

ALL HANDS

APRIL 1991

**Men of
*Kennedy***



The nuclear-powered cruiser USS *Mississippi* (CGN 40), operating in the Red Sea in support of Operation *Desert Storm*, launches a *Tomahawk* cruise missile against a pre-programmed target in Iraq. Photo by MMCS(SW) Russell E. Henderlite.

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ALL HANDS

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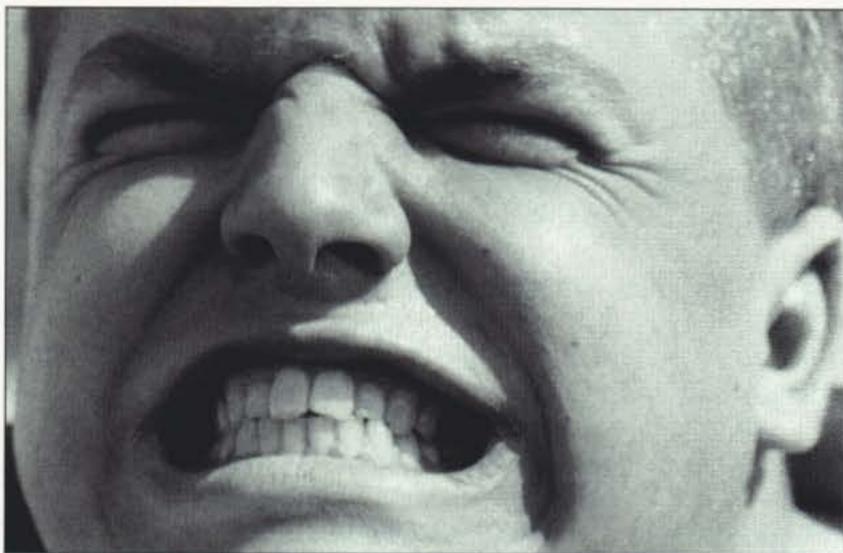


Photo by JO2 Kevin M. Norman

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40 **Desert Storm overload** Mail crunch in Subic Bay

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Front Cover: AN Gerald Gaffney hauls a fuel hose across the flight deck of USS *John F. Kennedy* (CV 67). *Kennedy* is deployed to the Red Sea in support of Operation *Desert Storm*. See story, Page 24. Photo by PH2 William A. Lipski.

Back Cover: USS *Dwight D. Eisenhower* (CVN 69) transits the Suez Canal. Photo by PH2 Frank A. Marquart Jr.

News You Can Use

CHAMPUS changes are in the wind for 1991

The Civilian Health and Medical Program of the Uniformed Services will make several changes beginning this year.

The annual outpatient deductible will increase for most CHAMPUS-eligible families. For all CHAMPUS-eligible persons, except for members of active-duty families in which the military sponsor is in paygrade E-4 or below, the outpatient deductible for each fiscal year will increase to \$150 for an individual, and \$300 for the whole family.

The previous amounts were \$50 and \$100, respectively, and these amounts will still be in effect for the families of active-duty E-4s and below. The increase applies to all other persons who are eligible for CHAMPUS benefits and will be effective for care provided on or after April 1. It's the first change in the deductible amounts in 24 years.

The annual limits on inpatient mental health

care will change. In the past, inpatient mental health care was limited to 60 days per calendar year, unless a waiver was granted for extraordinary medical or psychological reasons. As of Feb. 15 the limits are as follows:

- 30 days in any year for patients age 19 or older.
- 45 days in any year for patients under age 19.
- 150 days in any year for inpatient mental health services provided by a residential treatment center. Until now, there has been no limit on inpatient mental health care received in residential treatment centers.

As in past years, waivers of the limits may be requested from the CHAMPUS mental health care contractor. Health care professionals who refer CHAMPUS-eligible patients to inpatient mental health care facilities may not have an economic interest in the facility to which the patient is referred. □

Home health care test project now underway

Civilian firms that process CHAMPUS claims for 26 states are now handling requests for home health care.

This test project is geared to families of active-duty service members and their survivors to provide a less expensive alternative to inpatient hospital care.

Requests for health care in the states of Alabama, Arkansas, Florida, Georgia, Louisiana, Mississippi, Oklahoma, Tennessee and Texas should be submitted to: Wisconsin Physician Service, Attention: Mary Turner, P.O. Box 7927, Madison, Wis. 53707-7927, telephone (608) 259-4828. Residents of Missouri and Kansas should telephone (316) 682-8288.

Requests from Connecticut, Illinois, Indiana, Iowa, Kentucky, Maine, Massachusetts, Michigan, Minnesota, New Hampshire, New

Jersey, New York, Ohio, Rhode Island, Vermont, West Virginia and Wisconsin should be submitted to: Uniformed Services Benefits Plans, Inc., Attention: Denise Coon, P.O. Box 3070, Columbus, Ind. 47201-3070, telephone (812) 379-5146.

All other states should continue to submit health care requests to: Program Initiatives Branch, Home Health Care Demonstration, OCHAMPUS, Aurora, Colo. 80045-6900, telephone (303) 361-4639.

Benefits of this test project may include payment for authorized homemakers and home health care aides. Care must be approved in advance — prior to the patient being discharged from the hospital.

For more information call the CHAMPUS Headquarters Program Initiatives Branch at (303) 361-4639/4439. □

Missing federal tax refund checks

If you are missing a federal tax refund, the Internal Revenue Service can assist in locating it. A common reason for undelivered refund checks is failing to give the IRS a forwarding address after a move.

For missing refunds, send a note explaining the problem to the IRS office where you filed your tax return. Give your name and social security number; your spouse's name and social security number, if you filed a joint return; the tax year; the amount of the refund you expect; your old and new addresses; and signatures of both you and your spouse.

If you prefer, form 3911, Taxpayer Statement Regarding Refund, may be used to supply information regarding a missing refund. It is available from IRS offices or from the IRS Forms and Distribution Center, P.O. Box 25866, Richmond, Va. 23289. □

Selective Reserve family support booklet

A Naval Reserve force booklet titled, "What's Next?" is available to sailors and their families which outlines Reserve pay, programs, benefits and entitlements.

More than 7,300 reservists were called up for Operation *Desert Storm* on short notice, and according to Chief of Naval Personnel VADM Mike Boorda, "We need to provide a rapid means to find out about and solve any problems these rapid call ups caused."

The booklet is available at Naval Reserve activities, or by calling Commander, Naval Reserve Force (Code 72) at Autovon 363-1096 or commercial (504) 948-1096; or from the Bureau of Naval Personnel (Code N-66) at Autovon 286-5912 or commercial (703) 746-5912.

More information on Selective Reserve support programs can be found in NavAdmin 057/90. □

Health Water good for your health

Many Americans don't drink enough water. A healthy person should drink a minimum of 10 8-ounce glasses of water per day.

You may need more if you're overweight, exercise a lot or live in a hot climate.

Although fruit juices, soft drinks, coffee and tea contain water, they also contain substances that are not as healthful as plain water. □

Sweater wear with dress blues

Navy personnel are now authorized to wear the blue pullover sweater in place of the service dress blue coat for daily wear to and from work, in public places and for working-level meetings or briefings.

Service dress blues with coat remains the appropriate uniform for high-level meetings and occasions of a more formal nature.

The pullover sweater remains an optional item with the winter blue, winter working blue, summer khaki, working khaki and dungarees, and is authorized with winter blues and summer khakis in public places.

Shirt collars will be worn inside the sweater with all uniforms. Officers will wear soft shoulder boards on the sweater epaulets. Enlisted personnel will wear no insignia on the sweater.

Leather name tags are required for all personnel. For more details refer to NavAdmin 059/90. □



Secretary of the Navy H. Lawrence Garrett III recently addressed the House Armed Services Committee on the posture and FY92/93 budget of the U.S. Navy. During his address he touched on a number of changes that can be expected for the Navy of the '90s.

On people

"Our most important budget priority for 1992 is maintaining the high quality of our sailors and Marines. In today's headlines, we are increasingly focused on technology. We should not forget that this war is being fought not by machines, but by men and women of significant dedication, courage and professionalism. Through their sacrifice we are winning the war in Southwest Asia. Through their efforts our strategy will succeed in the future. Their concerns are my concerns: compensation, quality of life, training and the benefits we provide them as service members, veterans and retirees. We have an all-volunteer force and it works."

Concepts

On technology

"One of our most demanding prerogatives is maintaining our current technological edge. We must continue, for example, to gauge the undersea warfare capability that more than 200 attack submarines give the Soviets. As our strategy and world order shift, we must refocus our technology on the changing threat. Technological superiority is non-negotiable. It demands a vigorous research and development program which will permit us not only to compete with advanced military technology, but also to strengthen our own technological base."

On Total Quality Leadership

"The Department of the Navy is charting its future along a new path of management innovation and systems integration. We are strategically planning for a more productive organizational structure using the guidelines of Total Quality Leadership. ... Quality leaders lead their people toward even greater capabilities by investing in ongoing training and individual development. In the Navy and Marine Corps, this means our commitment to training and readiness of the operating forces. Our quality personnel will be able to meet the challenges of an unpredictable future."

On the future

"Our international security environment is changing. We face a different complexion of threats throughout the world. There is still the potential for superpower confrontation with the Soviet Union. Our own naval policy and strategy are in an evolutionary stage. We are responding not only to strategic reality, but also to fiscal reality, making real reductions in our defense budget.

The challenge for the Navy and Marine Corps is to meet the defense needs of the nation in the future as we are doing today in Operation Desert Storm."

for the '90s

Chief of Naval Operations ADM Frank B. Kelso II also addressed the House Armed Services Committee on the posture and FY92/93 budget of the U.S. Navy. His testimony outlines the new "way ahead" for the smaller Navy of the '90s.

On change

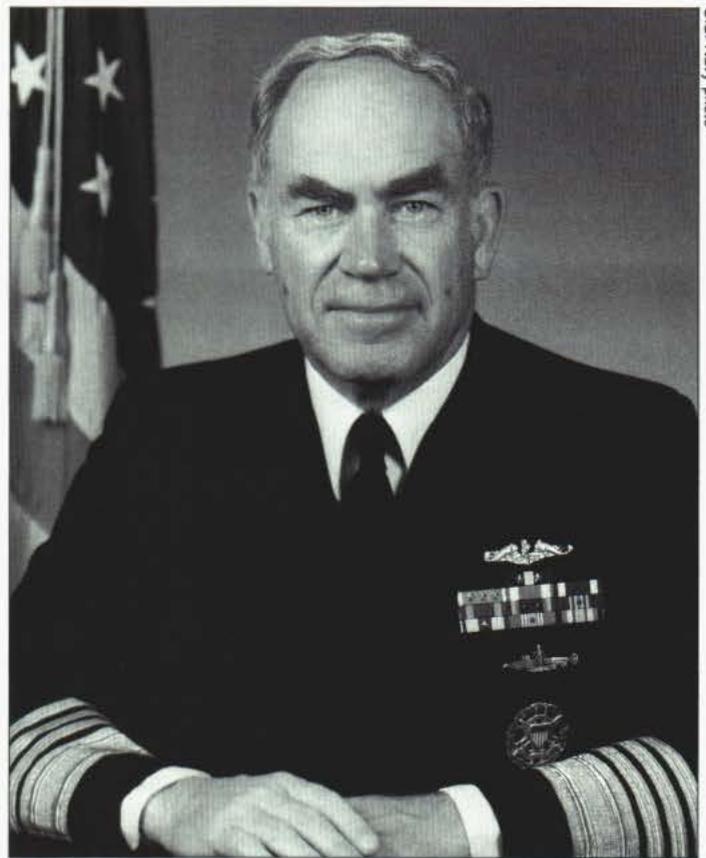
"Elements of naval force structure, strategy, tactics and operating patterns based primarily on the concept of global war with the Soviet Union will have to be focused on maintaining stability in many regions with economic and politically uncertain futures. One thing is clear — we must seize the initiative in responding to this new environment."

On maritime superiority

"To meet the demands of our national security strategy, we need naval forces that possess a wide range of capabilities. These must include: sea-based strategic forces, for continued deterrence of nuclear attack; surge forces that can react rapidly to any crisis; forward-deployed expeditionary forces capable of going anywhere with full logistic, medical and repair support; and a sea-based maritime pre-positioned force."

On force reduction

"As we reduce the size of our active forces, we must be careful not to draw down our personnel too quickly. Large, involuntary releases hurt morale and will make it more difficult to recruit high-quality personnel. Our people must receive sufficient basic and advanced training in a realistic environment to inspire confidence in both themselves and their shipmates. While serving their country, they deserve ships, submarines and aircraft which are well-maintained and combat ready."



U.S. Navy photo

On force modernization

"We have already begun building toward a balanced force which can meet all contingencies. It will be smaller, but we cannot afford for it to be less capable. Many of our ongoing programs represent incremental improvements over existing, proven platforms and weapons systems. Some, however, represent significant technological advancements and will define the force of the future."

On the way ahead

"In the years ahead, our nation's leaders will still find naval forces just as useful, just as necessary and just as important as they have been so often during the years of the Cold War. In peace time, crisis or conflict, naval forces will continue to serve our nation and our national leadership. Our ability to refocus our efforts upon the changing requirements of the next decade will determine how well we meet the challenges before us."

Navy budget request

People are top priority.

Story by JO2(SW) Joe Bartlett

Service personnel are high on the priority list in President Bush's \$278 billion Defense Department budget proposal to Congress for fiscal year 1992 — a proposal that also calls for major reductions in military force structure as DoD adapts its strategy to the new post-war balance of power.

The Department of the Navy budget request of \$91.6 billion for FY92 also recognizes these changes. Navy officials said the declining probability of superpower conflict makes it possible to plan for a smaller, higher quality Navy of roughly 450 ships by FY95. Navy budget proposals emphasize careful and gradual reductions to ensure balanced, flexible naval forces can maintain maritime supremacy into the 21st century.

During a Pentagon press briefing Feb. 4, Secretary of Defense Dick Cheney outlined the Pentagon's long-range goals for smaller, more mobile forces focused more on regional contingencies than global conflict with the Soviets on short notice. Based on this realignment of strategy, Cheney described across-the-board reductions by 1995 in both active and Reserve forces as the "... absolute minimum irreducible capability that we have to have to defend the United States."

Cheney added that the assumptions that determined these reductions could always change, causing adjustments, but he said the FY92/93 proposal takes U.S. forces down to a level considered safe under current circumstances.

"The plan we're submitting basically takes us down the good news road," Cheney said. "It's based on all the positive assumptions and trends of the last two years. If we have continued good news in that arena we

can afford to go down to these levels. If we can't . . . we'd recommend stopping before we go down to the levels embodied in this six-year plan."

As for personnel, Cheney added, "While manpower totals are projected to decline, there will be no diminution in DoD support for pay and other incentives aimed at preserving the high quality and morale of America's uniformed men and women." The Navy is slated to have 18,321 fewer people in 1992 and another 15,400 less in 1993, reducing the present 569,721 active-duty sailors and officers to an end-strength of 536,000 in 1993. Reserve strength will decrease by 26,300 over the same period, with the Marine Corps also shrinking by 11,535 during 1992 to 1993.

The Navy's budget request keeps the well-being of sailors in sharp focus by sustaining key personnel and quality of life programs, proposing pay raises of 4.2 and 4.7 percent for 1992 and 1993 respectively, and asking for new Navy family housing, improvements in medical programs, CHAMPUS, child care and family support programs.

Chief of Naval Personnel, VADM Mike Boorda, explained that proposed reductions in the number of active-duty personnel will not affect sailors already on board. "We'll continue to come down in total numbers by recruiting fewer people and retiring those who have completed full careers," said Boorda. "We will not force good sailors out of the Navy because we need their talents and experience, and we owe them the opportunities for a career."

Planned force structure and personnel reductions are balanced to keep fleet manning at proper levels without

altering sea-shore rotation, according to RADM Richard D. Milligan, the Department of the Navy's Director of Budget and Reports. Because personnel reductions are directly linked to reductions in the number of ships and aviation squadrons, sea-shore rotation will remain stable for most sailors and actually will improve for those in some ratings.

"From the sailor's viewpoint, it's not going to look a whole lot different," Milligan said. "From that perspective, it will be business as usual."

The Navy will continue to use SRBs to retain sailors in critically-needed skill areas. The \$293 million budgeted for SRBs in FY92 includes funding for 22,500 new reenlistment bonuses.

The budget proposal also contains plans and funding to maintain good advancement opportunities and on-time promotions. The Navy plans to increase the proportion of petty officers and chief petty officers from 67.5 percent to 69.9 percent of the enlisted force. Besides enhancing advancement opportunities, this change will provide the number of skilled technicians and enlisted leaders needed in an increasingly high-tech Navy. PCS moves are also fully funded in the Navy's budget proposal.

The number of battle force units will continue to decline throughout the years of the budget proposal, reflecting the changing global threat and the reduction in defense resources. A total of 477 ships are projected by the end of FY92 and 464 ships by the end of FY93. Navy officials noted that this reduction in the size of the Navy will inevitably require changes in the way ships and



Photo by Jim Bryant

In spite of shrinking numbers, quality-of-life programs, like the child care center shown here at Naval Air Station, Jacksonville, Fla., are high priorities in the Navy's budget request.

aircraft are deployed in peacetime. The 1992-1993 budget plans keep steaming days and flying hours at the same level as budgeted in the past few years. After *Desert Storm* OpTempo/PersTempo goals are expected to be met in 1992/93.

Milligan also noted that although the future fleet will be smaller, the Navy's budget will continue to provide sailors with the best training and equipment for whatever mission he or she may be called upon to perform.

"The priority is to man our ships properly, train our people and maintain our ships and aircraft so we can, in fact, maintain totally ready forces," Milligan said.

Boorda and other senior Navy officials voiced strong support for important quality of life programs for Navy people, as well as a commitment to leadership to find smarter ways to do the task at hand. Milligan asserted this concern for the welfare of Navy men, women and families will be a top consideration as the Navy tailors its forces to meet the national strategy goals of deterrence, forward presence, crisis response and the ability to reconstitute should a global threat to peace re-emerge.

The smaller Navy of the 1990s will achieve greater capabilities through incremental improvements to existing systems and significant technological improvements. Twenty-two new ships will join the fleet in 1992, and 19 new ships will join the fleet the following year.

While shipbuilding will decline when compared with the past decade, the FY92/93 request funds for 23 new

ships, including one *Seawolf* (SSN 21)-class attack submarine and five *Arleigh Burke* (DDG 51)-class guided-missile destroyers in FY92. The new ships will be more capable, with advanced weapons technology increasing the numbers of platforms possessing long-range striking power.

The addition of these units during the next two years will be offset by the inactivation of 65 ships and the transfer of eight *Knox*-class frigates to non-deployable Reserve status in FY92, and the inactivation of 32 ships and the transfer of one mine warfare ship to a non-deployable Reserve status in FY93.

Cheney confirmed previous plans to retire the battleships USS *Wisconsin* (BB 64) and USS *Missouri* (BB 63), now serving with distinction in combat in the Persian Gulf. A force of 12 aircraft carriers is projected by 1995. Retirement of the carriers USS *Midway* (CV 41) and USS *Ranger* (CV 61) were included in the 1992/93 budget plan.

The Navy and Marine Corps aviation procurement program for FY92/93 funds 223 new or remanufactured fixed- and rotary-wing tactical and support aircraft. With some fleet aircraft approaching 30-year service, new procurement or modernization are top priorities.

Aviation planners will continue efforts to develop a long-range, all weather replacement for the aging A-6E *Intruder* fleet following the cancellation of the A-12 attack aircraft program. While the F-14 *Tomcat* remanufacture program has been terminated, the budget request

reflects a plan to transition to production of the more advanced F/A-18E/F model *Hornet* aircraft.

The DoD FY92/93 budget request is the initial step in a nine-month process leading to an approved budget for the fiscal year beginning Oct. 1, 1991. The request, prepared prior to hostilities in the Middle East, does not include funding for Operation *Desert Storm*, which will be covered by a supplemental request to be submitted to Congress later this month.

The two-year request is part of a six-year plan to take defense spending down to only 18 percent of the federal budget — the lowest level in 50 years. However, Cheney, appearing before the House Armed Services Committee Feb. 7, said there may have to be some adjustments to the 1992/93 defense budget depending on how long Operation *Desert Storm* lasts and any other unplanned contingencies.

Boorda cautioned that the budget still has many hurdles to pass as Congress begins to consider the entire defense budget for FY 1992/93, but added that sailors' needs will be stressed throughout the legislative process.

"Our personnel plans reflect the priorities of the Secretary of the Navy, Chief of Naval Operations and the entire leadership of the Navy — and everyone's top priority is Navy people," Boorda said.

Bartlett is editor of Navy News Service, Navy Internal Relations Activity, Washington, D.C. □



Riding out the Children on the

Story by JO1 Melissa Wood Lefler, photos by JO1(SW) Gregg Snaza

Although the colors people in this military town are most likely to associate with Operation *Desert Storm* are red, white and blue, these patriotic hues became muddled for one Virginia Beach fourth-grader after his father left for duty in the Middle East just after Christmas.

The fact that stress can cause temporary color blindness was shocking news to the nine-year-old's mother, who had been startled when her son claimed he couldn't tell his crayons apart anymore. She made an appointment with an ophthalmologist.

"I didn't mention to the doctor that my husband had recently deployed aboard a carrier bound for the Persian Gulf — I didn't have to, because he figured it out," said the woman, who is also on active duty in the Navy. "He diagnosed my son's color blindness as stress-related."

If the colors of loneliness are all mixed up, the colors of guilt and fear are no easier to discern. That's what Leslie, a stocky 13-year-old who attends Norfolk's Northside Middle School, found out when his Navy father left to join the U.S. ground forces in Saudi Arabia last fall.

"Before my dad left, I gave him a real hard time — treated him wrong," Leslie told a counseling group of about seven other eighth graders. "Now that I know he might not come back, I'm scared and sorry. I love him."

After gentle questioning revealed that Leslie's father would soon be routinely transferred from the ground forces to a ship in the Persian Gulf, school guidance counselor Katherine

Allen deftly applied Leslie's concerns to a discussion about taking people for granted. Allen has been holding half-hour sessions every morning since early October with Leslie and other eighth graders who have parents, brothers, sisters, aunts or uncles in the U.S. military in the Middle East.

For the 130 students at Northside who have family members deployed to *Desert Storm*, the daily group counseling sessions are available but optional, Allen reported, adding that the same students don't always show up. Her largest group, about 14 kids, came Jan. 17, the morning after *Desert Shield* became *Desert Storm*.

When it comes to war, distinguishing black from white and wrong from right, is never easy — so many issues fall into areas that are gray. Yet, throughout Hampton Roads, children of all ages have courageously tackled both the global topics and their own emotions surrounding the situation with the help and guidance of teachers and counselors.

"The Norfolk/Virginia Beach school districts have the highest percentage of Navy children in the country, maybe in the world," Norfolk Navy Family Services Education Specialist Patti Sutton told an assembly of about 75 Norfolk School District guidance counselors Jan. 23. The counselors and family service center specialists had come together to plot strategies for the continuing effort to help the children most affected by the war.

These endeavors were far from a knee-jerk reaction to the escalating



Desert Storm: home front

Four second-graders from Mary Calcott School in Norfolk prepare a special Valentine's Day poster for their loved ones aboard the hospital ship USNS Comfort (T-AH 20).



Carol Seber helps two of her second-graders at Mary Calcott School in Norfolk make special valentines.

scenario. Even before school started in August, teachers and counselors in Norfolk and Virginia Beach school districts started to plan for *Desert Shield*, leaning heavily on the three Navy Family Service Center staffs in the area for advice and expertise.

"We're experienced at handling the normal stresses and problems children encounter during a deployment, but we've known from the beginning that this deployment was different," said Dr. Marcella Whitson, director of guidance for Virginia Beach Schools. "For one thing it was open-ended; the ships left with no homecoming date or even an approximate length of deployment. That's very hard for children to deal with. Also, so many ships were leaving for the Middle East — every month more and more — until it was almost continuous. Then, there was the very real possibility that this time there would be fighting."

Most schools adopted a three-fold approach to the challenge of helping their students cope: counseling, education and community involvement. Besides starting discussion groups directed toward helping kids whose parents were deployed, teachers began to design lessons about the history, geography and culture of the Middle East, in an effort to put current events into perspective. Finally, whole schools became involved in patriotic activities which ran the gamut from writing letters to deployed ships and sending Christmas packages to U.S. forces in the Middle East, to making posters for lobby displays, holding parades and tying yellow ribbons around the trees outside the schools.



About 20 hours after Operation *Desert Storm* began, the colors of the war at Birdneck Elementary School in Virginia Beach, which borders the perimeter of Naval Air Station Oceana, Va., were the muted tans and duns of desert dunes and camels.

"We've studied the Moslem religion, how civilization began in Babylonia, which is now part of Iraq, and the effect the state of Israel has had on the Middle East," said sixth-

grade social studies teacher David French. "Every one of my students could tell you where these countries are, and why we're there," French continued. "The kids are so involved — they want to learn more every day. In past years, it was just another chapter in our book."

Down the hall from French's room, Chief Electronic Warfare Technician (SW) Mike Mosley of Fleet Training Center Dam Neck, Va., is on the fir-

ing line. The barrage of questions comes thick and fast, but Mosley doesn't duck them. "Who started the war? What do chiefs do in a war? Do you think there will be terrorism? How could Iraq take over Saudi Arabia? Do you know how long the war will last?"

To the heat of the fourth-graders' questions is added the brightness of television lights; CNN has dispatched a cameraman, a producer and a reporter to tape a portion of Mosley's session.

The only color of the day that counted in Mosley's mind was Navy winter blue. "The kids need to see a uniform," Mosley told the CNN reporter after his presentation, as the camera lens was placed inches from his face. "The Navy takes care of its own."

Mosley, a 12-year Navyman, has

participated in the Adopt-a-School partnership between his command and Birdneck Elementary for two years. During that time, the chief petty officer has donated more than 1,100 hours to the school, so when guidance counselor Kathy Niemann wanted an expert to talk about safety in the Navy to her deployment counseling group, Mosley was on hand.

The chief covered general quarters drilling, firefighting training, ejection seat procedures and explained survival equipment, including parachutes and food, that are in every pilot's flight vest. The group of 30 9- and 10-year-olds, most of whom have fathers deployed with Navy squadrons aboard carriers in the Gulf, listened intently.

"Your moms and dads are the best-trained, most-prepared fighting force

in the world," the electronic warfare specialist concluded. "I know — because I've helped train them."

"It's tremendously reassuring for the kids to hear about safety and training," Niemann explained. "Most people don't go into detail about that to their kids, so the kids just don't know."

What the kids do know, because their teachers are showing them, is that getting involved and doing something with their hands relieves stress and tension.

In Carol Seber's second-grade class at Mary Calcott School in Norfolk, the colors of *Desert Storm* one week after the air war began were as primary as her students — red and white, purple and pink — the colors of the construction paper hearts the children are pasting onto six-foot-long giant valentines. These hand-made valentines will be rolled into poster tubes and mailed — at Seber's expense — to the crews of the aircraft carrier USS *John F. Kennedy* (CV 67) and the hospital ship USNS *Comfort* (T-AH 20).

"I love you, come home safe," seven-year-old Danielle laboriously printed inside a magic marker heart.

"We've written a letter (to a deployed sailor) every day for the past week," Seber said. "Each child writes a separate letter." Seber gets the sailors' names and addresses from her students, who bring in information about relatives, as well as from her own friends and neighbors. "Learning to write letters is part of our English curriculum, so this exercise fits right in."

The most recent batch of 20 letters is addressed to a hospital corpsman second class on *Comfort*, a sailor about to have the mail call surprise



Mary Calcott School's teacher for the hearing impaired, Robin Putnam, assists students in visualizing where the hostilities half a world away are taking place in relation to Norfolk.

Children

EWC(SW) Mike Mosley answers a barrage of questions from fourth-graders attending a deployment counseling group at Birdneck Elementary School in Virginia Beach, Va.

of his life. "I hope your family isn't worried about you," writes Sara. "Are people sad over there?" In another letter, "Have you got any big guns? How many inches are your cannons?" asked practical-minded Scott.

Seber's second graders have already received an answer letter from LCDR Craig Diffie, aboard the cruiser USS *Thomas S. Gates* (CG 51), whom they wrote earlier in the year. In his reply, Diffie painstakingly answered every child's questions, addressing each child by name. "My wife is a teacher, too," Diffie wrote, then invited the class to tour his helicopter squadron when he returns.

The calm and helpful atmosphere in Seber's class is in direct contrast to the scene which took place in one Norfolk kindergarten class, the morning after *Desert Storm* began.

"A five-year-old girl came to school crying hysterically, saying that her daddy was going to die now," said Dr. Pam Kloepfel, director of guidance for Norfolk's schools. "Soon the whole class was in tears; hysteria is very contagious at that age." It turned out that the little girl was more exhausted than anything else, since she had been up the entire night with her mother, watching news coverage of the war, Kloepfel added.

"There is only so much information young children can absorb and understand, especially on television, where the lines between fantasy and reality are sometimes blurred to begin with," Kloepfel said. She placed round-the-clock exposure to the war news on television and radio at the top of a list of "don'ts," while making up a suggestion sheet for parents who want to help children deal with the situation. While not advocating



hiding the truth from kids — impossible in today's information age — Kloepfel recommended encouraging children to take a break from the news, ride their bikes, play ball with their friends, do normal things.

Older children, while understanding more, sometimes have trouble placing the pieces of the news puzzle together in true proportion to their significance.

For Leslie, after hearing a television item about coffins the United States

had reportedly dispatched to the Middle East, the clouds over *Desert Storm* looked blacker than ever before. "Sending all those coffins scares me," confided Leslie to his counseling group. "I got to thinking that it might be my dad in one of them soon, and I could have been treating him better."

"It scares me that they never tell us on the news exactly where the ships are," added Aaron, sitting directly to Leslie's right.

"Call your ship's ombudsman.

She'll have the latest information," quickly responded Heather, another eighth grader in Katherine Allen's group.

"I'm worried about my mom," continued Heather, whose dad is aboard the aircraft carrier USS *Theodore Roosevelt* (CVN 71). "She watches the news and reads the paper all day long. She's only gotten two letters — maybe he hasn't had a chance to write."

Leslie comes fairly often to Allen's morning group. He says it helped him know there are other students in the same situation. "And I want to let them know that I feel what they feel — that they are not alone," he added.

Despite evidence that counseling can assist children to understand and deal with how they feel, teachers and counselors report that some children are very reluctant to participate. Sometimes the students' attitudes reflect what they are told at home, when their parents are dubious or even hostile about the schools' attempts to help. Area-wide policy is for counselors and teachers not to go against parents wishes in these matters.

"Counselors understand very well that they are in a 'Catch-22' situation with some of the kids — damned if they do and damned if they don't," said Ed Smith, a counselor at Northside Middle School. At the Jan. 23 planning meeting among the counselors and Navy Family Service Center staff, Smith's observations were echoed and discussed.

"I've spoken at wives' support groups every night this week, and many mothers are afraid and angry about their children being labeled or singled out — they think the result will be even more traumatic than if nothing is done," said FSC's Sutton. "I think there is a widespread lack of understanding about the role of the school counselor — what they do. Some parents believe that only children who are causing trouble need

to see the counselors."

"The best therapeutic situation is to help the child in an environment he or she is comfortable in — like school — and with a person the child is familiar with — like the school counselor," added a Navy FSC social worker. "The FSCs only have six social workers. There is no way we can handle all the children in the area who will need counseling in the coming months, although we are willing to see as many as we can.

"And I'm not sure we are the ones who are best-suited to handle it," she told the school counselors. "You may need to sell yourselves better to the community."

A subsequent brainstorming session brought new ideas to the floor — such as including the entire class in counseling discussions, inviting the mothers to attend one session, sending a letter home to the parents explaining the activities going on in support of *Desert Storm* and holding separate support groups in the schools during the evening for parents who don't have transportation to attend other meetings.

Counselors shared ideas about how to keep kids calm and focused on schoolwork, without offering false hopes. Some of Kloepfel's suggestions for teachers, gathered from around the area, included preparing a lesson plan about our allied countries, emphasizing that the United States is not in this war alone. "Be positive about the future, and talk about people you know who have come back from previous wars," she added.

Later that day, in Irene Narlis' American Government class for gifted eighth-graders at Northside, the emphasis is on constructive problem-solving rather than a rehashing of news events. Students find out for themselves that decision-making about right and wrong isn't laid out in black and white, even for world leaders.

Operating from the basic premise

that invading Kuwait was wrong, and bombing Israel, a neutral country in the conflict, was wrong, Narlis uses a "decision tree" to show her class how difficult it is to know what is the next "right" move.

With Iraq's first bombing of Tel Aviv, Israel, headlining the morning's news and fresh in the students' minds, Narlis drew her decision tree on the board. "Imagine you are the Israeli prime minister or the defense minister," she told her class. "Now you have to decide what to do."

The students quickly came to the conclusion that Israel can do one of three things: retaliate; wait and see; or nothing. After exploring the good and bad alternatives for each course of action, which took the better part of an hour, the children, about one-third of whom have fathers deployed to the Middle East, voted 17 to 11 for Israel to "wait and see" rather than retaliate.

"How can they [the Israelis] stand all the bombing?" Mason wants to know. "Innocent people — babies — are getting killed. Why don't they just take the children and leave? I know I would."

"Where would they go?" Narlis asks him. Mason moves to the front of the room and stares at the map of the world, examining the area surrounding Israel. "Nowhere," he concludes.

"Why does this affect us all?" Narlis asks waving her hand toward the decision tree, finishing up her lesson for the day. "Because we are a Navy community, and what happens to one of us happens to . . ."

Without prompting, the class joins in, in unison, "all of us."

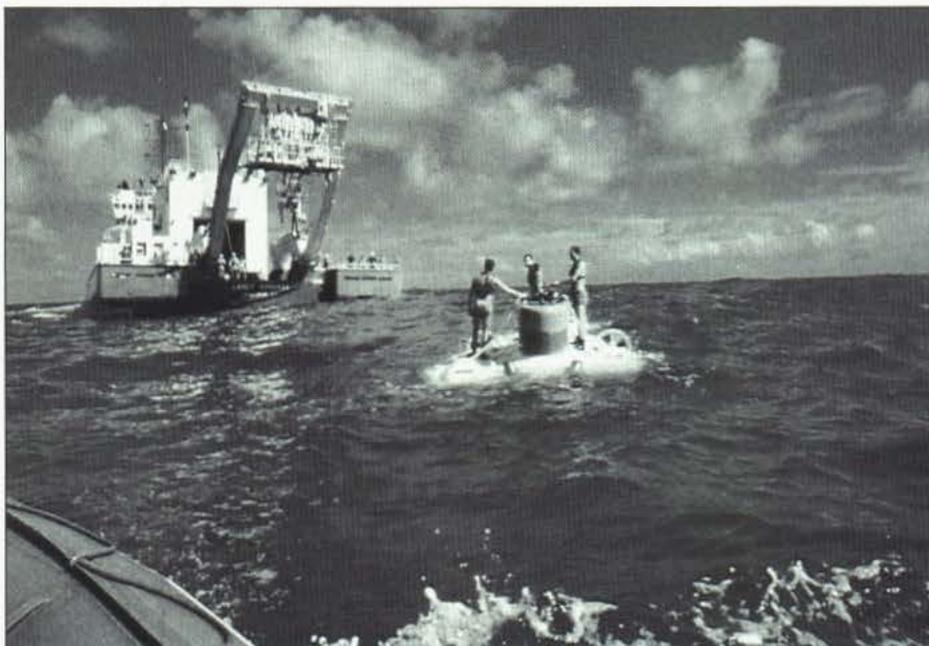
There's no doubt about the color of the ribbons Narlis and her class would tie on their figurative decision tree if they only could — those ribbons would be yellow. □

Lefler is assigned to NIRA Det. 4, Norfolk. Snaza is assigned to the Public Affairs Center, Norfolk.

Sea Cliff (DSV 4)

Submariner named "Unsung Hero of 1990."

Story by JO1 Steven Thompson



U.S. Navy photo



Photo by JO1 Steve Thompson

Left: *Sea Cliff* at the diving site. After months of hard work the airliner cargo door was recovered. Above: Robert Doll (center), vice president of United Airlines, engineering and quality assurance division, addresses LCDR Alan Weigel and the *Sea Cliff* crew as project manager Linda Srabian looks on.

For one of the most noteworthy science explorations of the year, the officer-in-charge of *Sea Cliff* (DSV 4), the Navy's deepest diving manned submersible, is receiving national recognition for his professional achievements.

LCDR Alan M. Weigel has been named an "Unsung Hero of 1990" by the Associated Press. Weigel led two highly publicized missions to the ocean floor in 1990, most recently for the recovery of the United Airlines flight 811 cargo door. He and his crew also found the dirigible *Macon* that crashed off the California coast in 1935.

The crew of *Sea Cliff* was recently recognized by United Airlines for its recovery of the cargo door of UAL flight 811, a find that provided the

critical piece of evidence for the National Transportation Safety Board investigation. At a brief ceremony in the deep submergence unit hangar, Robert Doll, UAL's vice president for engineering and quality assurance, presented a plaque to *Sea Cliff* crew members for the successful dives off Oahu, Hawaii, which netted the cargo door and other debris from the ill-fated flight.

Weigel gave credit to his crew of submariners who spent many arduous hours searching for the door. "This [plaque] really belongs to the guys standing around me," said Weigel. "Without them we could not have completed the mission."

The record-breaking search and recovery mission was conducted in 14,000 feet of water 100 miles from

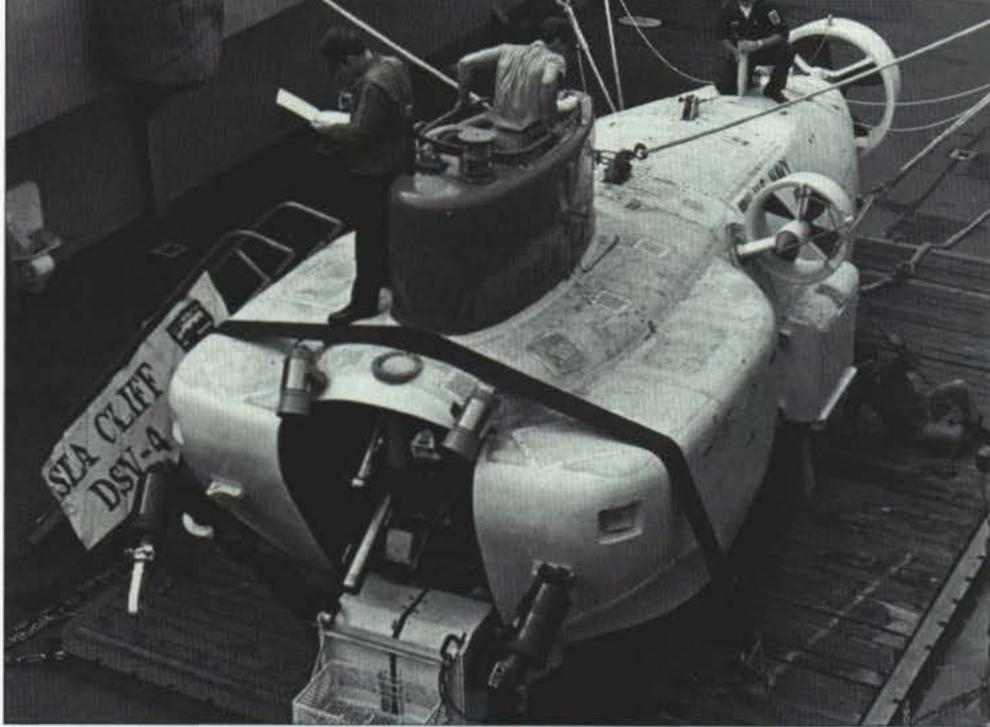
the shores of Oahu. The three-man vehicle assigned to Submarine Development Group 1 is able to operate at depths of up to 20,000 feet.

The main object of the search was the cargo door which blew off shortly after takeoff from Oahu on a flight to New Zealand. Nine people were killed as a result of the February 1989 incident.

In a post-recovery press conference in Honolulu, Weigel said experience and common sense helped in the recovery of the missing door.

"Some people have compared this mission to finding a needle in a haystack. We had a lot of information which reduced the size of the haystack," said Weigel.

The information he referred to was provided by Naval Sea Systems Com-



U.S. Navy photo

Left: The crew readies *Sea Cliff* for an at-sea mission. Below: The recovered parts of the cargo door may provide investigators with clues as to how it came off the plane in flight.

mand's *Orion* side-scan sonar. In late July, *Orion* located a debris field which gave *Sea Cliff* a starting point in its search.

We located and identified 14 of 38 targets located by *Orion*," Weigel said. "Eight items were aircraft debris but not the pieces we were looking for."

After five unsuccessful dives on the debris field, the decision was made to expand the search area to the east based on information on currents and prevailing winds. Their efforts paid off on the sixth dive when *Sea Cliff* radioed her mother ship that it had located a large piece of debris. A description of the object confirmed it was the lower portion of the plane's cargo door. The upper section was located and retrieved in a subsequent dive.

"Technology played its part," remarked RADM Michael Colley, commander, Submarine Force, U.S. Pacific Fleet, "but it really came down to a group of front-line submariners putting their talents, common sense and know-how to work. They did a magnificent job."

Classified as a "manned, non-combatant, untethered submersible," *Sea Cliff* is capable of operating at depths approaching four miles. With a television camera for eyes, manipulators for arms and Weigel for a brain, *Sea*

Cliff supports deep ocean science research for the Navy and a number of other organizations that apply to use her.

Weigel and his crew of submariners also made national headlines a year ago when they took a dive into Monterey Canyon, Calif., and discovered the resting place of the Navy dirigible *Macon* off Point Sur, Calif. Assisted by predictions from the Naval Postgraduate School Air and Ocean Science Department and the Monterey Bay Aquarium Research Institute, *Macon* was found in 1,500 feet of water. The rigid airship crashed in 1935, killing two of her 84 crew members.

The discovery proved significant to naval and aviation historians. When *Sea Cliff* came upon *Macon*, her video camera recorded evidence of two of four Curtiss *Sparrowhawk* F9C-2 biplane fighters to be nearly intact.

The only other *Sparrowhawk* believed to exist is housed in the Smithsonian Institution in Washington, D.C. No successor to *Macon* was ever built, and her passing marked the end of an era.

Under the stewardship of the "unsung hero," *Sea Cliff's* other 1990 expeditions included the search for the elusive "fifth force" of nature — investigation into the Loma Prieta earthquake location — and numerous



U.S. Navy photo

experiments for marine scientists.

These unique national science assets make Weigel and *Sea Cliff's* crew leaders in the field of underwater exploration for the scientific and academic communities. With their own unique capabilities, they have participated in many important scientific investigations and recovery missions.

"We're National Aeronautics and Space Administration in the opposite direction," boasts Weigel. He said the explorations of 1990 have been the "most exciting and challenging of his underwater career." □

Thompson is assigned to the public affairs office Commander, Submarine Force, U.S. Pacific Fleet, San Diego



Shelter from the storm

Navy hotline provides information during times of crisis.

Story by JO1 Chris Price and JO1 Sherri E. Bashore

"Hello, emergency communications center, may I help you?" asks the chief petty officer.

"My husband is on a ship in the Gulf, our car broke down and the warranty is in his name only and I lost the power of attorney," said the shrill female voice, apparently calling long distance.

The chief asks, "Ma'am, do you know what ship he's on?"

The woman quickly responds, "Kennedy."

The chief completes the call by giving the woman the telephone number for the family service center serving USS *John F. Kennedy* (CV 67) and advises her to write to her husband and have him send her another power of attorney. In the 15-second downtime until his next call, he stares at a bulletin board with big black letters reading: "MISSING-INJURED-CAPTURED-KILLED." The far right side reads: "SPANISH SPEAKERS ON DUTY."

Sitting to his left, another phone talker quietly opens the *Washington Times* to a full-page color photo of a Scud missile. The sounds of mumbled voices are broken with another series of rings:

"Hello, Emergency Communications Center, may I help you?" asks the chief.

"I'm looking for my son," says the voice. "He's definitely on a sub tender. I think it's the McKee, but I'm not sure. ..." The chief petty officer listens intently.

The emergency communications center, located on the first deck of the Bureau of Naval Personnel at the Navy Annex in Arlington, Va., was not established in response to Operation *Desert Storm*. In fact, it's been there for years.

When news networks gave the "late-breaking" announcement of the deaths of 47 sailors in the turret two explosion aboard USS *Iowa* (BB 61) April 19, 1989, the ECC was activated, and viewers were informed they could dial a toll-free telephone number distributed to the media by the Department of Defense. The ECC hotline was deactivated following the crisis.

On May 8, 1990, when the crew of USS *Conyngham* (DDG 17) fought a massive fuel fire 80 miles off the Virginia coast in which one officer was killed and 18 crew members hospitalized, the ECC was again activated, and viewers were given the same number.

When an Israeli-chartered liberty ferry, used to shuttle crew members of USS *Saratoga* (CV 60), capsized and



Information boards at the BuPers ECC display the latest information on Navy personnel deployed to *Desert Storm*. Inset: YN1 Leonard Blihar responds to calls at the CHINFO CRC.

sank off Haifa, Israel, resulting in the deaths of 20 sailors in December, the same toll-free number was given.

Even if newscasters emphasize "no casualties involved" during a Navy incident, viewers with loved ones in the fleet still want proof from a Navy spokesperson reassuring them that "all hands are indeed, OK." During peacetime, the ECC hotline is manned by BuPers personnel and is the public's personal link to the Navy during a crisis.

By Jan. 17 — barely into the allies' first bombing raid of Operation *Desert Storm* — families were calling the ECC hotline at up to 1,000 in-



Photo by PH1 (AO) Scott M. Allen, insert photo by JO2 Oscar Sosa

quiries per hour, averaging 70,000 calls a week. The number of callers made it necessary for BuPers to augment their incoming phone lines with reservists recalled to active duty.

"Sometimes families just want to hear information from another human voice; the counselors do a lot of reassuring," said LCDR Bruce Williams of the BuPers public affairs office.

Twenty-eight ECC phone lines are staffed around-the-clock. An automatic telephone sequencing device is capable of handling all 28 lines simultaneously. Operators can also communicate with 14 callers, while putting 14 others on hold.

"When the television flashes that 800-number on the screen, people who are [seeking information] about any service branch will call,"

Williams said. "This number is released to the media when there has been an accident involving casualties, but many people have the expectation that we solve a variety of problems.

"It's really reserved for family members when an accident occurs," Williams said. The news networks are notified of the ECC's activation via fax and are requested to publicize the emergency hotline number.

Williams adds that while the ECC is not a locator service for reuniting estranged family and friends, callers should know the service member's full name, social security number, rate and assigned unit. ECC counselors cannot pinpoint an exact location where a member may be, but they can confirm whether a particular ship is deployed to Operation *Desert Storm*, or refer callers to the Navy

Locator Service for additional assistance.

Counselors refer callers to their local personnel support detachments to answer questions concerning pay and benefits, and to family service centers to help identify their ombudsman. They also answer calls from congressional staff members. An ECC chaplain is on each 8-hour shift to assist in handling calls. A bilingual service member is generally available to talk with the five to 25 Spanish-speaking callers each hour.

"In the beginning, on some of the watches, we were running a little over 1,000 calls an hour [English and Spanish combined]," said CDR Douglas Yriart, a Spanish-speaking reservist who is operations coordinator for an ECC watch team.

"Now, during the day, we run about 300 to 500 calls an hour. Some-



Photo by JOE OSCAR SOGA

LT Beci Brenton refers a family member's question to the CHINFO CRC.

times they'll be in spurts depending on what's on the news."

Yriart, whose civilian job is with the federal government, notices that as the war lingers on, the calls get lengthier as well. "They're not just calling to see if a loved one is okay; they're starting to ask for more complicated information. First, it was people who wanted to touch the Navy, and be touched," he said. "Now, they want service."

Some children have even called the ECC hotline, and Yriart adds that a few of his calls are unusual.

"One woman said that her daughter has graduated from high school," Yriart said, "and added — 'She's giving me a lot of trouble at home. Is there any way you could take her?'"

Navy reservist Chief Sonar Technician (Surface) Al Baker, assigned to the Navy and Marine Corps Reserve Center at Anacostia in Washington, D.C., was also called up for full-time, active duty at the ECC. He temporarily left his job at an engineering firm in Gaithersburg, Md.

"We had been shown the ECC dur-

ing our drill weekend a month before [the war]," Baker said. "Although it hadn't been fully worked out — we were told what we were going to do and where we'd be.

"We put a lot of people at ease," said Baker. But he remembers taking a call that wasn't so easy. When he informed a woman that her husband's ship was participating in *Desert Storm*, she burst into tears and hung up the phone.

"I didn't get a chance to tell her that there were no reports of casualties," he said. "Another woman, told me she got a recorded phone call that said, 'Please stand by for an urgent message.'"

Baker said that this recording went on for two minutes. "When she talked to me, [I could tell] she was shaking," he said. "I had to calm her down and tell her that the Navy doesn't telephone and tell you you have an injured son. I don't know what we could do about prank calls to family members, unless a number of them showed up in a certain area."

Family Service Centers throughout

the fleet are also providing services similar to the ECC — primarily counseling and assistance. "Wives, husbands, friends and concerned community members man phones at their local FSC around-the-clock. There's a whole network of people out there who really care, and who are doing a lot of volunteer work," Williams said.

Other organizations like the American Legion, American Red Cross and television networks also publicize phone numbers where viewers can obtain additional information concerning loved ones serving in Operation *Desert Storm*.

Approximately 25 percent of the calls received by the ECC are from non-family members. An additional toll-free number was set up at the Office of the Chief of Information at the Pentagon to augment the BuPers ECC — to take the calls from the general public, well-wishers and people who are just curious about what is going on.

The idea of providing a second "hotline" began well before the Jan. 17 bombings. "We had the advantage of not having to scramble at the last minute," said CAPT Robert S. Prucha, assistant chief of information for plans, policy and community programs. "We actually began looking at this in September to see what we could do to assist the emergency communications center. We were designed to take away that 25 percent of the callers that went to them [BuPers]," he said. "That allows them to concentrate on the people they really needed to get to — the immediate family members."

To begin this type of operation, special telephones that work on a rotary system were put into place.

"We had these phones installed in October," said Prucha. "They were just kind of waiting for something to happen. When a member of the Office of the Secretary of Defense came up about two weeks before the hostilities began and said, 'we want all the services to go ahead and establish a toll-free number' — everything was done."

Not only were the telephones in place, the plans office also had a centralized location for the phone talkers, and information books filled with what they thought would be required to respond to the influx of queries — everything from ships' addresses to *Navy Fact Files* containing detailed information on missile systems, types of ships, etc.

The entire operation was ready the Tuesday before combat operations began in the desert. "The timing was nice," said Prucha. "It was during the news that we first heard reports that there was bombing in Baghdad. By 7:30 [p.m.] we had called the folks who had already gone home and kept those people who were unfortunate enough to still be around and said, 'OK you're the first team — you're the watch.'"

Twelve-hour shifts were set up to man the six telephones. Naval Reserve Office of Information Detachment 206 was activated, and the first-ever crisis response cell, under the direction of the Chief of Information, was a reality.

"The callers are very happy that we have done this — it gives them one more place to go," said Prucha. People are put at ease, although they don't always understand the nature of FSCs and what a ship's ombudsman can do.

"We can't keep track of every little thing that happens," he said, "but the ships have a way of communicating with the ombudsmen."

Even though the CRC was established to deal with the general public, immediate family members still call

the alternate toll-free number. For the most part, CRC personnel handle the calls. They also make sure the callers have the BuPers ECC toll-free number.

Yeoman 3rd Class Linda Dunnan has been manning the CRC telephone lines since the beginning. "It's hard work, and I'm really tired, but I feel like I am doing something for these families who call and need assistance," she said.



YN3 Alana Glenn at CHINFO CRC uses the *Navy Fact File* and other information sources to provide a response to questions.

Questions range from, "Why is the mail so slow?" to "When are they coming home?" One woman called Dunnan to check on the status of her husband. The caller was informed that the ship her husband is on is in the Gulf in support of Operation *Desert Storm* and that there were no reports of injuries or casualties at this time.

"She was trying to keep herself together," said Dunnan. "She was doing a real good job and she said, 'Would you mind telling my five-year-old that? Instead of hearing it from mommy, he wants to hear it from an

official.' I let him know that there weren't any problems with any of the ships and that I was sure that his dad was OK," Dunnan said. "His mother got back on the phone and I could tell she was in tears as she said, 'Thank you very much.' That was hard," said Dunnan. "It hurt; it was really tough."

Those manning the CRC phones are constantly given updated information. All news programs and press briefings are monitored. If pertinent information is brought out, CHINFO personnel type out "the latest" and pass it on to the phone talkers. Meetings are held before and after each shift. That way, the new shift knows what has happened since their last shift, and those coming off the watch can discuss any problems they encountered.

LTJG Lydia Zeller, who referred to herself as a "CRC plank owner," is amazed at the general public's view on Operation *Desert Storm*. "What's interesting is the number of ideas on how to stop the war," she said. "We take their suggestions, and if someone really has a good idea, we pass it up the chain of command. It's an interesting role, and it's also rewarding to work with the other facet of the service member — their family — who needs to know on a daily basis if there are any casualties on a ship. But," she said with great concern, "it is emotionally difficult."

Zeller expressed how important and helpful it would be if every sailor would write home just to say, "Mom, dad, I'm doing well. We're busy and I'll write later." Just staying in contact with those back home, letting them know what you are doing, makes family members feel more confident. That way they can call us [CRC] with better questions and we can get them better answers."

Relief arrived in February for the regular active-duty personnel who have put their routine jobs aside to man the phones. Twenty-five more

Photo by JO2 Oscar Sosa

Shelter from the storm

naval reservists came in, making it possible to set up three, 8-hour shifts.

As with most new systems or operations, the "bugs" have to be worked out as you go. "We are still trying to fine-tune the system," said Prucha. "We have a representative from the phone company coming in to make our system more sophisticated, almost like what they have at the ECC. We hope to have the capability of putting an additional nine callers on hold."

"This is not something that will end when *Desert Storm* goes away,"

added Prucha. "RADM [Brent] Baker [Chief of Information] has indicated that we will maintain the capability here, so if we have a *Stark*, a *Midway* or a *Saratoga* incident, we can stop what we are doing, man up and take care of the phones. I think that is unique to the Navy, I don't think the other services will maintain a toll-free number within their information department."

Whether calling the ECC or the CRC, people with loved ones participating in Operation *Desert Storm* have a real, warm and friendly Navy

person they can linkup with for reassurance and understanding. □

Price and Bashore are writers assigned to All Hands.

Hotlines

BuPers ECC
1-800-255-3808

CRC CHINFO
1-800-732-1206

When tragedy hits home

CACOs are there to support the families

Story by JO1 Chris Price

Navy sailors boast that their daily jobs and collateral duties are the "toughest in the Navy" — be it painting the side of a carrier, training, dispersing pay to thousands or being on a ship's damage control team.

But sailors who are CACOs — Casualty Assistance Calls Officers — indeed have the most difficult job in the Navy.

CACOs are tasked with notifying families that their active-duty loved one has died or has been taken as a prisoner of war. In many cases, the CACO does not know the service member personally, but is assigned to handle the most sensitive and detailed aspects for the family — relaying survivor benefits, transportation and attire of the deceased member, plus burial arrangements according to the family's wishes.

Each naval base and Reserve center has a number of sailors who serve as CACOs. CACO coordinators period-

ically hold one-day CACO training courses Navywide, where those eligible to serve as CACOs (E-7s and above, and officers with at least two years on active duty), are instructed on survivor benefits, Veterans Affairs contacts and how to be supportive. They are also instructed on what to expect when they visit a home.

News of the death of a Navy member can be so devastating to a family, that some family members may not believe what they hear.

"It does happen — but not frequently," said Millie Fraker, assistant head of the Casualty Assistance Office of the Bureau of Naval Personnel in Arlington, Va. "It just hits them so strong that they're not listening to a word that the CACO is saying. They're in shock. But when the CACO brings news of a service member's death," she said, "it's always true — there's no room for error here."

Fraker said that in cases where families don't readily accept the news, the CACO gives the next-of-kin a card with the telephone number of the Casualty Assistance Office, which can act as liaison between the CACO and the family in these cases.

"We try to get the families calmed down — then get the CACO back in touch with them. The families need to have that bond with someone close," she said, "and the CACO needs to keep the family informed about what is going on."

The Navy *always* notifies families of a service member's death in person — never over the telephone. Some CACOs in rural areas drive distances of 200 miles — not knowing if the family is home at all.

"They [CACOs] can't call ahead to make sure the family's there," Fraker said. "It's better that we do it this way. The families deserve to be notified, in person, by the Navy."



Photo by PH1(A/C) Scott M. Allen

Reserve CDR Douglas Yriart and STGC Al Baker were called to active duty to man the phones at BuPers' ECC.

"CACOs always take a chaplain with them on their initial visit," she said, "because you never know how the family is going to react. We need two people there — and it's good to have a chaplain who is capable of giving spiritual help."

The Navy's method of notification of death or serious injury begins with the service member's command. When a sailor dies, is seriously injured or missing in action, the parent command sends out a casualty report based on information from the member's Page 2 via message to the Casualty Assistance Office.

The office pulls its copy of the member's microfiche and compares the two sets of data for accuracy. Afterward, they contact the CACO at the naval base or Reserve center nearest the homes of the primary and secondary next-of-kin. The CACO and a chaplain will notify these individuals in person. Once notification is completed, the name can be released to the news media.

"Right now, during *Desert Storm*, once we make the notification — it goes to our public affairs office, to the Chief of Information and to the Office of the Secretary of Defense [before releasing the name to the press]," said Fraker.

According to LCDR Bruce Williams, public affairs officer at BuPers, "We owe that to the next-of-kin of fellow service members."

When 20 sailors from USS *Saratoga* (CV 60) died in December after their Israeli-chartered liberty ferry capsized and sank off Haifa, Israel, Williams said it took a day-and-a-half to notify one individual, because when the CACO visited the address on the Page 2, the house was boarded up.

"But CACOs are there for the family to lean on," Williams added. "Families can take care of themselves — but they have to deal with an entity [the Navy] that they're not used to dealing with. Their only dealings with the Navy have been primarily through 'Johnny' or 'Sally.'"

"It's really a lot of responsibility," said Williams, who served as a CACO at a previous command. "It's hard just one time [for one death] being a CACO, but it's harder giving that much of yourself two or three times — even in a year's period of time. It's a tough job, and it's a full-time job."

The Casualty Assistance Office is ready to handle any mass casualties resulting from Operation *Desert Storm*. "Back in August, DoD gave us an estimated number of casualties based on a 'worst case' scenario,"

Fraker said. "Based on that, I tried to figure out a reasonable means of how we would do CACO training on a daily basis — if we had real large numbers of casualties."

"From mid-November on, we've been training reservists on their drill weekends," she said. "A couple of them have come in periodically, other than on the weekends, to get training as well. Now that reservists are permanently here on active duty, our staff is training them daily."

Fraker said that whenever the Casualty Assistance Office starts seeking larger numbers of CACOs, they bring in additional people from throughout the building — both active-duty and civilian volunteers. The office also works closely with other service branches — to cover the cases of service members who die on active duty while assigned to units of other branches.

"I think it's really a big plus for us, that everybody is willing to do whatever it takes to get the job done," Fraker said. "Unless you're out there dealing with the families you can't guess how each visit will go — and each family is different."

"CACOs have to be ready to help when they walk through that door." □
Price is a writer assigned to All Hands.



Wisconsin hosts *Desert Shield* sports festival

Competition gives sailors a break prior to the onset of Desert Storm

Story and Photos by J02 Kevin M. Norman

While off the coast of Bahrain during the Christmas season, USS *Wisconsin* (BB 64) hosted the Operation *Desert Shield* Holiday Sports Festival. Invitations were extended to U.S. shore and afloat commands operating in the Persian Gulf to compete in wrestling, boxing and weightlifting. Participating commands included representatives from *Wisconsin*;

Commander, Middle East Force; USS *Blue Ridge* (LCC 19); USS *LaSalle* (AGF 3); USS *Bunker Hill* (CG 52); USS *Macdonough* (DDG 39); and USS *Nicholas* (FFG 47).

LT Guy Zanti, *Wisconsin's* missiles officer and one of the coordinators of the holiday festival, said sports seemed a logical alternative to any other celebration.

Above: *Wisconsin's* FC2 Tom Conroy pins his competitor during the wrestling competition as fellow grapplers and crew members look on.

"The festival gave the guys an outlet in which they could alleviate their frustrations and the emotional distress that comes with holidays spent away from home," Zanti said.



"It also gave them a chance to demonstrate certain athletic skills they've been working on for some time."

The entire after portion of *Wisconsin* was turned into a gymnasium, complete with a boxing ring, wrestling mat and weightlifting station.

Zanti gave some of the credit for the success of the event to the quality of competition.

"We had a lot of participation from outside commands. And, the people they sent us were quality athletes," said Zanti.

Personnelman Seaman Apprentice Thomas Terrien, a *Wisconsin* sailor who wrestled in the 138-pound varsity weight class said, "The level of

competition was very high. There were some good wrestlers."

The wrestling event incorporated collegiate rules, with nine different weight classes. Of those nine classes, *Wisconsin* sailors took gold medals in seven.

Weightlifting was scored on a point system that combined the total weight of lifts in the squat, deadlift and bench press. *Wisconsin* sailors took four gold medals out of the six weight classes.

Boxing, a staple in Navy athletic competitions, featured 10 different bouts, of which, *Wisconsin* boxers laid claim to nine gold medals.

The point of the festival was not to

Top: GSE1(SW) Mark Miller strains beneath the weight of 495 pounds in the squat event on his way to victory. Bottom left: Crewmen observe all the day's action from "the best seats in the house." Bottom right: PHAN Arthur Barton and SN Robert Kientz slug it out in the ring.

prove which ship or command was most athletically adept, but to provide *Desert Shield* sailors an enjoyable afternoon on a day usually spent at home with relatives.

"It was great," said Storekeeper 3rd Class Michael Duckett. "We need to have another one real soon." □

Norman is assigned to public affairs office, USS Wisconsin (BB 64).

DESERT
STORM



Men of *Kennedy*



Left: Before hostilities began, USS *John F. Kennedy* (CV 67) refueled every three or four days to keep her tanks topped off. Semaphore communication with USS *Seattle* (AOE 3), performed here by SM3 Christopher Clipper, is an important part of an UnRep operation. Photo by PH2 Charles W. Moore.

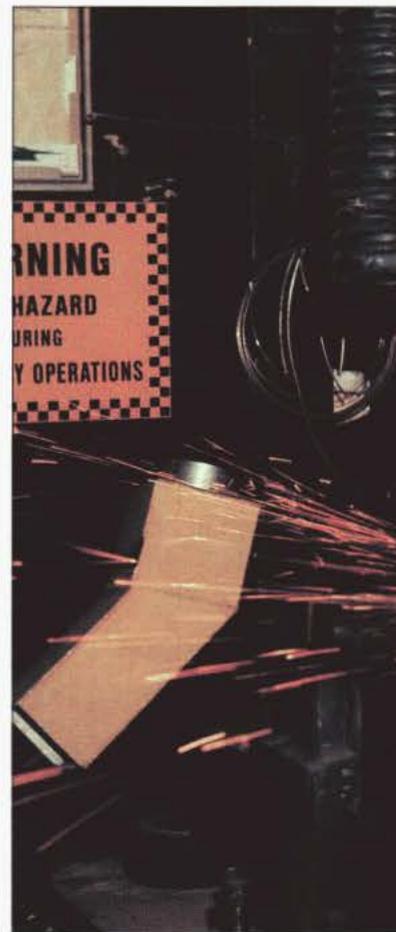


Above: Although the beginning phase of Operation *Desert Storm* has been dubbed an "air war," BTFN Clark Roderick's job below decks in the boiler room, is a primary component in *Kennedy's* ability to fight. Photo by PH2 Charles W. Moore.



Above: HM3 Dennis Kordes readies a hypodermic needle in *Kennedy's* sick bay. Photo by PH2 Charles W. Moore. Above right: CDR John Leenhouts, executive officer of VA 72, shot a self-portrait during a low-level targeting run in Saudi Arabia, prior to the outbreak of war. Air supremacy over Iraq has enabled Leenhouts to continue his dual career — at-

tack pilot and amateur photographer — during actual combat missions in the skies above Iraq and Kuwait. Right: Each task, no matter how small it may seem, has taken on an added sense of purpose to the crewmen of *Kennedy*. FA Eric Smith works in the metal shop to support the ship's mission. Photo by PH3 Paul A. Hawthorne.





Above: AE3 Tim Olcot repairs sensitive, advanced micro-circuitry illustrating the high-tech weaponry deployed against Saddam Hussein's forces. Photo by PH2 Kevin P. Gill.

Below: Aviation ordnancemen like AO3 Christopher Randolph and AO3 Raymond Perry work through the night to assemble bombs and missiles and transport them to the flight deck. Photo by PH2 Charles W. Moore.





Above: Within the intricately connected scheme of life aboard an aircraft carrier, each person, from mess cook to fighter pilot must tackle daily tasks with a strong sense of purpose. AN Tom Gillespie knows that if people don't eat, planes don't fly and the mission doesn't get accomplished. Gillespie supports the preparation, serving and clean-up of 15,000 meals each day. Photo by PH3 Kevin P. Gill.

Left: The number of sorties flown takes its toll on aircraft and flight deck support equipment. Due to high intensity air operations, ASAA William Green works on ground support equipment crucial to the ship's mission. Photo by PH3 Kevin P. Gill.

Right: Firefighting drills, an everyday event at sea or in port, are conducted as though lives depend on every man's actions. *They do.* ISSN Willis Ray reports to his fire station. Photo by PHAN George J. Stuckert. Below right: PC2 Jerry Silas helps keep the lines of communication open between sailors and their families. Photo by PH2 Kevin P. Gill. Below left: PR3 Charles Landrum (left) and PR3 Erin Ruscio provide the step-by-step attention to detail necessary to maintain an assortment of emergency lifesaving equipment. Photo by PH2 Kevin P. Gill.





"We know what our jobs are . . . and what we have to do." Photo by CDR John Leenhouts.

MSC ships in *Desert Storm*

Civilian ships used in wartime UnRep for the first time.

Story by JO1 John S. Verrico, photos courtesy of Naval Sea Systems Command

Several civilian cargo vessels are augmenting the Navy Combat Logistics Force for Operation *Desert Storm*.

Although merchant tankers have been used for many years for underway refueling operations, *Desert Storm* is probably the first operation in maritime history in which civilian merchant ships will be used to provide ammunition and supplies to Navy vessels while under way.

The capability to replenish Navy ships at sea with supplies and fuel has been a concern for nearly as long as men have sailed the seas. In the early 1800s, floating supply bases were developed. These ships were anchored near operational theaters and were used as headquarters, warehouses and hospitals.

During the Napoleonic wars, small boats or "bumboats" were used to bring supplies to British vessels performing blockade functions off French shores. The bumboats could tie up to the slow-cruising blockade ships and the supplies were lifted in cargo nets. Similar small boats were used by American ships during the War of 1812.

But these small boats were limited in the amount of supplies they could carry, and many trips had to be made to each individual ship. Larger sailing vessels could not pull alongside because the two ships would block each other's wind, so alongside replenish-

ment operations between ships could not be accomplished until the development of steamships.

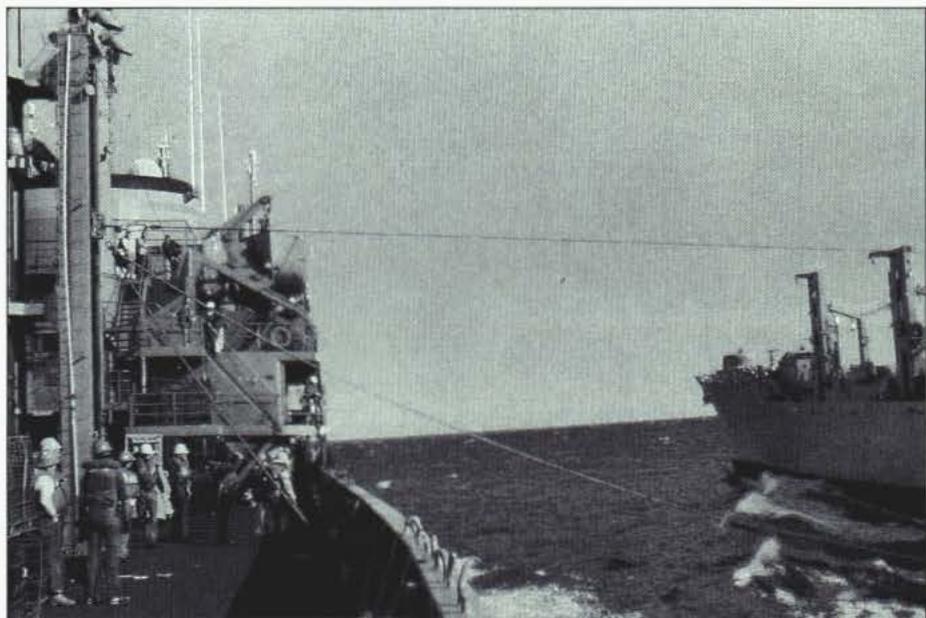
Experiments were conducted around the turn of the century, when most steamships still operated using coal as fuel, to attempt to replenish depleting coal supplies aboard combatant vessels by lowering coal bags from a merchant collier. The experiments were unsuccessful, and no further tests were conducted until liquid fuels were developed many years later.

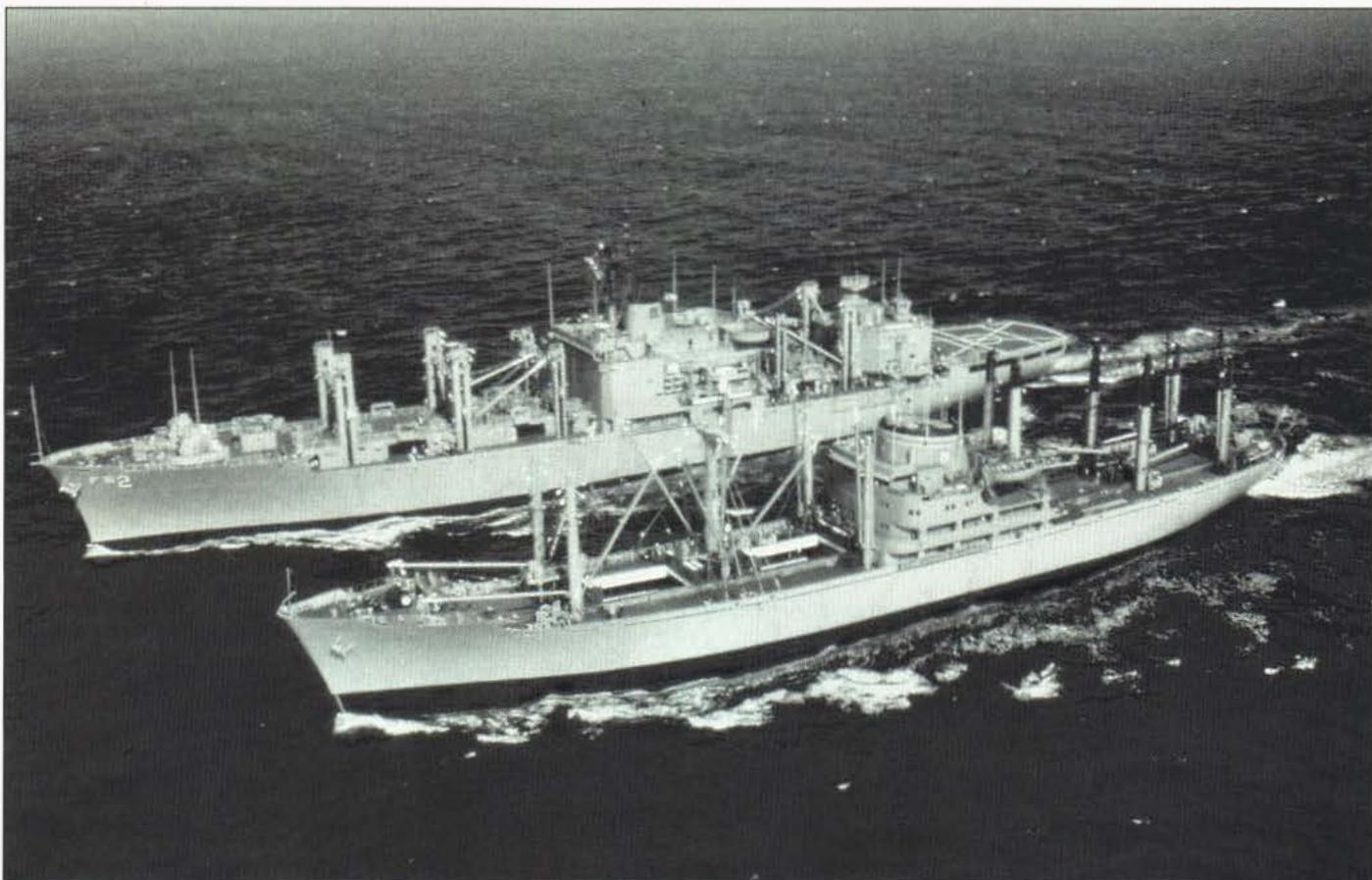
By World War I, the first underway refueling operations were conducted by dropping a fuel hose astern of the replenishment vessel. Alongside refueling was first tested during the 1920s and '30s and became standard practice by World War II. Underway replenishment of ammunition and cargo was first brought into routine

use at that time, using specially designed Navy auxiliary vessels. In the latter years of World War II, merchant cargo ships carried ammunition to the Pacific theater and re-armed U.S. Navy destroyers while at anchor, but only Navy replenishment ships were used for transferring supplies to ships while under way.

The first time a civilian vessel was used for dry cargo transfer operations was in 1985 during *Mediterranean Logistics Exercise '85*. A merchant vessel, SS *Southern Cross* (T-AK 285), was fitted with sliding pad-eye replenishment stations and tested for feasibility as a shuttle ship to carry supplies to Navy vessels under way. During the operational demonstration, replenishment ship USNS *Rigel* (T-AF 58), broke down and *Southern Cross* took her place as the refrigerated stores ship for the exercise.

Mediterranean Logistics Exercise '85 provided the opportune time to first use civilian vessels like SS *Southern Cross* for dry cargo transfer with the combat stores ship USS *Sylvania* (AFS 2).





"This was *the* test," said LCDR Irvine Renton, sealift program officer at Military Sealift Command. "That's what proved to us it could be done."

Six merchant dry cargo ships and two transport oilers are currently in various stages of preparation for their new mission. Of them, only SS *Cape Alexander* (T-AK 5010) and the two chartered tankers, MV *Richard G. Matthiesen* and MS *Lawrence H. Gianella* were fitted with the Navy's standard tensioned replenishment alongside method rigs. The other ships are all using sliding pad-eye systems, which means they must go alongside STREAM-equipped ships to transfer their cargo. Three of those ships, SS *Cape Archway* (T-AK 5011), SS *Cape Ann* (T-AK 5009) and SS *Cape Avinof* (T-AK 5013), are also equipped with flight decks to accommodate helicopters for vertical replenishment operations.

"These 'shuttle ships' are designed to restock Navy replenishment ships," said CDR Michael J. Lynch, mobilization sealift director at Military Sealift Command. By receiving

new loads of ammunition, fuel, food and other supplies, the replenishment ships can remain in-theater and not have to travel to distant ports to pick up additional cargo.

No compatibility problems are foreseen between the Ready Reserve Force vessels and Navy replenishment ships, but there may be some limitations of their capabilities compared to regular Navy replenishment ships.

"With smaller crews of only about 62 personnel, they can't work the holds and the deck at the same time," said Renton. "They have to pre-stage everything and [these ships] have a limited staging area." Also, because of the smaller crew, the merchant ships will not be able to staff shifts, and can only work a limited number of hours. Navy auxiliary ships with much larger crews can work around the clock.

Cape Archway, currently operating in the Mediterranean under Commander Task Force 63, and *Cape Ann*, which recently loaded cargo at Naval Weapons Station Earle, Leo-

***Sylvania* comes alongside *Southern Cross* for a historic underway replenishment between a Navy vessel and a civilian merchant ship.**

nardo, N.J., will both be used as ammunition supply ships. *Cape Alexander*, now training her crew, will serve as a refrigerated stores ship. *Cape Avinof*, SS *Cape Alava* (T-AK 5012) and SS *Agent* (T-AK 5015) will be assigned to Commander Task Force 73 and are activating and conducting crew training. Four additional breakbulk cargo ships, SS *Ambassador* (T-AK 5007), SS *Aide* (T-AK 5006), SS *Adventurer* (T-AK 5005) and *Southern Cross* are in the process of being activated in the event they are needed in the future. □

Verrico is a reservist assigned to the public affairs office, Military Sealift Command, Washington, D.C.

Cool it

Cool sounds advance naval technology.

Story by John Sanders

Recent discoveries made by scientists at the Naval Postgraduate School in Monterey, Calif., may revolutionize many shipboard and household products, such as refrigerators and air conditioners, and help reduce the use of environmentally damaging chlorofluorocarbons in the 21st century.

CFCs are gases used as coolants. They are released into the atmosphere accidentally by mechanics working on air conditioning and refrigeration systems and by faulty equipment. When released, CFCs combine with the ozone layer, breaking it down.

NPS researchers have developed a new type of engine, called a cryo-cooler, that operates by sound energy to produce cooling. The radical new technology could eliminate the use of refrigeration chemicals such as CFCs, and its potential has captured the attention of scientists, environmentalists and air conditioning manufacturers around the world.

The NPS invention, based on a 1980s discovery by Los Alamos, N.M. scientists, is the first practical application of the cryo-cooler concept. It is referred to as a "natural" engine because sound is used to "drive" the process of cooling.

The cryo-cooler uses a stereo loudspeaker to create sound waves with an intensity many times greater than even the loudest "heavy metal" band — equaling or exceeding the noise generated by a *Saturn 5* rocket



at launch. The deafening roar of the system's acoustic engine is kept neatly encased within the cryo-cooler. For a person standing next to the new age refrigerator, the only audible sound is a very mild hum, less noise than that produced by a personal computer or copy machine.

The pulse or natural phasing of sound waves, taking place hundreds of times per second, drives the sound-run heat pump, replacing the valves, cams and timing chains used in internal combustion engines and other

LT Charles Cameron does his thesis and lab work on the concept of refrigeration by sound.

conventional technologies. This natural phasing results in a dramatic decrease in the number of moving parts and sliding seals required to produce a refrigerator, resulting in a device that is potentially both more reliable and quieter-running. Additionally, a refrigerator driven by a thermo-acoustic engine does not require CFCs, which deplete the Earth's



Above: Adjunct Professor Thomas Hofler, one of the developers of the cryo-cooler makes a minor adjustment to the system's thermo-acoustic engine. Left: A tube component used in the process of cooling.

protective ozone layer.

"It's a good sign," said Erik Johnson, an environmental analyst who recently completed a research paper on alternatives to CFCs. "It shows a movement away from other solutions involving chemicals that we find unacceptable."

After working quietly for several years in their basement laboratory at the Navy university in Monterey, NPS scientists Thomas Hofler, Steven Garrett and Anthony Atchley are now being sought out by established U.S. corporations such as General Motors, Whirlpool, Chrysler, Ford and Dupont, as well as engineering firms from Canada, Denmark, England, India, Italy, Japan, Scotland and Sweden.

Hofler, the youngest of the NPS scientists, was honored by the Acoustical Society of America last year for his role in the pioneering research. He received the society's prestigious R. Bruce Lindsay Award for published work advancing theoretical acoustics.

The cryo-cooler may also help increase the reliability of high speed electronics and sensors. Future use of the cryo-cooler holds particular promise for tactical operations that depend heavily on reliable intelligence data,

including information obtained from surveillance satellites. Even though these satellites are in a frigid environment, they come in direct contact with sunlight. Overheating could cause a malfunction of the systems' vital camera equipment. The cryo-cooler would maintain the temperature and life span of the valuable surveillance equipment.

The direct involvement of U.S. Navy, Coast Guard and Army officers in the cryo-cooler research will help transfer this revolutionary technology into military applications.

LT Charles Cameron, an E-2C *Hawkeye* naval flight officer who worked on the cryo-cooler while completing his master's degree at NPS, jokingly refers to the device as a space-age beer cooler. Cameron said that working on the project with his friend, Army Maj. Ron Byrnes, gave him a unique chance to "build something practical, [especially] from a military perspective."

Cameron received recognition from the American Institute for Aeronautics and Astronautics, one of the world's largest and most prestigious scientific societies, for his work on a space shuttle vibro-acoustics research project. He has remained at NPS to

work on his doctorate and to conduct research on another militarily significant project, fiber optics. Cameron will return to the fleet next year as the assistant tactical data system officer on board USS *John F. Kennedy* (CV 67). His future includes a return to a *Hawkeye* flight crew, then a "payback tour," during which he will have an opportunity to blend his operational experience and graduate education to further advance Navy technology.

In addition to Cameron and Byrnes, two Navy submarine officers, LT Mike Susalla and LT Richard Volkert, Coast Guard LT Michele Fitzpatrick, and Canadian Air Force Captain Dave Harris have assisted in the cryo-cooler's development.

In its upcoming space-based test, the NPS cryo-cooler will convert battery-generated electrical energy into acoustic energy, and that, in turn, into refrigeration to cool spacecraft components. □

Sanders is the deputy public affairs officer at Naval Postgraduate School, Monterey, Calif. JO1 Sherri E. Bashore, assigned to All Hands, contributed to this story.

**DESERT
STORM**



Persian Gulf service station

*USS Acadia on station, serving the
fleet on the edge of Desert Storm*

Story by JO1(SW) Joe Gawlowicz and J02 Robin E. Allen, photos by JO1(SW) Joe Gawlowicz.

The crew members aboard USS *Acadia* (AD 42) may have felt like characters in a vintage black-and-white comedy last August after they gratefully unpacked and settled in after a port visit to Seattle, only to be caught in a revolving door that prompted them to repack hastily in preparation of an unexpected deployment to the Persian Gulf.

But there was nothing comical about the circumstances that surrounded the destroyer tender's sudden change in plans, nor the conditions under which *Acadia* sailors made hurried preparations, both operationally and personally, before their Sept. 5 departure from their San Diego home port.

Originally scheduled for a Western Pacific cruise in January 1991, *Acadia* sailors worked diligently to make three month's worth of preparations in a scant three weeks. This required a Herculean effort by each division and a monumental sacrifice by the sailors, who put in long hours and forfeited time normally spent with family and friends, or taking care of the 1,001 details that usually accompany preparation for a long deployment.

Although naval forces were already present in the Persian Gulf, *Acadia* was the first San Diego-based ship to leave port with the knowledge that her mission was to assist the fleet during Operation *Desert Shield* and in what eventually erupted into the hostilities of war during the early morning hours of Jan. 17.

With a crew of 550, and an additional repair staff of 650, *Acadia* is a floating haven for ships requiring assistance, with customers ranging from 150-foot patrol boats to nuclear-powered cruisers. Since entering the Gulf in October, *Acadia's* 57 repair work centers have screened



LT Stephanie Kiernan, one of *Acadia's* four dentists, provides dental care, while at sea, to OS1 Edward Waahila Jr.

more than 2,400 jobs for hardware services from some 35 ships.

But there's another much more human side to the services this ship's men and women provide.

"Our main mission is the repair of other ships, but we also offer a lot of ancillary help in the form of 'people' services the ship's different departments offer," said CDR (Dr.) Paul Corbett, *Acadia's* medical officer.

"We provide services like ID cards and personnel services, drug and alcohol counseling, a chaplain, career information and a wealth of information that the 'small boys' might not always have access to," said ENS Janet

Gallagher, *Acadia's* administrative officer. "The use of the ship's store is an interesting part of a ship coming alongside, because our ship's stores are like a mini-mall compared to a ship that pulls up that just has something the size of a closet. It's a good feeling, after a ship leaves, to know that you've been able to help them."

"That's the nice thing about being alongside," said LT John Burnham, navigator aboard USS *Marvin Shields* (FF 1066), which moored abreast of *Acadia* at Manama, Bahrain, for several days in December. "We have an open brow, and they encourage us to wander across and find our counterparts to see what we can trade."

"When we were coming across [from the United States], one of the things we heard was that 'your supplies are going to be limited, your maintenance and repair will be on a shoestring.' We were getting ready to operate in a vacuum," said Burnham. "But just as we were getting over here, we saw the plan for *Acadia* to shuttle about and service all the ships. When we turned over with USS *Barbey* [(FF 1088)], they had all these warnings about how

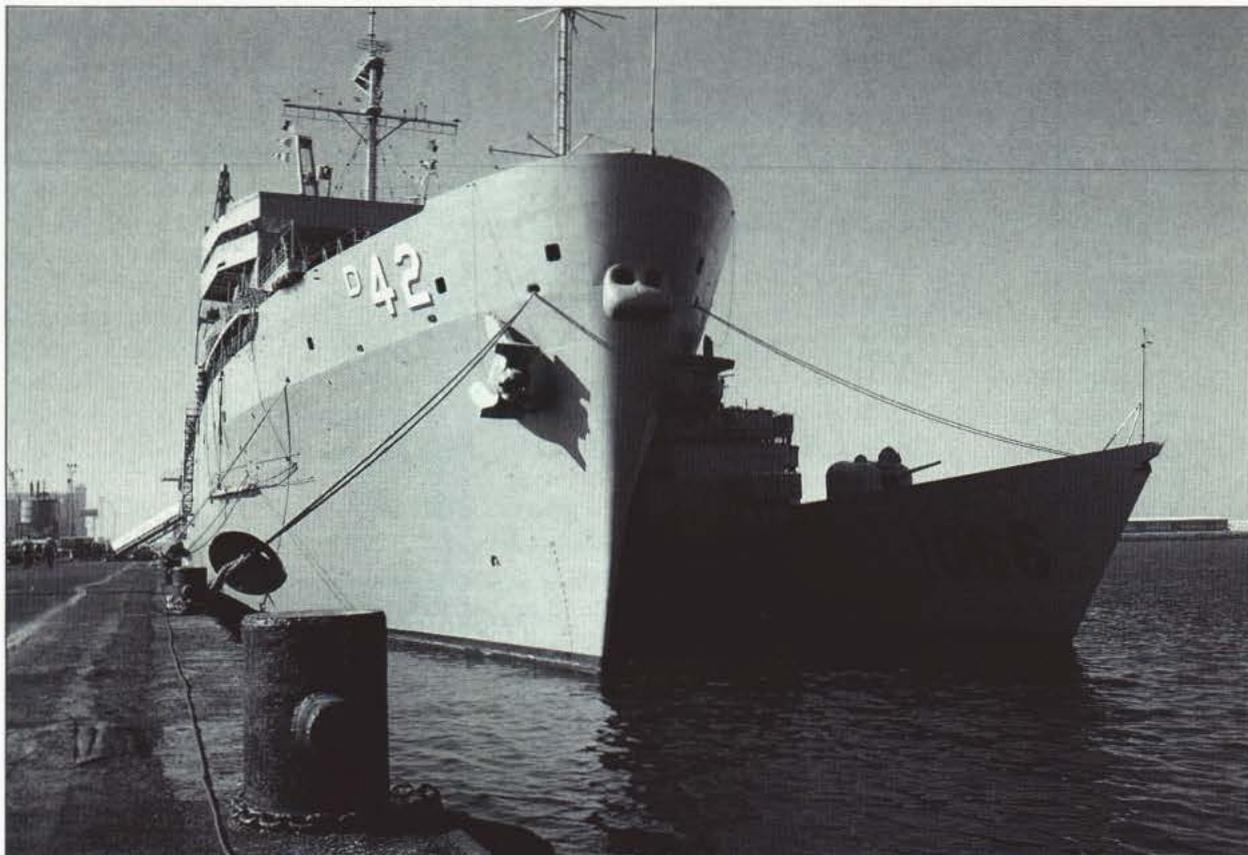
limited things would be here. Once *Acadia* got here, although it's meant a lot of work for her, she's really filled the void and helped us with many of our problems. She's made a big difference materially and with our morale."

And a crew's morale is greatly affected by its physical health. *Acadia's* full medical and dental facilities help ease those worries. The ship's medical department performs physical exams and any other medical evaluations needed, using full diagnostic X-ray and laboratory facilities. The medical department has seen more than 1,300 patients from numerous commands since entering the Persian Gulf.

"One of the biggest things we provide to the 'small boys' is audiograms or hearing tests," said Chief Hospital Corpsman (SW) Jacqueline Knotts, assistant leading chief of *Acadia's* medical department. "We've done more than

Crewmen from *Marvin Shields* learn how to perform cardiopulmonary resuscitation from *Acadia* medical personnel.





600 audiograms for the ships we've tended so far.

"We've treated some people from other ships that we've had to keep on our ward to monitor and provide follow-up care," she said. "Because we have the facilities, a medical officer and a physician's assistant, we're able to provide more care than a small ship can. The crews of other ships respond really well to the care we give them. They work well with us, and we're here with open arms, ready to help them with what they need. Their medical department is usually very small and confined, and we have a lot more capability, so we're here at their disposal. *Acadia's* motto is 'service to the finest,' so we try to live up to that."

"I can think of nothing better than having the tender alongside us," said HM2 Donnell Townsend, one of two corpsmen assigned to *Marvin Shields*. "We don't have a lot of medications or other facilities. The fact that they have a doctor makes it better for us, because cases we can't handle can be referred to him for better care."

"The men on the ship really take advantage of the services available from *Acadia*, especially the cardiopulmonary resuscitation training," said HMC Reuben Felix, the senior corpsman on *Marvin Shields*.

"CPR is very important to a ship," Felix said. "Because there are only two corpsmen on board, we emphasize to

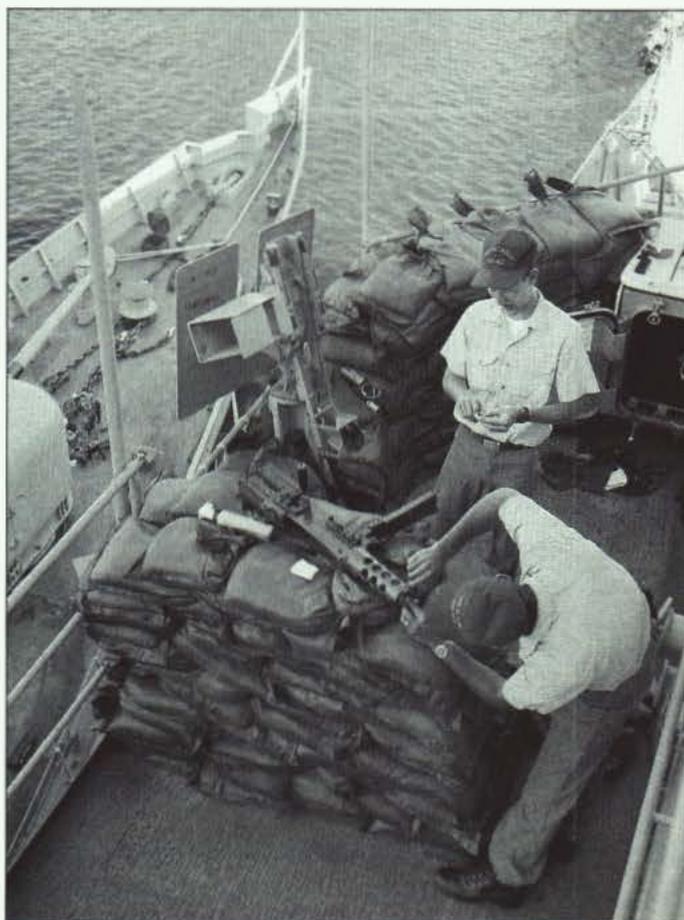
***Acadia* moors alongside *Marvin Shields* at Port Mina Sulman, Manama, Bahrain.**

the crew that they really do have to train in first aid and CPR, so if anything happens to the corpsmen, someone else can help take care of any emergency that might happen." Seventy *Marvin Shields* sailors earned CPR certification during the frigate's brief stay alongside the tender, taking advantage of a service the medical department only recently began to offer.

Acadia is also equipped with an extensive dental department. "We don't often see sailors from ships with dental officers on board, because if they do have them, they can pretty much take care of themselves," said CDR Thomas M. Hill, *Acadia's* dental officer. "We see the smaller boys that run 200 to 400 crewmen.

"Many of them haven't had any dental treatment in four, five or six months. We're mandated in the Navy to see individual members once a year, so one of the things we do is exams. We see everybody on the ship that hasn't been seen within the last six months and update them to find out what they need. Last week, within an eight hour period, we saw 122 people from two ships, USS *Oldendorf* [DD 972] and USS *Curtis* [FFG 38]."

The destroyer and the frigate tied up alongside, and



crewmembers overdue for dental exams were checked to determine their needs. Then the crewmembers were scheduled for appointments over the next several days to take care of any problems.

Acadia's dental department is capable of providing a wide range of services including removal of wisdom teeth, fillings, periodontal treatments and partial denture construction. The staff is only limited by the time they can devote to a patient.

Since entering the Gulf, *Acadia's* four dentists and eight dental technicians have provided treatment for more than 1,400 patients from 19 ships. And the ship's dental staff makes sure *Acadia* is always at least 96 percent dental-ready — less than 50 of the ship's 1,200 men and women need dental care at any one time.

"We also assist the commands with small dental facilities like USS *Blue Ridge* [LCC 19], USS *LaSalle* [AGF 3] or the Navy's Administrative Support Unit in Bahrain," said Chief Dental Technician (SW) Ramy Navarra, leading chief petty officer of *Acadia's* dental department. "If they have something they can't handle, they can turn it over to us."

"Because some commands have one dentist, he can easily become overloaded, or he can have a case in an area that he doesn't feel comfortable working. We have four dentists here and some pretty experienced folks," said Hill. "So if they feel like they can't handle the case they can send it to us, and we're happy to do it for them."

Operations Specialist 1st Class Edward Waahila Jr. of *Marvin Shields* is a typical *Acadia* patient.

"To be honest, it's been the best dental job I've had done in a long time. I'm not real fond of dentists to begin with; I've had some really bad experiences with some," he said, after an intensive cleaning of his teeth. "Of course, every time we come here for anything, they're really good about making sure that we get what we've got to have done."

"I'm not used to being around dentists who make you laugh," Waahila said. "I'm used to the ones that tell you, 'You've got to do this' and, 'You've got to do that.' They're never really cheerful. The dentist here kept me laughing

Above left: DT2 Leeann Stiebler prepares a cast in the periodontics section of *Acadia's* dental department. **Above:** GMMSN Dave Stone and GMG3 Steven A. Bernal clean a .50-caliber machine gun.

most of the time. You can't beat them for chairside manner."

"It's really a morale booster to come over here," said Corbett. "We have great morale on this ship — a really great atmosphere — and what we offer does a lot for those ships."

It's an atmosphere a visitor can't help but notice. *Acadia's* crew keeps their ship spotless. Every department offers 'service with a smile' to crewmembers and strangers, and you're hard pressed to find a frowning face in the passageway.

"I think the mixed crew has a lot to do with it," Corbett continued. "This ship is a good promoter for women in the Navy. Just being able to sit down with some of our people and talk to a fresh face is great for visitors. I really believe ships leave a little bit happier." ■

Gawlowicz is assigned to the Navy Public Affairs Center in San Diego and is currently on special assignment to the Persian Gulf. Allen is assigned to USS Acadia (AD 42) public affairs office.

Mail crunch in Subic Bay

Story and photos by PHC Chet King

When U.S. military personnel are stationed far from family and friends, "Mail Call" is a very big morale booster.

The Fleet Mail Center at the U.S. Naval Facility Subic Bay, Republic of the Philippines is now working around-the-clock, seven days a week to ensure Navy and Marine Corps personnel serving in Operation *Desert Storm* are receiving their mail with as little delay as possible.

"Our volume of mail has increased from 40,000 pounds to more than 1 million pounds a month," said Postal Clerk 1st Class David Black, the Mail Center's day-shift supervisor. "In fact, we're handling 40,000 pounds of mail daily."

The Mail Center has added approximately 50 temporary personnel from other Subic Bay commands, including the Transient Personnel Unit, to assist the 37 permanently assigned postal clerks.

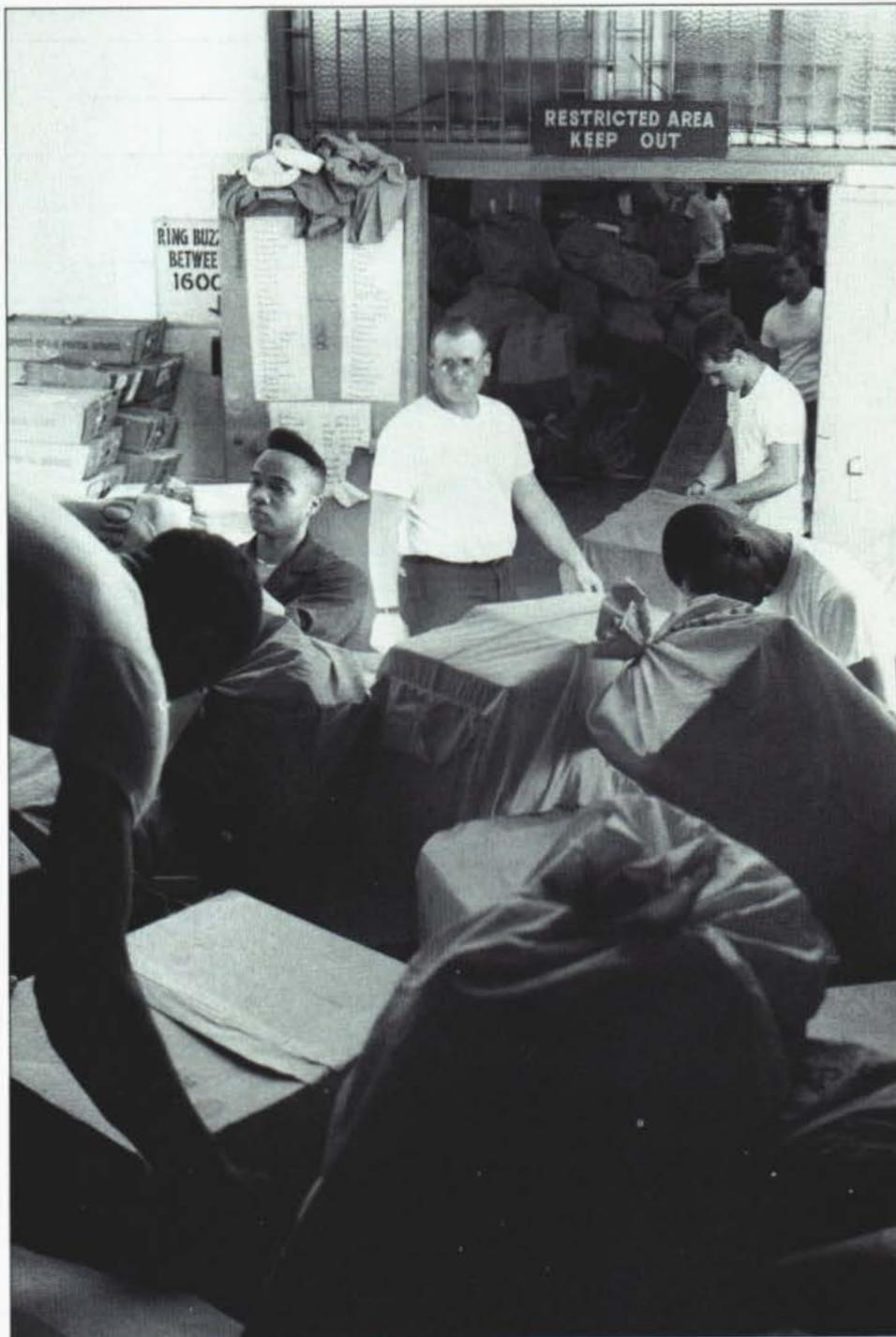
Because of this mail crunch, the U.S. Postal Service has asked people to send only first class mail to military personnel in the Gulf.

Black said the outbound mail to the United States and other countries is not being delayed at all. "All outgoing mail is being processed and sent to Manila the same day we receive it," he said.

To ensure smooth mail service, people are also reminded to use complete mailing and return addresses with correct zip codes. □

King is assigned to Fleet Imaging Command Pacific.

An average of 40,000 pounds of mail a day is processed at Subic, most of it being forwarded to Navy and Marine Corps units deployed to Operation *Desert Storm*.





Above: Mountains of mail pass through Subic's mail center around-the-clock, seven days a week. **Left:** Subic Bay has more than doubled the number of mail handlers to ensure the mail crunch does not hamper distribution of mail to *Desert Storm's* area of operations.

Bearings

VA helps deliver letters to sailor 45 years after being sent

Two letters mailed to a Navy enlisted man during World War II were finally delivered by the U.S. Postal Service, with a little help from the Department of Veterans Affairs.

The mother of Delos W. Smith of Fennimore, Wis., sent the letters in February 1945 to her 23-year-old son who was stationed aboard the aircraft carrier USS *Nehenta Bay* (CVE 74) in the South Pacific. Although a wee bit late — 45 years — the postal service completed delivery of the letters thanks to the resourceful efforts of Don Thornton, who works at the VA Records Processing Center in St. Louis.

Postal officials sought VA assistance after finding four old letters during renovation of a former postal facility in New Hampshire. Two of the letters were addressed to Smith from a woman, later identified as his mother. The chief benefits director's



office was asked if there was any chance of finding a "Smith" among the millions of VA claims folders.

With a unique first name, the aircraft carrier assignment and the return address known, the search among thousands of Smiths in the VA computer was narrowed considerably.

Those bits and pieces of information were then passed on to Thornton, who pulled several "Smith" folders. He found one with a hometown in Wisconsin and the mother's name matching the one found on the return address of the letters. With a call to directory assistance, a current phone number was obtained and Smith eagerly agreed to accept the letters from the postal service.

Smith's mother, 91, is currently living in a nursing home. Smith, 68, said he treasures the letters, even if they are 45 years late. "I knew VA did a lot of things for veterans," he said, "but I never knew that it included delivering mail." ■

—Story provided by the public affairs office, Department of Veterans Affairs. Artwork by Michael David Tuffli, Navy Internal Relations Activity, Alexandria, Va.

Kindergarten class remembers U.S. forces in Middle East by sending "Living Wall" to Kennedy crew member

Posters, letters and cards continue to flow to the Middle East in a show of gratitude for all armed service members serving in support of Operation *Desert Storm*. Aboard the aircraft carrier USS *John F. Kennedy* (CV 67) things are the same, except for the fact that a crew member received a scroll nearly 200 feet long from an Aiken, S.C., kindergarten class.

Chris Trezza's students at St. Mary Help of Christians School in Aiken sent the "living wall" first to LT Ron Bethman, a fellow South Carolina resident, whose nephew is in the class. The scroll includes hundreds of colorful hand prints from the children

and teachers at St. Mary's. Bethman displayed the masterpiece on *Kennedy's* Presidential Mess Decks for all the sailors and Marines aboard to see the youngsters' handiwork. The crew could add their names and hometowns to the massive poster with a special message back to them.

"This was all their own idea," Bethman admits, "I just happened to be the first person they sent it to. We're doing this to show we appreciate what they're doing for us back home."

Bethman sent the "living wall" inland to an Army unit in Saudi Arabia where soldiers personalized it and

sent it on to another Aiken soldier in the desert before returning it to the children.

As the crisis in the Middle East continues (as of press time), gestures like the "living wall" from the people back home keep the troops directly involved in Operation *Desert Storm* motivated.

"It makes us feel good," Bethman explained, "and it makes us proud to be Americans." ■

—Story by JO2 Scott Morton assigned to the public affairs office, USS *John F. Kennedy* (CV 67).

Bearings

Reserve family makes history as mother, son go to sea

A new chapter in Navy history was written when what is believed to be the first mother and son team went to sea aboard the aircraft carrier USS *Nimitz* (CVN 68) last August.

Attack Squadron 304 Aviation Machinist's Mate 1st Class Donald Carpenter deployed aboard *Nimitz* for annual training as a member of the squadron's quality assurance team. While he worked on the flight deck, amid the smoke and sounds of carrier flight operations, his mother, Senior Chief Mess Management Specialist Mary M. Carpenter from Patrol Squadron 65 was one deck below

supervising the forward, or "Dirty Shirt" officers' wardroom.

The Carpenter family has a long Navy tradition. James, the husband and father of the clan, is an "AD1," like his eldest son, and works alongside his spouse at VP 65 as educational services officer at Naval Air Station Point Mugu, Calif. Hospital Corpsman 2nd Class Robert Carpenter, the youngest son, is a drilling reservist at Naval Reserve Center El Paso, Texas.

The Carpenters met in the early 1950s in Jacksonville, Fla., while Mary was on active duty and James

was a young Marine attending Aviation Storekeeper School. They both entered the Navy Reserve in the mid-1970s when Donald enlisted in the Navy and started serving on active duty on the West Coast.

MSCS Carpenter had looked forward to the opportunity to serve with her eldest son after she made an overseas deployment with her youngest son. ■

—Story by LCDR Scott A. Beaton, public affairs officer for Attack Squadron 304, homeported at Naval Air Station Alameda, Calif.

Dedication seems like *deja vu* for former NMCB 24 member

It was a bright, sunny afternoon when Reserve Naval Mobile Construction Battalion 24 was dedicated as an active-duty battalion, but for at least one member of the audience, it could have been 1942 instead of 1990.

Frank Veasey, 69, a member of NMCB 24 in World War II and now a resident of Leeds, Ala., stood on a similar parade ground nearly 50 years ago, before his battalion departed for the South Pacific.

"There's been a lot of memories come back today," said Veasey with tears in his eyes. "My heart is quivering — I love these people."

As a storekeeper 2nd class, Veasey saw action with the Seabees at New Caledonia, Ile Nou, Guadalcanal, Rondovia and the Munda Islands. He remembers his feelings from the day his unit was commissioned, and says he understands exactly what NMCB 24 members are feeling today.

"We were a specialist group like these men are," he said. "We built roads, airfields, docks and gasoline storage tanks. If they'd have me now,



Frank Veasey

I'd go back in. Yes, I'd go with them."

Veasey still vividly remembers the camaraderie that existed in the outfit. "We were a close group and we really came to care for one another — it hurt when we lost a man," he said. "When some of our father and son teams got separated from each other,

we all felt their anxiety."

The former fleet sailor, who says he's a Seabee at heart, left the military when NMCB 24 was decommissioned in 1945. He recalls incidents that he can laugh at now since the years have passed, but weren't very funny when they originally occurred.

"One time there was a loud noise near where we were bivouacked, and we could hear it moving steadily closer," he recalls. "We thought the Japanese were coming in on our camp, but it turned out to be a large group of land crabs crawling across the rocks."

Although Veasey's tour of duty with the Seabees of NMCB 24 had some rough spots, he says he wouldn't trade a single memory. "Old '24' was a very proud outfit. I was glad I served my country and I wouldn't take anything for the experience." ■

—Story by Michele L. York who is assigned to the public affairs office, Naval Construction Battalion Center Gulfport, Miss.

Bearings

Navy Supply Corps School drops anchor in Athens, Ga.

After 37 years of residency "the U.S. Navy has permanently dropped anchor in Athens," said CAPT Andy Waldron, commanding officer of the Navy Supply Corps School, when an anchor was unveiled in the median of the main street in downtown Athens, Ga., Dec. 18.

Waldron presented the 4,000-pound anchor to the community in recognition of the NSCS's presence in Athens since January 1954, as well as a symbol of respect. NSCS is the training command for basic qualifications of Navy Supply Corps officers and advanced training for Navy and Marine Corps logistics professionals.

The 2-ton, haze gray, destroyer-size anchor came from Navy disposal after it was determined unfit for normal use due to a bent shank.

U.S. Representative Doug Barnard (D-Ga.), the ceremony's keynote speaker, remarked that NSCS is a



valuable player in all aspects of Athens life, including extensive community involvement and economic impact. "Every ship in the Navy has at least one NSCS-trained officer aboard," said Barnard, "and all 4,300

active-duty Supply Corps officers can call Athens home."

Also speaking at the ceremony was Eugene Younts, a vice president of the University of Georgia in Athens, who said, "Placing the anchor in front of the university is a reminder of the relationship between these two educational institutions." The Navy originally purchased the grounds on which NSCS is situated in Athens from the University of Georgia.

Waldron summed up everyone's sentiments by stating the three things common to all Supply Corps officers: "First is their love for the city of Athens and the people of the town. Second are their fond memories of their time spent there and third is their desire to return." ■

—Story by LT Philip J. Candreva, public affairs officer at Naval Supply Corps School, Athens, Ga.

Sea Cadets receive active duty training with Bullfrogs

Young men and women from several states joined Helicopter Combat Support Squadron 16 "Bullfrogs" at Naval Air Station Pensacola, Fla., for three days of "active duty" training. The 12 youngsters were members of the Navy League's U.S. Naval Sea Cadet Corps and were on board to learn firsthand how the Navy operates.

Sea Cadets can be found anywhere in the United States and abroad where there is an interest in the Navy. Several times a year, groups go to boot camp for two weeks of training, or work side-by-side some of the Navy's finest sailors aboard ships at sea, or in this instance, with a helicopter squadron.

Chief Aviation Structural Mechanic (Structures) Gerardo Galvez, HC-16's line chief, coordinated cadet assign-

ments. "We rotated them through just about all the aviation jobs we have in the squadron," he said. "They worked right along with our guys and gals and did an outstanding job!"

The Sea Cadets went through safety briefs, performed maintenance exercises, became familiar with tools, went through flight checks and took part in an H-3 helo fresh water washdown.

Shortly before departure, all of the cadets got together for one last muster with HC 16 sailors and presented them with a poster of an H-1 helicopter signed by each cadet that said in big, bold letters, "Thanks a lot Bullfrogs!" ■

—Story and photo by JO2(AW) Dean Persons assigned to HC-16 public affairs office, Naval Air Station Pensacola, Fla.



Naval Sea Cadets get hands-on maintenance training during fresh water washdown of an H-3 helo.

Bearings

USS *Holland* lends helping hand to special children

Each has their own reason for being there. They all come from different backgrounds, lifestyles and families, but have one thing in common — they are residents of the Medical University of South Carolina's Youth Ward.

As each of these children fight for life, they are cared for and watched by a crew of dedicated nurses who help make their daily struggle for survival a little easier.

Other people in the Charleston, S.C., area also care for them and put forth their best efforts to bring a little happiness to the children. One of these helpful groups is the First Class Petty Officer's Association from the Charleston-based submarine tender USS *Holland* (AS 32).

Holland's First Class Association held out a helping hand during the holiday season by contributing two toy boxes full of stuffed animals and videocassette movies for the youth ward.

"We came up with the idea during an association meeting," said Navy Counselor 1st Class Victoria L. Anderson. "With the 'Toys for Tots' campaign going on, we decided to help a particular group of children. We decided on MUSC because that's

where many ill children are sent. They also have no funding for 'extras' for the children — everything has to be donated.

"Something special happens to people when they get involved in projects that help others who are less fortunate," explained Anderson. "They join together to make things happen. That's what happened with us; even those who wouldn't like people to know they have a big heart, let it surface."

On the big day, four representatives from the First Class Association gathered to deliver their special gifts to the youth ward. Upon their arrival they were met by Laura Vincent, head nurse of the youth ward. She gave the group a brief history of the ward.

"We have a total of 44 beds, 22 on 7A and 22 on 7B," said Vincent. "The children on 7A usually suffer from burns, diseases or chronic illnesses. Unit 7B consists mostly of children with cancer or cardiological problems."

After presenting the toy boxes and meeting some of the children, the group was given a tour, led by Vincent, of the entire ward. She showed them the two units, introduced them to the nurses and took them to the

children's special place — the atrium.

"The atrium is the children's favorite place," explained Vincent. "It's their 'safe place.' When they are in there, no doctors or nurses can treat them and no medication can be given to them. They are supervised, but it is *their* place."

The group returned to visit with the children and to wish them and their families "Happy Holidays."

"I had a feeling of fulfillment by visiting the children on the ward," said Anderson. "Reflecting on some of my past, I am thankful for the nurses and doctors who take care of the children. From the moment I walked in there, I had an immediate feeling of warmth and enthusiasm from the nurses, a feeling that they were really proud of what they were doing. They give everything they can for the children."

Caring for the children extends beyond the nurses and the doctors that tend to the patients daily — like *Holland's* First Class Association, that tries to make other people's holidays as happy as theirs. ■

—Story by JO SN Margaret A. Berry assigned to the public affairs office, USS *Holland* (AS 32).

Super Sara profits in the Persian Gulf to help MWR

All smiles — and there's a good reason why. (Left to right) USS *Saratoga* (CV 60) Ships' Sales Officer LTJG Glenn Mauney, Ship's Store Leading Petty Officer Ship's Serviceman 1st Class Conney Sailes, and Special Services LPO Intelligence Specialist 1st Class Elgin Foreman, present Welfare and Recreation Officer ENS Greg Scholer a check for \$100,000, representing profits from

the ship's store. The money will be used by MWR for Recreational Services and other crew facilities. "Super Sara" and her battle group deployed to the Persian Gulf as part of Operations *Desert Shield* and *Desert Storm*. ■

—Story and photo by PH2 Bruce Davis assigned to USS *Saratoga* (CV 60).



Desert Storm forces: The true example of excellence.

Story by JO1 Lee Bosco

In this space *All Hands* magazine has regularly profiled some of the Navy's best and brightest members. In view of world events, this month, we will not cast our spotlight on an individual. Instead, we honor the performance of all Operation *Desert Storm* participants.

From the beginning of Operation *Desert Shield*, U.S. service men and women shown on television working and living in arduous conditions, on land and afloat, have been a source of pride for all Americans. From the "dog days" of August, through lonely holiday periods and into the uncertain new year, the images of their determined faces were delivered by newspapers and beamed onto television screens to the world's living rooms.

Every message those sailors, soldiers, Marines and airmen sent were filled with concern for the people back home. Confident faces who, while in harm's way themselves, wished loved ones and strangers a Merry Christmas and a safe New Year and spoke of their firm resolve to complete the mission at hand and come home.

Then, in mid-January, the world could wait no more and the storm began: Operation *Desert Storm* — a fury from which there could be no shelter for the armies of Saddam Hussein.

News reports chronicle the skill and bravery of the pilots and the pinpoint accuracy of their high-tech weaponry, while interviewing cheering air crewmen responsible for the maintainance and performance of state-of-the-art aircraft and weapons. Members of the armed forces have been rock-solid in their support of the war effort. They face the camera and

tell the story far better than the network's correspondents — "We have a job to do, a job no one else can do . . . a job we *must* do.

The actions of a few sailors from the early days of the campaign are



Photo by TSgt Rose Reynolds

Sailors know they're not alone in Operation *Desert Storm*. Coast Guard and National Guard members have been called to the Middle East as well as Reserves from every service. For them, hard work and inner strength will get the job done and bring them home safely.

representative of the job that all uniformed personnel are doing in the Middle East.

The story of LT Jay Lewis and Petty Officer 1st Class Paul Grassmeyer, who spent 12 hours in a small rubber boat towing a mine through the Persian Gulf to a beach, where they dismantled the mine and rendered it useless might be reported by the media in one short sentence: "The Navy found and destroyed a mine today." But each participant in *Desert Storm* witnesses courageous actions

like Lewis' and Grassmeyer's on a daily basis.

Explosive Ordnance Disposal team members, LT Steve Wilson and Interior Communications Electrician 1st Class Bo Jones, deployed aboard USS *Missouri* (BB 63), destroyed five mines in the first week of action, prompting shipmates' to proclaim "Bo knows mine disposal."

Navy ships in and around the Gulf have played a major role in the air war with various aircraft and *Tomahawk* cruise missiles.

And, in one of the the first face-to-face confrontations of the war, the Navy captured 23 Iraqis from fortified observation posts on oil drilling platforms in the Gulf. USS *Nicholas* (FFG 47), commanded by CDR D.G. Moral, went into action against the platforms to neutralize the anti-aircraft threat the Iraqis posed and knocked out the possibility of further attacks on Navy ships from those positions. The engagement was short, and the enemy easily overcome.

These are just a few of the thousands of acts of bravery and sacrifice being made every minute of every day that the war goes on. Our shipmates' resolve is steadfast and will not waiver. They know this may be a case where we *fight him now or fight him later*.

The pride we take in these people comes from the knowledge that not one of them wants to be there. None of them wants war. But they know that war is upon them. For them there is no choice; they are protecting their mothers and fathers, wives and husbands, sons and daughters. Doing the courageous thing, fighting today — so those sons and daughters won't have to tomorrow. □

Bosco is a staff writer for All Hands.

New Bights

Most taxpayers have already found and filed their 1990 tax forms, but for Operation *Desert Storm* personnel there is some good news on the tax front.

Under presidential order, personnel in the Middle East are getting a break on their 1990 and 1991 federal income taxes. The executive order affects military personnel serving in the designated combat zone — Red Sea, Persian Gulf, Gulf of Oman, North Arabian Sea, Saudi Arabia, Bahrain, United Arab Emirates, Iraq and Kuwait. The airspace above those areas is also included.

The most significant news is that, effective Jan. 17, enlisted personnel serving in the combat zone will pay no federal taxes on any income. For commissioned officers, the first \$500 earned each month is tax-free.

In addition, members of the armed forces in the combat zone will have 180 days after departing the Persian Gulf to file their income tax returns. The order will last until it is canceled by another presidential order.

DoD has begun a dramatic change in the way recruit applicants are tested, classified and trained by using computerized adaptive tests.

Since the inception of military testing for accession purposes, an attempt has been made to measure verbal, quantitative and technical abilities and speed.

The military's modern systems demand skills that can't be measured in the multiple-choice, paper-to-pencil tests that have been in use since 1917.

New high-tech jobs also require DoD to test mental agility, manual dexterity and stress tolerance, in addition to those elements already measured by school report cards and the armed services vocational aptitude battery. The new computer test battery reflects aptitude levels that written tests cannot reveal.

Testing began in January, and DoD will test nearly 8,000 people at military entrance processing stations in San Diego; Seattle; Boston; Omaha, Neb.; Jackson, Miss.; and Richmond, Va. Navy researchers hope to establish the test's reliability by April 1992.

The new test's main advantage is its adaptive nature that tailors the test for each person who takes it. Correct or incorrect answers determine the remaining level of difficulty.

No computer experience is needed for the new test, and cheating is virtually impossible. It provides recruiters with fast results so they can advise applicants of their job options immediately. Testing time is also cut from about 3.5 hours to 90 minutes.

More tests are being designed in an integrated program to raise efficiency of recruit testing and job screening. The enhanced programs will assess the abilities

of applicants more fairly by measuring how rapidly people process, store and retrieve information rather than how much they already know.

Sea/shore rotation policy is changing for some members of the Training and Administration of Reserves community. According to Chief of Naval Personnel VADM Mike Boorda, the revisions will help the Navy meet changing personnel requirements in future years, including more assignments to Naval Reserve Force ships.

"The Navy will benefit by having an expanded pool of qualified sailors available to meet changing Naval Reserve Force manning needs," Boorda said. "At the same time, our TARs will benefit professionally from opportunities to gain more experience in a greater variety of billets, which will make them more competitive for promotion."

The revised plan generally standardizes TAR sea/shore rotation at 36 months ashore/36 months afloat. The change affects nearly 4,300 TARs serving on shore duty and applies to permanent change of station orders written after Feb. 1, 1991. New rotation dates will be determined based on current projected rotation dates and amount of tour length adjustment.

NavAdmin 005/91 contains details for TARs affected by the policy change and guidance for adjusting PRDs.

The United Services Organization announced recently that Ronald McDonald's Children's Charities has awarded a \$100,000 emergency grant to assist the children of military families affected by Operation *Desert Storm*.

"The war has brought about tremendous upheaval of the family life of military personnel and reservists. This grant will ensure that a variety of USO services, both regular and emergency, are available to the children and spouses of these service men and women," said Chapman B. Cox, USO World President.

Funds received will be dedicated to USO operations in Germany and the United States, which are specifically allocated to support and assist the families of service members recently deployed to the Persian Gulf.

Ken Barun, vice-president and executive director of the charity explained: "The USO will give direct assistance to help make sure that families get necessary school, medical and food supplies, and that kids are able to keep up social activities. In short, we hope this grant will help children live as normal lives as possible during this critical time." □

Mail Buoy

Hugo oversight

I read with interest your January 1991 *All Hands* article entitled "Hugo Recovery." I call your attention to a serious omission. The principal factors in Naval Station Roosevelt Roads' recovery from Hugo were the professional competence and tireless efforts of Naval Mobile Construction Battalions 7 and 5. They worked day and night to clear debris, make emergency facility repairs, restore electrical, water and sewage services and provide the only communications link with the outside world via the Military Affiliate Radio System.

I hope that you print this letter so that the fine men of those two battalions can receive the credit they so well deserve.

—CAPT W.J. Anderson Jr.

• *We apologize for not mentioning the important work of the men and women of NMCB 5 and NMCB 7. Bravo Zulu to those stormin' Seabees.* — ed.

Desert Shield

In your November 1990 issue of *All Hands*, I noticed your *Desert Shield* Chronology stated on September 4 USS *Goldsborough* (DDG 20) intercepted and boarded an Iraqi tanker. It also credited this as being the first boarding of an Iraqi vessel. I can tell you that on Aug. 31, I stepped foot on an Iraqi vessel bound for the Jordanian port of Aqaba. This, I believe, was the first Iraqi vessel boarded during the gulf crisis.

—FC2(SW) Nelson A. Lopez
USS *Biddle* (CG 34)

• *All information in the chronology comes from Department of Defense press briefings. We always try to give proper credit where it is due. Keep up the hard work, and we hope you'll soon perform the final interception of Operation Desert Storm.* — ed.

Photo flap

Once again *All Hands* has scored with a marvelous photo montage from the Second Annual Photo Contest. These photographs graphically illustrate how many outstanding amateur photographers we have out there ready to chronicle our men and women at work.

However, Jeffery P. Erickson, NRD Chicago, merits an apology from your staff. His 3rd place amateur color photo on page 22 of the January 1991 issue of *All Hands* was printed with the negative reversed.

Despite this minor transgression, *All Hands* does a wonderful job of presenting happenings in the fleet. Keep up the good work!

—CDR Peter S. Blackwood
OIC, Fleet Aviation Specialized
Operational Training Group, Atlantic
Jacksonville, Fla.

• *This photo has shown us just how many eagle-eyed sailors we have in the fleet. We do apologize to Jeffery Erickson, the negative for his fine photo was flopped at the publishers. We hope that this error hasn't detracted from the enjoyment his shot has provided.* — ed.

Desert steamed

I have just received your November 1990 issue which covers Operation *Desert Shield*. I was shocked to see that not one word was said about USS *Midway* (CV 41) and her battle group. We have been on station since we relieved USS *Independence* (CV 62) from her duties. Since then, we have transitted the Straits of Hormuz, and operated inside the Persian Gulf longer than any other carrier in the fleet.

Now that Operation *Desert Shield* has turned into *Desert Storm*, we are still one of the primary platforms from which strikes are being launched. We have been on station now for 81 days with only a five day inport in Abu Dhabi, United Arab Emirates.

I would like to know why you have failed to mention us in your article, when *Midway* and her battle group were a major part of Operation *Desert Shield* and are now a major part of Operation *Desert Storm*?

—QM2 K.R. Page
USS *Midway* (CV 41)

• *Due to late breaking events in the area and the fact that each issue of All Hands is put together a minimum of six weeks before its published, we neglected to mention your ship and her battle group. Keep watching these pages and we*

will try to report on the efforts of all of the Desert Storm warriors. — ed.

Reunions

• **USS Rockbridge (APA 228)** — Reunion May 2-5, Norfolk. Contact Ray Dillon, Route 10, Box 80, Salisbury, Md. 21801.

• **VP 65** — Reunion May 3-5, Naval Air Station Point Mugu, Calif. Contact LCDR Chuck Altobelli at (805) 989-8451.

• **USS Haven (AH 12)** — Reunion May 5-8, Reno, Nev. Contact Joe Messina, 1680 Oak Vista Ave., Chico, Calif. 95926; telephone (916) 343-6105.

• **USS Dogfish (SS 350)** — Reunion May 9-11. Contact Jerry Becker, 1609 12th St., Anacortes, Wash. 98221.

• **USS Fulton (AS 11)** — 50th Anniversary May 15-18, New London, Conn. Contact George Hager, 4599 N.E. 81st Ave., Portland, Ore. 97218; telephone (503) 256-4373.

• **USS Gearing (DD 710)** — Reunion May 16-19, Charleston, S.C. Contact Robert J. Witkowski, 2812 Barkley Ave., Bronx, N.Y. 10465; telephone (212) 824-3733.

• **South China Patrol Asiatic Fleet** — Reunion May 16-18, Washington, D.C. Contact Denver Keplinger, Box 2327, Gulf Shores, Ala. 36542; telephone (205) 948-6235.

• **USS Barnett (APA 5)** — Reunion June 5-9, Burlingame, Calif. Contact John E. Kolstad, 2213 Ming Ave., Bakersfield, Calif. 93304; telephone (805) 831-6038.

• **USS William D. Porter (DD 579)** — Reunion June 5-9, Peabody, Mass. Contact Bill Glover, 6710 Merleing Loop, Floral City, Fla. 32636; telephone (904) 344-8792.

• **LST 285 and LST 75** — Reunion June 6-8, Cleveland. Contact L.H. Roush, 9501 Enderby Drive, Parma, Ohio 44130; telephone (216) 888-4021.

• **Base Hospital 15, Navy 3205** — Reunion June 6-9, Milwaukee. Contact Marion R. Cook, Box 853, Laurens, S.C. 29360; telephone (803) 984-4466.

• **USS McCook (DD 496/DMS 36)** — Reunion June 6-9, Omaha, Neb. Contact Dan O'Connell, 451 E. Carroll Ave., Glendora, Calif. 91740; telephone (818) 963-1020.



An F-14A *Tomcat* from the "Jolly Rogers" of Fighter Squadron 84 is readied for launch on Cat. 1 by USS *Abraham Lincoln's* (CVN 72) flight deck crew. Photo by PH3 Gary Ward.



Eisenhower steams toward home