A dramatic sunset over a body of water. The sky is filled with dark, heavy clouds, and a bright, glowing sun is visible in the upper left quadrant. A helicopter is silhouetted against the orange and yellow sky, flying towards the right. The sun's reflection is visible on the water's surface. The overall color palette is dominated by warm, fiery tones of orange, red, and black.

ALL HANDS

JANUARY 1991

Photo contest



"Last minute adjustments" First place professional black and white. Photo by PH2 Patrick J. Cashin, Naval Reserve Fleet Imaging Unit, Willow Grove, Pa. Fleet Tactical Support Squadron 52 crew members hang a giant flag in preparation for a change of command ceremony at Naval Air Station Willow Grove.

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ALL HANDS

MAGAZINE OF THE U.S. NAVY
 JANUARY 1991— NUMBER 886
 69th YEAR OF PUBLICATION



Photo by JOC Miles Sample

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Front cover: "Sunset over Sicily." *All Hands* photo contest first place amateur color. More winners on Page 20. Photo by LT Keith Beasley, Naval Dental Clinic, Norfolk.

Back cover: "Turning to." *All Hands* photo contest honorable mention professional color. AD2 Dean Garclan works on a Helicopter Anti-submarine Squadron (Light) 94 helo with a giant flag as a backdrop. Photo by PH2 Patrick J. Cashin, Naval Reserve Fleet Imaging Unit, Willow Grove, Pa.

News You Can Use

Military pay

Naval Home support

Because of a provision in the fiscal year 1990 Defense Authorization Act, Navy and Marine Corps enlisted personnel and warrant officers are contributing 50 cents a month from their pay to support the operation of the Naval Home in Gulfport, Miss.

The Naval Home has a 168-year tradition of service as a retirement residence for Navy and Marine Corps retirees and other sea service vets who earned campaign ribbons during wartime service. Residence criteria require applicants to be age 65 or older, ambulatory and in good physical and mental health. The home is a modern 11-story, carpeted and air-conditioned building with 580 rooms.

Resident services include limited medical and dental care, recreation facilities and personal services.

Last year Congress directed the Navy and

Marine Corps to make the home self-supporting through a combination of user fees, deductions from pay of eligible sailors and Marines and proceeds from fines and forfeitures collected by the Navy. The Soldiers' and Airmans' Home is already supported this way. The Naval Home previously relied on appropriated funds for its operation.

Collectively, the 50-cent deduction from active-duty members' pay, plus an estimated \$26 million from fines and forfeitures, will ensure that the home is available for future residents.

The funding changes are part of a realignment Congress has directed in the Armed Services Retirement Home System. An Armed Forces Retirement Home Board has been established to provide policy oversight for the Naval Home and the Soldiers' and Airmans' Home.

The FY91 Defense Authorization Bill has other provisions on the Naval Home, including one that would limit future residents to retirees and wartime vets with significant enlisted service. □

DEERS enrollment required for children under age one

A new DoD policy requires children under the age of one to be enrolled in the Defense Enrollment Eligibility Reporting System.

Under the new policy, people living near a military medical treatment facility are required to get an automated non-availability statement before CHAMPUS can pay for civilian non-emergency inpatient health care. CHAMPUS contractors will deny payment of claims if an automated NAS has not been issued on DEERS by the appropriate medical treatment facility.

This change is of special interest to prospective parents or those with children under one year of age. Under the new policy, these children will no longer have a one-year grace period during which time CHAMPUS claims were paid regardless of enrollment in DEERS.

For more information, contact NMPC Code 641 toll free at 1-800-443-9297, Autovon 224-3355 or commercial (703) 614-3355. □

Personnel issues

Double insignia

Chief of Naval Operations ADM Frank B. Kelso II has approved the wearing of up to two warfare devices on the Navy uniform.

Under the new policy, officers and enlisted personnel may wear warfare devices from two separate warfare communities, such as "wings" and "dolphins."

Guidelines for wear and examples of situations are in NavAdmin message 018/90. □

PCS information

Tour length changes

DoD recently approved tour length changes for officer and enlisted personnel ordered to duty in the Republic of the Philippines.

The accompanied tour length changed from 36 to 24 months and the unaccompanied tour length went from 24 to 12 months. An exception to this is for personnel assigned to the Joint U.S. Military Advisory Group and the Marine Barracks, which will stay at 18 months.

These changes are part of a continuing effort to house all U.S. personnel within a military installation, increasing security for all service members and their families.

A tour length change has also been approved for Exmouth, Australia. The accompanied tour length there has been changed from 36 to 24 months. The unaccompanied tour length remains at 24 months. □

Late fees authorized for delinquent repayments

Disbursing officers are now authorized to levy an administrative fee if you are late in repaying an overpayment of advance travel money.

Military Travel Advisory 6/90 and Naval Accounting Finance Center, Washington, D.C., message 232150Z July 90 authorized the penalty because literally hundreds of thousands of dollars are delinquent.

When an excess travel advance is discovered, you will be told by how much, the length of time you have to repay it and whether payment will be required by cash, check or payroll deduction. If you don't repay within the specified time, an administrative fee is charged.

Neither DoD nor the Navy has set the exact amount of the fee, or how long you have to repay the debt. These factors will vary from one activity to another. □

Shore duty at FSCs

Family Service Centers provide a full range of services, including counseling, education, training and information and referral services. Billets are available for ABE, ABF, ABH, AD, AT, AZ, BM, QM, RM, SM and SW ratings.

Interested petty officers first class and above should contact their detailers for more information and locations of available billets. Eligibility requirements and application procedures are outlined in the Enlisted Transfer Manual, Chapter 9. □

Educational assistance

Since 1964 the Navy and Marine Corps Relief Society has offered educational assistance programs to active-duty Navy and Marine Corps members, families of retired active duty and family members of deceased service members.

Programs offered by the society include: Stafford Student Loans (formerly Guaranteed Student Loans); Children of Deceased Active Duty loans; Children of Deceased Retired service members; and Active Duty Commissioning Programs. The amount of assistance given in an interest-free loan or grant depends on the needs and circumstances of each applicant. The funds can be applied to undergraduate or vocational training in the case of Stafford Student Loans, CDAD or CDR grants. ADCP funds are for undergraduate studies only.

Contact your local Navy and Marine Corps Relief Society for further information concerning education programs, or write to Navy and Marine Corps Relief Society Headquarters, Education Dept., 801 N. Randolph St., Arlington, Va. 22203-1989.

Team Support

London medics provide assistance to evacuees.

Story by JO1 Mark Osburn

Bowing to mounting international pressure, Iraqi President Saddam Hussein has allowed some foreign nationals held hostage in Kuwait following Iraq's invasion to return to their homelands. Navy medical response teams have been treating those evacuees requiring medical attention upon arrival of the evacuation flights in London.

Ranging in size from four to nine people, the teams are headed by doctors and hospital corpsmen from the U.S. Naval Medical Clinic, London, and augmented by reserve corpsmen assigned to the Fleet Medical Office of the Commander in Chief, U.S. Naval Forces, Europe.

The medical teams set up walk-in sick bays for the evacuees near immigration checkpoints at London's Gatwick airport. The doctors and corpsmen offer medical assistance to those who request it or are in obvious distress.

Doctors and corpsmen hand out bottled orange juice and water, make medical assessments, administer drugs and lend a sympathetic ear to the evacuees.

"On the average, we've treated about 20 people from each flight," said CDR (Dr.) Douglas M. Bond, medical director at the clinic. "Most of these folks were in good health, but were suffering from nagging infections or trying to get medication for ongoing conditions. But they're all physically and emotionally spent." He noted that many of the evacuees began their exodus from Kuwait and traveled many hours by bus through the desert to Baghdad where they went through the annoyance of procuring Iraqi exit visas.

"I guess you'd have to say our main function is providing



psychological support," Bond said, "but there were exceptional cases."

On one flight, Navy medics treated a girl with 2nd-degree burns; on another, a woman doubled over with abdominal cramps was treated. For many children, diarrhea was a recurring problem, added the doctor.

"You can't help feeling sorry for these people," said Hospital Corpsman 2nd Class Israel Arroyo, one of the team's participants. They've left everything behind to get out of Kuwait. At least they got out with their lives."

The team documented all treatment and passed on their records to State Department doctors and nurses who accompanied the evacuees flying to the United States. According to Dr. Hal Rinier, a State Department psychiatrist who traveled with the evacuees on an Oct. 12 flight from London to Raleigh-Durham, N.C., the Navy medics' work made his job easy.

"They've (Navy medics) helped identify potential problems among the evacuees, giving us plenty of time to set up

ALL HANDS



CDR Douglas Bond, one of several London-based Navy doctors who provided medical assistance during evacuation of refugees from Iraq to London, found his participation both professionally and personally satisfying.

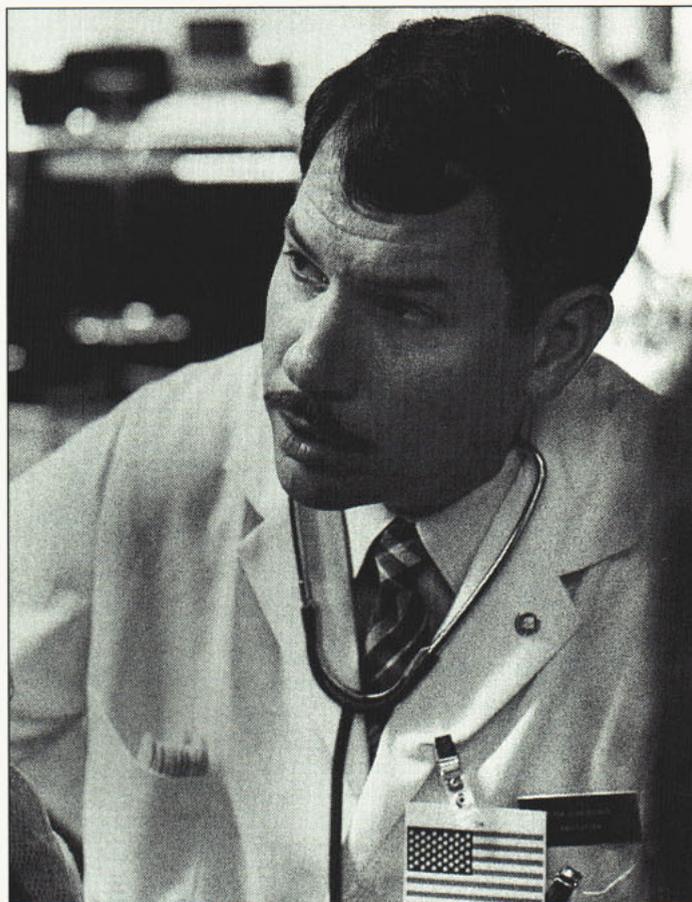


Photo by JO1 Mark Osburn

special facilities at the stateside airports to treat the patients right after landing," Rinier said. "I've heard nothing but praise for the Navy medical people from the State Department doctors and nurses who've participated in these flights."

HM1 Gregory D. Carter, an independent-duty corpsman assigned to the clinic, credited their success to flexibility and teamwork. Carter helped organize the response teams and acted as liaison with embassy officials for flight arrival times and airport security clearances. He said his colleagues were always prepared, despite numerous last-minute schedule changes and middle-of-the-night flight arrivals.

"To give you an idea of what I mean," Carter explained, "on a recent flight, we were first told the plane would arrive at 8 p.m. It was then changed to 10 p.m. There were several more changes during the night, until finally, just before four in the morning, we received word the flight was landing in just over two hours.

"It takes about an hour and a half to drive to Gatwick

from where we are," he continued. "But we made it with plenty of time to spare, because we stayed in contact with everyone throughout the night and we were all ready."

"From the professional and a humanitarian standpoint, it's very satisfying to treat these people," Bond said. "They're very appreciative of what we do."

As thousands of sailors and Marines present an omnipresent force in the Middle East as part of an international response to Iraqi aggression, the Navy medical teams in London treat those released from Hussein's grip. □

Osburn is assigned to the Commander in Chief, United States Naval Forces, Europe, Public Affairs Office.

A lady in waiting ...

Iowa returns to familiar role

Story by JO1 Melissa Wood Lefler,
photos by PH2 Dante DeAngelis

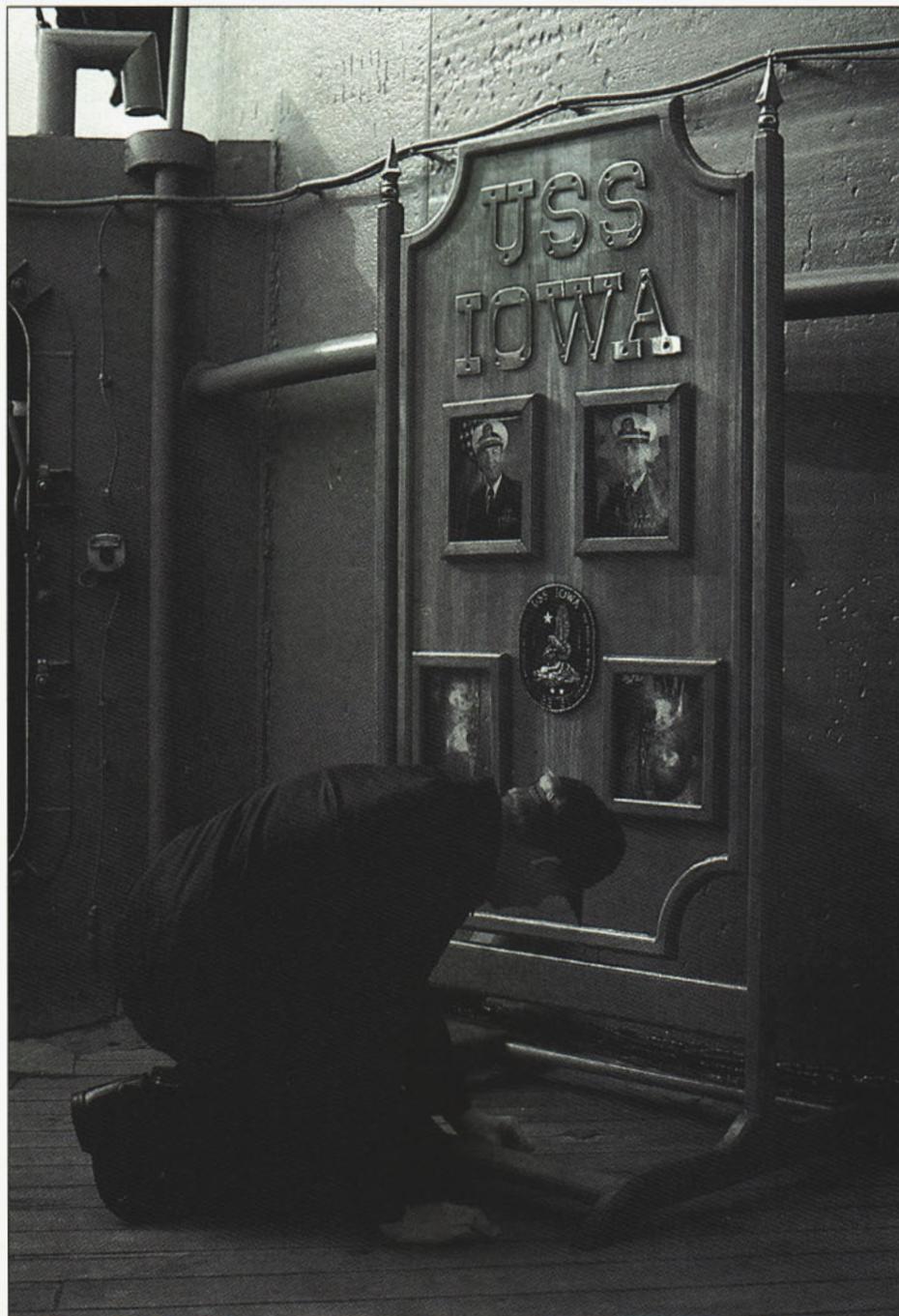
No band played, no sailors in freshly-pressed dress blues manned her rails and no solemn procession of crew members marched off her brows to observe the characteristic rites of a ship's last active-duty day. Instead, while a solo trumpeter sounded taps, the latest chapter in the life of USS *Iowa* (BB 61) closed quietly Oct. 26, 1990, as CDR John P. Morse, the battleship's commanding officer, gave the order to decommission the ship.

A blustery, unseasonable "nor'easter" spoiled the crew's plans for a traditional pierside ceremony. Cold, rainy gusts, up to 60 mph, sent dixie cups spinning across the teak deck and tipped over thousands of metal chairs which had been stacked on the pier to seat the audience.

Because of the rainstorm, Morse invited the decommissioning ceremony attendees to board the ship. Present were plankowners from the original commissioning in 1943, as well as relatives of some of the 47 men who died aboard the ship in April 1989 when her number two 16-inch gun turret exploded. Hundreds of former crew members, ship's company and their families filed below, seeking shelter on the mess decks and elsewhere.

Although prevented from seeing the ceremony, which took place on the bridge, *Iowa's* guests listened intently to the "1MC" as the remarks of the

A crewman works to keep *Iowa's* wooden deck squared away prior to the decommissioning ceremony.



guest speaker, Vice Chief of Naval Operations ADM Jerome Johnson, were broadcast throughout the ship.

Johnson assured the crew that the battleship *Iowa*, although retired once more, will certainly not be forgotten. "*Iowa* will not be scrapped," promised Johnson, adding that the ship will lie in waiting as a symbol of the nation's resolve to keep the "Big Stick" (*Iowa*'s nickname) available. "If we need her again, she will be there," Johnson said.

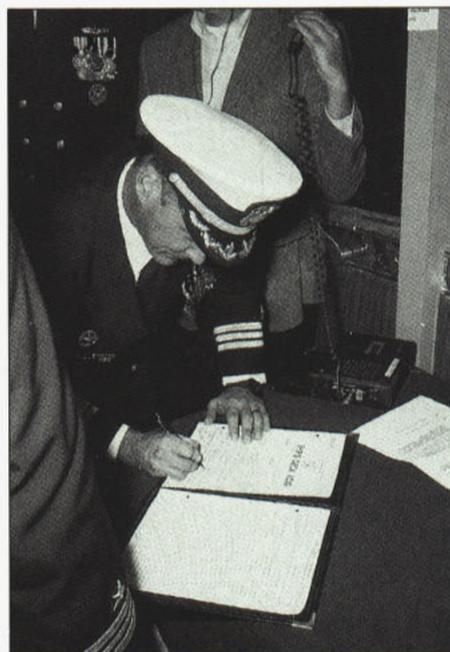
Since *Iowa*'s keel was laid 50 years ago, she has accrued fewer than 20 years of active service and has been commissioned and decommissioned three times. At one time in U.S. naval history such a cycle would have been the norm rather than the exception, Johnson pointed out — his comments seemingly aimed to soften the day's blow and put the occasion into historical perspective.

"In the early days of our Navy, a ship was not commissioned for its entire service life — it was commissioned to perform a specific duty. After performing the service, the ship returned home and was either stored or overhauled in preparation for a new commission.

"*Iowa*'s service life resembles the old way, although that was not the intention when she first joined the fleet," Johnson said.

Iowa joined the fleet in February 1943, the prototype of four mighty warships built during World War II which carried nine 16-inch guns on their decks and a wartime complement of up to 2,300 men each. *Iowa*'s first mission was to transport President Franklin D. Roosevelt to the shores of North Africa for conferences with Winston Churchill and Joseph Stalin in Cairo, Egypt, and Tehran, Iran.

According to original crew members, scuttlebutt making the rounds at the time claimed that Roosevelt disliked flying, and believed that the seemingly invincible *Iowa* would be the safest way to cross the Atlantic



Top: MU3 Michael Langworthy, Atlantic Fleet Band, sounds taps. Left: CDR John P. Morse closes the log on USS *Iowa*. Above: Luther Chocklett, a former *Iowa* sailor, stands under 16-inch guns during the final hours of the battleship's service.

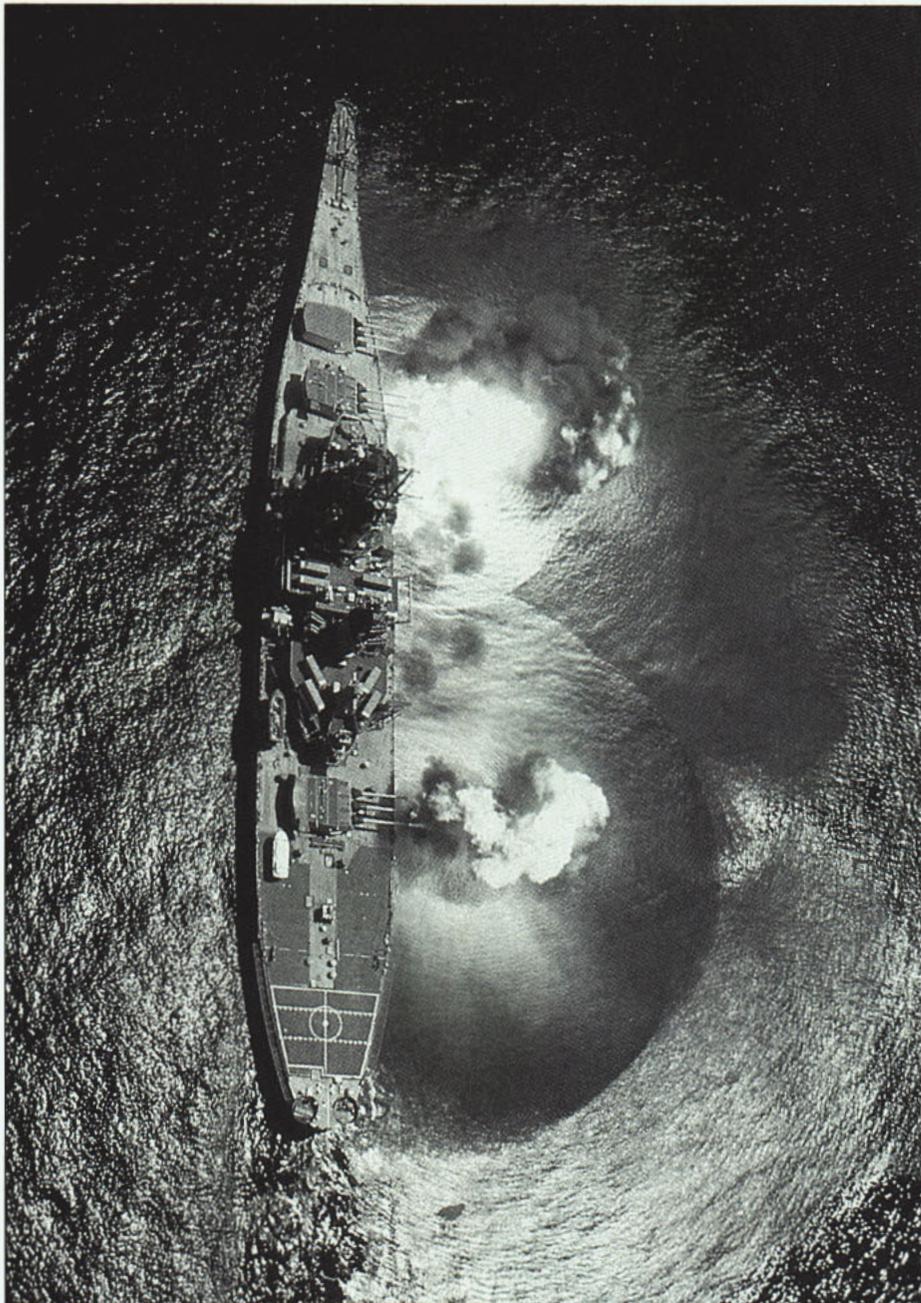
during wartime. Roosevelt returned to the states on board *Iowa* as well.

Halfway around the world, *Iowa* joined her sister ship, USS *Missouri* (BB 63), in Tokyo Bay when the Japanese surrendered on board *Missouri* in 1945. *Iowa* was decommissioned for the first time in 1949.

Just two years later, she was recalled to active duty for the Korean War. These were perhaps *Iowa*'s "glory

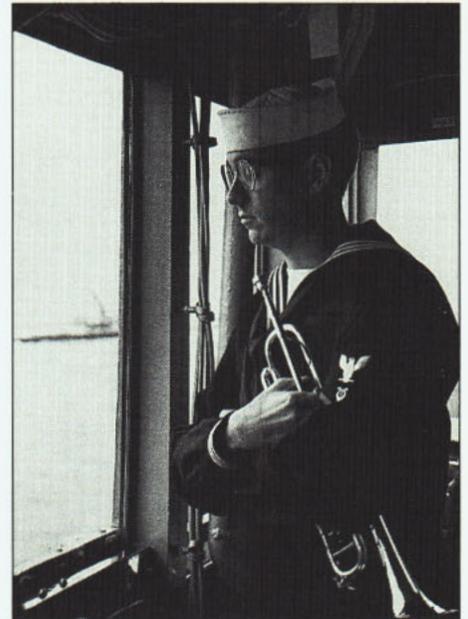
days," say naval historians, when she was able to demonstrate the full power of a battleship. For six months off the coast of North Korea, *Iowa* fired 4,500 rounds from her main gun batteries up to 23 miles inland — more than twice as many as she fired during all of World War II. These 2,000-pound shells demolished targets like railroad lines, tunnels and bridges, and, say former crew members, struck fear into the enemy.

Despite this impressive record and proven capability of force, a battleship



U.S. Navy photo

Left: A broadside from *Iowa's* 16-inch guns was heard and felt in three different wars. Below: Due to inclement weather the decommissioning ceremony was conducted over the 1MC. Bottom: MU3 Michael Langworthy reflects on the sad occasion of *Iowa's* decommissioning.



is expensive to maintain. During peacetime such costs can be hard to justify, and budget considerations similar to today's helped bring about *Iowa's* second decommissioning in 1953.

It cost more than \$400 million and took just two years to bring *Iowa* from mothball status at the Philadelphia Navy Yard to full, modern warship capability in 1984, when she was commissioned once again. Since then,

it has cost an estimated \$35 million a year to run her. It is largely because of these substantial expenses, and not because of the tragedy that befell her in 1989, that *Iowa* was decommissioned once more, Navy officials said.

"The inactivation of *Iowa* is a necessary part of a major realignment of our naval forces in response to a changing world," Johnson noted in his decommissioning speech. "The Berlin Wall is down, there is one Germany

and [Soviet] President [Mikhail] Gorbachev won the Nobel Peace Prize.

"These amazing events were made to happen by a nation and its allies who stood firm in the face of aggression and oppression," Johnson concluded. "*Iowa* was a part of that stance. We won the Cold War, and you, the men of *Iowa*, have earned a special place in history for that victory." □

Lefler is assigned to NIRA Det 4, Norfolk.

Keeping the memory alive

Iowa Association works to keep ship's spirit alive.

Story by JO1 Melissa Wood Lefler, photo by PH2 Dante DeAngelis

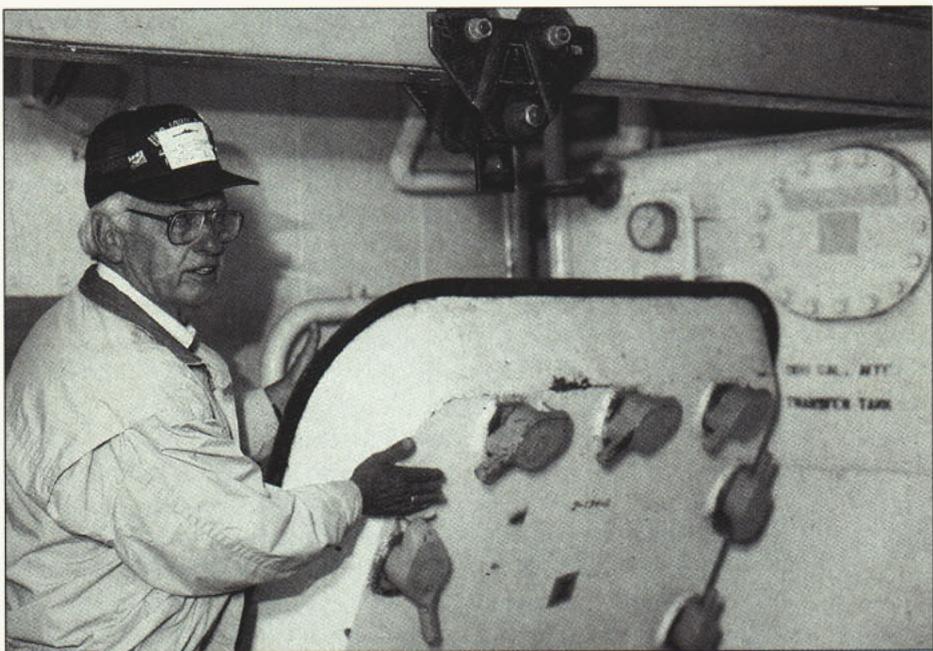
Overheard on board USS Iowa (BB 61) the day before decommissioning. "Forty years ago, he went down that ladder head first — bet he couldn't fit down there now," — a sea story Korean War-era Iowa crew member Kenneth Murray of Venice, Fla., told his wife about a friend, while gesturing toward an open hatch in the battleship's forward deck. "I bet I could — if they were shooting at us like they were that day!" — the indignant reply of Murray's now rotund but reportedly once rail-slim shipmate and fellow division member.

Iowa often inspired adjectives which also begin with "I" — imposing, impenetrable, indestructible.

And old or young, plankowner or current crew member, most of the 1,500 people who gathered in Norfolk for the battleship's Oct. 26 decommissioning hated to see it returned to inactive status for a third time.

Not ready to say "goodbye" just yet, three-year *Iowa* crew member Boat-swain's Mate 3rd Class "Bulldog" Wilson volunteered for a stint on the battleship's caretaking crew. About one-third of the ship's full complement will remain on board until April to prepare *Iowa* for ultimate long-term storage at the Philadelphia Naval Shipyard.

"There's still a lot of life left in this ship," Wilson said Oct. 25, while repairing canvas awnings topside. "She's got nine lives. She'll be back and I'll be here for her."



Wilson was pleased when he heard that plankowners from *Iowa*'s first and second commissionings, in 1943 and 1951 respectively, were among a group of 50 or so USS *Iowa* Association members touring the ship her last day in commission.

Former crew members and their wives, most wearing Navy blue satin windbreakers and matching ballcaps with gold embroidery outlining the words "USS *Iowa* former crew member" and the years they served aboard her, examined the ship closely, patting ropes, hatch covers and bulkheads.

The vets expressed amazement about how these items looked the same, often wiping away tears before

Luther Chocklett, a member of the *Iowa* Association tours the ship one final time prior to the decommissioning.

letting go and moving on.

Letting go, yet not forgetting BB 61, was foremost on the minds of about 400 *Iowa* crew members from World War II and the Korean War who traveled from distant points to attend her decommissioning. They were robbed of some of the pomp and circumstance they had traveled to witness; the ceremony was moved on board the ship at the last minute because of dismal weather.

In February 1943, at the Brooklyn Naval Shipyard in New York City, the

weather during *Iowa's* debut was just about the same — cold, rainy and windy, remembered plankowner Clarence Martin. Martin served on board *Iowa* from 1942 through 1945, got out of the Navy and went home to Pekin, Ill. Then in 1983, after almost 50 years, Martin was reunited with his ship and his former shipmates after receiving an unexpected message.

"I was amazed when I got a letter from the USS *Iowa* Association," recalled Martin, who now lives in East Peoria, Ill.

Since becoming the *Iowa* Association's secretary seven years ago, former machinist's mate Lester Smith has worked tirelessly to find other *Iowa* vets. Smith joined the *Iowa* Association in 1978, just a year after it was started. He recalls the first reunion he attended.

"I didn't see anyone I knew; only about 37 people were there. I did find quite a few of my friends while making phone calls for the association, however." Now, says Smith, a typical *Iowa* reunion draws about 300 people and the ranks of the organization have swelled to 2,500 members.

Former *Iowa* shipfitter Luther Chocklett of Roanoke, Va., felt the tug of auld lang syne about five years ago. Chocklett wrote to *Iowa* asking if there was any way he could be involved with the battleship. Ship personnel referred him to the *Iowa* Association. "I didn't talk to anyone about the war until just recently," disclosed Chocklett, who served with *Iowa's* first pre-commissioning unit in 1942, then stayed aboard the battleship until the end of World War II. "I never told my children anything about it."

As decades passed, Chocklett, like his fellow *Iowa* Association veterans, felt that it was time to re-examine what his brief, long-ago period of naval service signified, time to place his experiences aboard *Iowa* into the context of a lifetime. He realized that those three or four years on *Iowa* meant a lot and sharing the memories

makes them count even more.

When Clarence Martin prepared for the first *Iowa* reunion he attended in 1983 he told himself not to expect too much, that there might not be anyone there that he recognized.

"I had just walked in the door and was signing the register, when I heard someone call out my name," said Martin. "Without looking up, I knew who it was. It was as if I heard his voice yesterday."

Moments such as those Martin described are what Smith has worked so hard to achieve. "Even something like this (the decommissioning) can bring people back together," Smith said. "And although I hate like hell to see her go to moth balls, it's better than razor blades. We'd never let that happen anyway," he said. "We'd buy it ourselves before we'd let that happen."

Former *Iowa* Association president Burle Woods of Virginia Beach, Va., explained from his perspective why the association is so active and so dedicated to its ship. They spent their youth on this ship.

"It's one part of their lives that is in a time capsule they could never forget — a time zone that stands still. They ate, slept and worked together. For those three or four years the Navy was the only family they knew, and for the most part, *Iowa* was the only Navy they knew.

Woods said that loyal *Iowa* Association members are usually men who did one hitch in the Navy, all on board the battleship. Career Navy people are not often as ardent members, although Woods hopes that will change now that the chance to serve aboard her may never come again. "Lifers don't have the allegiance we do," Woods said. "They've served aboard a lot of ships; it's like being married to four wives."

An exception to Wood's description is retired Chief Petty Officer Vince Clarke of New Cumberland, Pa. Although the boilerman served on board many types of ships during his 26-year

career, for him *Iowa* stands out. And the mystique of *Iowa* transcends the undeniably meaningful circumstances: *Iowa* was Clarke's first ship, he was a plankowner for her second commissioning in 1951 and soon after commissioning the young sailor and his equally young shipmates went to war in Korea together.

"We went up and down the Korean coast, lobbing shells inland as much as 20 miles," Clarke recalled. "It was so hot in the berthing compartments we'd get a blanket and go to sleep up top while the guns were going off. After a while, you just got used to it — we were firing 25 days at a time.

"The last time I was on this ship was 1955, and this is the first time I've been to one of these functions," Clarke continued. "If it hadn't been for Lester Smith finding me and calling me, I wouldn't have known about this [decommissioning] get-together. It's certainly not the last time I'll see these guys," Clarke summed up. "I'm not going to lose track of them again."

Clarke was with his wife on *Iowa's* deck, in the rain, when the order came to lower the colors and decommission the ship. He and his wife stood at attention, buffeted by the biting wind as taps sounded throughout the ship over the intercom system.

Then Clarke joined other veterans who walked around the teak deck, looking at her big guns one last time. Meanwhile, *Iowa's* sailors, attired for the day in dress blues, started trickling off the ship by ones and twos.

"They're one of us now — former crew members," one elderly man with a "former crew member" *Iowa* Association ballcap told another as he watched a sailor descend the brow. "They'll be hearing from us." □

Lefler is assigned to NIRA Det. 4, Norfolk. JO2 Celeste Barrett Rubanek, of Navy Public Affairs Center Norfolk Reserve Detachment 208, contributed to this story. You can reach the Iowa Association at its toll-free number: 1-800-279-IOWA.



Hugo recovery

One year later at Roosevelt Roads

Story by JOC Miles Sample and JO2 Natalie Tanner, photos by JO3 Rich Henson

When monster Hurricane Hugo smashed directly into Naval Station Roosevelt Roads Sept. 18, 1989, the combined naval and air station was battered down tightly. The 33,000-acre base, along with the rest of eastern Puerto Rico, the U.S. Virgin Islands and several other Caribbean nations suffered widespread damage.

During Hugo's 18-hour seige, the training base fared better than most of eastern Puerto Rico's outlying areas. Excellent communication prior to the storm and the bunker-like concrete construction of most base buildings prevented complete destruction.

"Because of careful preparation before the 130-mph winds," said CAPT

Michael F. O'Brien, commanding officer, "only four people were injured and those injuries were minor. There was extensive property damage on base, as well as destruction and many casual-

Above: Naval Station Roosevelt Roads marina on Sept. 18, 1989, when Hurricane Hugo made landfall.



Photo by Miles Sample

Left: Naval Station Roosevelt Roads marina, one year later. Below: BU3 Valarie Hoepfner radios instructions to public works. Bottom: MMC(SW) Donald Brown on board tug.



ties outside the gate."

Advance preparation before the storm and quick action after it were the keys to having the airfield and port operations resume the very next day in support of the Caribbean-wide federal disaster relief effort — actions earning all hands at "Roosey" a nomination for the Humanitarian Service Medal.

"Everyone here," O'Brien said, "including tenant commands, felt a sense of purpose and personal pride in being able to quickly return the base to operational status and help the many nearby cities that were devastated."

Builder 3rd Class Valarie Hoepfner was on duty at the public works department during the fierce winds. "The experience was quite a challenge," she said. "I had to work around-the-clock. Since phones were out, I used two radios to stay in contact with civilian personnel and Seabees attached to public works. My job was getting tools to more than 300 people working during the immediate recovery. There was no time for anything other than work."

The following morning, when "all clear" was sounded, Roosey residents left shelter to find a situation less than rosy. After assessing the damage and determining what to do first, all hands resolved to overcome this major natural disaster. The term "Hugo's heroes" was coined as a result.

It took heroes to jump out of shel-

ters, survey massive damage and go to work rebuilding not only their lives but the lives of civilian neighbors as well. Hugo's heroes worked long hours, seven days-a-week, repairing and rebuilding a major naval station while assisting Caribbean communities at the same time.

On base, the storm collapsed several wooden buildings, left the port and airfield in shambles, uprooted trees, denuded foliage and left the base without commercial electricity, water and telephone communications for extended periods. Housing and most of the other concrete structures on station were relatively undamaged, but the rest of the base had significant damage to hangars, warehouses, piers, small craft, electronic equipment at the airfield and the electrical distribution system.

Within two weeks, communications, electric power, water and transportation were available to nearly all base locations. Key to massive repair efforts was the 29 military and 130 civilian employees of the public works department.

"It was our responsibility to help get things up to speed," said LCDR Rick Marrs, assistant public works officer. "One of the neatest things to happen was that everyone — civilian and military — pulled together."

Throughout the past year, public works engaged in recovery efforts that

could take another four years to actually complete. "We spent \$10 to \$15 million locally and have \$50 million for repair projects," said Marrs. The base cleanup and repair cost alone was estimated at nearly \$160 million.

Although funding and contracting restraints caused some work delay during the past year, new telephone equipment has been installed, facility repair projects have been awarded, new vehicles continue to arrive to replace those damaged by Hugo and designs for military construction to replace demolished buildings await funds. Public works is now ready for the second phase of rebuilding Roosey with contractors ready to start permanent repairs.

Hugo changed the supply depart-



Left: A CH-53E *Super Stallion* helicopter lifts a sailboat while recovery detail Marines wade back to shore. Below: Deployed Seabees remove debris from around the headquarters area.

ment's priorities too. Following the storm, the 113 military and 104 civilian employees' most important task was to serve 6,000 meals a day, around-the-clock, for 10 days in a base galley operated entirely on emergency generator power. Active duty, family members, retirees, government employees and emergency personnel literally had no other place to eat.

Supply's fuels division established a functioning emergency base operations center in tents after Hugo demolished their building. They provided 10,000 gallons of fuel daily to 60 emergency generators around the base at key locations.

During a 96-hour period, the air terminal received and distributed





MMCS Venancia Virtusio distributes emergency relief supplies to residents of Naguabo, Puerto Rico.

more than 7 million pounds of emergency relief equipment and supplies to support the base and Caribbean communities.

LCDR Scott Samuelson, assistant supply officer, said, "Without prompting, military and civilian employees immediately reported to work. The supply team effort was never stronger despite the fact that many of these individuals lost homes, cars and valuables. They also made numerous critical, business-related calls using personal telephones when base phones were down. I'm amazed at, and quite proud of, all supply personnel."

At the waterfront, pristine waters of picturesque Ensenada Honda turned brown and nasty looking. Some 54 of the 82 boats in the harbor or berthed at the marina were damaged or sank. The 130 military and civilian personnel of surface operations contained oil spills, cleaned debris and took inventory.

The undamaged harbor tugs, yard ferries and landing craft immediately began 221 emergency disaster relief logistics runs to the islands of Vieques, Culebra, St. Thomas and St. Croix delivering essential water, food, medical supplies and building materials.

Chief Machinist's Mate (SW) Donald Brown, who rode out the storm underway on tug *Nanticoke* (YTB 803) in the harbor, said, "It was exciting and scary — more scary than anything. The tug held together real well, but it

was the longest 18 hours of my life."

Now, a year later, serious hurricane damage to the piers limits electrical and telephone service available to fleet units here for training. With only one working harbor utility craft, the station is able to provide only routine logistic support.

Recovery efforts now revolve around procuring and refitting two utility landing craft to replace damaged LCUs. One harbor utility craft was seriously damaged and is undergoing repairs stateside. Temporary repairs made to piers and hurricane moorings are now complete while permanent repairs to piers, moorings and surface operation's buildings are pending.

On the aviation side, Ofstie Airfield lost air traffic control communications, navigational aids, weather equipment and suffered air terminal building damage. Air ops personnel immediately cleared aircraft movement areas, obtained and installed portable ATC facilities and jury-rigged a communications system, enabling aircraft with relief supplies to land within 24 hours.

After emerging from the disaster, the base actually had a two-fold job. "We were trying to get the base operational, but at the same time focus on helping those outside the gate to help themselves," said O'Brien.

Disaster assistance teams under

Commander, Fleet Air Caribbean, immediately began work helping local communities including Humacao, Ceiba, Fajardo, San Juan, Vieques, Culebra and the U.S. Virgin Islands.

According to O'Brien, base actions improved relationships between the Navy and local communities. "I'm sure there was confidence in us from the beginning, but nothing compares to having that confidence put to the test. In fact," O'Brien said, "had the Navy and our sailors not pitched in so willingly, there would have been many more lives lost. I was very pleased to recommend all hands for the Humanitarian Service Medal. They certainly earned it."

Today, casual observers are hard pressed to detect signs that a killer hurricane smashed the base Sept. 18, 1989. Life and training exercises at the "Crossroads of the Caribbean" are once again routine and nature has amazingly restored the stunning natural beauty of the island. Roosevelt is once again open for business thanks to a lot of hard work. □

Sample is the public affairs officer for Naval Station Roosevelt Roads and Tanner is assigned to Naval Reserve Readiness Command, Dallas.

Desert Shield Chronology

Nov. 1 — Iraqi Information Minister Latif Nassif al-Jassim announces Iraq will soon release four Americans who are elderly or sick.

Nov. 2 — The White House announces President Bush will visit U. S. troops during Thanksgiving.

The State Department discourages Americans from accepting Hussein's offer to visit relatives held hostage during the holidays.

Nov. 3 — Secretary of State James Baker leaves for a week-long tour to the Persian Gulf and Europe.

Nov. 4 — Syrian tanks and troops join Arab forces.

The Iraqi information minister says Iraq will not withdraw from Kuwait even if it leads to war.

Nov. 5 — U.S. Secretary of State Baker, Saudi Foreign Minister Prince Saud al-Faisal and King Fahd reach agreement on the command of troops in the event of war.

Nov. 6 — China states it will not block a U.N. resolution authorizing the use of force against Iraq.

Hussein releases 77 Japanese hostages and 31 more from western countries.

Nov. 7 — Turkey, Bahrain, Kuwait, Saudi Arabia, Egypt and China say if the United States wants to maintain the international consensus against Baghdad, it must obtain U.N. approval before undertaking any offensive military action.

Nov. 8 — Secretary of Defense Dick Cheney announces deployment of more heavy divisions, Marines and ships to the Middle East.

Nov. 9 — The U.N. General Assembly rejects a move by Iraq to characterize the U.S. military build-up in the Middle East as a threat to peace.

Defense Secretary Dick Cheney states the Pentagon is no longer planning to rotate troops in Saudi Arabia and the U.S. forces already in the Gulf

area or heading there will remain for the duration of the crisis.

Nov. 11 — King Hassan II of Morocco calls for an emergency Arab summit meeting to avert war.

Nov. 14 — Secretary of Defense Dick Cheney authorizes call up of 72,500 more military reservists, taking the first step toward fulfilling President Bush's decision to deploy up to 200,000 additional troops to the Middle East.

Nov. 15 — Secretary of State Baker begins discussions with the other 14 members of the U.N. Security Council seeking support for military action to force Iraq out of Kuwait.

Nov. 15-21 — Joint combined exercise *Imminent Thunder*, held in Saudi Arabia, includes an amphibious landing in the eastern province, air-to-air and close-air-support exercises and ground force training. The exercise includes 16 ships, 1,000 Marines and 1,100 aircraft.

Nov. 16 — President Bush leaves on an eight-day tour of the Middle East and Europe.

Nov. 18 — Iraqi officials announce all remaining foreign hostages will be freed in groups, starting Dec. 25 and continuing through March 25 "unless something should occur to disturb the atmosphere of peace."

The Navy's amphibious landing exercise, a part of *Imminent Thunder*, is postponed due to inclement weather, however, the airborne aspects of the mock assault continue.

Nov. 19 — The Commandant of the Marine Corps orders 49 units from various states to report for active duty between Nov. 24 and Dec. 1.

Nov. 21 — The Secretary of the Navy announces the call-up of 30 Naval Reserve units from 13 states and the District of Columbia.

Nov. 23 — The Secretary of Defense delegates authority to the Secretary of the Army to involuntarily extend foreign service tours indefinitely, extend training at Army schools through the traditional Christmas and New Year holidays and to suspend retirements or discharges.

Nov. 26 — The five permanent members of the U.N. Security Council draft a text allowing Iraq "one final opportunity" to comply with previous U.N. resolutions and pull its troops out of Kuwait by Jan. 15 or the U.N. has authorization to "use all necessary means ... to restore international peace and security in the area."

USS *Philippine Sea* (CG 58), USS *Thomas C. Hart* (FF 1092) and two multinational craft intercept *Khawla Bint Al Zawra* in the northern Red Sea. The Iraqi-flagged cargo ship refuses repeated requests to stop, but permits a boarding and search after *Philippine Sea* fires warning shots across the bow.

Nov. 27 — DoD announces post-Christmas deployment of USS *Theodore Roosevelt* (CVN 71) and USS *America* (CV 66) carrier battle groups with appropriate escorts and embarked airwings.

Khawla Bint Al Zawra is cleared to proceed after a Navy boarding team determines the vessel is not carrying prohibited cargo.

The Senate Armed Services Committee begins an intensive congressional review of U.S. policy in the Gulf.

Three American and 12 British hostages freed by Iraq arrive in Jordan along with German nationals who come out of hiding in Kuwait.

Intercepts to date: 4,162; 500 boardings; 19 diversions; 85,635 reserves called.

Nov. 29 — The U.N. Security Council approves a resolution authorizing use of military force unless Iraq leaves Kuwait by Jan. 15, 1991.

DoD announces American troop strength at over 240,000 in region. □



Do unto others ...

Sailors volunteer as EMTs.

Story and photos by John E. Peters

When three Soviet ships visited Norfolk in 1989 Senior Chief Fire Control Technician (SW) John Fusco and Chief Interior Communications Electrician (SS) Jeff Stockton were on hand. They weren't there to see the ships or meet Soviet sailors, but to provide medical assistance for the nearly 18,000 visitors during two days of public visiting.

Fusco and Stockton are just two of many Hampton Roads sailors who volunteer their off-duty time as emergency medical technicians in Virginia Beach, Va., the state's largest city.

Virginia Beach's emergency medical service consists of 11 volunteer rescue squads that make up the largest all-volunteer EMS system in the United States. These volunteers serve the city's 360,000 citizens 24 hours-a-day, 365 days-a-year.

Of the 635 volunteers, many are active-duty sailors from Naval Air Station Oceana, Va.; Naval Amphibious Base Little Creek, Va.; ships and commands at the Norfolk Naval Base; and other activities throughout the Hampton Roads, Va., area. Others are Naval

reservists and DoD civilian employees.

All are certified as EMTs. Some have specialized training as cardiac technicians or paramedics, who can perform advanced life-saving skills including starting intravenous hook-ups, reading electrocardiograms and administering drugs and electric-shock treatment to heart attack victims.

Because of the volume of visitors to the Soviet ships, the Kempsville Volunteer Rescue Squad assisted the Navy by providing an ambulance at the pier for the visit.

"We passed out a lot of adhesive bandages and Gatorade," said Stockton, stationed aboard USS *Atlanta* (SSN 712). "Most of the problems were heat related. The temperature was in the 90s and people were waiting in line a couple of hours for the tours." One visitor, overcome by the heat while on board a Soviet ship, was taken to a local hospital.

"Our EMS system is quite different from the Soviet's," explained Fusco, who retired from the Navy in July

1990. "There was a corpsman on each Soviet ship, but they were surprised at the things we do in the field. A Virginia Beach paramedic, who was assisting with the visit as a reservist, did an electrocardiogram and started an IV on a patient before we left the pier."

The volunteers come from all ratings and paygrades. Most join the rescue squad serving their neighborhood. Those who live on base or outside Virginia Beach may join one of several squads that doesn't have a city residency requirement.

Many volunteer as members of special rescue teams that include divers, specialists in water rescue, heavy and tactical rescue and vehicle extrication. Some hold leadership positions in their respective rescue squads.

The reasons for becoming a volunteer EMT are as varied as the individuals, but all share a common interest in serving the community and get satisfaction from helping others in a time of

AM1(AW) Dave Kittle gives directions to students during a vehicle extrication training class.

need. Often, the Navy benefits from their experience too.

The city provides training for those who need it. Certification as a first responder, which takes six weeks of part-time, evening classes, is needed to ride in an ambulance as a trainee. To become an EMT, the basic level of certification takes three months of part-time training that involves classroom and clinical instruction and passing a written and practical exam. Certification as a cardiac technician or a paramedic takes an additional 18 months of evening classes and requires at least one year of experience as an EMT.

"It's not like a paid job — I want to do this," explained Radioman 2nd Class Rick Roberts. "I'm not doing it for the money. All volunteers have one goal — to save a life or prevent injury."

An EMT with 12 years experience, Roberts has been with the Ocean Park Volunteer Rescue Squad in Virginia Beach for two years. He serves on Ocean Park's boat team and is a crew member on the truck that responds when people are pinned in a vehicle following an auto accident. As the squad's training officer he devotes more than 100 hours a month to his volunteer duties. He is also a cardiopulmonary resuscitation instructor and has trained 150 people at Submarine Force, U.S. Atlantic Fleet.

Aviation Boatswain's Mate (Handler) Airman Apprentice Addison Martin joined the Kempsville Rescue Squad in March 1990. "It's something constructive to do with my spare time," Martin said, "and a chance to further my education." The training he receives as a member of the squad's heavy rescue team directly relates to his job on USS *Theodore Roosevelt* (CVN 71), which involves extrication in flight deck emergencies. In addition to learning medical skills as an EMT, he gets training in extrication techniques and the use of specialized hydraulic rescue tools.

CDR (Dr.) Bob Slack started in Vir-

ginia Beach's EMS 15 years ago and has held every office in his squad at least once. He has been chief of the Davis Corner Fire Department and Rescue Squad for five years. Assigned to Commander, Carrier Group 4, NAS Norfolk, he got into EMS because of his wife.

"When I was deployed on USS *Independence* (CV 62) my wife Donna met an old friend who was a member at Davis Corner. That got her interested and she became one of the first women in the system. When I came home, the only way I could see her was to join."

Slack started with advanced first aid, became an EMT and is now a cardiac technician. He finished paramedic training but couldn't complete testing because of a deployment. He was also chosen as one of the first volunteer EMS field supervisors.

"The people make the difference," he said. "The variety of personalities makes the system strong. No matter what you're doing, when you roll out the door personalities are put aside and you are a team. It's challenging because very often what you're sent out for is not what you find when you get on the scene."

He proudly tells the story of the day Davis Corner responded with an all-

Navy crew. "We got a call and realized that we had a commodore, a lieutenant, myself and a petty officer on the crew."

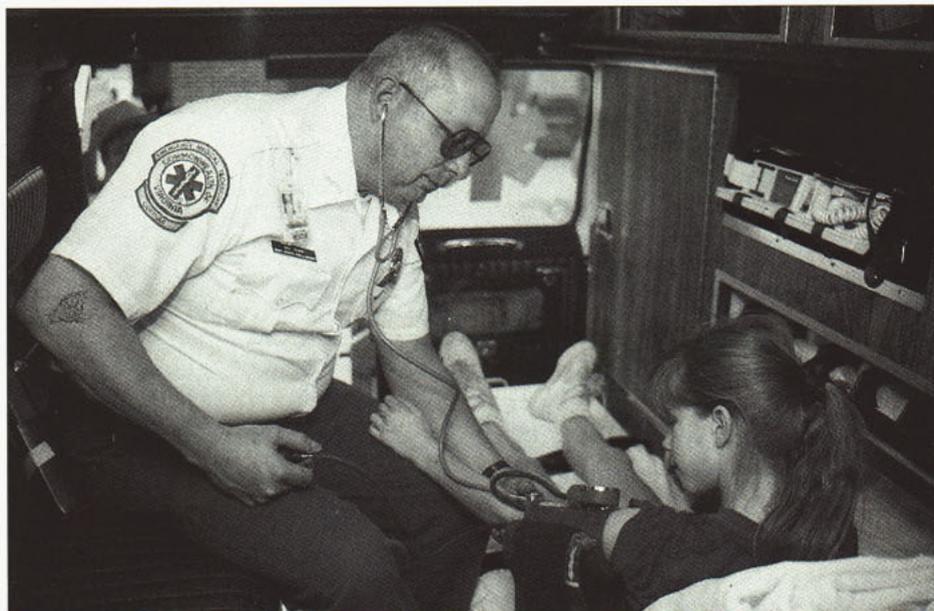
Armand Rubbo, who retired in August 1990 as a chief aviation support equipment technician, got involved with his local volunteer fire department during high school. "When I was assigned to Virginia Beach I thought it was great. I joined a volunteer fire department 15 years ago and gradually got into EMS."

Also a member at Davis Corner, Rubbo is a nationally registered paramedic. In addition, he is an EMT instructor, advanced cardiac life-support instructor, emergency-vehicle operator instructor, a level-III firefighter, dive team member and squad truck crew member. He was named the Norfolk Naval Base 1988 Military Citizen of the Year, an honor earned by Slack in 1978.

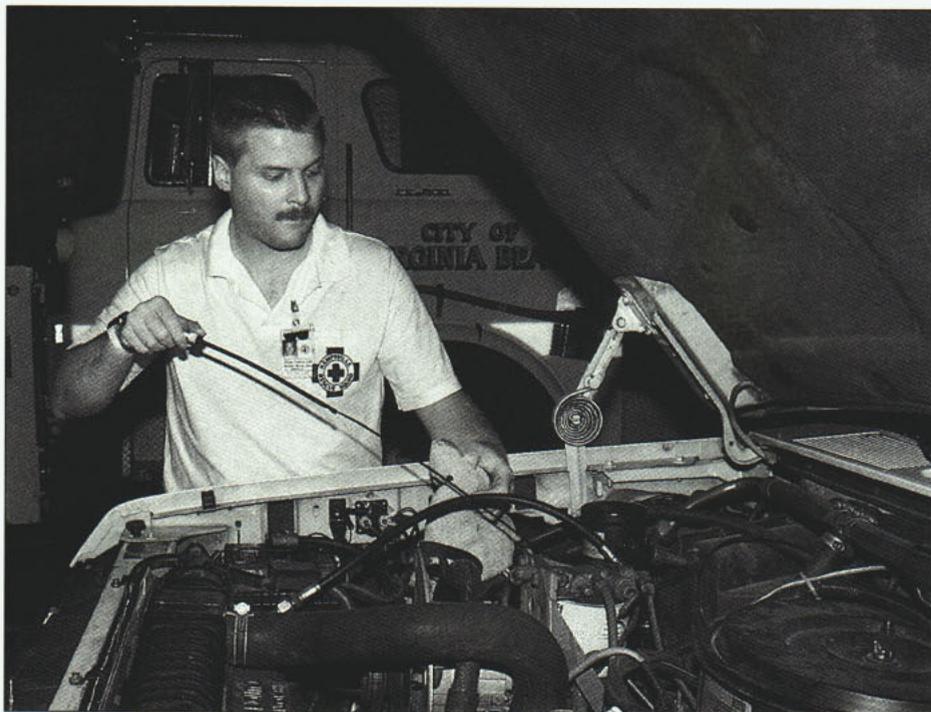
"I like the motivation that brings people into the Virginia Beach EMS system," Rubbo said. "People do this because they want to do it."

Machinist's Mate 1st Class (SW)

CDR Bob Slack checks a young girl's blood pressure. Slack is chief of the Davis Corner Fire Department and Rescue Squad.



National Volunteer Month



Below: HM3 Frank Lugo, assigned to the Boone clinic at NAB Little Creek, checks stabilization on an overturned vehicle during a drill. Left: ICC Jeff Stockton checks the oil in an ambulance. Complete maintenance checks are done at the start of each shift. Below left: AT1 Jim Geisinger starts an IV on a patient enroute to the hospital.



Pat Stark had different reasons for joining the rescue squad. His son was born with a birth defect and spent time in Norfolk's Children's Hospital of the King's Daughters.

"I wanted to give something back because they had done so much for our son, but at the time there were no volunteer openings at King's Daughters," Stark said. A friend who was a volunteer EMT suggested he try EMS. "Although I had no prior experience, it has given me a lot more confidence in caring for our son."

Stark is the command physical fitness coordinator at Shore Intermediate Maintenance Activity, Little Creek. He is working toward certification in sports medicine and feels his EMT training will help him reach that goal.

"New people come to the area and don't realize it is a volunteer system. They're used to having a tax-supported service. I've had people ask how much I get paid. They're surprised when I tell them 'nothing.' The satisfaction outweighs any money I could get."

Chief Electronics Warfare Techni-



cian Jeff Brennaman, from USS *Guadalcanal* (LPH 7), got involved on a lark. He was handy with tools and started helping his local rescue squad with their maintenance needs five years ago.

"I had the time and a toolbox, plus I had electronics training in the Navy," he said. "I found people kept finding ingenious ways to break things and asked if I could ride along and see if I could fix it."

To ride on the ambulance he had to have medical training. He took three weeks leave and completed an EMT class at Naval Hospital Portsmouth, Va. He went on to become a registered paramedic and is captain of the Prin-

cess Anne Plaza Volunteer Fire Department and Rescue Squad.

"There is a sense of belonging and wanting to contribute to the community. The rewards are the smiles and knowing you have done something to ease someone's pain or suffering," he said.

"I'm an advanced cardiac life support instructor and teach ACLS to Navy doctors. They ask me which clinic I work at, and are surprised when I tell them I'm not a corpsman."

LCDR Lorna Ramsey, a nurse at Portsmouth and a paramedic with the Virginia Beach Borough Rescue Squad, is also active in EMS education. She teaches the Navy EMT class at the hospital and also teaches the regional paramedic course at Tidewater Community College. She has had a hand in

training and testing many of the EMS people at Hampton Roads.

"Being on the street challenges my skills to the highest level. I use all my training as a nurse and as a paramedic," she explained. "In a hospital you are part of a larger team — on the street there is only you and your partner to rely on. Your skills have to be sharp." Ramsey sees EMS as her way of getting rest and relaxation. "It's an outlet, a morale builder," she said. "I actually look forward to weekends."

Aviation Electronics Technician 1st Class Jim Geisinger, who works in the aircraft intermediate maintenance department at NAS Oceana, is a cardiac technician with Ocean Park and got his start in the early '80s.

"I got involved at a time when there was no advanced life support. People were dying right and left," Geisinger said. "Now, as cardiac techs using ALS procedures, we have better results. We're making a difference," he explained.

Duty schedules vary among the different squads, but most require members to stand three or four duties a month. Generally, day duty runs from 6 a.m. to 6 p.m. and night duty from 6 p.m. to 6 a.m. When additional crews are needed for a second call in the squad's area of responsibility, members are summoned from home by pagers, which are also used to alert special teams. Dispatching is handled through the city's emergency operations center which dispatches all fire, police and rescue squads through a 911 system.

"Every call is different," explained Fleet Training Unit Little Creek's FCC Leo Zeek, a cardiac technician with the Sandbridge Rescue Squad. "It's not monotonous. Even a breathing difficulty call can be different. One time it may be due to asthma, the next because of a heart attack. That's where your detective skills come in."

Even when standing rescue duty these sailors are not far from the Navy. Virginia Beach EMS serves family



Above: LCDR Lorna Ramsey and AK1 Larry Buck treat a patient enroute to the hospital. Right: HM3 Frank Lugo operates high-pressure air bags during a training drill. The bags are used to lift or stabilize a vehicle to free people trapped inside.

housing areas at NAB Little Creek, NAS Oceana and Carper family housing in Virginia Beach. Nights and weekends they transport critical patients from Navy clinics to local hospitals or to Portsmouth.

On one Saturday night Ramsey and her partner, Aviation Storekeeper 1st Class Larry Buck, from USS *America* (CV 66), took three tries to finish dinner. They were called for a heart attack, a maternity case and an injured hand. Across town, Geisinger responded to an asthma attack and a burn victim, while Brenneman was treating an injured knee. Fusco, a crew member on Kempsville's heavy squad truck, responded to a three-vehicle accident on the interstate where a victim was trapped. All in all, it was a typical night.

Whether it is the camaraderie, the feeling gained from helping others or



the satisfaction of doing a tough job, they all keep giving. Their community and the Navy are both better for their involvement. □

Peters is the public affairs officer for Naval Facilities Engineering Command, Atlantic Division, Norfolk.

ALL HANDS

Photo contest winners

The second *All Hands* Photo Contest drew nearly 150 entries in its five categories. Surprisingly, the majority of entries were from amateur photographers representing a wide variety of ratings, from aviation boatswain's mates to hospital corpsmen, to name a few. Coast Guardsmen, Navy civilians and officers from around the fleet also submitted entries.

The photos covered a wide range of subjects, from drug interdiction to emotions upon deployment, from weapons being fired to sunsets.

The contest was judged by Russ Egnor, director of the Navy's Office of Information Still Photo Branch, Senior Chief Journalist (SW) James R. Giusti, Managing Editor of *Surface Warfare*, and Toby Marquez, retired Navy pub-

lic affairs officer, cinematographer and photojournalist who is now working as an independent producer.

The 3rd 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.



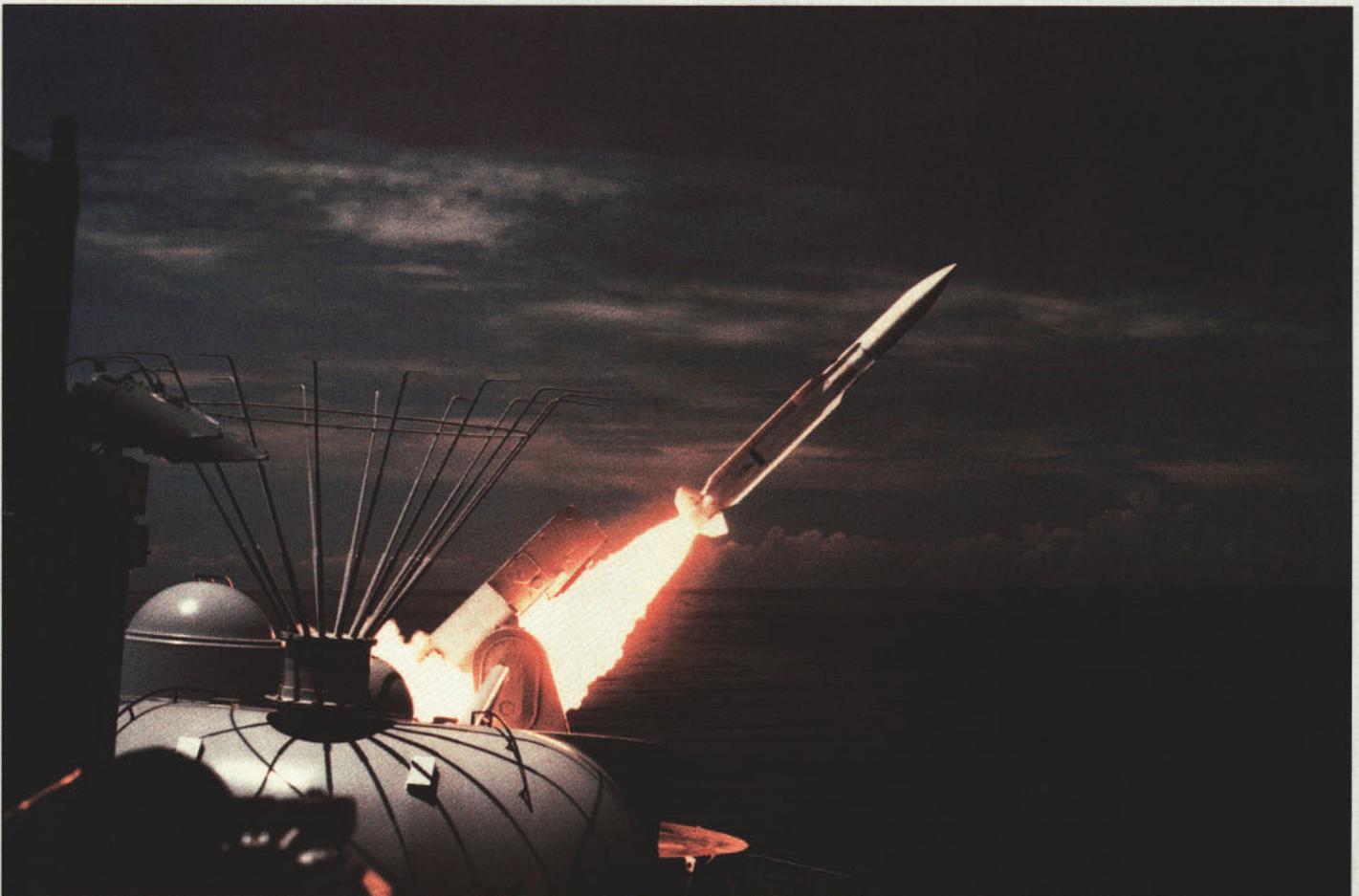
"Bird on a line"

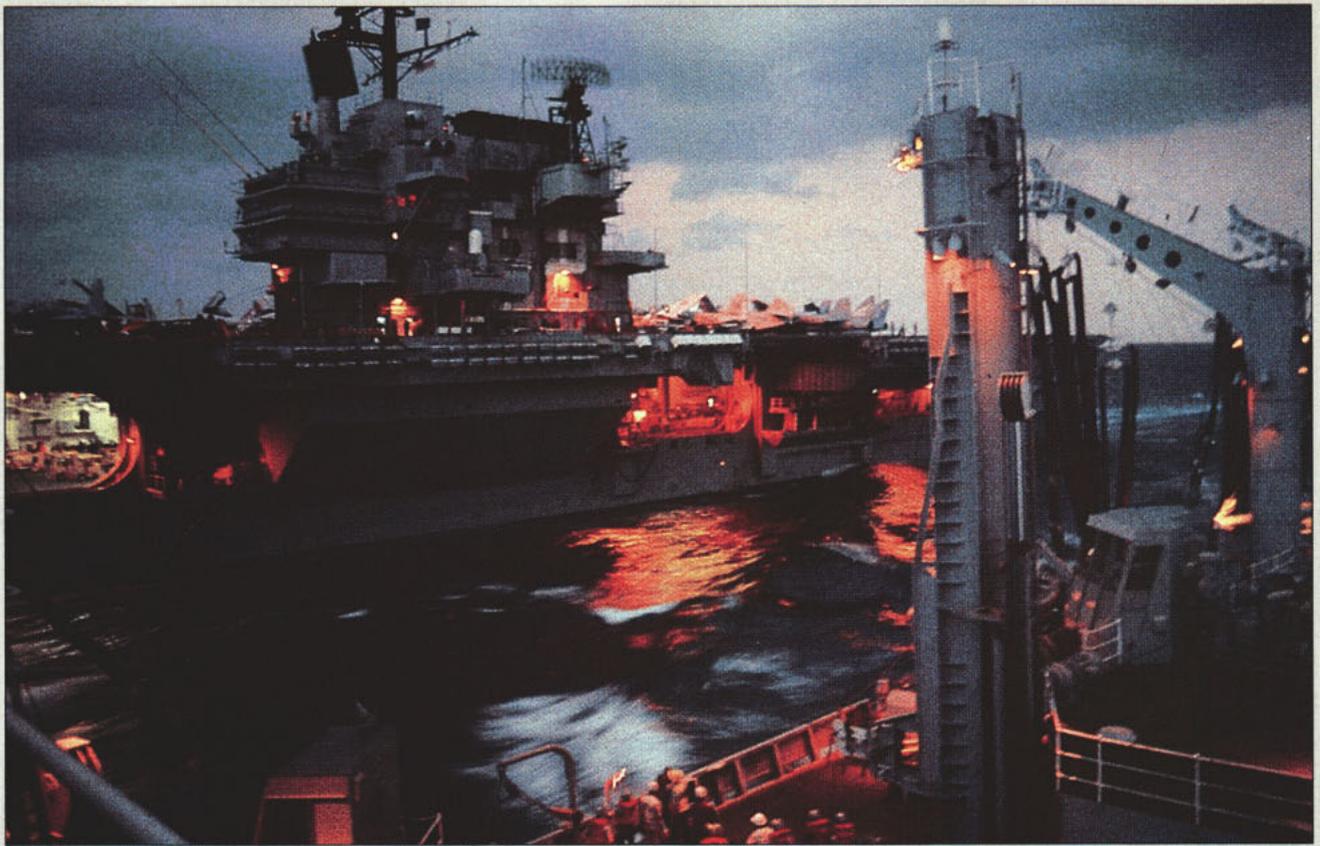
Second place professional color. Photo by PHAN Felix Garza, USS *Enterprise* (CVN 65). Plane director on the "Big E" prepares an F/A-18 *Hornet* for launch.



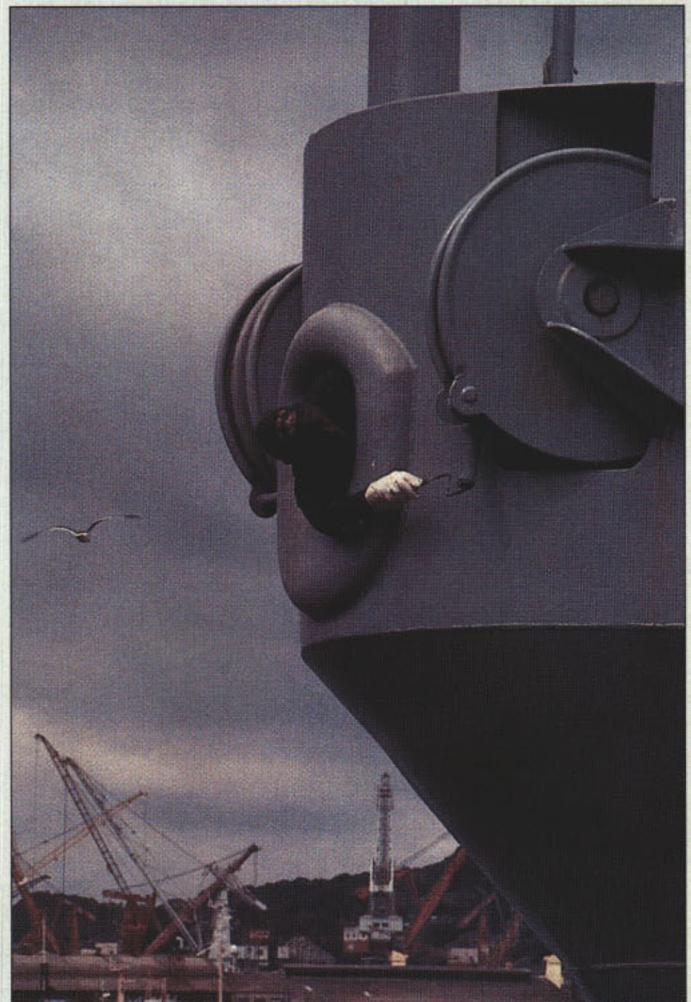
"One, two, three, heave!"
Third place professional color. Photo by PH2 Delores Anglin, Naval War College, Newport, R.I. Boatswain's mates on board USS *Connole* (FF 1056), homeported in Newport, R.I., take the slack out of the line as she berths pier-side.

"Warning red, weapons free"
Second place amateur color. Photo by DS1(SW) James A. Goulet, Mare Island, Calif. An SM-2 is fired from USS *Cochrane* (DDG 21).





“Refueling into darkness”
Tied for 3rd place amateur color. Photo by Jeffrey P. Erickson, Navy Recruiting District, Chicago. USS *Forrestal* (CV 59) refuels with USS *Milwaukee* (AOR 2).



“Through the Bullnose”
Honorable mention amateur color. Photo by LT Karen M. Kohandwich, Commander, Support Squadron 5, Pearl Harbor. A Boatswain's Mate touches up the tow rollers of USS *Safeguard* (ARS 50) in Sasebo, Japan.



"USS Halsey in drydock"
Honorable mention amateur color.
Photo by MM3 Todd M. Stoudt, USS
Halsey (CG 23).

"Helo in Hong Kong"
Tied for 3rd place amateur color. CWO 3
David L. Morton, NAESU Det., Beaufort,
S.C.



“Lone Sailor”

Honorable mention professional color. Photo by HM2 Randal Tucker, Naval Hospital, Jacksonville, Fla.



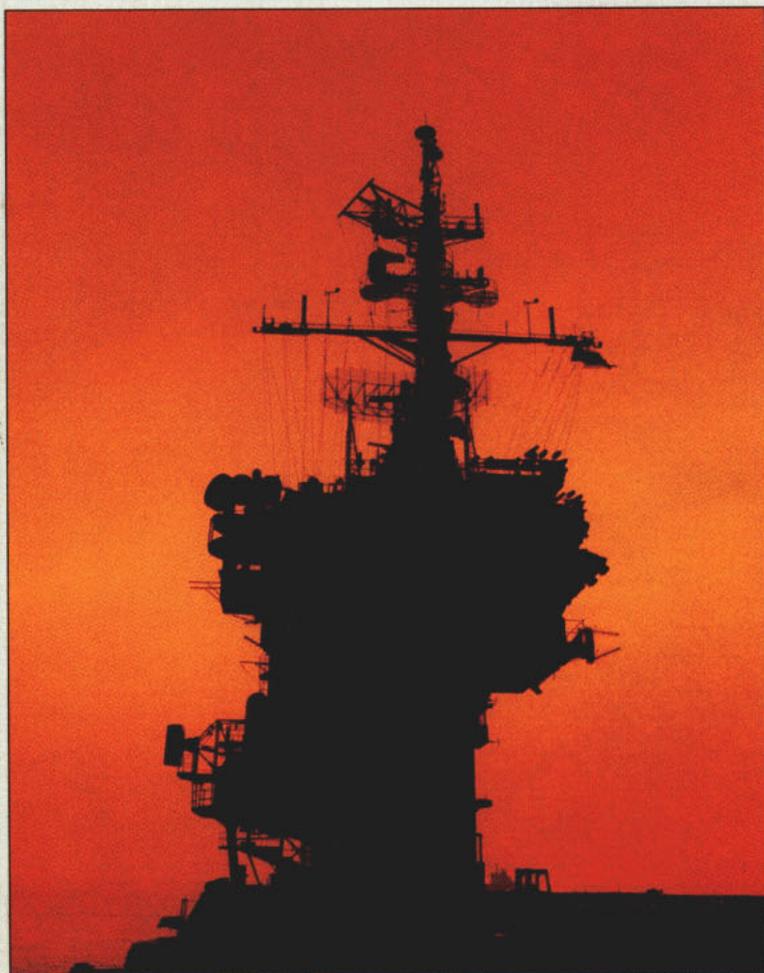
“Close-in MK 15 weapons system”

Honorable mention professional color. PHAN James M. Lamont, USS *Constellation* (CV 64). On board USS *Constellation* during a weapons test off the coast of South America.





"Stand down"
Honorable mention amateur color. Photo by OS1 Michael E. Pardue, USS Emory S. Land (AS 39), Det. 407.



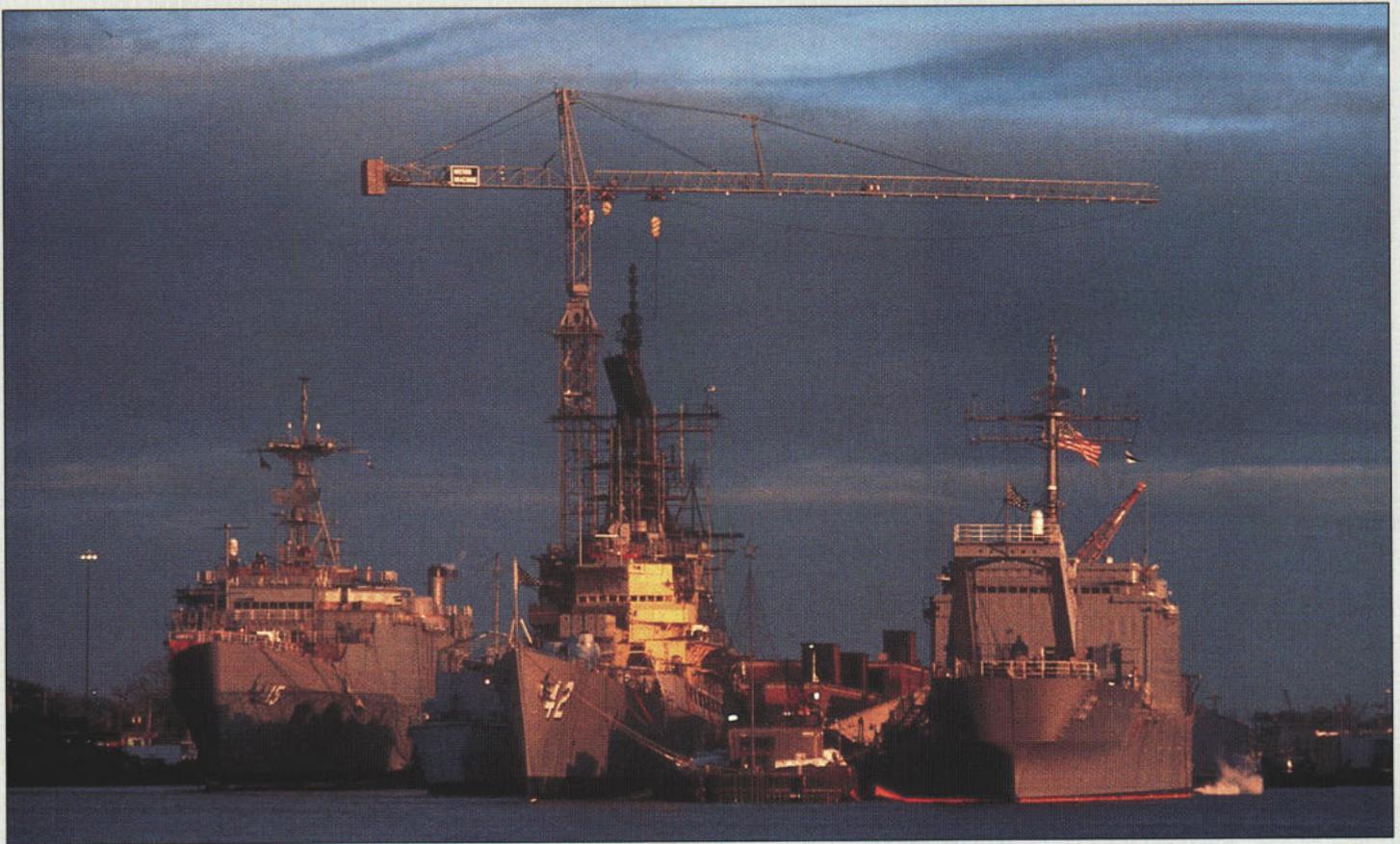
"Untitled"
Honorable mention amateur color. Photo by AX3 William Russell, NAS Dallas.

"Too beautiful to burn"
Honorable mention amateur color.
Photo by ABHAR Jose A. Rivera, USS
Okinawa (LPH 3).



"Refueled and ready to go"
Honorable mention amateur color.
Photo by Jeffrey P. Erickson, Navy
Recruiting District, Chicago. A de-
stroyer having just refueled with USS
Milwaukee (AOR 2) in the Atlantic heads
out on patrol.





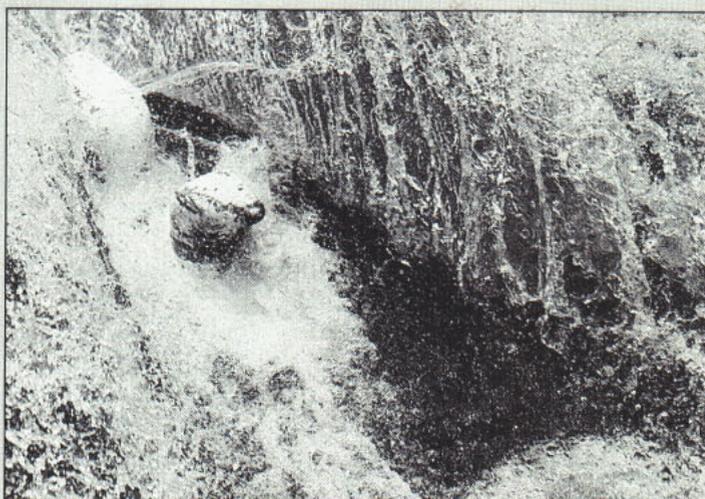
“Untitled”
Honorable mention professional color.
Photo by PHC Ira Huble, Naval Reserve
Fleet Imaging Unit 193, Willow Grove,
Pa.

“Coast Guard launches a new era”
Honorable mention professional color.
Photo by Coast Guard PAC Ken Freeze,
Coast Guard Pacific Area, Alameda,
Calif. USCGC Mellon (WHEC 717) fires a
Harpoon anti-ship missile during a test
off the coast of Oxnard, Calif.



“Untitled”

Second place professional black and white. Photo by PAC Ken Freeze, Coast Guard Pacific, Alameda, Calif. A Coast Guard helicopter hovers over a utility boat during training operations in San Francisco Bay.



Below: “Number 2 port cleat”
Honorable mention amateur color. Photo by MMC(SS) Kurt G. Kessel, Naval Submarine Training Center Pacific, Pearl Harbor. Water cascades off a cleat of USS *Sculpin* (SSN 590) as she transits the Panama Canal.



Left: "After the good-byes"

Honorable mention professional color. Photo by PH3 M. Clayton Farrington, USS *Forrestal* (CV 59). A young sailor struggles with his emotions after departing for the Mediterranean.



"Five-inch projectile captured"

Honorable mention amateur color. Photo by GMG2 Jeffrey A. Maddrey, U.S. Naval Magazine, Subic Bay Republic of the Philippines.

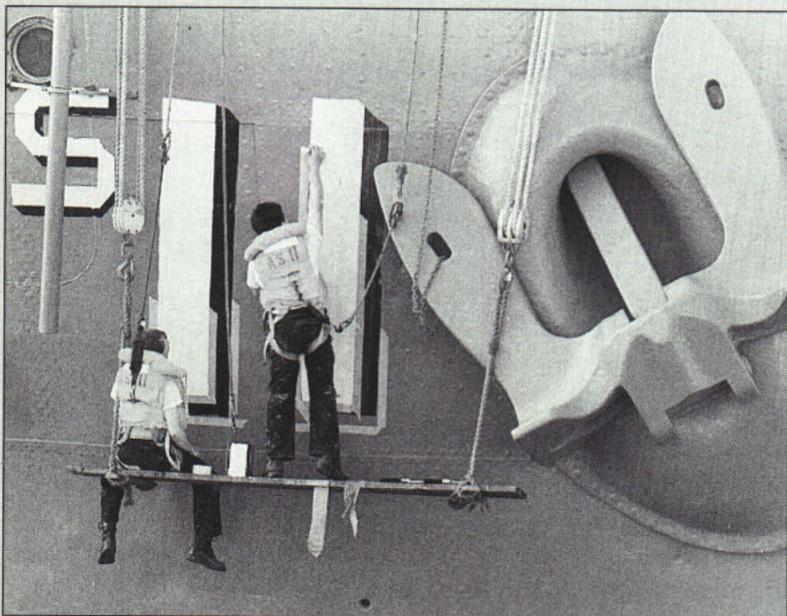


Left: "Spotted"

Honorable mention professional black and white. Photo by Coast Guard PAC Tom Gillespie, Defense Information School, Fort Benjamin Harrison, Ind. Petty Officer Kenneth Sylvester mans an M-16 as the patrol craft *Manitou* (WPB 1302) comes alongside a suspected drug vessel.

“Buoy work”

Honorable mention professional black and white. Photo by Coast Guard PAC Tom Gillespie, Defense Information School, Fort Benjamin Harrison, Ind. SN Don Robertson hands down a temporary buoy marker to SN David Funk for storage.



“Untitled”

Honorable mention professional color. Photo by PH3 Karl W. Berner, USS *Fulton* (AS 11). □

Oils and Solvents

Large
doses
may
cause
numbness
of
limbs,
drowsiness,
loss of
consciousness
and even
DEATH!

Story by JO1 Chris Price

Imagine someone deliberately dumping gallons of used engine oil, antifreeze and turpentine next to the swing set at the neighborhood park where your children play. Imagine having to breathe the foul odor of oils and solvents permeating a poorly ventilated underground parking garage.

Improper disposal of all used oils or solvents — no matter how innocent they may appear in use — can pose a serious threat to the environment and to human lives. Methyl ketone, a colorless liquid commonly used as a paint thinner and for cleaning metal parts, is highly toxic. Prolonged inhalation is known to cause headaches and irritate the eyes and throat.

According to information from the Navy Bureau of Medicine in Washington, D.C., large doses of ketone over an unspecified time period will cause numbness of limbs, dermatitis, drowsiness, loss of consciousness and damage to the central nervous system.

Within its jurisdiction, the Navy is working on ways to alleviate problems associated with improper disposal of solvents like methyl ketones, along with the disposal of oils used in the day-to-day operation of vehicles and aircraft at naval installations.

Since 1971, the Navy has had a person within public works handling environmental concerns ranging from disposal of plastics at sea or asbestos removal from government buildings to the disposal of oils and solvents. All representatives are responsible for keeping abreast of and ensuring the Navy complies with the latest Environmental Protection Agency regulations (or state guidelines). Each installation and ship is unique in how it deals with these issues, due mainly to funding and resources.

The Navy trains all hands who work in the mechanical and industrial fields on the importance of proper disposal of liquid wastes generated in their spaces — mainly oils and solvents. As an added bonus, some installations have

“EPA has criteria which determine whether the residue is hazardous . . . generally, we have to pay more for disposal if something is classified as a hazardous waste.”

started recycling old oils and solvents for reuse which saves the government money.

“Installations are not specifically required to recycle oils and solvents,” said Suzanne Berkman, environmental engineer at the Naval Facilities Engineering Command in Alexandria, Va. “They are required to reduce the amount of hazardous waste that they generate. OpNavInst 5090.1A says that all major claimants will reduce hazardous waste by 50 percent by the end of 1992 — and a very popular and common minimization technique is to recycle.”

In 1989, shore facilities worldwide recycled 1,400 tons of solvents. But according to Berkman, “this figure shows nothing about how many tons of waste solvents were actually *generated* by the Navy.”

In 1988, 1,200 tons were recycled,

with 900 tons recycled in 1987. Berkman adds that the increased quantity of oils and solvents being recycled each year is due mainly to personnel awareness.

There are differences between oils and solvents. Solvents include such substances as ketones, petroleum naphtha, 111 trichloroethene and Freon. These substances are used by the Navy for cleaning, in painting operations, laboratory research and electronics and aircraft maintenance.

The oil category includes machine coolants, engine oil, jet fuel and torpedo fuel. Commands which generate the largest quantities of both oils and solvents are naval shipyards, air stations and aviation depots.

According to Berkman, what’s really important is whether or not the recycled material can be used again in the same capacity.

“When they recycle torpedo fuel,” she said, “they may only put the recycled product into a practice torpedo — not into the real thing. The second time around, some oils and solvents may not be clean enough or good enough for their original purpose.”

“This is why some recycled oil originating from an engine might turn up as supplemental fuel in a boiler — rather than returning it to an engine,” she said. “You may not be able to reuse solvents in the same operation where you generated it.”

Recycling oil involves a separation process, where the oil is put through mechanical separators or filters which remove water and residue. The oil layer is skimmed off the top for reuse and the water layer is properly treated and disposed of.

“The EPA does not consider oil to be hazardous,” said Berkman. “The reason most states are recycling it is because it has an economic benefit. The Navy classifies the oil in New Jersey and California as hazardous waste, because those states consider it to be a hazardous waste. This is an example of where the Navy is following a more stringent requirement set by the state.”

Solvents are normally distilled in order to purify them. The process involves heating the fluid in a “still” — which looks similar to a gas station pump and requires only minimum supervision.

Solvents are boiled — usually for six to eight hours at 250 to 280 degrees Fahrenheit. The time varies depending on how much dirt is in the solvent and on the solvent’s boiling point. After recycling, the solvent is returned to its originator for reuse.

According to Greg McBrien, another NavFacEngCom environmental engineer, “Up to 80 percent of the



Used solvents are siphoned into the still, (center) and returned to a 50-gallon drum after distillation.

waste solvent can be reused after distillation and careful consideration is given to the 20 percent that remain.

"After the boiling, you're left with some impurities in the bottom of the solvent still." The residue is generally considered hazardous waste and must be disposed of at a special landfill or treatment facility.

"EPA has criteria which determine whether or not the residue is hazardous," he said. "It's based on how flammable the waste residue is. However, environmental coordinators at the installation would make that determination."

McBrien adds that hazardous waste disposal is expensive for the Navy. "Generally, we have to pay more for disposal if something is classified as hazardous waste," he said. "The disposal funds are handled through the Navy Comptroller's Office and allocated to each of the major claimants [activities] for waste disposal each year."

McBrien said ultimately each installation will be responsible for their own disposal costs, which will be included in their fiscal year budget. This may force some naval installations to start developing innovative ways to reduce the waste they generate — or else, they may be spending a greater portion of their budget for waste disposal in the future.

Naval Air Station Whidbey Island, Wash., is one installation that has implemented a hazardous waste minimization program, saving their base \$400,000 annually. They've already reached the 48 percent mark — just short of the Navy's 50 percent hazardous waste reduction goal.

Whidbey Island's successful "HazMin" program starts with oil segregation at command work centers. Using 500-gallon, portable, above-ground tanks or "bowsers," personnel pour their used oils — primarily crankcase oil, JP-5 aircraft fuel and hydraulic fuels — into labeled containers. The used solvents are also placed into con-

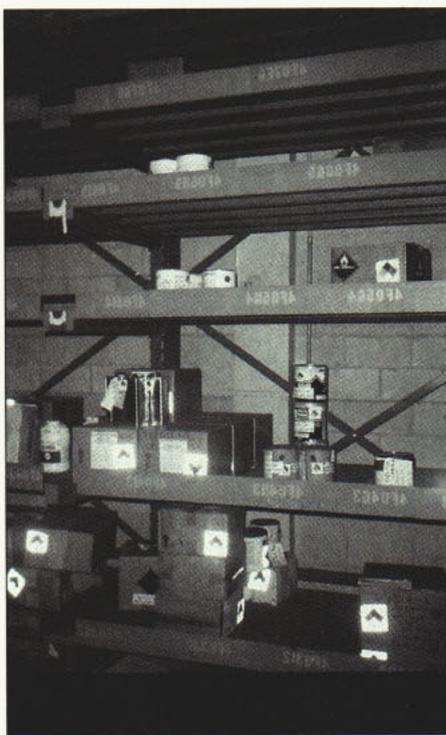


Photo courtesy of NavFaceEngCom

Shelf life expiration dates are clearly marked for all to see at base storage facilities.

tainers specifically marked for "solvents." So far, personnel have managed to collect 100,000 gallons of used oils and solvents in one year.

"All our recycled solvents are used by our own base personnel," said Mary Lou Gonzales, NAS Whidbey Island's environmental engineer, "but we sell our used oil for 12 cents a gallon to a Washington state Department of Ecology-approved recycling outlet."

Whidbey Island also conducts a shelf life management program geared to help commands identify unused hazardous materials that are nearing their expiration dates. These materials are returned to the Navy supply system, issued to the Defense Reutilization and Management Office or given to other commands who can use them before they expire.

Other HazMin projects being developed at Whidbey Island include the recycling of synthetic hydraulic fluid and antifreeze and a method for recy-

cling firefighting waste water and rags.

Whidbey Island is one of many bases that rely on information supplied by the Navy Energy and Environmental Support Activity at Port Hueneme, Calif. NEESA conducts used solvent and oil elimination studies at naval facilities worldwide. Funded by the government, they make recommendations as to who needs a solvent still and have assisted many installations with procurement of stills. Some bases might not need a still, but can be offered advice on how to reduce the volume of waste they generate.

In August 1989 NEESA published a technology transfer manual based on a number of findings and studies conducted at naval installations. The manual gives ideas on how Navy public works personnel can start a hazardous waste minimization program at their installation. Plus, it gives information on the best areas to install them and how to procure them.

"We hope that more and more activities will start purchasing stills," Berkman said, "but we don't envision NEESA continuing to buy the stills for them. Bases will have to go about it themselves."

Berkman said that many naval installations without solvent stills can contract private firms to distill solvents for them — and even return clean solvents for reuse.

"We're constantly having meetings and advertising the fact that there are ways to minimize waste," Berkman said, "and there are various newsletters published on the subject including a NEESA newsletter, 'The Hazminimizer.'"

With environmental issues so much in the spotlight today, more and more Navy activities are taking advantage of emerging technology to reduce the amount of oils and solvents they use and recycle whenever possible. □

Price is a writer assigned to All Hands.



See the world

7th Fleet sailors find old friends in Vladivostok.

Story and photos by PH1 Ted Salois

When U.S. 7th Fleet sailors walked off their ships' brows in the Soviet city of Vladivostok recently, it was like stepping back in time.

Vladivostok resembles an American city of 50 years ago and the 700,000 residents gave the visiting seafarers a warm-hearted welcome that reflected the period when the United States and Russia were World War II allies.

The guided-missile cruiser USS *Princeton* (CG 59) and guided missile frigate USS *Reuben James* (FFG 57)

made the historic port call as part of the Pacific Fleet's portion of the navy-to-navy exchange visits between the United States and the Soviet Union. For many citizens of Vladivostok, the sight of U.S. sailors evoked memories of how things once were.

"During the 'Great War' Russians and Americans fought for the same cause," said Lilia Alexandrovna, a tour guide at a submarine training base. "We had a great friendship with the United States. On behalf of my family, I hope this friendship will continue."

Many other citizens of Vladivostok saw the visiting Americans through much younger eyes.

"Soviet people and American people have good hearts. We are all very much alike," said Victor Beresovskiy, a 19-year-old student in the Far East State University's oriental language program.

Like countless others, Beresovskiy invited sailors home to see Soviet life firsthand. Together, the sailors and students listened to recordings of Soviet music stars and played some of

their own tunes with a battered acoustic guitar. The sounds echoed quickly through the eight-foot-square dormitory quarters that Beresovskiy and two other students called home.

As more students joined the group, talk and laughter gave life to the room, which otherwise would have been merely cramped elbow-to-elbow with bodies. A glass borrowed from down the hall was passed around for a sip of vodka to toast a renewed camaraderie between their nations and themselves.

A few miles away, in the center of town, hundreds of Vladivostokians surrounded American sailors in Revolutionary Square to fire off questions about the United States, such as:

"What are the most popular and high-paying occupations in America?"

"What is life like aboard an American Navy ship?"

Left: Curious Soviet citizens and military men swarm a U.S. sailor to see what he has to trade. Below: Soviet dancers perform during half time at a soccer match between the U.S. and Soviet teams. Right: A Soviet honor guard prepares to greet CinCPacFlt ADM Charles R. Larson.



"What are some popular American hobbies?"

"What rock musicians are famous in the United States?"

And the question asked most often, "What do you think of the Soviet Union?"

Intelligence Specialist 1st Class

Mikeal Johnston, an interpreter during the four-day visit, may have summed up his shipmates' impressions best.

"The people were outstanding," Johnston said. "They like to talk and they like to tell jokes. They're the kind of people who would fit right in with

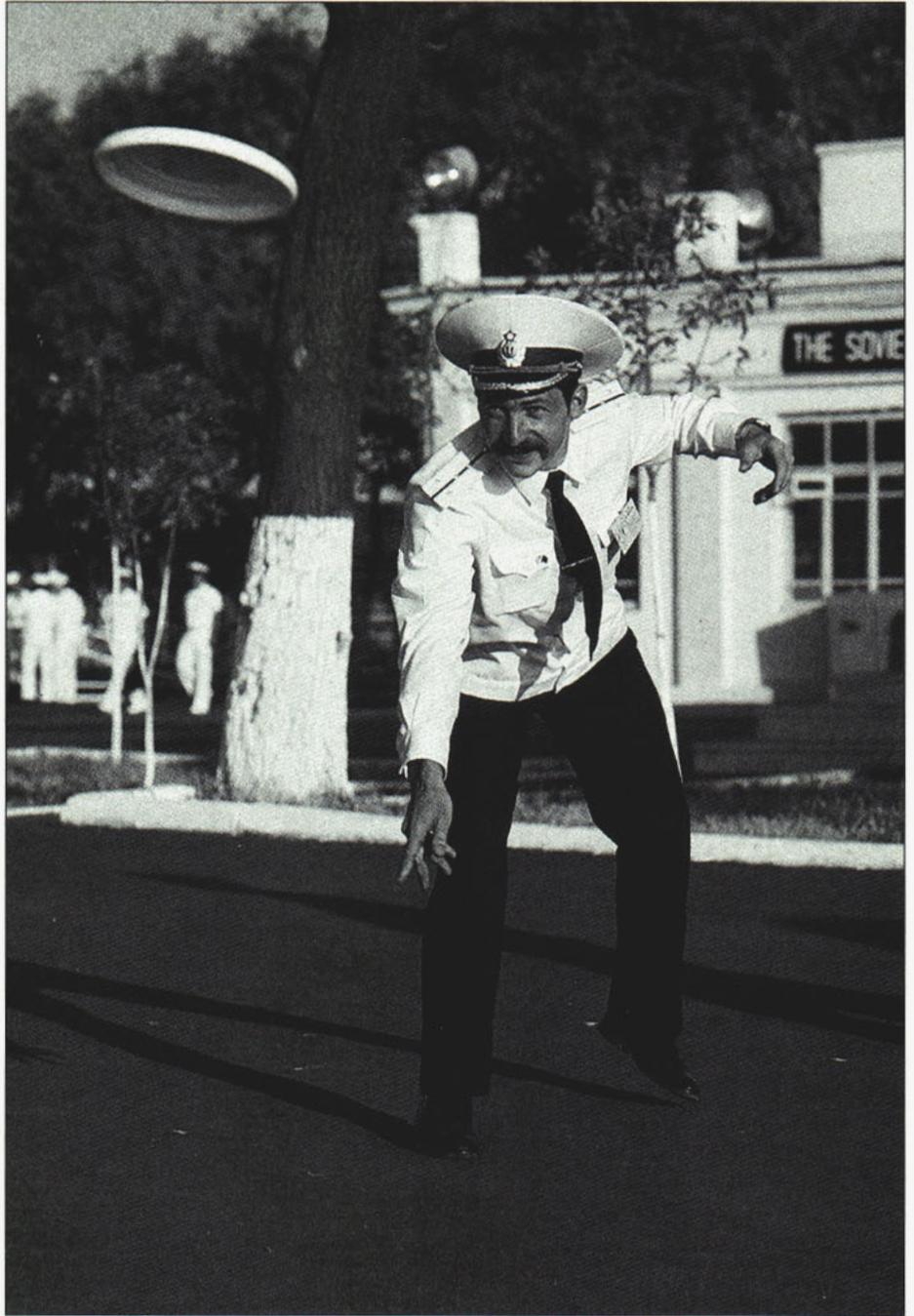


Vladivostok visit

Right: A Soviet naval officer tries tossing a frisbee following an exhibition game of frisbee football by two teams of American sailors. Below: BM3 Demetrius A. Haugabrook offers a shy, young Vladivostokian some candy. Bottom: Soviet school children and teachers greet U.S. sailors visiting Vladivostok for the first time since 1937.



Photo by PH2 Jim McGee



my group of friends back home.

"We were stopped on the street by curious people and people who just wanted to practice speaking English," Johnston added. "The whole experience was just incredible."

Children, encouraged by their parents, offered postcards, coins, pins and flowers as gifts to the Americans.

Many Soviet military members were eager to trade with the American sailors for uniform items and U.S. souvenirs.

Part of the Vladivostokians' thirst for knowledge of America stemmed from the fact that U.S. warships hadn't been to the seaport since 1937. Until recently, it was also a "closed" city to

Soviet citizens from other parts of the country.

After a 53-year absence, the U.S. ships' visit was direct evidence that *perestroika*, restructuring or reform, is taking place throughout the Soviet Union.

Popular events of the historic stop-over included a reception for ADM



Charles R. Larson, commander in chief U.S. Pacific Fleet, hosted by his counterpart, Soviet Pacific Fleet Commander Admiral Gennadi Khvatov. Receptions were also held in honor of American officers, chief petty officers and junior enlisted sailors.

After a somber morning mist cleared, the two admirals laid a wreath at a memorial site in honor of the Soviet Union's war dead.

In other, more entertaining activities, the American sailors took city and military base tours, participated in sporting events that had U.S. and Soviet sailors kicking, pulling, slam-dunking, spiking and sprinting, in soccer matches, tug-of-war, basketball, volleyball and running compe-

titions. *Princeton* and *Reuben James* sailors also demonstrated their skill and technique in softball and frisbee football exhibition games.

Another highlight of the visit was a Soviet military firepower demonstration, complete with shipboard missile and torpedo launches, a surfaced submarine sail-by, helicopter and airborne forces assault and hand-to-hand combat displays. The events were interwoven with traditional marching bands and dance performances. However, the best show of all was that of hospitality and friendship.

On the last night in port, some sailors walked to the pier arm-in-arm with the Soviets, forming a human chain and singing songs. Some sang in Eng-

Sailors and media representatives on USS *Reuben James* (FFG 57) bid a fond farewell to Vladivostok.

lish, others in Russian, but the melodies crossed the language barrier. Upon arrival, the air filled with silence. Mementos and addresses were exchanged, as well as promises to write. Handshakes turned into hugs.

Teary eyes watched the Americans walk up the ships' brows. After a final goodbye wave, the sailors saluted, stepped aboard their ships and began discussing ways to make a return trip to Vladivostok. □

Salois is assigned to 7th Fleet Public Affairs.

Bearings

Eyeglasses in less than an hour available on *Ike*

Have you ever lost your glasses, or needed a new pair quickly because an old pair broke? Well, if you were stationed aboard USS *Dwight D. Eisenhower* (CVN 69) you could have them made for you in less than an hour.

"*Ike*" is the first carrier in the fleet selected to have an in-house eyeglass-making lab, allowing crew members to get a new pair of glasses in 15 to 45 minutes.

"Ships didn't have this capability before," said Hospital Corpsman 1st Class Doyal Harrell, the optical technician who runs *Ike's* shipboard eyelab. But, he adds, "We cannot do bifocals. Bifocals can only be made at the Navy facility at Yorktown, Va., or at an Army facility in Colorado."

Harrell first determines the prescription of the lenses required, either

by looking up the prescription in the patient's medical record or by "neutralizing" the lenses in the patient's glasses with a special device. If the prescription is more than a year old, Harrell will give the patient an eye test to determine if the prescription is still valid.

Next, he takes pre-ground, single-vision lenses kept on board *Ike* to match the prescription needed and uses another device to locate and mark the optical center of each lens. He then places the lens on an edger, along with a template for the type of frame, and grinds it to fit. As a last step, he either pops the lens into a plastic frame or screws it into a wire frame. Lenses can be specially cut to fit gas mask and oxygen breathing apparatus mask frames as well.

Harrell is one of a handful of corpsmen in the Navy with the skills necessary to make eyeglasses. Corpsmen go to school for six months to learn how to give eye examinations and to test visual acuity. As an experiment, the Navy decided to put these special corpsmen on aircraft carriers to service the battle group.

"Historically, this has been a land-based operation," Harrell explained. "We have four billets on hospital ships, but no real sea-going billets.

"They asked for volunteers to go TAD for six months to a carrier," Harrell continued, "So, I raised my hand." ■

—Story by JO2 Gerald Harris assigned to USS *Dwight D. Eisenhower* (CVN 69) Public Affairs Office.

Old Glory fills football field for 75th anniversary

The National Football League's Phoenix Cardinals had a special pre-

game show Sept. 30, 1990, performed by 250 Naval Reservists as the world's

largest U.S. flag was unfurled for their gridiron season home opener. The immense flag nearly covered the field, and was displayed in honor of the Naval Reserve's 75th Anniversary.

"Watching a flag that size go across the field was like watching a giant, red, white and blue, 500-leg caterpillar," said Chief Radioman Robert Douglas, who joined Phoenix-area Naval reservists and Sea Cadets to present the "Super Flag."

CAPT Robert Turpin, from the Phoenix Naval and Marine Corps Reserve Readiness Center, coordinated the event as one of 60 events in celebration of the Naval Reserve anniversary. ■

—Story and photo by JO1 Al Holston Jr. assigned to Naval Reserve Readiness Command, Region 19, Public Affairs Office.



Bearings

San Diego Navy LT breaks powerlifting records

LT David L. Ricks of the Civil Engineer Corps may construct buildings on the job, but devotes his off-duty time to building his body. Ricks recently broke five different powerlifting records in the Lifetime Drug-Free National Powerlifting Championships in Chicago.

He set records in the 165-pound weight class division by lifting a total of 1,691 pounds — 10 times his body weight — and set three other national records by squatting 644.5 pounds, bench pressing 385 pounds and deadlifting 661.5 pounds. Ricks took second place at the Chicago meet as overall best lifter.

The 30-year-old lieutenant, who works at the Resident Officer in Charge of Construction office, at Marine Corps Base, Camp Pendleton, Calif., said he got interested in the sport during his senior year at the Naval Academy, but didn't get really serious about it until he was stationed in Hawaii.

In both 1984 and 1985, Ricks took second place in the Hawaii State Championships. He trained even harder and took the championship in 1986. He also competed in and won

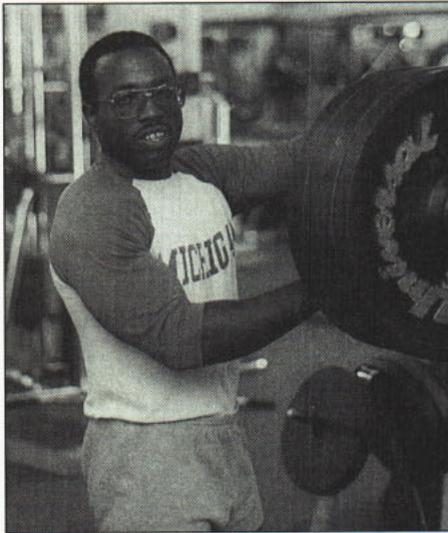


Photo by Mike McNIH

LT Ricks new powerlifting champ.

the 1988 and 1989 California State Championships; and, in February 1990, he went on to win the Armed Forces Powerlifting Championship by lifting his then personal best combined total weight of 1,675.25 pounds.

Ricks takes one competition at a time. He knew he was getting stronger, but had no idea that he would better that mark shortly thereafter or break

five records at his next meet in Chicago. That championship really meant a lot to him.

"They test for steroid use and I've never used the drug," he said. "I've always been strong and have never had a compelling need to take steroids. Besides, it's really not worth putting something into your body that will have long-term adverse health effects just to get a \$20 trophy. I know that I'm getting older and that my progress can't continue forever — but as long as I keep getting better, I'll compete."

Despite the remoteness of his location at Camp Pendleton, Ricks said the job there actually helps him because anyone who works around Marines has to be "tough as nails."

"Marines are very conscious about fitness, and there are gyms all over the place," he said, explaining simply that he's doing what comes naturally, and will continue to do so for as long as it lasts. ■

— Story by Jeanne A. Light, public affairs officer at Southwest Division, Naval Facilities Engineering Command, San Diego, Calif.

Students learn SAR in addition to ABCs

More than 80 students from Sherwood Elementary School, Pensacola, Fla., spent a fun-filled morning learning about search and rescue operations with their tutors from Helicopter Combat Support Squadron 16, based at Naval Air Station Pensacola.

The HC-16 "Bullfrogs" invited the students to learn about the squadron's SAR mission. HC-16 has been partnered with the school for two years and helps students in subjects such as reading, language skills, computer skills and math under the Navy's Adopt-A-

School program. On this occasion they wanted to give the students a different kind of learning experience.

The students learned SAR techniques by first watching a command video presentation and then listening to briefs by squadron members on such things as flight gear, rescue equipment and various medical procedures used when a rescue takes place. Then the fun began.

The students received "hands-on" experience with equipment, took turns touring and sitting in the heli-

copters and flew several imaginary rescue missions while on board.

The following week, the squadron was pleasantly surprised by letters from the enthusiastic students.

Some students are now considering a future in the Navy. "Thank you for taking time to talk with us," James Griffin said. "You've encouraged me to become a pilot and a rescue swimmer. I really liked coming to visit." ■

— Story by JO2(AW) Dean Persons assigned to HC-16's Public Affairs Office, Pensacola, Fla.

Spotlight on excellence

Sailor ascends from the 'bottoms - up'

Story and photo by JO2 Michael Dean

"There is a certain amount of pride that says, 'I looked death in the face and came back from the Gates of Hell.' That's how serious it is."

That is how Master Chief Aviation Electrician's Mate (SW/AW) Red Larson characterizes his recovery from alcoholism — a path that has taken him from his early years as a hard-drinking, junior enlisted sailor — to one of 1989's top three finalists during selection of the Force Master Chief of Naval Air Forces, Atlantic Fleet. Larson is currently the deputy director of the Navy's Senior Enlisted Academy at the Naval Education and Training Center, Newport, R.I.

By simply living his life one day at a time, and adhering to a personal code of conduct since 1978, Larson turned his life from one of chaos to one full of personal and professional accomplishments. As a youngster, Larson learned to manage a poor self-image, instilled by his hard-to-please Marine Corps father.

"He [my dad] was decorated, and all his Marine life, he wanted to have a Marine son — a son who would set records," Larson said. "When I was very young, I felt different than other people. I was small in stature; I wasn't fast; I wasn't quick. I was the last one picked for all the ball games."

As in many households, wine and beer were commonly served with meals at the Larsons'. Soon, young Larson acquired a taste for alcoholic beverages. It wasn't until he was 15 that the troubling pattern of alcohol abuse became apparent. On one particular evening, Larson and three friends almost landed in jail after convincing an old man to buy them a case of beer, and then trying to sneak into a teen dance. The "Marine," as Larson called his dad, was not happy when he,

accompanied by his mother, returned home at 2 a.m. Still, the drinking continued through his 18th birthday at the height of the Vietnam War.

"For me, Vietnam was America's answer to the French Foreign Legion," said Larson, who wanted to run away and escape the problems at home. He joined the Navy to become an aviation electrician's mate and 13 months after joining he was in Vietnam.

"All I did in Vietnam was drink — it was great. I had limited responsibilities and sobriety wasn't a real issue. But I drank sailor style. Every morning I went to work and did a good job."

Payday and weekend drinking eventually blossomed into nightly drinking binges — a pastime that was socially encouraged by his fellow sailors.

Larson's heavy drinking continued at each of his duty stations. But his boyish charm, his willingness to work himself into favor with his supervisors, along with his over-achiever personality always prevailed.

"I got an advanced promotion to E-4, was running a shop as an E-5 — even running a division with 80 men and three 1st classes working for me," he said. "All the time, a full-blown alcoholic."

In 1974, Larson took his first step on the road to recovery by seeking help from a treatment program in Key West, Fla., but it was a failed attempt. However, he met a Catholic priest who eventually helped change his life.

"He put me in contact with some folks, and I affiliated with people who had the same kind of desires as me," Larson said. "I got away from the drinking routine and started putting positive things into my life — a good diet, proper amounts of sleep, living life one day at a time and living with principles, standards and a code of



AECM (SW/AW) Red Larson

conduct." But still, Larson encountered some setbacks in his sobriety between 1974 and 1978.

"Each time I drank, it was as if I had never quit," he said. In May 1978 Larson was drinking heavily on a road trip with the Blue Angels Navy Flight Demonstration Squadron. Upon his return, he decided he would never drink again. By the end of the year, Larson was honored as the "Blue Angel of the Year."

Since his sobriety, Larson has had a series of successes, in both his personal and professional life. These achievements include early promotions, selection as a command master chief and awards.

"I think young sailors need to know there is life after alcohol," Larson said. "The Navy helped me and, in turn, I want to help others." □

Dean is assigned to the Public Affairs Staff, Naval Education and Training Center, Newport, R.I.

News Bights

Sixty sailors from USS *Conyngham* (DDG 17) were honored recently for their efforts in fighting a major fire that killed one officer and hospitalized 18 other crewmen last May.

The 60 crewmen were cited for specific heroic acts of lifesaving, firefighting and leadership in combating the massive fuel-oil fire that occurred May 8, 1990, approximately 80 miles off the Virginia coast.

In all, 80 crew members have or will receive medals for their part in saving their ship and many of their shipmates. LCDR A. Pope Gordon Jr., the ship's command information center officer, was awarded the Navy and Marine Corps Medal and the Meritorious Service Medal posthumously. Gordon died after returning to his stateroom to rescue his roommate.

LT Michael Mortimer also received the Navy and Marine Corps medal during the ceremony for saving an embarked civilian who was trapped inside a sealed compartment. The destroyer's Executive Officer CDR Martin Moody, received the Meritorious Service Medal. Moody organized a repair party that fought the fire until a fuel line burst, spraying him and others with burning fuel. Despite his injury, Moody returned to direct his men until he was evacuated for treatment.

Conyngham was decommissioned in Norfolk Oct. 29, 1990.

* * *

The Department of Defense recently released a study entitled "Sexual Harassment in the Military: 1988." The survey randomly targeted about 38,000 men and women in the Defense Department and the Coast Guard between December 1988 and April 1989.

The DoD survey, like a more recent one conducted by the Navy, indicates a high level of awareness of regulations against sexual harassment. However, a large number of respondents expressed a reluctance to report incidents of sexual harassment. According to Chief of Naval Personnel VADM Mike Boorda, people should not be afraid to report these incidents. He said Navy leadership does care, but the chain of command can't help if people don't report incidents of sexual harassment. People should have the confidence and courage to do what's right.

Female respondents to the DoD survey said the most common form of harassment was verbal (i.e., teasing, whistles, inappropriate jokes and comments). The survey also indicated that most respondents believe their command is taking effective measures to stop sexual harassment.

Boorda said the DoD study results will be used in the Navy

to re-emphasize DoD and Navy policy on sexual harassment.

* * *

For the first time since 1982, U.S. ships recently pulled into the Argentine capital of Buenos Aires as part of *Unitas '90*. *Unitas* is a Latin word meaning "unity."

Making the historic visit to the Argentine capital were USS *Stephen W. Groves* (FFG 29) and USS *Harlan County* (LST 1196), two of the ships deployed for the South American exercise. USS *Josephus Daniels* (CG 27) and USS *Hayler* (DD 997), also deployed for *Unitas*, pulled into port 400 miles south of Buenos Aires for a visit to the Argentine city of Bahia Blanca.

Last year's *Unitas* was a five-month operation involving ships and aircraft of the U.S. South Atlantic Fleet and various South American navies. The four U.S. ships left Puerto Rico in July 1990 and trained with South American navies while circumnavigating the southern continent.

The deployment included operations with nine different South American navies and visits to 15 South American ports before its conclusion in December 1990. U.S. Marine Corps and Coast Guard personnel also participated in the operation to train with their South American counterparts. RADM John R. Dalrymple, Commander, U.S. South Atlantic Force led the 1990 *Unitas* task force.

* * *

During a routine transit of the South China Sea, the Yokosuka, Japan-based guided-missile frigate USS *Curts* (FFG 38) recently rescued 50 Vietnamese refugees from their unseaworthy craft.

Operating approximately 350 miles from the Republic of the Philippines, lookouts aboard *Curts* sighted a signal fire aboard a crowded 25-foot wooden boat. CDR G.H. Montgomery, *Curts'* commanding officer, ordered the 445-foot warship alongside the vessel and decided to embark the refugees after determining their boat to be unseaworthy.

According to the refugees, the group of 34 men and 16 women had been at sea 10 days before *Curts* spotted their craft. All received medical examinations and appeared to be suffering from exposure and lack of food and water. *Curts* carried refugees to her next port of call.

Curts is forward deployed to the U.S. Seventh Fleet and is currently operating as part of the USS *Midway* (CV 41) battle group. □

Mail Buoy

I say "MA," you say "Mass."

Since I joined the Navy, I have looked forward to every issue of *All Hands* magazine. All stories are well written, articulate and factual in content. However, being a yeoman and working with the do's and don'ts of the English language on a daily basis, it is second nature to pay particular attention to how well things are written.

The state abbreviations you use throughout each and every article have always been abbreviated other than that established by either the U.S. Postal Service/Military Postal Service or by SecNavInst. 5216.5C — *Naval Correspondence Manual*. Two letter abbreviations are standard. For example, all articles containing the state of California are abbreviated as "Calif." vice "CA," Washington as "Wash.," vice "WA," and Michigan as "Mich.," vice "MI," etc. Pick up any issue and you will find examples like the ones I have just given (the issue I took these examples from are the latest — September 1990).

However, I give credit where credit is due — abbreviations that are consistently correct are the ones on page one of every issue, the part that lists who publishes the magazine, subscriptions, etc. I suppose the left hand side of this page is semipermanent in nature and is only changed once in a great while.

By no means am I an expert in nouns, adverbs, verbs and the like. (I probably skipped a few classes of English 101 just like the next person). However, since *All Hands* is published by the Navy — for the Navy, and its editorial staff on down through the writers are all in the Navy, shouldn't articles be composed using the *Naval Correspondence Manual* as its foundation? If not, to whom do you turn to for guidance as to proper content of text? Could you clear this one up for me, please?

—YN2 Tom Simmons

USS Wichita (AOR 1)
FPO San Francisco, Calif.

•You're right, the *Naval Correspondence Manual* is not the standard for *All Hands*. We use The Associated Press Stylebook and Libel Manual, with a *Navy Internal Relations Activity addendum*, as our guideline. While *All Hands* is a Navy publication, it is circulated widely outside the Navy. We've chosen AP in order to be understood by our entire reading audience. — ed.

Disgusted in California

Referencing LCDR Marchi's article in the October 1990 issue of *All Hands*, "Boot camp in Idaho," Japan did not "enter the picture" Sept. 22, 1940, by invading French-Indochina. Japan had been in an utterly bloody full-scale war with China since the summer of 1937.

The fighting between these two nations was a prelude to the "blitzkrieg," "holocaust," "Battle of Britain," etc., events that would take place in Europe several years later. These events continued throughout China until Japan's defeat in 1945.

It is fair to say that Germany "entered the picture" Sept. 1, 1939, with the invasion of Poland. Either World War II started with the beginning of full-scale warfare in the summer of 1937, or when all major world powers were in direct combat in December of 1941. World War II, obviously, could not have begun Sept. 1, 1939.

Basically, I just want to point out that I am marvelously disgusted by the way most historians center the importance of World War II on Europe, while the bloodshed that took place elsewhere burns forever in the hell-pit of ignorance.

— Johnny Chan
Point Mugu, Calif.

Reunions

•USS Burns (DD 588) — Reunion Feb. 14-18, 1991, New Orleans. Contact Harley Wagner, 107 Fairview Dr., Alberta Lea, Minn. 56007; telephone (507) 373-2216.

•Iwo Jima Veterans — Reunion Feb. 14-17, 1991, Jackson, Miss. Contact Jim Westbrook, Route 10, Box 382, Vicksburg, Miss. 39180; telephone (601) 636-1861.

•USS Dickens (APA 161) World War II — Reunion Feb. 14-17, 1991, Jackson, Miss. Contact William Carothers, 606 E. Myrtle St., Mason City, Ill. 62664; telephone (217) 482-5651.

•USS Briscoe (APA 65) — Reunion proposed Feb. 1991, Orlando, Fla. Contact Haywood L. Chavis, Route 1, Box 415, Slocumb, Ala. 36375; telephone (205) 883-2540.

•USS Sussex (AK 213) — Reunion Feb.

1991, San Diego. Contact Donavon English, P.O. Box 20968, Portland, Ore. 97220; telephone (503) 252-4601.

•USS J. Fred Talbott (DD 230) — Reunion March 6-9, 1991, Charleston, S.C. Contact Bob Zveare, 714 W. Tantalum Dr., Fort Washington, Md. 20744; telephone (301) 292-2587.

•USS Kanawha (AO 1) — Reunion March 7-9, 1991, Phoenix, Ariz. Contact George Wilder, 214 West Ruth Ave., Phoenix, Ariz. 85021; telephone (602) 943-9549.

•USS Higbee (DD 806) — Reunion March 8-10, 1991, Buena Park, Calif. Contact Jimmie Huffman, 8311 San Marino Dr., Buena Park, Calif. 90620; telephone (714) 527-8026.

•USS Stack (DD 406) — Reunion March 12-16, 1991, Kissimmee (Orlando), Fla. Contact J.B. Lytle, 17435 W. Longlake, Alpena, Mich. 49707; telephone (517) 595-2978.

•USS Goldcrest (AM 80) and USS Chaffinch (AM 81) — Reunion March 17-19, 1991, Manchester, N.H. Contact Tom Gaffney, 195 Whipple St., Manchester, N.H. 03102; telephone (603) 669-5955.

•USS Charles S. Sperry (DD 697) 1944-1974 — Reunion April 4-7, 1991, New Orleans. Contact Robert M. Irwin, 1321 Maplewood Ave., Norfolk, Va. 23503.

•USS Colhoun (DD 801) — Reunion April 5-7, 1991, Long Beach, Calif. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

•USS Terry (DD 513) — Reunion April 10-13, 1991, Norfolk. Contact Helen M. Linn, 5370 S. Columbia, Reedley, Calif. 93654.

•VP/VPB 213, World War II PBM Mariner Squadron — Reunion April 17-21, 1991, San Diego. Contact Norman H. Maffit, 14709 Carlos Circle, Rancho Murieta, Calif. 95683; telephone (916) 354-2219.

•PBM Mariner - P5M Marlin — Reunion April 17-21, 1991, San Diego. Contact Dr. Carl R. Ahee, 22853-B Nadine Circle, Torrance, Calif. 90505; telephone (213) 530-9859.

•USS John Hood (DD 655) — Reunion April 18-20, 1991, Baton Rouge, La. Contact John Snider, 5008 Lavaca Court, Midland, Texas 79701; telephone (915) 697-5309.

•VF 42 — 50th Anniversary reunion April 25-28, 1991, Norfolk. Contact Joseph J. Fazio, 3816 Annie Lane, Virginia Beach, Va. 23452; telephone (804) 340-2430.

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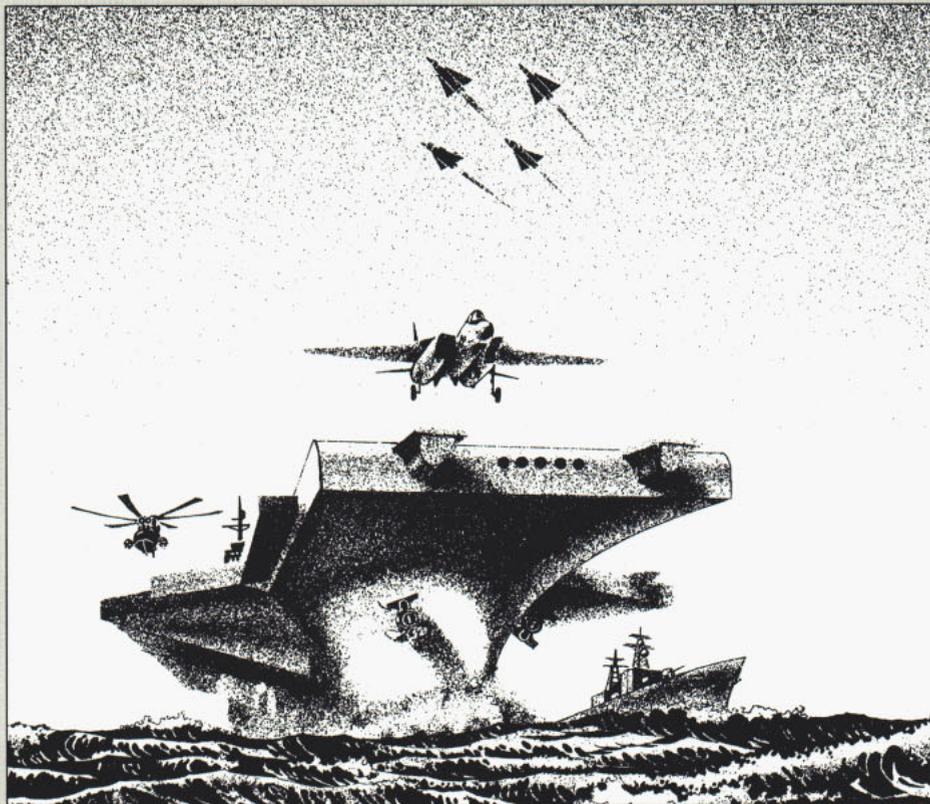




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