Marriott Hotel, Arlington, Va. Contact Carl "Robby" Roberts 1818 E. Missouri Ave., Phoenix, Ariz. 85016; telephone (602) 265-5214.

• **Destroyer Division 59, USS Dupont (DD 152), USS Bernadou (DD 153), USS Ellis (DD 154), USS Cole (DD 155) and USS Dallas (DD 19)** — Reunion May 17-19. Contact George Kingston, 2148 Clubhouse Drive, Lillian, Ala. 36549; telephone (205) 962-2171.

• **11th Engineer Battalion World War II, Korea, Vietnam** — Reunion July 18-22, Nashville, Tenn. Contact Charles Luhan Jr., 5645 S. Sacramento Ave., Chicago, Ill. 60629.

• **USS John C. Calhoun (SSBN 630)** — Reunion proposed, summer 1990. Contact J.B. Ensminger, P.O. Box 174, Waynesboro, Pa. 17268.

• **USS Springfield (CL 66), (CLG 7)** — Reunion proposed, fall 1990. Contact John W. Adams, 255 North Road, Unit 83, Chelmsford, Mass. 01824; telephone (508) 256-2239.

• **USS Kidd (DD 661)** — Reunion proposed fall 1990. Contact Doyle Terrell, 5250 Belle Terrace, #13, Bakersfield, Calif. 93309; telephone (805) 834-4821.

• **USS Long Beach (CGN 9) 1966-70** — Reunion proposed. Contact Fred H. Lane, 163 John Rolfe Lane, Williamsburg, Va. 23185; telephone (804) 229-8744.

• **Amphibious Scout and Raiders Class #7, World War II** — Reunion proposed. Contact Jack Neely, 3313 Old Dominion Blvd., Alexandria, Va. 22305; telephone (703) 548-0378.

• **USS PC 490 World War II** — Reunion proposed. Contact Oscar J. Fisher, 5694 Sherwood Forest Dr., Akron, Ohio 44319; telephone (216) 882-6208.

• **USS Warwick (AKA 89)** — Reunion proposed. Contact Myron K. Carson, 3801 Mt. Rainier, N.E. Albuquerque, N.M. 87111.

• **USS L.C.I.G. 68** — Reunion proposed. Contact Leo Jannetis, 3621 Oak Club House Dr., Pompano Beach, Fla. 33069.

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 Garrett, H. Lawrence III — new SecNav, 8:4
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B

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D

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E

Eisenhower (CVN 69) — basketball, 10:1F
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Francis Scott Key (SSBN 657) — first east coast *Trident II* sub, 4:16

Fox (CG 38) — Project Handclasp, 8:44

G

Guadalcanal (LPH 7) — 1:1F
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H

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HH-60H — combat support helicopter, 1:2

Harold E. Holt (FF 1074) — Republic of Korea, 11:47

Hunley (AS 31) — fitness, 7:10

I

Independence (CV 62) — *Seafair* '89, 11:38; plastic waste, 10:40

Ingersoll (DD 990) — weapons system, 2:1B

Iowa (BB 61) — 6:FC; explosion, 6:4; fund 7:3

Iwo Jima (LPH 2) — medical reservists, 7:42

J

James K. Polk (SSBN 645) — Cuban sailor, 7:44

Jeremiah war liberty ship — *Fleet Week* '88, 1:34

John Young (DD 983) — building in Thailand, 12:BC
Juneau (LPD 10) — Marine on board, 12:1F

K

Kearsarge — Duel at Cherbourg, 2:32

Kennedy (CV 67) — coffee, 7:12

Kirk (FF 1087) — *Fleet Week* '88, 1:34

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L

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M

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Medium Attack Wing 1 — 5:21
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Missouri (BB 63) — MONET, 7:42; Cher video, 10:47

Mobile Bay (CG 53) — physical fitness, 7:9

Mobile Mine Assembly Group, Charleston — 2:8

N

Naval Auxiliary Landing Field, Goliad — 10:16

Nautilus (SSN 571) — North Pole, 3:41

Naval Amphibious Base, Coronado, Calif. — oil spill, 7:5

Naval Amphibious Base, Little Creek — EOD Mobile Unit 2, 2:16

Naval Civil Engineering Laboratory — 2:26

Naval Communication Station, Stockton, Calif. — oil spill, 7:4

Naval Mobile Construction Battalion 1 — 40th birthday, 10:46

Naval Polar Oceanographic Center — whales, 2:40

Naval Reserve Mobile Construction Battalion 21 — *Atlantic Stinger* '89, 8:44

Naval Reserve Readiness Command Region 6 — 5:21

Naval Sea Systems Command — oil spill, 7:4

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Naval Support Center, Williamsburg, Va. — oil spill, 7:4

Naval Surface Warfare Center, Wallops Island, Va. — 1:24; animals, 1:BC

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Navy Special Boat Unit 26 — Panama Canal, 3:28

New Jersey (BB 62) — *Seafair* '89, 11:38

Nicholson (DD 982) — Panama Canal, 3:33

Nimitz (CVN 68) — deck crew, 2:1F; Subic, 7:40

O

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Oceanographic Development Squadron 8 — whales, 2:40

Orion (AS 18) — sea credit, 7:2

P

Peary, Robert E. (FF 1073) — *tae kwon do*, 11:44

Prairie (AD 15) — communications officer, 9:46; 50th anniversary, 11:18

Q

Queenfish (SSN 651) — North Pole, 3:41

R

Ranger (CV 61) — *Fleet Week* '88, 1:34; rescues boat people, 12:47

Rodney M. Davis (FFG 60) — Republic of South Korea, 11:47

Rush (WHEC 723) — *Fleet Week* '88, 1:34

S

Samuel Gompers (AD 37) — pen pals, 4:40; "Sammy's Nightclub," 3:40

Samuel B. Roberts (FFG 58) — mine warfare, 2:12

Saipan (LHA 2) — band, 8:45
Silversides (SSN 679) — sub family tradition, 6:16

Skipjack (SSN 585) — Panama Canal, 3:31

Slava — Soviet guided missile cruiser, 11:26

Spica (TAFS 9) — Subic Supply Depot, 7:40

Stark (FFG 31) — SecNav safety, 8:6

Stephen W. Groves (FFG 29) — search and rescue, 9:46

T

Tennessee (SSBN 734) — *Trident*, 4:16

Thomas S. Gates (CG 51) — ship model for Soviets, 11:34
 "Thunderbolts" — VA 176, 10:19; editor's flight, 12:33

V

VQ 4 — air controllers, 8:9

W

Wasp (LHD 1) — 8:FC; 8:20
Whidbey Island (LSD 41) —

"A Gang" Division, 9:36;

Vietnamese chaplain, 9:40

White Plains (AFS 4) — crew builds well, 3:36

Williams (FFG 24) — rodeo, 6:29

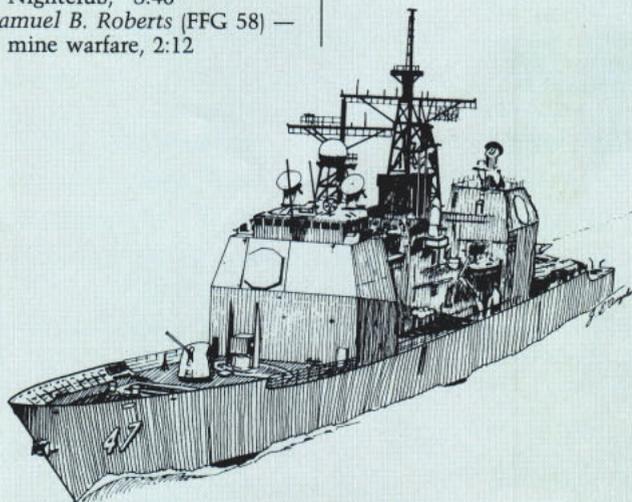
Wisconsin (BB 64) — recommissioning, 1:4, 2:FC, 2:18

Y

Yorktown (SS 343) — Naval Maritime Museum, 6:22

Z

Zheng He — Chinese warship, 7:36



1990 Navy Sports Schedule

Event	Training camp		Interservice competition	
	Location	Date	Location	Date
Cross Country	NAS Pensacola, Fla.	10-16 Jan.	Pope AFB, N.C.	17-20 Jan.
Basketball (Men's)	NSY Mare Island, Calif.	3 Feb.- 9 Mar.	NAS Pensacola, Fla.	10-16 Mar.
Basketball (Women's)	NSB Kings Bay, Ga.	10 Feb.- 9 Mar.	NAS Pensacola, Fla.	10-16 Mar.
Boxing	NAB Little Creek, Va.	3 Jan.- 23 Mar.	NAB Little Creek, Va.	24-30 Mar.
Wrestling	NAS Pensacola, Fla.	3 Feb.- 14 Mar.	USMC Quantico, Va.	15-21 Mar.
Powerlifting	NAS Patuxent River, Md.	1-13 Feb.	Ft. Indiantown Gap, Pa.	14-18 Feb.
Volleyball (Men's)	NAB Coronado, Calif.	1-27 April	NavSta San Diego, Calif.	28 April - 4 May
Volleyball (Women's)	NTC San Diego, Calif.	1-27 April	NavSta San Diego, Calif.	28 April - 4 May
Bowling	NAS Miramar, Calif.	14-20 Apr.	USMC Camp Pendleton, Calif.	21-26 Apr.
Seaweek	NAB Coronado, Calif.	1 Apr.- 30 June	TBA	July
Racquetball	NAS Kingsville, Texas	25 Apr.- 4 May	Sheppard AFB, Texas	5-11 May
Sailing	NAB Coronado, Calif.	26-30 May	TBA	
Track & Field	NSY Mare Island, Calif.	12 May - 1 June	NSY Mare Island, Calif.	2-8 June
Softball (Men's)	NAS Patuxent River, Md.	28 Jul.- 11 Aug.	NAS Jacksonville, Fla.	12-17 Aug.
Softball (Women's)	NAS Memphis, Tenn.	28 Jul.- 11 Aug.	NAS Jacksonville, Fla.	12-17 Aug.
Golf	NAS Pensacola, Fla.	8-14 Sept.	USMC Camp Lejeune, N.C.	15-21 Sept.
Tennis	NAB Little Creek, Va.	1-7 Sept.	Ft. Eustis, Va.	8-14 Sept.
Soccer	NAB Little Creek, Va.	13 Oct.- 3 Nov.	Patrick AFB, Fla.	4-11 Nov.



Photo contest winners ● Page 18