

ALL HANDS

JUNE 1991



POWs return



USS *Hayler* (DD 997) slips past USS *Josephus Daniels* (CG 27) on her way to anchor in Valparaiso, Chile. The two Norfolk-based ships were part of a five ship task force circumnavigating South America during their 1990 *UNITAS* deployment. Photo by PH1 Michael D.P. Flynn.

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ALL HANDS

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Photo by JO2(SW) Joe Bartlett

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Front Cover: Kristin Blankinship salutes the returning POWs during a welcome home ceremony at Andrews Air Force Base, Md. See Page 24. Photo by PH1(AC) Scott M. Allen.

Back Cover: Gayle Edwards reaches out to comfort two of her children, Spencer and Bennett, during her husband's funeral at Arlington National Cemetery. Marine Capt. Jonathan R. Edwards, an AH-1 *Cobra* pilot, was killed in action while escorting a medevac helicopter near the Saudi Arabia/Kuwait border. See inside back cover. Photo by PH1(AC) Scott M. Allen.

News You Can Use

View from the top

Our Chief of Naval Operations, ADM Frank B. Kelso, II, recently wrote, "Flexibility, responsiveness and readiness have always been the hallmark of our Navy. These traits must increasingly characterize naval operations of the future."

Our "product" as a peace-keeping force will need to be "manufactured" more efficiently and smoothly; quality leadership will become even more important as our overall force levels and budget decline. Even the award-winning ship, squadron, boat, station and unit has room for improvement. As the environment around us changes, we must change also; if you lack vision, you'll find yourself crossing the finish line last. In making improvements we must remember one thing above all others — we are a team. We must work together, across all type commands, and remove all prejudicial boundaries to achieve

the common goal of improving quality for everyone.

As leaders, we must listen to all of our people, including the most junior. After all, it is the responsibility of all of us to make the workplace and quality of life better. All suggestions and complaints, no matter who they are from or what they involve, must be listened to and passed up the chain of command to the level where action is taken or reasonably rejected. Leaders must provide those who suggest improvements and ideas with feedback on what is being done with their suggestions. That's not to say that every suggestion will be adopted, but they must be analyzed. An atmosphere of trust and open communication, where everyone shares a sense of pride in their work, and themselves, must be created. As chiefs, we must be the first to step forward and create a "fearless workplace." People must be able to work in an atmosphere

CHAMPUS rules on private insurance

Families who have private health insurance in addition to the Defense Department's Civilian Health and Medical Program of the Uniformed Services must submit civilian health care claims to their other health insurance company before filing with CHAMPUS. After the other health insurance policy has paid everything it's going to pay, a claim may be filed with CHAMPUS for cost-sharing of the remaining allowable charges for covered care. Families who have a health maintenance organization as their other health insurer can't jump between the HMO and CHAMPUS. All covered health care services must be obtained from the HMO. CHAMPUS may be able to cost-share some expenses under limited circumstances for CHAMPUS-eligible persons who have medical coverage through a HMO. The services must be medically necessary and must be covered by CHAMPUS. There are other rules and limitations, so check with your health benefits adviser at the nearest military medical facility. □

Personnel Reservists get service credit

Reservists who were on active duty for certain periods before partial mobilization can receive service credit.

Reservists who were recalled or volunteered for active duty in support of Operation *Desert Shield/Desert Storm* will gain service credit under partial mobilization. DoD is implementing the credit to promote willingness of reserve members to serve voluntarily in future operations. □

where they can express what they see as being wrong or needing improvement, and be able to do that without fear of reprisal.

In my travels, I get to see really good commands and some which aren't so good. The best commands do not ignore or silence people who see problems and suggest new ideas. They reward them for their courage to talk about what needs improvement. Be open-minded when listening to complaints and suggestions. Problems must be recognized so they can be fixed. Leaders must be willing to accept change; leaders must establish an atmosphere where everyone has a secure feeling of being part of a team. Remember that all improvements, big and small, are important. All hands, from seaman to admiral must do their part in creating the fearless workplace. — **AVCM(AW) Duane R. Bushey, Master Chief Petty Officer of the Navy.** □

Fiber food intake and weight

High fiber bulk in your digestive tract means quick riddance of food wastes that might otherwise linger and possibly spread toxins which encourage infection, weaken muscles and hamper vital organs.

Products which contain high amounts of fiber include:

- Dark breads and bran cereals.
- Beans, carrots and apples.
- Cabbage and wheat products.

It's not only what you eat — it's when and how much you eat. Keep caloric intake down by eating smaller meals at intervals throughout the day.

You'll not only feel better, you'll also cut down on those cravings for foods that may cause you to overeat in the first place. □

Health

CHAMPUS dental care

Families of activated Naval reservists may use the Defense Department's Active Duty Dependents Dental Plan under the Civilian Health and Medical Program of the Uniformed Services, but only if the sponsor is ordered to active duty for more than two years. Before you try to get health care under CHAMPUS, contact the health benefits adviser at the nearest military medical facility. The HBA can provide information about using CHAMPUS and about available care at the local service hospital or clinic. If you don't have the HBA's telephone number, call the military hospital's general number. For quick and easy service, have copies of your military sponsor's orders and the appropriate ID card issued by the local reserve center or military base personnel office. □

Pregnancy policy brochure

A Navy "Pregnancy Policy" brochure (S/N 0500-LP-4544900) was mailed to every command in January. To order additional free copies, submit your request on a DD Form 1348/Military Standard Requisition to: Commanding Officer, Naval Publications and Forms Center, 5801 Tabor Ave., Philadelphia, Pa. 19120. □

Holiday drinking and driving

Make this July Fourth holiday a safe one for you, your family and others sharing the highway. Don't drink and drive. Use a designated driver. □

Looking Forward

Navy of the '90s

Story by JO2(SW) Joe Bartlett, photo by PH1(AC) Scott M. Allen



Even as world leaders were cementing an unprecedented coalition to deal with Iraq's invasion of Kuwait, Navy leaders were defining to Congress a new course for the Navy of the future — one that will enable a smaller Navy to perform diverse missions in a world climate altered drastically by changes unimaginable just a few years ago.

That course for America's maritime force, outlined by Navy Secretary H. Lawrence Garrett III, Chief of Naval Operations ADM Frank B. Kelso II and Marine Corps Commandant Gen. Alfred M. Gray in an April 1991 Naval Institute *Proceedings* article titled, "The Way Ahead," steers the U.S. seapower team toward one goal: maintaining maritime superiority well into the 21st century through a Navy and Marine Corps able to meet the challenges of an uncertain future.

Since the end of World War II, America's national military strategy has been based on containment of Soviet expansionism while maintaining forward-positioning of forces and solid alliances around the globe to deter war. Nearly every new ship, aircraft and submarine design since the 1940s has been geared to outperform Soviet counterparts. But with sweeping changes in the Soviet Union, the way ahead for a smaller, more-flexible Navy will emphasize regional stabil-

ity rather than the previous 45-year strategy of global containment of Soviet influence.

"We must reshape naval force structure, strategy, tactics, and operating patterns that are wedded too closely to the concept of an Armageddon at sea with the Soviet Union," Garrett, Kelso and Gray wrote. "At the same time, we will deal increasingly with political and fiscal pressures to reduce the national debt — pressures that unquestionably affect the level of resources available for our defense in the future."

As President Bush outlined Aug. 2, 1990, future U.S. defense policy will be based on four major elements: deterrence against nuclear and non-nuclear threats; forward presence to demonstrate American resolve and to enable rapid response to crises; crisis response capability to project power ashore and influence events anywhere in the world; and reconstitution of forces to challenge a global threat to peace should one re-emerge.

This shift from global commitment against a single threat to a variety of regional threats allows the Navy to downsize to a still potent, high-tech force of about 450 ships by 1995 — 25 percent fewer than the 600 ships pushed for in the 1980s.

The future of that "leaner and meaner" fighting force will include a greater emphasis on joint-service

operations, such as those during Operations *Desert Shield* and *Desert Storm*. Collective security, with contributions from other nations, will continue as a central theme of U.S. global strategy.

"The allied coalition in the Gulf war may be a harbinger of tomorrow's security arrangements, complementing longstanding treaties, such as NATO," Kelso wrote in the April 1991 issue of *Seapower* magazine. "We must heighten our emphasis on operations and training with the forces of many nations, both to improve coordination with them and to maintain our own expertise in likely operating areas."

As the Navy embraces the opportunity to downsize in response to the decreased threat of superpower conflict, the U.S. defense strategy still must address the growing number of countries acquiring sophisticated military capabilities, including weapons of mass destruction and the means to target them over great distances.

More than 14 non-NATO/non-Warsaw Pact countries now possess offensive chemical weapons capabilities, and at least six countries are working on biological capabilities. These and other countries could continue to benefit from nations that serve as major exporters of military equipment.

"Although the world has changed dramatically in recent months, it is

clear that global stability has not yet been achieved," Kelso wrote in *Sea-power*. "Ambitious national leaders, loose alliances and ideological organizations bent on upheaval or conquests will continue to threaten the interests of the United States and our allies around the world."

While the possibility of global confrontation has diminished, the world is still a volatile place, most recently proven by the Iraqi invasion of Kuwait. With this reality, certain strategies are constant for the armed forces: defend the United States, its people and their interests around the globe; contribute to a global environment of international trade and improving economic conditions; promote political stability; and foster individual freedom and self-determination. All these strategies are inexorably dependent upon freedom of the seas — for commerce, defense and open passage to link with America's overseas allies — the Navy-Marine Corps team's primary mission.

In addition to maintaining war-fighting capabilities and playing a major role in contingency operations, the maritime forces increasingly will be called upon to perform such missions as deterrence presence, humanitarian assistance, disaster relief, counter-narcotics operations and peacekeeping. These roles complicate deployment patterns previously required by the Cold War, but Navy leaders insist that reduced U.S.-Soviet tensions will allow greater freedom in shifting forces among theaters to respond to world events.

"Meeting our presence requirements with fewer assets means new patterns in length and location of deployments, as well as in the composition of carrier battle groups and amphibious ready groups," Kelso added. "Reduced superpower friction enables us to change the traditional configuration of naval forces and to shape our combat punch to specific missions and expected threats."

Kelso explained that the diminished threat of a global war at sea will allow flexibility in the makeup of carrier battle groups and amphibious ready groups. Smaller battle groups composed of advanced cruisers, destroyers and amphibious ships entering the fleet through the end of this century will equip the Navy to maintain simultaneous peacetime presence while offering the ability to respond rapidly to larger crises. The strategic deployment of combined naval assets would continue to empower national leaders to send a large strike force to a crisis anywhere in a relatively short period of time.

While force levels scale down, efforts to maintain the Navy's technological edge will continue to meet the demands of the 21st century. Stealth and counter-stealth research, fiber optics, improved weapons seekers, unmanned vehicles, high-speed computers and advanced command and control systems are just a few of the areas Navy research and development will continue to exploit during the next five years. These high-tech advantages, coupled with state-of-the-art weapons systems and less-complex forms of striking firepower, will give shipboard warfighters a wide variety of capabilities to meet the diverse challenges of the future.

The way ahead into the 1990s will include maintaining the Navy's position as the most modern and capable naval force in the world today. That course will include planning to ensure the force for the next decade is affordable while defense funding diminishes, and that future replacements of ships and aircraft will be capable of performing their required missions.

A top priority of Navy leaders is the quality of life and high morale of Navy people. No matter the challenge, the foundation on which maritime strength is built is the sailor. Highly-trained professionals

will be necessary for the Navy of the 1990s, and realistic training will serve as a force multiplier in the future. Total Quality Leadership will improve efficiency and adequate time for maintenance will ensure continued capability in the maritime forces.

"Our sailors and Marines must continue to have confidence in their ships, their equipment and their shipmates," Garrett, Kelso and Gray wrote.

The leaders reemphasized their commitment to sailors and Marines steaming the course of the future, asserting that OpTempo/PersTempo goals and sea/shore rotation policies, proven effective over the past 10 years, will be maintained in the smaller Navy of the 1990s to minimize family separation and keep educated, motivated and disciplined men and women in the ranks.

"Our people remain the strong foundation upon which our maritime strength is built," they wrote. "We must operate our force in a way that provides our sailors and Marines a decent, realistic quality of life."

With the diminished prospect of global war between NATO and the now-dead Warsaw Pact, the only constant in the Navy's future is change; change to keep America involved in the international arena and keep ahead of the shifting global scenario in an era delicately balanced on the precipice of peace — peace that will depend greatly on the Navy-Marine Corps team.

"While the international security environment, the nature of our alliances, and the size of our force all will change in the future, geography will not," Kelso wrote. "Our challenge is to make sound and thoughtful decisions that will enable future generations of Navy leaders to maintain maritime superiority in the face of a rapidly changing world." □

Bartlett is a staff writer for All Hands. Allen is a photojournalist for All Hands.



Navy women: ready for the '90s

Study group checks women's progress.

Story by JOCS Robert C. Rucker

Darkness cloaks the muffled voices as the bus approaches the main gate at Recruit Training Center Great Lakes, Ill. As the bus grinds to a halt, its doors swing open, and 60 bleary-eyed young women shuffle off. Suddenly a woman's voice pierces the night, barking orders to the drowsy recruits. They react quickly, forming rows and columns by planting their shoes in painted footprints.

Wait a second. . . . Was that a woman company commander with women recruits at Great Lakes? It could be a scene from the Navy's future with men and women working with and for each other from the day

they enter boot camp until the day they're piped over the side.

This is only one of the many changes that could come from the Navy Women's Study Group's effort to further the progress of women in the Navy.

"I can say, unequivocally, the Navy has made progress in the employment opportunities for women since 1987," said RADM Roberta L. Hazard, who chaired the group. "We've made progress, but we've got a ways to go."

The study group, convened last November at the direction of the Secretary of the Navy and the Chief of Naval Operations, took what

Hazard termed a "temperature check" to determine how well the Navy was implementing recommendations of the 1987 study on the progress of women in the Navy. From that check came a series of recommendations on how to improve women's opportunities and clarify previously unclear policies and procedures.

The group consisted of "26 very experienced people, both officer and enlisted, male and female, representing different warfare communities, general unrestricted line, restricted line and staff corps," according to Hazard. During the 10-week study, the group conducted

more than 4,000 surveys and 2,700 interviews of Navy men and women from 160 commands in 23 geographic locations worldwide.

"They talked with more than 250 commanding officers," Hazard explained, "including afloat commands having a mixed-gender population; middle management, concentrating on command master chiefs and department heads; and support people, like lawyers, doctors and family service center folks. Most important were the 2,700 men and women, about 50 percent of each, interviewed in the field to assess how they felt about things and how they perceived the progress of women or lack thereof."

In addition to conducting the interviews, the group consulted the results of prior surveys that were relevant — surveys focusing on topics ranging from quality-of-life issues to those measuring how people felt, in general, about the Navy.

"From these sources we drew conclusions based on fact or significant perceptions," Hazard said. "Then we came up with more than 150 recommendations, more than one third in the area of quality of life alone.

"One of the very revealing things we found from our survey was that men and women felt exactly the same about quality-of-life issues," Hazard said. "Housing is as significant a factor for women in the Navy as it is for men, as is child care and medical care. Our finding, importantly, was that progress has been made since 1987."

CAPT Richard S. Parodi, who headed the group's West Coast and Pacific travel team, agreed. "The sense in WestPac was overall improvement in just about all areas on all fronts. The really important point was the perception that the Navy was dedicated to solving the problems and doing something about them. That was totally supported by all hands."

And the progress, particularly in women's assignments, has been significant, according to Hazard. "We've

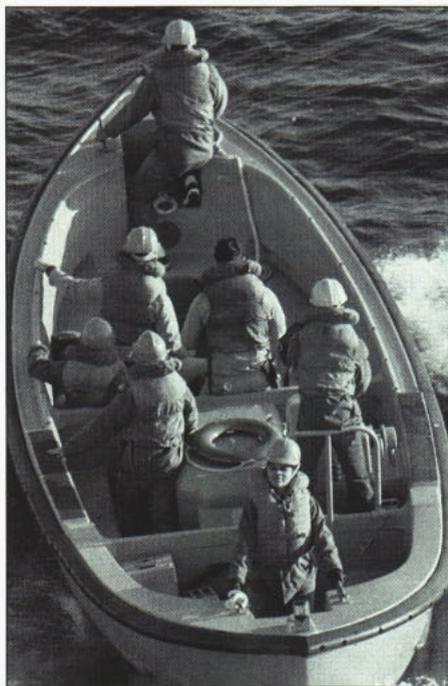


Photo by Dave Fraker

Opportunities for women in the Navy have expanded over the years into previously male-dominated areas.

smaller Navy in the future that may affect the number of ships to which women can be assigned. "There was a real concern about the affect of force reduction on both men and women," the admiral acknowledged. "Clearly some of the reduction is coming out of the support force. Right now we are looking at decommissioning five oilers and eight or nine tenders or repair ships and shifting seven combat stores ships to the Military Sealift Command. That will clearly impact the assignment opportunity for women at sea, potentially involving about 500 women officers and 4,000 enlisted women's billets overall. That is why we urged the platform-by-platform review."

In addition to reviewing specific issues on career paths and assignments, the study group addressed tough issues including sexual assault and rape. "Rape, in this country, is increasing at a rate four times greater than other violent crimes," Hazard said. "That's alarming. It's also alarming that our campuses in this country are reflecting the same trend. The problem in the Navy is not nearly that big, but it has emerged.

"We faced up to that fact, looked at it hard and made some recommendations. We need to develop a policy with a clearer definition of sexual assault and rape. Then, very importantly, we need to develop a victim's assistance program that is standardized across the Navy. We found some stellar victim's assistance programs in existence, with both Orlando and Naval Training Center San Diego being the leaders in this arena. But we need to standardize it throughout the Navy."

There was also an awareness of improvement and addressal of the sexual harassment problem, Hazard said. "Based on our feedback, at least 66 percent of the population said that

opened up 21 of 24 combat logistics force ships to officers, with 118 officers now on board. More than 600 enlisted women are serving on 15 of those 24 ships, and by the end of the year, we are going to have both officer and enlisted women on each one of those 24 ships," Hazard said. "That opening has really made a significant difference in getting more enlisted women to sea, increasing their opportunity and giving them the kind of rounded-out experience that men also realize when they go to sea. We also opened VQ 1 and 2, and that has made a significant difference to our aviators as well."

The group recommended a platform-by-platform review of all Navy units and their missions to determine the possibility of assigning women to additional ships and squadrons. "We suggested that the secretary start with 'amphibs' and look at mine countermeasures, both ships and helos and hydrofoils," Hazard said. "Those were just the starting points. We believe every new platform should be looked at in terms of women. If it is possible to assign women based on the mission of the ship, we should make provisions for berthing and sanitation facilities up front. Enough of this retrofitting. Let's be smart about this."

All present indications point to a



Photo by JO3 Cyndi Reilly

Women entering non-traditional fields in the Navy have an increased chance at upward mobility.

into the non-traditional. As a result, advancement of enlisted personnel is improving. However, fleet input of women into 'A' schools indicates 59 percent of women still go into traditional ratings while 30 percent are entering non-traditional ones."

Hazard's advice to all sailors, both men and women, is to "go into sea-intensive specialties if you really want to optimize your success. The Navy is a highly technical organization. Women are going to have to be more flexible and develop new interests."

Encouraging to the group was the recruiting command's greater emphasis on sending women through job opportunity basic skills programs. JOBS training teaches fundamentals many women don't have, such as familiarity with tools. "As a prelude to 'A' school," Hazard said, "that is a great facilitator of success in both 'A' schools and the fleet."

Overall, Hazard and the group were encouraged by the progress they found, both by women and by the integration of women within the Navy. "Eighty-three percent of our ratings are open to women right now. Those that are closed are sea-intensive aboard combatants. With no change in the [combat exclusion] law in the offing, this will continue to drive what is open to women."

"We've already grown by leaps and bounds," said Master Chief Air Traffic Controller (AW) Babette White. "And we've got leaps and bounds to go. Sure, it's going to take time, but we're doing it — one step at a time."

"This study found a lot right with the Navy, and we can be proud of that," said Chief of Naval Personnel VADM Mike Boorda. "But we can do even better. The goal is to allow all Navy members to contribute all that they can contribute . . . and to make life better for all Navy people." □

Rucker is assistant editor of All Hands.

the Navy is trying to resolve the issue and is taking action to do so."

CAPT Bill Dell, coordinator of the study, echoed the admiral's opinion. "There is a consensus in the fleet," Dell said. "There is a team effort, a close-working coordination between the women and the men. I saw no indications of backsliding or anything along those lines."

While the group found no areas of deterioration from the 1987 study, one subject was singled out as not having made significant progress — fraternization. "It [fraternization] was not a huge problem in 1987, and we found it not to be a huge problem today," Hazard said. "But we had hoped that issuance of a policy statement back in 1988 would have clarified what we meant by fraternization. Unfortunately, we didn't give any specific examples in the policy statement, and I don't think we clarified it for our young people." As a result, the group recommended further clarification of the Navy's policy to include incorporating specific examples in the policy statement.

Implementation of the group's recommendations will do more than clarify terms and statements, however. It will impact directly on sailors' personal growth from the moment they enter basic training.

"At the very foundation of our recommendations is the fact that we need to enhance the understanding of and commitment to personal responsibility for both men and women," Hazard said, "especially for those just coming in the Navy. Sailors need to develop a mutual respect for each other in a professional environment

and understand their personal accountability. This is a new emphasis that will help all sailors.

"Currently, at [Recruit Training Center] Orlando there is co-located training, not integrated training. We found that even though men and women share some of the classrooms, there is very little communication and not much emphasis within that environment on getting women to work with men on tasks. They need to develop their ability to work together in a professional environment.

"We've recommended developing a pilot program at Orlando that lays out a curriculum to develop greater mutual understanding, professional awareness and professional respect within the boot camp environment. Once developed and working, we made the recommendation that the Navy consider merging the training of men and women at each of the [recruit training] sites. This way you start out building the professional relationships, learning how to form them and how to establish the essential teamwork and mutual respect that should then be easier to carry over into the workplace."

Once out of the training environment and in the fleet, Navy women show "tremendous comparability" in retention and performance, according to Hazard. But women could better their advancement potential by getting out of traditional jobs.

"You have to get them into the sea-intensive, non-traditional arenas where there is better upward mobility," Hazard said. "We saw a migration of more than 3,000 women in the three years between 1987 and 1990

Highlights of study group's recommendations

Assignment policies

—Consider the experiences of Operations *Desert Shield* and *Desert Storm* in forming the Navy's position on the combat exclusion law (Title 10 U.S. Code, Section 6015) for the decade of the 1990s and beyond.

—Resolve existing guidance inconsistencies between DoD and Navy policy regarding the removal of women from permanent assignments in time of conflict, and regarding application of risk rules which govern the ships and aircraft to which women may be assigned. Once policy is reconciled, conduct a review of each type of Navy ship to ensure assignment opportunity agrees with the guidance and is not unduly restrictive.

Improve career opportunities for enlisted women

—Initiate further actions to improve career guidance and upward mobility for enlisted women. Encourage the movement of junior enlisted women into non-traditional skills where they can have optimal career progression and access to sea duty.

—Ensure senior enlisted women, previously denied access to shipboard duty due to billet or berthing unavailability, are provided increased access to sea duty and are provided appropriate training en route.

Improve career opportunities for women officers

—Enhance career opportunities for general unrestricted line officers by providing a proportional increased allocation of O-5 command billets, and by giving them more opportunities for leadership and technical training at key career intervals.

—After reviewing assignment poli-

cies, expand the assignment opportunities of women surface warfare and aviation officers as feasible.

—Ensure that proposed force reductions protect the proportional quantity and quality of their assignment opportunities.

—Optimize the temporary duty opportunities for women in aviation and in restricted line and staff corps communities.

—Increase the emphasis on unrestricted line assignments for women graduates of the U.S. Naval Academy.

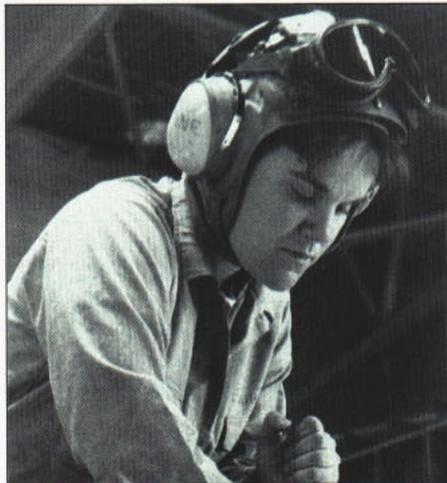


Photo by JO3 Cynidi Reilly

Sexual harassment

—Continue to strongly emphasize the unacceptability of sexual harassment, which demeans both the victim and the perpetrator and undermines teamwork and professionalism.

—Improve sexual harassment training to accomplish behavioral changes.

—Improve reporting, enforcement and tracking procedures.

Sexual assault and rape

—Create a Navywide, high-quality victim assistance program for victims of sexual assault and rape.

—Increase training of junior person-

nel regarding rape prevention, as well as personal responsibility.

—Increase command attention to change environmental conditions that can prompt sexual assault and rape, including excessive alcohol consumption, poor lighting and inadequate physical security.

Quality of life

—Pursue increased appropriated funding for child care, family housing, bachelor quarters and morale, welfare and recreation programs to respond to the concerns and needs of Navy men and women, especially more junior personnel.

Pregnancy

—Improve the quality and quantity of behavioral change-oriented training for junior men and women, focusing on personal awareness, responsibility and accountability for their personal lives and Navy obligations.

—Continue to monitor the effect pregnancies have on commands.

Building professional acceptance through teamwork

—Develop a pilot program for recruit training that teaches women and men how to work together in teams and fosters mutual, professional respect.

—Consider integrating boot camps and implementing the validated pilot program at all Navy recruit training commands.

—Apply the Navy's Total Quality Leadership program efforts to creating personal respect for all members of the Navy and to team building/team success in the workplace.

Fraternization

—Clarify policy's definition of fraternization and improve training. □



Operation *Eastern Exit*

Sailors and Marines rescue civilians from the war-torn country of Somalia.

Story by JO2 Adam S. Bashaw, photos by PHAA Michael C. Shull

Just days prior to the start of the ground war in the Middle East, sailors on board the amphibious ships USS *Guam* (LPH 9) and USS *Trenton* (LPD 14) were diverted from their duties off the coast of Oman in the North Arabian Sea to support another urgent mission.

Crew members assisted in Operation *Eastern Exit* — a daring night helicopter evacuation of 281 people from the war-torn country of Somalia on the eastern shore of Africa Jan. 5-6.

Among those rescued from the U.S. Embassy in the capital city of Mogadishu were 12 heads of diplomatic missions, eight ambassadors,

including the Soviet Ambassador to Somalia; 38 Soviet nationals; and individuals from 31 different countries including the United States, Kuwait, Turkey, Nigeria, Kenya, Sudan, Germany, the United Kingdom, Oman and Qatar. The Navy-Marine Corps evacuation forces provided the last chance of escape from the country's massive civil conflict for these personnel.

For the first three days of the uprising in Mogadishu, the staff of the Soviet Embassy could not see any fighting. However, at the same time, arrangements were being made between the United States and the

Soviet Union to have many foreigners evacuated by U.S. Marines and transported to Muscat, Oman, on board *Guam* and *Trenton*.

Friction between the Somali government and the rebels had been ongoing for a number of years — with the crisis dating back to the 1970s. Tension heightened two-and-a-half years ago when there was an armed insurgency in the northern part of the country. In the past year, various anti-government groups took arms against the government in the northern, central and southern parts of the country.

"Somalia is a country of rumors," said Soviet Ambassador Vladimir

Korneev. "It was virtually impossible to get any accurate indications [of a true status of the country] during this difficult situation. We had a feeling that the government was on the verge of being overthrown; but when that would take place was hard to predict."

When *Guam* was tasked to conduct Operation *Eastern Exit*, her crew members participated in a practice drill using 50 volunteers to simulate evacuees. The Aircraft Intermediate Maintenance Department, using traditional "Blue Jacket" ingenuity, rigged hanging bunks in their shops

Left: The first group of evacuees from Somalia disembark a CH-53 *Sea Stallion* helo upon reaching safety aboard *Guam*. Below: A throng of civilians gathers in *Guam*'s hangar bay before in-processing begins.



so they could turn their berthing compartment over to the female evacuees.

At the same time, to make room for the visitors, Marines and medical department personnel left the medical overflow berthing and moved to surge berthing and other available racks throughout the ship. The officers dispersed throughout the ship to make room for embassy staff, the ambassadors, their wives and families.

The operation was conducted in two phases. With tensions rising around the sealed off U.S. Embassy, security forces were deployed by two CH-53E *Super Stallion* helicopters, which lifted off *Guam*'s flight deck at 3:45 a.m., Jan. 5. The Marine Heavy Helicopter Squadron 461 crew had to fly 400 nautical miles one way. This meant refueling twice while en route

in darkness. C-130s from Fixed Wing Marine Aerial Refueling Transport Squadron 252 provided refueling capability.

The helicopters landed at 7:03 a.m. on the U.S. Embassy grounds with 60 Marines on board, who quickly evacuated 60 of the 281 civilians.

The second stage of Operation *Eastern Exit* began at 11:40 p.m., when 10 CH-46 helicopters departed *Guam*'s flight deck — five from Marine Medium Helicopter Transport Squadron 365 and five from HMM 263. Both squadrons had been embarked in *Guam* since she on-loaded Marines in Morehead City, N.C., Aug. 20, 1990, in support of Operation *Desert Shield*. The helos shuttled between the embassy and *Guam* until all civilians had been evacuated and all security forces extracted.

"To my knowledge, this is the first real-time scenario of doing a landing and extraction using night vision goggle equipment," said Marine Lt. Col. R.J. Wallace, commanding officer of HMM 263 and mission commander for the operation.

"The need for security forces was evident upon our arrival," said Col. Robert McAleer, who was on the scene at the embassy. "Sporadic gunfire was all around us throughout our time ashore. We had some situations that could have gotten out of control, but we remained calm and kept our composure, thus avoiding any confrontations."

All personnel evacuated from the embassy were initially brought aboard *Guam*, where they were examined by the ship's medical staff. During the administrative check-in, the ship's food services division kept a steady supply of coffee, milk, soup and sandwiches available for the em-barkees, sailors and Marines. Later, 69 of the evacuees were flown to *Trenton* for berthing accommodations.

"There were two wounded individuals brought aboard ship," said Dr.

Eastern Exit

LI2 Mike McManus checks in U.S. Embassy staffer Jim Maher following his evacuation.

(CAPT) Carl Klingelberger, deployed to *Guam* from Naval Hospital San Diego. "One female had gunshot wounds to the abdomen and right thigh. A man had lacerations to his forehead and both lower legs."

"My people are very grateful to *Guam's* crew and the embarked Marines," said Korneev. "It was most impressive how it was executed in such a clockwork style. I visited with the Soviets on board *Guam* and *Trenton*, and they have asked me to convey their profound thanks for how they've been treated during this operation on both ships. They were highly impressed by the personal kindness and consideration extended to us by the Americans," Korneev said. "It seems that the American sailors and Marines are eager to help those who are in trouble.

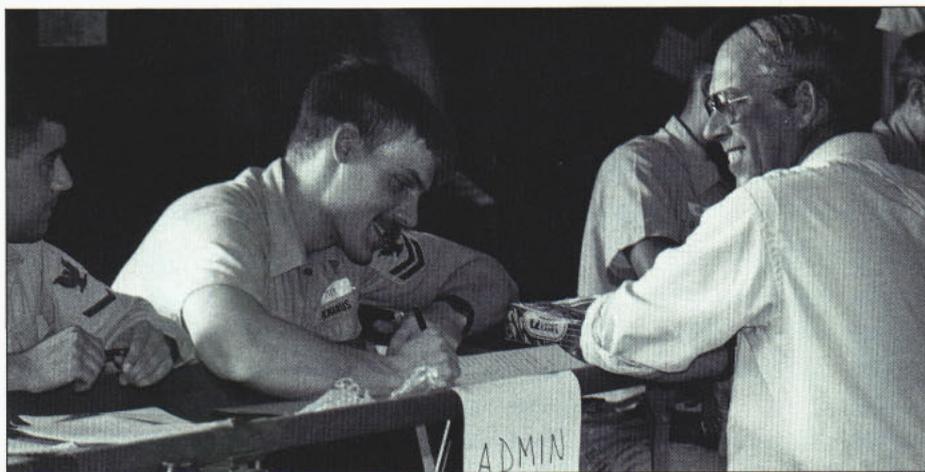
"This [evacuation of Soviet staff] was a great testament to the growing cooperation and friendship between the United States and the Soviet Union," Korneev continued. "This is a sign of the improved relations between our two countries and how the world is changing very rapidly."

Guam's new Soviet friends were also concerned for the safety of the men who would soon return to the Middle East in support of Operation *Desert Shield*.

"Our people, especially the women, enjoyed how kind and considerate the Americans have been," Korneev said. "During this trip, we have come to know Americans better, and we like them."

Korneev extended his government's thanks on the rescue operation during a speech on *Guam*.

"Although this operation is small in the world, the importance of the cooperation between our governments grows stronger with the test of time," Korneev said. "We are on the right track of mankind taking a new road. I wish you continued success in



all your operations."

Personnel evacuated from Mogadishu had to leave behind their personal possessions — homes, cars, etc., — in a hurry. The U.S. Embassy Public Affairs Officer Karen Aguilar was at a New Year's Eve party when hostilities broke out in the area.

"We made a dash across the street to the [U.S.] embassy in an armored vehicle, then sealed up the gates. Meanwhile, armed vehicles drove up and down the street," Aguilar said. "We were pinned down and couldn't safely leave the embassy again. In fact, most of us never got out until we were rescued."

For the next five to six days, the hostilities outside seemed to get worse, said Aguilar, who only moved to the country 90 days before. The ports, airports and other routes of escape were blocked. Many staffers trapped inside the embassy were aware that their homes were being looted, coinciding with the terror lurking right outside the gates.

"There was shooting and shelling throughout each day," she said. "When they [foreign populations] saw the Marine helicopters land, they tried to get to the U.S. Embassy, including the Russian ambassador." Aguilar said that many risked being hit by bullets and being caught in explosions while dashing for the now-protected embassy — their only means of escape.

"We never did get back to our houses," said Aguilar, who hopes to soon return to her job in Mogadishu. "We left with the clothes on our backs. We lost everything — our wed-

ding photographs, wedding rings, family things. Ten minutes after we left the embassy, those people [anti-government forces] poured over the walls, and completely tore it [the embassy] apart and burned many of its buildings down. There's nothing left intact — and no one has gone back."

Aguilar knew there was tension in the area when she accepted the assignment to Mogadishu. "But we had never seen a situation that went that bad, that fast," she said, "and I've been through two coups already." But she, like the rest of the evacuees, had nothing but praise for U.S. servicemen who made them feel at home on board *Guam* for six days.

"They treated us fabulously," she said, "and the treatment we got on the ship was so conducive to healing. There was so much spiritual and emotional warmth and support. They cared for us physically."

Aguilar feels that sailors of *Desert Shield* saved her life, and in a small way, wanted to repay the favor. Upon her return to the states, she asked to work at the Pentagon's DoD public affairs office in Washington, D.C., in support of Operation *Desert Storm*.

"They [crew members] were wonderful to us," she said, "tremendously American in their leadership style. Instead of snapping orders and being authoritarian, they radiated responsibility and trust. It was a great thing for a civilian to see a military operation from the inside." □

Bashaw and Shull are assigned to the public affairs office, USS Guam (LPH 9). JO1 Price of All Hands contributed to this story.

Grateful exit

Evacuation offers a new life for newborns

Story by JO1 C.I. Hunsuck III and JOC G. Scott Mohr

On board USS *Guam* (LPH 9) one could expect to see and hear a number of sounds: the milling around of civilians talking of their experiences; the voices of women; the sounds of engines driving the ship through the water; the hum of electrical machinery; and the low hiss of ventilation. But the cry of a newborn baby was something entirely new and different.

That sound, which became sweet music to the ears of *Guam's* crew, came from Abraham Mohammed Ahmed Musallem Abograin — the ship's newest member.

The parents of the 7-pound, 13-ounce baby boy, were among the 281 people extracted from the besieged city of Mogadishu. Abraham was born on board the vessel Jan. 10, 1991, at 2:40 a.m., to Mohammed Ahmed Musallem Abograin and Vmalhusain Khairallah of Sudan.

"The doctors came to me and told me I was the proud father of a beautiful new baby boy," said Abograin. "I want to thank the American Navy for helping us leave Somalia, and for the healthy birth of my son. Your Navy has taken good care of us since we arrived, and your doctors have taken good care of my wife and new son. For this, I thank all of you."

The delivery, by Caesarean section, was performed by CAPT (Dr.) Carl Klingelberger, CDR (Dr.) Jon Mason, nurse LTJG Richard W. Johnson and members of *Guam's* medical team and Battalion Services Support Group 4.

"It was nice to see the end results of our labor: a healthy baby and happy parents. It's quite a unique experience to deliver a baby while in the North Arabian Sea," said Klingelberger.

"We were lucky the water was as calm as it was during the birth. A rough sea could have made problems for us," said Mason. "The smooth water was a blessing, as we were working in a confined space."



Photo by PHAA Michael S. Shull

CDR Mason (left) entertains newly-born Abraham while CAPT Klingelberger displays Abraham Abograin's special birth certificate.

"By performing this operation we have shown that *Guam* is prepared to handle any sort of emergency that comes up," added Johnson. "I never thought I would be part of a birth on board a ship at sea. We did it, and all of us, including mother and child, came through with flying colors."

Newborn Abraham was one of many youngsters on board *Guam*, with parents who took them on a daring escape from their war-torn country. But another tiny evacuee, Mary Lynda, had no parents to rescue her — only some loving friends. Right now, she's orphaned.

"Hopefully, not for long, though," said Karen Rugh, a nurse at the U.S. Embassy in Mogadishu, and also an evacuee. "We're hoping that someone from the staff will adopt her. There are people who want to, but the decision has not been made."

The only peculiar thing about Mary may be her clothing. Besides disposable diapers, her everyday dress consists of "I survived Mogadishu, Somalia" T-shirts.

According to Rugh, Mary was left

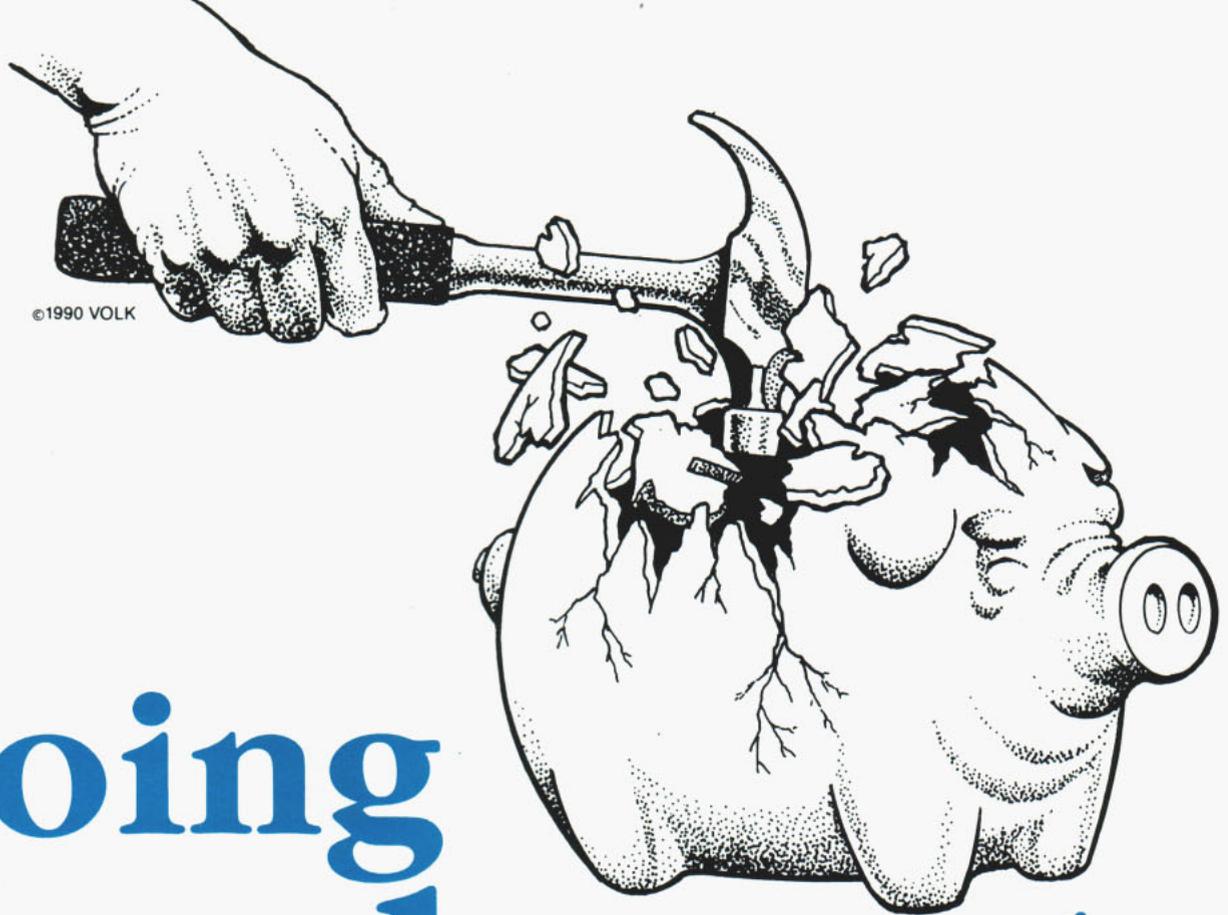
at the embassy in late December by Catholic nuns from the Benedair Hospital in Mogadishu. The mother was unable to provide proper care; and due to cultural difficulties for single women with children, left her at the hospital.

When asked how the baby got her name, Rugh said, "We estimate that she was born somewhere around Christmas; hence the name Mary was given to her. Her middle name comes from Lynda Walker, secretary for the U.S. ambassador. She's [Lynda's] a good person, and I wouldn't mind being named after Lynda [myself]."

"I consider Mary Lynda as God's gift to the American Embassy," said Lynda Walker. "When all of our children were evacuated at Christmas, He gave us a child to care for and to help take our minds off missing our own children."

"Being confined to the embassy compound for seven days prior to evacuation," Rugh said, "and being kept awake by exploding bombs, rifle and machine gun fire — Mary was one thing that gave the embassy staff hope. She was our shining star — our gift from God." □

Hunsuck and Mohr are assigned to USS Guam (LPH 9) public affairs office.



Going bankrupt

*Kissing your troubles goodbye
or embracing new ones?*

Story by JO1 Melissa Wood Lefler and JO1 Steve Orr

In today's material-oriented society, the pressure is on to impress with ownership. The lure of expensive homes, sports cars and high-tech electronics is often powerful enough to drive many Americans deep into debt each year — sailors included. In extreme cases, the debt becomes unmanageable, and there appears to be only one way out — declaring bankruptcy.

For some, filing for bankruptcy seems, on the surface, to be a viable solution to their financial woes. But the currents beneath can be deceptive and swift, often creating additional problems rather than solving existing ones.

"Unfortunately, I think people view [bankruptcy] as an easy way out of their budget troubles," said Navy attorney CAPT Stephen Rose, formerly the force judge advocate for Commander Naval Air Force Atlantic and now

assigned to a policy planning billet at the Pentagon. In 1989, while still working at the Navy Legal Service Office in Norfolk, Rose spearheaded a ComNavAirLant study of Navy people who filed bankruptcy in the Hampton Roads area of Virginia.

"People who file bankruptcy petitions usually don't stop to think of the broader consequences," Rose continued. "It's like a pebble dropped into a pond. The ripples touch shore in places most people just don't think about, and if too many pebbles are thrown in the pond, the pond is bound to overflow."

Senior Navy officials like Rose share a grave concern for the financial well-being of sailors and their families. Unfortunately, some sailors have lost homes, cars, security clearances, promotion recommendations and other

hard-won achievements after filing for bankruptcy because of financial mismanagement and indebtedness. In one Norfolk-area command last year, a married petty officer first class with children lost his home, car and some of his furniture in bankruptcy court — the sum total of almost 20 years of hard work — just a few months before the man's scheduled retirement from the Navy.

For many people, sailors included, bankruptcy is not a dodge or a ploy, but an honest effort to mend the family finances. Yet, often hidden among the financial acrobatics that ultimately lead to a day in bankruptcy court are unpleasant truths about themselves that most people find hard to face honestly. Money management experts agree that many folks who file bankruptcy petitions really wouldn't have to — if they were only willing to scale down their spending habits enough to pay off their creditors.

One goal of the 1989 ComNavAirLant study was to figure out how the bankruptcy rate for Navy households compared to the local civilian population.

"We didn't know what we were going to find when we started looking into this," remembered Rose. "We were concerned the data would be skewed toward the military, but that was not the case. The military bankruptcy rate in this area was almost exactly the same as the civilian percentage — and the same was true for the San Diego area."

This means the military rate is no better nor worse than the civilian population, but it should be noted that every sailor filing for bankruptcy has a job and a steady income which is not necessarily true of all civilians filing for bankruptcy.

The current recession, its resulting tighter credit, layoffs and the highest unemployment figures in nearly 10 years, have had a predictable effect on the number of bankruptcies filed. For example, in the Hampton Roads area of Virginia where the largest number of Navy families live, 1990 was a bumper year for areawide bankruptcies, with a 25 percent increase from 1989. Nationwide, the number of bankruptcies doubled since 1985; in the Hampton Roads area, the bankruptcy rate tripled in the same time period.

To prevent the tragedies bankruptcy can bring to sailors and their families, command financial specialists such as Chief Aviation Support Equipment Technician Calvin Jackson of Naval Air Station Norfolk work hard to prevent Navy people from falling into the money pit.

Some always do fall in, despite all educational efforts to the contrary. And when they do, Jackson tailors an individual plan of action to help the sailor climb out. To date, a Jackson plan has never included bankruptcy proceedings.

"I don't counsel people to file for bankruptcy; I have

always advised against it," said Jackson. "Although it is a legitimate and legal way to deal with financial problems, I try to talk people out of bankruptcy because of the long-lasting effects it will have on their lives."

One long-term result of bankruptcy has to do with what goes in a person's credit report. Most credit reporting agencies carry the record of bankruptcy for 10 years. However, the prevailing belief that credit is impossible to get after filing bankruptcy isn't always true.

The catch is, the kind of credit available after bankruptcy is usually the kind that people who are serious about getting smart about their money wouldn't want, Jackson points out.

"After bankruptcy, people are often stuck with high-interest loans from the loan sharks who will loan money, but at a very high price," Jackson said. "There are creditors out there who will loan you money the same day the bankruptcy goes through, but the interest rates are usually so high — 30 percent or more — that the people who take out these loans are headed down the same road in no time."

In his two years of full-time counseling for NAS Norfolk, Jackson knows of only half a dozen sailors who have filed for bankruptcy. Of these six cases, he has counseled three people, who had all paid civilian lawyers to file bankruptcy petitions before they came to him for financial advice.

"One case of financial hardship was due to divorce, and the other was mainly because of medical bills. The third was simply a case of financial irresponsibility — a person who had no concept of reality when dealing with money," Jackson recollected. "The week after his bankruptcy petition went through, that sailor, an E-5, hired a very expensive limousine complete with champagne for a birthday ride for his wife." Jackson predicts, with no satisfaction, that if he meets this individual in six more years, the sailor will probably be filing bankruptcy again.

"He hasn't learned anything about changing his spending and living habits," Jackson concluded. "He likes luxuries, and he has convinced himself that he deserves them and can afford them."

Even the two sailors, one beset with medical bills and the other with a messy divorce, wouldn't have had to file for bankruptcy, if they had a savings plan and had lived within that plan for all the years that went before, Jackson believes. "Although these two men wouldn't have normally had to file for bankruptcy, if they hadn't been irresponsible, the bankruptcies could have been avoided. The emergencies they found themselves facing wouldn't have broken their bank accounts if they had been more careful about their savings and their debts."

Rose echoed the point that bankruptcy and financial ruin rarely come about because of one or two financial

crises. "It's a slow-motion crash — they've been headed for doom for a long time," he said. "That comes through loud and clear if you read between the lines of the petitions."

According to the ComNavAirLant study, which attempted to profile the "typical" Navy and Marine Corps personal bankruptcy petitioner, E-5s and E-6s appear to be in the Navy's highest risk group for bankruptcies.

According to these findings, second and first class petty officers accounted for more than two-thirds of total Navy bankruptcies filed during 1989 in Hampton Roads. And of the total number of Navy people who filed in the Hampton Roads area, more than 75 percent were married. Seven out of 10 had children. Nine out of 10 sailors who filed for bankruptcy in 1989 lived in civilian housing, and more than half those were renters, not homeowners. Only 11 percent of the bankruptcy petitioners lived in government quarters.

In a seminar presented in January 1990 to Norfolk-area command financial specialists and Navy Family Service Center counselors, Rose found this particular statistic to be revealing. "Even when Navy housing is available many sailors choose to rent in the civilian market — and often at a cost well beyond their combined quarters allowance and variable housing allowance. Over time, that monthly rent can be a budget killer," Rose said.

Finally, the report concluded that "E-5 and E-6 personnel may be at a particularly vulnerable point in . . . financial life."

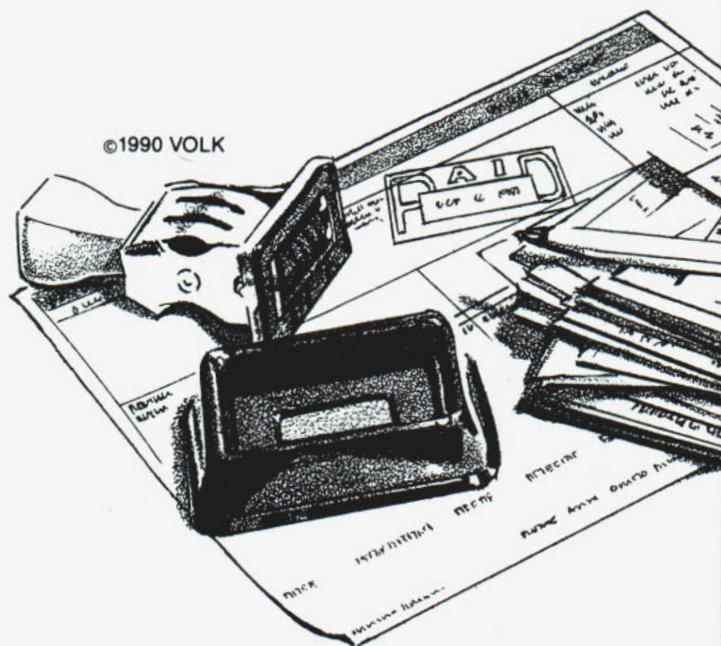
Further, the combination of "reliable income and easy access to credit is more than many can manage," according to this analysis.

Certainly the figures would support this assessment. In the upside-down financial world of the Navy bankruptcy petitioner, the average total assets equaled about \$38,000, while the average individual debt was almost twice that much, or more than \$63,000. This deficit often didn't reflect car or house payments, which are exempted under some types of bankruptcies.

Aside from those carrying enormous debts, Navy members resort to bankruptcy too quickly, the study concluded. In the opinion of the Navy lawyers who put the ComNavAirLant study together, more than one-third of Navy bankruptcies filed and granted in 1989 were unnecessary.

In this tendency to throw in the towel too soon, as in the overall filing of bankruptcies, the Navy is no different than the civilian community at large. Newspaper advertisements, which promote bankruptcies at cheap rates, often encourage this trend, touting bankruptcy as a way to be free from debt, or to obtain a better credit rating.

"Salesmen and real estate agents know that once you've filed bankruptcy, you can't do it again for at least seven



years, so they feel safer about extending you credit because you can't just write it off again for seven years," was the naive, but serious, explanation of one Norfolk-area Navy chief petty officer. Unfortunately, this chief was wrong.

The Virginia Tidewater Retail Merchants' Association — a local credit bureau — cautions against such misleading and mistaken rationalizations. "Beware of deceptive (bankruptcy) advertisements . . . that promise better credit ratings," the association warns. "Most of these are designed so that consumers may decide to rush into bankruptcy as the only solution to their financial problems. No matter what anyone tells you, even if it's an attorney, bankruptcy will not improve your credit rating or make credit easier to obtain."

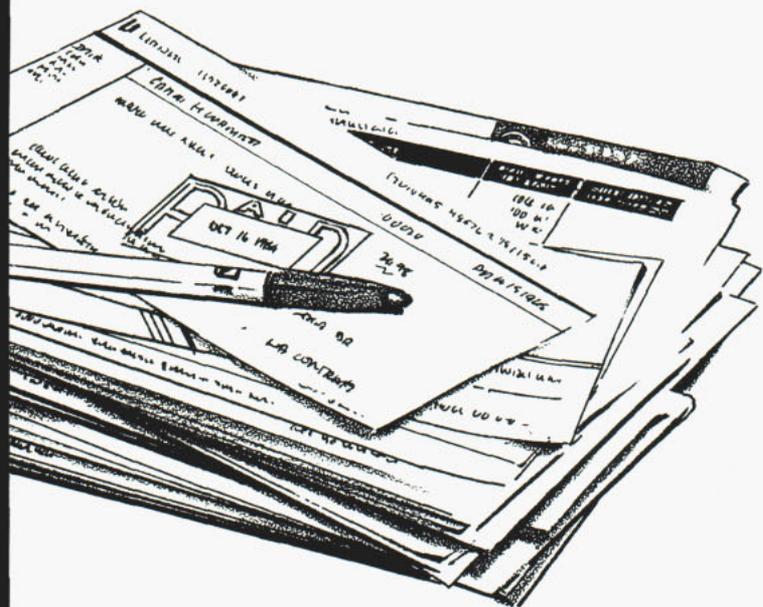
Debera Frick Conlon, assistant U.S. trustee for the Eastern Virginia District Court, also commented on "inexpensive" bankruptcy advertisements found in the classified sections of newspapers. "You get what you pay for," Conlon said. "Some (lawyers) will do a bankruptcy for \$200, and you get about \$200 worth of service from them."

While Conlon noted that personal bankruptcy judgments have become easier to obtain in recent years, granting a petition of bankruptcy is not automatic. Bankruptcy judges still exercise the right to deny a petition, especially if it appears to be a "painless" write-off of debts an individual doesn't feel like paying.

An executive officer at a Norfolk area command recalled a situation where a sailor decided that bankruptcy was the solution to his fiscal woes, only to learn that the court disagreed.

"The guy had too many unpaid bills, and creditors began to call the command and write letters," the naval officer recalled. "In questioning him about the letters and phone calls, we learned that he had filed for bankruptcy.

"Our initial reaction was, 'Okay, well, anyone can declare bankruptcy — it's a legal right,'" the lieutenant



commander continued. "To help this guy out in the future, we sent him to the Family Services Center for counseling. The financial counselors there worked out a budget for him that he agreed to." Later, it was discovered that the sailor had been less than forthright about the number and extent of his bills during the counseling session, so the budget was meaningless and the time spent drawing it up, wasted.

The sailor and his active-duty wife had filed for Chapter 7 bankruptcy, a type of bankruptcy which dismisses all unsecured debts, except for certain debts such as federal student loans, owed taxes, child support or alimony payments, to name a few.

"They owed less than \$10,000, total," he recounted. "Certainly, it wasn't more than they could have paid off if they had tried."

The judge agreed. He told the couple that they made far too much money between them to just dismiss their debts. The bankruptcy petition was denied. The unhappy sailor appealed that decision, but the appeal was also denied. Meanwhile, during this process, the sailor's creditors were put on hold for months, and could take, by law, no action against him to collect the money owed them. However, once the process was complete, the debts and the obligation to pay still existed.

Although filing bankruptcy is legal, and a civil right, the *Naval Military Personnel Manual*, in the section dealing with indebtedness and fiscal responsibility, directs commands to make a full report of circumstances connected to a bankruptcy petition or discharge of bankruptcy of any member of their command. This information is turned over to DoD for rulings on security clearances granted to Navy people. Even if a sailor does not have or need a security clearance at the time the bankruptcy is filed, the information is put on file, in case a clearance is applied for in the future.

Filing bankruptcy doesn't necessarily mean that a secu-

rity clearance will be pulled or denied.

"We are aware that people who are having financial troubles could be security risks because they may be open to ways to make more money," said a Bureau of Naval Personnel official, "although that is certainly not true in all cases." The official explained that the pattern of financial irresponsibility or irresponsible indebtedness is what determines whether a clearance is pulled or denied. "If bankruptcy is due to circumstances beyond the member's control, such as an ex-spouse taking revenge, it won't be held against him or her," the official said. And, there is an appeal process available.

People with top secret clearances would do well to be forthcoming about bankruptcies or bankruptcy petitions. "Top secret clearances are thoroughly investigated and reviewed every five years," the official said. "Part of that process is running a credit check on the person. If there is a bankruptcy, it's going to be discovered, and they will certainly lose their clearance if they have lied about financial difficulties on their questionnaires."

However, since no directive instructs individual sailors that they must tell their commands if they file bankruptcy, officials at BuPers admit that not all bankruptcies filed by all Navy people are reported to them.

"The commands can't know about every single bankruptcy, because many people are afraid of the impact of bankruptcy on their naval careers, so they don't tell anyone," said a BuPers official. "Then, there's the guy that's the 4.0 sailor who has never been in any trouble before — chances are he might not get reported — even if the command knew he filed."

One former command financial specialist had actually filed for bankruptcy himself a few years earlier. He disclosed that he had not informed his command. "I didn't think it was anything they needed to know, because my wife and I certainly learned our lesson," he explained, adding that he was concerned that the information might adversely affect his evaluations and promotion chances.

"We completely turned our lives around after the bankruptcy and we own a house now," he added. "All our bills are paid on time."

Additionally, the sailor believed his experience made him a much better advisor to other people having financial difficulties. "I knew what they were feeling because I'd been there, and I also could encourage them that they could turn it around because I did it," he said.

The NavMilPersMan also reads that a discharge of bankruptcy doesn't give a member immunity from prosecution by the Navy for failure to pay debts committed to prior to the bankruptcy petition. However, legal officers and command financial specialists agree that prosecution, or court-martial for financial misconduct is rare. "You have to prove intent to deceive or evade the debts, and



that could be extremely difficult to prove, unless you have something in writing that indicates that the person didn't intend to pay the bill from the beginning," said one military attorney.

Administrative discharge for indebtedness, however, is a real possibility. Administrative boards may result in "misconduct discharge," and can be held at the commanding officer's discretion. However, this measure, too, is reserved for cases of gross negligence or willful irresponsibility.

"It [administrative discharge] can't be for minor indebtedness," said the executive officer, whose command considered administratively discharging the sailor who had failed to acquire his desired bankruptcy. "At some point you are forced to determine that the individual is financially irresponsible — there is nothing further you can do.

"This guy was an outstanding worker, he was bright and articulate, and seemed willing to change. That made people want to keep giving him chances. He had a succession of division officers, but the proper documentation (concerning the financial problems) was lacking for a long time. Each new division officer or division chief probably thought, 'Well, maybe my predecessor didn't take the time to properly counsel this guy.'

"Eventually, though, we realized that this person doesn't utilize any logic in figuring out how he's going to pay for the stuff he gets on credit. He thinks he can go through life not paying the bills and nobody will care. He'll pay it if he happens to have the money, but if he doesn't, he won't."

Even so, recommending a discharge is not something that a command views with relish, he said. "I don't like doing this; you hate it when you're forced to."

Jackson, of NAS Norfolk, feels that most Navy commands are fair to people who have financial problems and provide them with counseling, only resorting to extreme measures, such as administratively discharging a sailor for indebtedness, in extreme cases, when the person

shows that they have no willingness to learn to handle their financial problems.

"People shouldn't be afraid to come to the financial counselors with their problems, because they are afraid it will hurt their careers," Jackson said. "Not coming — that's what will hurt them in the long run. My command bends over backwards to give a second chance to anyone who is sincere about solving his or her financial problems."

The serious repercussions that Navy people can face after filing bankruptcy, including possibly not being eligible to screen for overseas duty, are the reasons why Jackson pushes so hard to convince the people he counsels not to file. "If the person is willing to make sacrifices and tighten their belt for a while, I can usually talk the creditors into working with them," he declared.

For career Navy people, there is certainly more at stake than an adverse credit rating. "The sooner they come to see me, the better," Jackson advises.

The Norfolk executive officer said he wholeheartedly supports the Navy's command financial specialist program and encourages counseling, recognizing that most sailors in financial trouble are not die-hard cases, like the sailor he recommended for a misconduct discharge.

"I believe if a person is a good worker, the Navy has a requirement, and a responsibility, to try to help dig them out of the hole once — they deserve one chance, as long as they are truthful with you. If someone is lying, however — doesn't bring in all the bills, etc. — forget it. It's never going to work."

Sometimes it can work. In the case of the sailor and his wife who learned their lesson after a sobering day in bankruptcy court, the experience left them feeling ashamed of the past and determined to do better in the future. They know that recovery from bankruptcy is possible.

Bankruptcy doesn't mean there is no chance for a manageable financial future. However, recovery from bankruptcy presents many difficulties.

"The fact that a bankruptcy remains on your credit files for up to 10 years has, in the past made it extremely difficult to re-establish credit," said Conlon.

In the meantime, those who have a bankruptcy on their credit files must make a major change in the way they manage their finances. Whether recovering from a Chapter 7 bankruptcy (usually a complete elimination of non-secured debt) or a Chapter 13 bankruptcy (some creditors are paid a portion of what's owed to them out of earned wages), interim budgets must be set up using only cash.

"Implementing a cash-only lifestyle after living on credit is a big adjustment," she said. "After all, we are living in a 'credit-and-carry' society. But it can be done."

A recent trend, perhaps due to the rising number of bankruptcies, is for merchants and creditors to consider the financial situation of those who have filed for bankruptcy more than two years ago, who appear to now have their situation in order. Creditors seem to be more will-

ing to help such a person re-establish limited credit, Conlon feels. In addition, some creditors do distinguish between the types of bankruptcy filed, she added. "They tend to look more favorably on those who are working to pay off their debts through Chapter 13, than on those whose debts are wiped clean."

In any case, "When you're living on a cash-only basis for a couple of years, you tend to learn to manage your finances a little more carefully," she summed up.

If that lesson of money management is not learned, the future is bleak indeed, as Jackson has seen. "If a person who has been through bankruptcy once doesn't develop a completely new way of thinking about money," he cautions, "focusing on needs rather than wants, focusing on saving rather than spending, refiling for bankruptcy is just a matter of time." □

Lefler and Orr are assigned to NIRA Det. 4, Norfolk.

What the regs say about indebtedness

Story by JO1 Steve Orr

While it is true that indebtedness and bankruptcy are unfortunate facts of life, it is also true that the Navy takes the financial problems of its people very seriously.

Indebtedness — the failure to pay just debts — is covered under General Article 134 of the Uniform Code of Military Justice, which addresses actions which can bring discredit to the uniformed services.

According to the *Manual for Courts-Martial* (United States), for a service man to be placed on report for indebtedness, it must be shown:

- That the accused did, in fact, incur a debt of a certain sum;
- That the debt was due and payable on a certain date;
- That the accused intentionally failed to pay the debt when it became due and payable;
- The actions of the accused were contrary to good order and discipline or brought discredit to the armed forces.

Further, the courts-martial manual

reads that the failure to pay "must be characterized by deceit, evasion, false promises" or any other specific circumstance that indicates deliberate intention not to pay the debt.

The maximum punishment for the deliberate failure to pay just debts under the UCMJ is a bad conduct discharge, the forfeiture of all pay and allowances and confinement for six months.

Another source of guidance in dealing with the financial problems of Navy personnel is the *Naval Military Personnel Manual*. In Article 6210140, "Indebtedness and Financial Responsibility of Members," the NavMilPersMan reads:

- Members of the Navy are expected to pay their just debts in a timely manner;
- The Navy's policy is to encourage thriftiness and responsible financial management among its members in such a manner as to reflect credit upon the service;
- Commanding officers must ensure that their personnel are aware of NavMilPersMan provisions. Com-

manding officers must also make counselors available to assist crew members with their financial problems.

Financial irresponsibility, according to the NavMilPersMan, can threaten a service member's security clearance status, advancement status, future duty assignments, reenlistments and extensions and can even be used as grounds for disciplinary actions or administrative discharges.

The manual also notes that although the Navy "neither discourages or encourages the filing of a petition in bankruptcy," the Navy takes seriously any circumstances leading to bankruptcy proceedings. Commanding officers are instructed to submit a report to the Bureau of Naval Personnel explaining the circumstances whenever any member of their command files a petition of bankruptcy, is discharged of debt obligation or is placed on the Wage Earners' Plan. □

Orr is assigned to NIRA Det. 4, Norfolk.

The Navy's in its PRIME

Eliminating plastics disposal at sea

Story by JO1 Sherri E. Bashore, photos by PH1 Janice Gaines

Ever since the Marine Plastic Pollution Research and Control Act of 1987 swept through Congress, the Navy has been working hard on several fronts to reduce the amount of plastics loaded aboard ships and disposed of at sea.

In fact, the Navy is playing a leading role in solving this pollution problem which kills thousands of marine mammals, sea turtles, fish and sea birds each year.

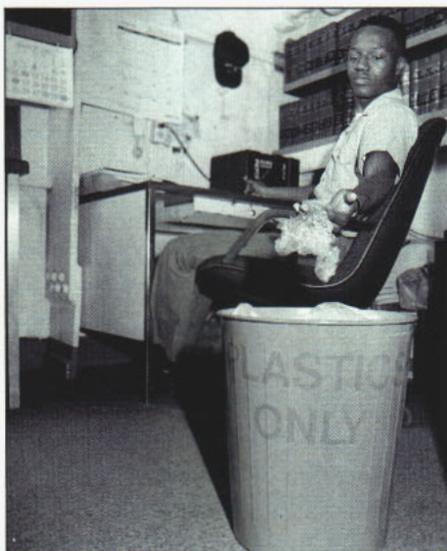
According to the MPPRCA, which implements Annex V of the International Convention for the Prevention of Pollution from Ships, the Navy has until 1994 to eliminate plastics disposal at sea. But rather than wait for the compliance deadline, the Navy, in the autumn of 1987, immediately swung into action. A high powered multi-disciplined team was formed to formulate a program and guide the plan that would reduce the amount of plastics discharged at sea as quickly as possible.

The team is composed of personnel from the Chief of Naval Operations environmental protection division, Naval Sea Systems Command, David Taylor Naval Research Center, Naval Supply Center and Commander in Chief Atlantic Fleet. The plan featured two objectives — to develop and install new equipment aboard ships to process solid and plastic waste (compactors, pulpers and plastic processors) and to reduce the amount of plastics supplied to ships. This latter effort is known as Plastics Removal in Marine Environment or PRIME.

For the past two years USS *Lexington* (AVT 16), homeported in Pensacola, Fla., has been the Navy's PRIME research and development

ship.

"*Lexington* was selected for the [PRIME] pilot program for a number of reasons," said LT Charlotte O'Brien, food services officer. "We wanted to do it, and we have the



SN Larry L. Brown does his part for the environment aboard *Lexington* by tossing plastic waste into a green can labeled with red letters.

space for storage of new gear."

The experimental phase of the program is complete. Now, the lessons learned by *Lexington's* crew will form the basis of the Navy's program to eliminate plastics disposal at sea.

"We have established how the program is going to run," said O'Brien. "We have plastics control petty officers in every division. They are the overseers who make sure their people are educated in the trash sorting system," she said.

"There are two types of plastics — food-contaminated and non-food-contaminated. Non-food-contaminated plastic stays in everyone's space. It's

put in a 'plastics only' container in each office." Food-contaminated plastic, such as plastic wrap found on meats and some vegetables, has to be handled differently. "It's separated and brought to trash and garbage rooms," said O'Brien.

Lexington has three such rooms, one for each mess on board — a luxury not available on every ship due to space limitations and crew size. The rooms are scrubbed down at least once a day to combat odor and germs.

With the lack of space and the extended time most ships stay out at sea, a "20/3 rule" is in effect.

"If it's non-food-contaminated plastic, current Navy policy requires holding it on board for 20 days," explained O'Brien. "If it is food-contaminated plastic, policy requires that it be held for the last three days of a deployment." In the event the storage of plastics compromises the ship's mission, health of the crew or presents a fire hazard, it can be dumped.

Limited storage space for plastic waste can present a major problem for a ship at sea, so *Lexington's* crew tested three commercially available trash compactors. The compactor helps manage plastic stored aboard ship by reducing bulky plastics into stackable blocks. The compactor's most important benefit is that it also compresses glass, metal, loose paper and cardboard, but not accumulated food waste, into slugs with a density greater than sea water so that it will sink when discharged.

According to O'Brien, *Lexington* tested a waste pulper that was developed by the David Taylor Research Center. It operates on salt-water like a large garbage grinder

AN Cameron Haller and AN Brenda Williams load a plastics compactor which compresses waste into bricks for recycling purposes.

reducing paper, cardboard and bulk food to a pulp which is discarded overboard in a neutral or negatively bouyant slurry.

"We call it the 'goat.' It 'eats' [grinds] paper and food into [a substance that] looks like oatmeal, which is pumped over the side. It runs day or night, including during flight operations," said O'Brien.

In the past, trash could not be put over the side during flight ops to avoid damaging jet engines. Use of a waste pulper is a tremendous step forward for aircraft and helicopter carriers. It is an excellent labor-saving device that eliminates degradable waste at sea, freeing people to concentrate on other duties.

"The ship would hold 'sweepers' all day and have to hold that trash on station," O'Brien said. "Finally, at 0-dark-30 when the squadrons quit flying, the word was passed over the 1MC — 'pump and dump, the fantail is now open.' Designated personnel would get out of their racks and throw their trash overboard. It was the only opportunity they had."

With the pulper, mulched waste is continually pumped over the side. That's a big advantage according to O'Brien, in terms of fire prevention and health maintenance standards. Initially, the waste pulper will only be installed on larger ships because current smaller surface combatants don't have the required space.

Future plans include installation of plastic waste processors aboard surface ships. David Taylor Research Center is evaluating a way to heat and compress plastic waste into bricks. This process reduces storage and odor problems by reducing the volume of plastic more than 30-to-1 and sanitizes food-contaminated plastic waste.

The hardest part of setting up the recycling and sorting program is changing people's habits and attitudes. Airman Cameron Haller, one



of the most junior people assigned as a plastics control petty officer aboard *Lexington*, was a key player in promoting PRIME.

"My division officer really wanted me to get into it and make up a theme, so I became the 'V-6 trash sortee.' I had to correct people who have been here a while, and I was only an E-1 [at the beginning of the program,]" said Haller. "I caught 'a ration' when the program first started, but I was just doing my job. With all you hear about the environment, this is a small part, but I am actually doing something about it."

AN Brenda Williams, who is temporarily assigned to *Lexington's* mess deck, doesn't mind supervising the trash sorting effort.

"We really need to get wiser on how we throw our trash away," she said. "Some people say it's a real pain in the neck, but it's not hard. When I see someone not separating their plastic on the mess decks, I yell at

them," Williams said with a giggle. "But, sometimes people have other things on their mind and just throw it [plastic] anywhere, so you just have to watch and remind them."

Another large aspect of PRIME not readily visible is the supply angle — the ordering of non-plastic items. The Naval Supply Center at Naval Air Station Pensacola, Fla., services East and Gulf Coast facilities as well as overseas. NSC provides everything from paper clips to jet engine parts for its customers. When ordering paper clips, what do they come in? — usually a plastic bag.

"We're telling manufacturers and companies to put their product in something other than plastic and ship it to us," said Cecil McLeod, NSC occupational health and safety officer. "Control is the key. I take a very strong stand that manufacturers should be directed to come up with substitute products for plastics, or we don't want their product."

“It shows people that there is a return value to all of this. ... a cost-effective way to get that return is a problem.”

According to McLeod, one item that can be used instead of plastic in a lot of cases, has been right under our noses for years — the “jiffy mailer” or padded paper bags.

“They are reusable, recyclable and they come in various sizes,” McLeod said. “You can ship things in them, and they can be used as document protectors. They are one of the key items to get rid of a lot of plastic. Best of all, they are in the supply system.”

In this plastic age, consumers are used to seeing through plastic packaging. But, according to McLeod, people tolerate buying items in paper bags realizing that this is an environmental impact of plastics. “Some people still tear into the packages [to see the product they are buying],” said McLeod, “but they are accepting paper packaging real well.” If items purchased are packaged in plastic, Servmart cashiers give people the option of taking the supplies out of plastic wrappers and leaving the waste in the store. Plastics collected at NSC are fed into *Lexington’s* recycling program.

Besides controlling what plastic is received and what goes out of the supply center, manufacturers need to be reprogrammed and taught a new way of doing business. “We need to educate our manufacturers about what our needs are now, and what they will be down the road,” said Sharon Randle, NSC public affairs officer. “They need to look for new ways to meet those needs. We realize it may not be something they can do overnight.”

Phasing out plastic packaging at

the supply level will take some time. General Services Administration and Defense Logistics Agency are still filling requisitions with what they have in stock. “They have bundles and bundles of things that are already in plastic and they may or may not ship it to us, but the government already owns it,” said McLeod. “Companies need to ‘get on board’ and cooperate, because plastic is on its way out.”

Until existing supply system stock is purged and companies are willing to change their current packaging practices, or new sources are found and specifications changed, NSC Pensacola is also stripping plastics.

The removal of plastic from the supplies taken to *Lexington* may take anywhere from an hour-and-a-half to two hours out of an eight-hour day. “We taught [NSC] people about what had to be done. The extra time involved is well worth it for the environment,” said McLeod.

One of the major contributors to plastic disposal problems is stretch wrap. “It’s the greatest thing since sliced bread because you can tie it together; it secures, protects materials and you can see through it,” McLeod said. However, if stretch wrap is disposed of at sea it could wind up suffocating marine mammals which are dying by the thousands due to discarded plastic waste in the ocean. Good substitutes like reusable containers need to be found.

NSC has tested commercially manufactured, reusable supply carriers (tri-walls) to protect and load supplies on *Lexington*. The carriers are made of compressed cardboard and are

about half the size of a dumpster. Once supplies are taken out of their plastic wrap or other containers by NSC personnel, they are placed inside the tri-walls and taken to the ship. The result is less plastic going aboard ship, less plastic having to be stored and less waste in the ocean.

Another major problem is food packaging. “There are certain items that are required to be wrapped in plastic. The Army Research Development and Engineering Center, Natick, Mass., is dealing with that problem — and it is a major problem,” said McLeod. “For instance, [with] milk bladders, there is no known substitute. That is where plastic processors aboard ship will come into play.”

Lexington and supply center personnel have been participating in a waste plastic recycling feasibility study and are beginning to see the results of their toil and labor. “We have a picnic area with benches that are made from recycled plastic,” said Randle. “It shows people that there is a return value to all this. But trying to find a cost-effective way to get that return value is a problem.”

The Navy has a great diversity of plastic within its system. It’s difficult to find a recycling plant that is willing to take and sort the varieties of plastic waste. One recycling process involves combining melted down plastic with sawdust and making wooden-looking boards. Two other companies participating in the program used only waste plastics to produce benches, car stops and picnic tables. However, not all plastics can be recycled with today’s technology, and moisture sometimes presents a problem.

Once port cities get involved in recycling plastic and have plants with the proper equipment to handle the waste, the PRIME program will become even more economically feasible and successful Navywide. □

Bashore is a staff writer for All Hands. Gaines is assigned to USS Lexington (AVT 16).

Plastics KILL

Story by Pat A. Swift

America's addiction to plastic is causing a disproportionate amount of marine life to die at an alarming rate. Physical entanglement and ingestion of plastics may be the leading causes of death to thousands of marine life each year, according to Jill Zilligen, spokeswoman at the Center for Marine Conservation.

"Plastic bags, six-pack rings, fishing lines, ropes, fishing nets, light sticks, strapping bands and tampon applicators are the types of plastic items that cause the most harm to marine life," Zilligen said.

Plastics may be any color of the rainbow or as clear as crystal. They may have the hardness of metal or the softness of silk. Because of their light weight, strength and durability, plastics are used to make a variety of products. These same qualities make the disposal of plastics a real problem. When dumped at sea, most plastic items float. Many marine animals then confuse the plastic items with food — a potentially fatal mistake. Ingested plastics can cause internal injury, intestinal blockage, suffocation and starvation.

According to CMC statistics, an estimated 30,000 seals die each year from entanglement alone. They often stick their heads through round plastic objects and get stuck, cutting off their ability to breath and making it difficult or impossible for them to eat.

Birds not only become entangled in plastics such as six-pack rings and fishing line, they also collect plastic trash for nesting materials. Adult birds sometimes feed their young plastic pellets, mistaking the trash for small fish eggs. When ingested, some



Photo by Jo Scordino

types of plastics provide the animals with a false sense of fullness, and they eventually die of starvation.

Sea turtles sometime mistake floating plastic bags and sheeting for jellyfish, and whales have been found to have up to 50 plastic bags in their stomachs.

More than a decade ago, the National Academy of Sciences estimated oceangoing vessels discard 14 billion pounds of trash, including plastics, each year. Although plastics are non-toxic, most are not biodegradable and can linger in a marine environment for hundreds of years.

During World War I and World War II, shortages of raw materials led to further advancements in plastics. Manufacturers use plastics extensively to protect and tighten fabric wing coverings for aircraft, to package foods and to make specific types of equipment.

According to Zilligen, while the demand for plastics is high, many approaches have been taken to help combat the dangers associated with marine life. Educating the public about plastics, forging international agreements, encouraging industry to use degradables and recyclables and passing federal legislation are all initiatives being taken to help resolve the problem.

Navy requirements affect the Navy's shipboard plastics and solid waste disposal practices. The Marine Plastic Pollution Research and Control Act of 1987, in conjunction with the Plastic Removal in Marine En-

Marine life is threatened by man's disregard for the environment.

vironment Program, assists the Navy in complying with international and federal regulations aimed to eliminate plastics disposal at sea. The initiatives establish specific laws and mandates certain studies of plastics pollution and compliance reports by federal agencies. Each year the Navy and all federal agencies must report to Congress on the extent of compliance with the acts.

Zilligen said Annex V of the Protocol of 1978, or MARPOL, relating to the International Convention for the Prevention of Pollution from ships, makes it illegal for any vessel to dump plastic trash and solid waste in the ocean or navigable waters in the United States. Limitations were also set on the dumping of other types of trash. The new law affects not only ships and small boats, but tankers, platforms and crew boats, commercial fishing boats, marinas, private docks and fish processing facilities. Violators caught dumping will be fined up to \$25,000.

Zilligen added, "All boats 26 feet and longer are required to display the MARPOL placard which outlines the rules and regulations that must be adhered to. Perhaps if all the laws are abided by, 10 years from now, everyone will still be able to see marine life in and on our oceans and beaches, and enjoy them." □

Swift is a staff writer for All Hands.

*A
hero's
welcome*





Clockwise, from far left: A family member tearfully welcomes home the former POWs at Andrews Air Force Base, Md. LT Robert Wetzel waves to the crowd as he departs the homecoming ceremony. Chairman of the Joint Chiefs of Staff Army Gen. Colin Powell renders a salute to the returning heroes. Secretary of Defense Dick Cheney and Powell are the first to greet the former POWs upon their return to America.



Story by JO1 Sherri E. Bashore
photos by PH1(AC) Scott M. Allen

It was patriotism at its highest. People held banners of red, white and blue reading "Welcome Home" and "Heroes." Yellow ribbons adorned both man and machine. Thousands of well-wishers lined the tarmac's fence at Andrews Air Force Base, Md., March 10, waving American flags and shouting cheers of support.



They were awaiting the arrival of flight "Freedom 01" which carried the 21 American POWs of Operation *Desert Storm* back home, to the land of the free.

Secretary of Defense Dick Cheney and Chairman of the Joint Chiefs of Staff Army Gen. Colin Powell met former prisoners of war as they deplaned, while family members, friends and others in attendance looked on.

Chants of "U-S-A" filled the air as Cheney approached the podium.

"All of us share an overwhelming sense of pride in your personal courage and military accomplishments," Cheney said. "Your country is opening its arms to greet you. In this rare moment in the life of our nation, let me speak for all Americans who thank you and all your fellow soldiers, sailors, airmen and Marines for a job well done."

Air Force Col. David W. Eberly, the senior member of the returning prisoners, addressed the crowd as sprinkles of rain mixed with tears of joy.

"'Someday' finally came, and we're

glad to be home," Eberly said. "I am proud to report the conduct during captivity of the ladies and gentlemen beside me has been without question. Their sense of honor and duty to country were beyond reproach . . . but you need to know that those who waited, also served."

Eberly heightened the day's event by walking across the tarmac toward the crowd. He shared hugs and handshakes with some of those who came to witness the group's return.

A private gathering for the POWs and their families followed the ceremony at an unannounced location.

One Navy pilot and two naval flight officers were among the 21 POWs who returned: LT Robert Wetzel, an A-6 *Intruder* pilot with Attack Squadron 35 based at Naval Air Station Oceana, Va.; LT Jeffrey N. Zaun, a bombardier-navigator also attached to VA 35; and LT Lawrence R.

Above: Former POW Marine Lt. Col. Clifford Acree receives a warm welcome home hug and kiss from his wife. Left: Hundreds of flags waved in the air when the POWs returned to American soil.

Slade, an F-14 *Tomcat* radar intercept officer with Fighter Squadron 103, based at NAS Oceana.

After reunions with friends and family, the three Navy and five Marine Corps returnees were taken to National Naval Medical Center, Bethesda, Md., for examinations and any required treatment.

All three naval aviators were embarked aboard USS *Saratoga* (CV 60) during Operation *Desert Storm*. Wetzel and Zaun were shot down during the first air strike. Slade and his pilot, LT Devon Jones, successfully ejected from their crippled *Tomcat* Jan. 21. Jones was rescued by allied forces approximately one mile





Above: Army Spec. Troy A. Dunlap is reunited with his wife and holds their baby for the first time after returning to the United States. **Right:** Air Force Capt. William F. Andrews shares a special moment with his son.

from where Slade landed.

During a March 14 press conference from NNMC Bethesda, Zaun, Slade, and five Marine Corps aviators, answered questions from the press. Wetzel, at the time of the conference, was undergoing medical treatment. The seven men gave details of their capture and treatment during captivity.

All agreed that the greatest loss was that of their freedom. According to Marine Lt. Col. Clifford M. Acree, no matter what type of training the aviators received, they were never fully prepared to surrender their freedom. Marine Capt. Russell A.C. Sandborn said, "love of family and faith in God" were the two key ingredients for survival.

"About 90 percent of the time you felt you were in danger of losing your life," said Zaun. "I thanked God that if He didn't take my life, at least He gave me a chance to get a little closer to Him."

Zaun described how he and Wetzel ejected from their *Intruder* and landed near Iraqi ground positions. Zaun said he stayed close to Wetzel



who had suffered shoulder injuries. They knew it was only a matter of time before they would be captured by Iraqi troops.

After their capture, the two were separated. Wetzel was taken to a hospital for medical treatment, and Zaun

said he was taken by security forces for the "standard interrogation syllabus."

He said he was "slapped around" during the interrogation and told he *would* make a video tape. The Iraqis informed him exactly what questions



Above: Secretary of Defense Dick Cheney welcomes the former POWs home. Below and right: Andrews Air Force Base, Md., was filled with hundreds of family members, friends and other patriotic civilians honoring the homecoming POWs.



he would be asked, and what answers he would give.

Zaun said he believed that Americans who viewed the tape would never think he voluntarily appeared on camera. "I had enough faith in Americans to know that anyone who



saw this, was going to say, 'That's ridiculous.'"

Slade said he felt his appearance on video "would show the folks back home that I was alive." But he added, "I didn't have a choice."

The last stop on the road to freedom from Iraq for the three former Navy POWs happened March 21. A cheering crowd of nearly 5,000 waved American flags welcoming them home to NAS Oceana, the home base for the squadrons in which they serve.

There, the three naval aviators were greeted by Secretary of the Navy

H. Lawrence Garrett III, Chief of Naval Operations ADM Frank B. Kelso II, Commander in Chief U.S. Atlantic Fleet ADM Paul D. Miller and Virginia Beach Mayor Meyera Oberndorf.

"These officers symbolize the hundreds of thousands of young American men and women who served with pride and distinction in Southwest Asia," Kelso said. "Facing a ruthless enemy, they were courageous, determined and honorable. Despite brutality, privation and fear, they persevered. ... They are Amer-



Above left: LT Jeffrey N. Zaun waves to the crowd as he departs Andrews Air Force Base. Above: Well-wisher's vehicles greet returning POWs with messages of love. Left: A relative embraces a former POW upon his arrival.

ica's heroes."

Garrett said that Zaun, Wetzel and Slade represented the sacrifices made by all who served in *Desert Storm*, and that America's prayers for their safe return were now answered.

"These men know better than anyone the value of freedom," Garrett said, "for in defending ours, they sacrificed their own."

Following the remarks, Garrett and

Kelso pinned the Prisoner of War Medal, Purple Heart and the National Defense Service Medal on the chest of each of the returning heroes. □

Bashore is a staff writer for All Hands. Allen is a photojournalist for All Hands.



Photo by PH2(AO) Mark Kellenhofen



Photo by PH2(AO) Mark Kellenhofen



Photo by PH2(AO) Mark Kellenhofen

Top right: A "human flag" participant shows her spirit at a rally Feb. 2 in a show of support for troops in the Gulf. Top left: Patriotic colors were not confined to flags alone. Above: Beside the human flag, a handmade sign symbolized the crowd's view.

Old Glory lives

Story by JO1(SW) Gregg L. Snaza

When Congress approved the use of force in the Middle East in early January, Americans faced the reality that short of a miracle, war in the Gulf region was inevitable.

Those in support of the war would see it fought by forces of freedom on behalf of those no longer free. Also at stake was the nation's ability to rally behind the ideals upon which democracy is founded. These ideals are as important as the sailors, soldiers, airmen, Marines, planes, troop transports and bombs.

How did Americans respond to the challenges of war? All around the country thousands came together to show support for their neighbors and friends, as well as their relatives who fought in the Gulf. Nowhere was this more evident than in the home of the nation's largest naval base, Hampton Roads, Va., which produced the nation's largest living flag Feb. 2.



Photo by PH2(A)C) Mark Kettenhollen



Photo by Johnny Biviera



Photo by Lyle Trenchard

Top: More than 3,500 Hampton Roads, Va., residents gathered together with red, white and blue cardboard to form the "human flag." Left: Flags waved within the crowd of more than 40,000 well-wishers as American spirits soared "as high as the sky." Above: National media attention was drawn to Virginia Beach for a view of "Old Glory" coming to life.

"It started as a dream," said Tommy Griffiths, one half of the morning radio duo for station WNOR, Norfolk. "We wanted to do something that would be remembered — something that would show the troops how many people supported them."

The idea of a "human flag" captured the spirit of the entire Tidewater community, as more than 40,000 people gathered at Mount Trashmore Park, Virginia Beach, Va., to help bring the morning duo's dream to reality.

"We knew there would be a lot of people," said Henry "the Bull" Del Toro, the other half of the morning show team. "But as it got closer to the 12:30 p.m. kick-off, it became clear to Tommy and me that this was bigger than we first imagined."

Original plans called for the flag to be made up of 3,500 people holding squares of red, white and blue cardboard. Extra people who showed up were to be placed between the squares to fill in the gaps. However, it was never an-

anticipated that the crowd would number so many.

"We didn't do this to set a record," stressed Griffiths. "It's not a matter of popularity or credit. We wanted the flag for them [the troops in the Gulf]. They deserve and should get all the credit."

Intended or not, Griffith's and Del Toro's dream of a living flag did receive national attention. In a letter addressed to the men, women and children at the rally, President George Bush wrote, "What a wonderful way to stand in solidarity with our brave service men and women who are now taking part in the liberation of Kuwait. ...

"I am grateful that our troops face the challenges before them knowing that they have the steadfast support and heartfelt prayers of millions of people like you."

In contrast to the day's events, one Vietnam veteran painfully recalled, "Coming home for us was hell. It's taken 20 years to heal the wounds that the Vietnam War caused. We must do everything we can to make sure that isn't the case for our soldiers [and sailors] this time." □

Snaza is assigned to the Public Affairs Center, Norfolk.

**DESERT
STORM**



Making things happen in the Persian Gulf

Logistic command proves no Desert Storm puzzle is too tough.

Story by JO1 Lee Bosco

Long before a single shot was fired in anger during the Gulf war, military planners knew they were faced with a unique set of circumstances. The dilemma facing U.S. commanders in Operations *Desert Shield/Storm*, moving 500,000 troops, 115 ships, more than 1,000 aircraft and all related support equipment into the theater of operations on short notice, had never been attempted before.

Logistically, for the Navy alone, Operation *Desert Storm* presented one basic challenge — how to coordinate the movement of supplies, aircraft, troops and ships in the smoothest and most expeditious manner in a small war zone.

It is from that challenge that the U.S. Naval Logistic Supply Force was born. Commanded by RADM Robert Sutton, ComNavLogSupFor was tasked with making things happen in the Persian Gulf.

"We were set up as a multi-faceted support command," said Sutton. "It has been our mission to ensure that every Navy unit had all the proper equipment to do the job in this war.



Photo by J02(SW) Joe Bartlett

That means we're involved with supplying food to ships, medicine and equipment to the fleet hospitals, ordnance from the AEs [ammunition ships], AOs [fleet oilers] and MSC [Military Sealift Command] ships to the combatants in the Gulf and Red Sea, fuel to whomever needs it and

ComNavLogSupFor delivers — Seabees unload supplies delivered to the *Desert Storm* theater of operations.

our most important resource — people — to their units.

"We also off-loaded and delivered all the Marine Corps ground equipment that came over on Military Sea-



lift Command ships. So, in order to accomplish this mission, what started out as a small corps made up of 30 people from my staff in Hawaii has grown to 250 headquarters staff and some 8,000 shore based personnel made up of one-third reservists and two-thirds active-duty Navy personnel."

Setting up a new command is always a difficult undertaking, and with the threat of war looming on the horizon, Sutton and his staff had their hands full. Coming from his job as Commander U.S. Naval Forces Central Command, Sutton was tasked with coordinating and facilitating the enormous influx of Navy ships, machinery, supplies and people. While the Navy has supported Commander Middle East Force and his assigned forces in the Persian Gulf since 1949, the Atlantic and Pacific supply lines had never before been required to support Navy and Marine Corps presence to the level of forces

required for Operations *Desert Shield* and *Desert Storm*. Well ahead of the other services logistically, the Navy extended and "ramped up" the logistics flow provided by Commander Task Forces 63 (Mediterranean) and 73 (Pacific), while coordinating the delivery of these supplies to the combat forces through a newly established set of shore facilities activated for these operations. The command was created to relieve operational commanders afloat and ashore from the burden of spending too much time in areas other than their warfighting mission, while the logistic support force made sure that supplies were continually on the move.

"This command is the result of going to a location where we've never been forward deployed in large numbers before," said Sutton. "If we have to take on operations in Europe or the Pacific we have a logistics system set up that we can plug right into, but here, there was only a small Navy ad-

Navy combatants and support ships have mastered the task of underway replenishment. ComNavLogSupFor's advance planning helped ensure the success of coalition forces during the Gulf War.

ministrative support unit in place in Bahrain before Aug. 2. We had to put a shore infrastructure in place where it never existed before."

To support the aviation side of the mission, airfields in Saudi Arabia, Egypt, Bahrain and the United Arab Emirates were put into operation, and a logistics air force of 32 dedicated helos and fixed-wing aircraft for logistics purposes was created.

"One of our helos, an H-53 from Helicopter Combat Support Squadron 1, was one of the first aircraft from coalition forces to land in Kuwait after the liberation," Sutton said. "Within two days of that event, we were making regularly scheduled flights to the pier at Ash Shuaybah, the main port for the country of

Logistics

Kuwait, to support the explosive ordnance disposal mine-clearing efforts going in the country's only deep-water port."

The support force works with operational commanders to coordinate delivery of supplies by using a system that ships at sea have used for years. "Because of the nature of our sea service we, in the Navy, are accustomed to receiving people and stores at sea. We do it every day," said Sutton. "At ComNavLogSupFor we had to coordinate overhead times with the carriers and our heavy lift helo-capable hub ships so as not to interfere with the mission of the combatants. Once cargo was delivered to the hub ships, they in turn used their organic ship-based helos for distributing supplies to the combatants, combat logistic force and amphibious ships. One of our tasks in *Desert Shield* was to expand the supply system to accommodate a large number of ships and shore units in a relatively small area."

Medical support is another area in which the logistic command played a major role. The setup and operation of three fully-staffed, functional fleet hospitals required thousands of man-hours of planning from ComNavLogSupFor personnel. Hundreds of thousands of tons of equipment and nearly 5,000 medical and support personnel had to be transported in theater and then to the hospital sites.

"That was quite an accomplishment for the Navy. We took the lead in medical care with the fleet hospitals and the two hospital ships," he said. "That kind of build-up has never been attempted before and it came off without a hitch. While Seabee units attached to each fleet hospital played a vital role in the ground site preparation, the hospitals themselves were erected and outfitted primarily by the medical staff of the facilities. Even though, thankfully, there were limited combat casualties, our Navy Medical Treatment Facilities in-theater were pre-

pared to treat whatever casualties the forces incurred."

The Navy's attention to medical care for the troops and the rest of the world according to Sutton. "One, we came here to do the job and we mean business, and two, no burden is too heavy that it precludes first-rate medical care for our men and women in uniform."

When moving large amounts of cargo in and around a war zone in that part of the world, the threat of terrorism is heightened. Physical security against water-borne attack for three ports in the Gulf region was one of the first concerns raised during the massive build-up last summer. ComNavLogSupFor took on the responsibility of coordinating the efforts of the Port Security Harbor Defense Force.

Three PSHD groups set up operations in vital harbors on the Persian Gulf. The port in Bahrain along with those in Al Jubayl and Ad Dammam in Saudi Arabia were key to the success of the war effort as they received and transferred tanks, troops, ammo and supplies for U.S. and coalition forces. But those ports could have

been open to attack from terrorists or Saddam's forces if left undefended.

A successful strike on any one of these ports would do more than damage the morale of the field units — an attack could seriously disrupt vital supply lines and decrease the effectiveness of the air and ground war. The lives of soldiers and sailors could have been put in jeopardy if such an attack was carried out.

"Each PSHD group is made up of three components: a Mobile Inshore Underwater Warfare Unit that operates radar and sonar from the pier; a Coast Guard small boat security

Below: The Navy's supply system of hub ships and helicopters was expanded for *Desert Shield/Desert Storm*. Bottom: Seabees lay the groundwork for three fleet hospitals in theater.



Photo by CMO3 Ed Bailey



Photo by PH1(AC) Scott M. Allen



Photo by JO1 Lee Bosco

team; and a Navy EOD diver unit," said Sutton. "Of those components, the MIUWU and the Coast Guard unit are made up entirely of reservists."

During operations, the security group performs with the precision of a unit that has worked together for years despite the fact that this is a new concept and the members of the three components had never operated together prior to the crisis in the Gulf.

Ideally, any suspicious activity — whether a small craft or even an underwater swimmer — would be spotted on radar or sonar by the MIUWU. Orders would then be given for the Coast Guard to investigate the activity. Armed with .50-caliber machine guns, and with a patrol officer from the host nation, the Coast Guardsmen respond at high speed to keep the threat as far from the port as possible. If the threat is an act of aggression by a swimmer or vessel against allied interests, the security group operates under its rules of engagement to neutralize the threat. If the suspicious contact turns out to be a free-floating mine, EOD divers are called in to dispose of it.

"They've operated 24-hours-a-day since the beginning and just their presence at the ports has projected a powerful deterrent to anyone who might try an attack. If they know we're prepared for them and the odds for a successful raid are low, they might not try an attack."

Sutton said the performance of the reservists called up to active duty is one of the greatest success stories of the war. "These are professional peo-



Photo by JO1 Lee Bosco

ple who answered the call. My command is reserve-heavy and I couldn't be prouder of them. They show their professionalism and maturity in every job they tackle."

ComNavLogSupFor affected the outcome of the war in ways that aren't as obvious as the boom of the 16-inch guns of USS *Wisconsin* (BB 64), the launch of a *Tomahawk* missile from USS *Missouri* (BB 63) or the rumble of F-14's as they shot, Baghdad-bound, from the decks of six aircraft carriers.

ComNavLogSupFor is responsible for providing supplies to the forces still on station — from EOD divers clearing the harbors of Kuwait — to the mine countermeasures forces remaining in the Persian Gulf. The fleet hospitals have to be packed out and all the people and equipment have to return home. Until those troops and

Above: The complex logistics network included delivery of wounded to Fleet Hospital 15. Top: Terrorism was a concern but the Port Security Harbor Defense Force provided a strong deterrent.

equipment are packed up and headed home, ComNavLogSupFor's job is only half complete.

Logistics personnel will be working to finish the job long after the war fades from TV screens and newspaper headlines. As for ComNavLogSupFor, the command will be completely dissolved, but its architecture will be preserved to allow the Navy the option of re-forming it as a Naval Reserve element for future contingencies.

And anyone who served in-theater at any time since August 1990 owes a bit of thanks to that command. □

Bosco is a staff writer for All Hands.

Spotlight on excellence

Sailor trades dim past for bright future

Story by J03 Joe Jones

Boiler Technician 3rd Class Tan Pham, assigned to the engineering department on board USS *Saratoga* (CV 60) appears to be your typical "Sara" sailor — friendly and filled with pride.

Smiling proudly, Pham stands in front of the valves and gauges of his watch station in main machinery room number one and explains the functions of each valve.

"This is a steam cutoff valve which controls the amount of steam into that boiler," said Pham over the ever-present machinery noise of 1 MMR, "and this is the gauge which monitors it."

One thing that seems out of the ordinary about Pham is the English/Vietnamese dictionary he carries in his back pocket. He explains that he never looks at it during watch — only in his off-duty time.

"Whenever I have a break I study a little," he said. "I also carry it in case I hear a word in conversation that I don't understand. I didn't know any English when I first came to America six years ago."

Not only is English Pham's second language — America is his second home. Pham became an American citizen last year, but he still holds memories of his former home, Ho Chi Minh City, previously called Saigon in South Vietnam.

Once a democratic nation, South Vietnam has been under Communist control since 1975. "Living there was very difficult," he said. "The living conditions were terrible; you were not free to say anything, and the government was brutally unfair."

Life became so unbearable in Vietnam that Pham's parents decided that he and his younger brother, Think, should escape to freedom.

"Along with my mother and father, I have two sisters, a brother and other family still in Vietnam," Pham said. "Leaving there was the toughest thing I ever had to do. Hopefully, I can help them come over here someday," he said, as his perpetual smile slowly faded.



Getting Pham and his younger brother out of Vietnam was an expensive proposition. "Every time a person tries to escape they must leave by boat and pay the owner of the boat a fee," he said.

The boats used for escape were small fishing vessels. "If the passengers didn't die of dehydration or get captured by pirates — they were killed in storms," said Pham.

Pham believes it was worth the risk. "I would do it all over again," he said. "Freedom is worth the price."

The first refugee camp of many Pham arrived at was in Kuku, Indonesia.

"The camps were run by soldiers who were very strict. Anyone who disobeyed was often assaulted by the

soldiers. We lived in military-style barracks which were overcrowded," Pham said. "They would give us a bag of food with a lot of rice, and maybe a can or two of food.

"Everyone got the same amount, but the barracks with small children were luckier than most."

But Pham finally made it to America. "I had an uncle in Oakland, Calif., who sponsored me and arranged the paperwork to fly me from Singapore," he said.

His first sight of America is an image forever embedded in his mind. "Everything seemed so strange. There were big buildings everywhere, and there were so many cars. All of the people I saw were dressed so nice too," added Pham.

His introduction to the Navy was a chance encounter. "I was walking down the street past a Navy recruiting office and a first class petty officer stopped me and started talking to me," he said. "He told me about some of the benefits of the Navy: the steady pay, travel, benefits and more. The boiler technician's job sounded interesting, and I decided to enlist in April 1988."

Pham's been on board *Saratoga* since October 1988. "I can't say enough about his performance," said Pham's immediate supervisor BTC Clarence Bridges. "Considering all he has had to overcome makes it even more amazing. His performance is definitely 4.0."

Pham believes that joining the Navy was a good decision — a career choice which affords him many options. "Right now I've started the paperwork process to get my family out of Vietnam," he said. "It's one of my main goals. I've learned to just take one day at a time." □

Jones is assigned to the public affairs office, USS Saratoga (CV 60).



One more for “31-knot” Burke

Story by Pat A. Swift, photo by PH1(AC) Scott M. Allen

On a brisk sunny March day, approximately 200 spectators gathered on the front lawn of the Arleigh Burke Pavilion in McLean, Va., and waited for the building dedication to begin. The crowd anxiously anticipated the entrance of First Lady Barbara Bush, who would be guest speaker at this ribbon cutting ceremony, honoring 88-year-old ADM Arleigh Burke and his wife Roberta.

The Navy-Marine-Coast Guard Residence Foundation, founded in 1961, in conjunction with community support, helped open the Arleigh Burke Pavilion in an effort to combat the escalating problem of housing shortages for the elderly and to help the “forgotten widow.”



“Incidentally,” retired VADM Charles H. Griffiths, master of ceremonies and president of the foundation said, “this building wasn’t constructed for profit.”

Nestled in a secluded wooded area, the architectural structure with its breathtaking interior will house approximately 100 residents. Project construction began Nov. 2, 1989, and was completed Jan. 15, 1991. One month later, the first resident, 89-year-old Vera Schultz, moved in.

The man whose name the building carries, renowned as “31-knot Burke,” a brilliant naval tactician of World War II, a three-time Chief of Naval Operations and Commander of Destroyer Squadron 23, is the only living man in the history of the U.S. military to have a class of ships bearing his name — and now, a residential monument. However, Bush declared “He [Burke] helped to build this magnificent home for his fellow officers, and today, sir, you’re no great destroyer man, you’re a great builder.”

“I’m afraid to give remarks to that,” Burke said, “because I’m bound to say something wrong since I haven’t gone over the [words for a speech] with my wife.” Burke attributed his honor and success to the men who served with him.

Like the destroyers he commanded

First Lady Barbara Bush joins Roberta and Arleigh Burke in a time-honored ribbon cutting ritual opening the Arleigh Burke Pavilion.

and the class of ships that bear his name, Arleigh Burke has always been running full-speed ahead. But, at least on this day, he slowed down to capture a comical remark from his wife Roberta, “I’ve been chasing Arleigh for 67 years and I’ve finally caught up with him today.”

However, Bush added a joking line of her own as well when she said, “Someone really has a sense of humor when they asked me to speak to an audience like this [pointing to the crowd], ‘Admiral, Admiral, General, Admiral, Secretary.’”

“I’ve been in thousands of nursing homes before, but this Arleigh Burke Pavilion is like no other I’ve ever come across,” said Thomas McHattton, director of social services. “It is unique in that the residence offers three levels of care: assisted, intermediate and skilled.”

Other highlights of the home include: 24-hour medical care, short and long-term care ranging from weeks to months, and accessibility to shopping areas. “The pavilion also offers a physical fitness program that meets each patient’s ability,” according to activity director Chris Whetstone.

As Margret Osborne, a resident of the pavilion put it, “If it’s good enough for the Navy, then it should be good enough for all of us — don’t you think?” □

Swift is a staff writer for All Hands. Allen is a photojournalist for All Hands.



Court of Military Review

The court where justice has appeal.

Story by JO1 Andrew Wellman, photos by CWO2 Carl Henderson

A sailor has gone wrong. Sentenced at court-martial, he will be spending the next two years behind bars. His guilt has been established at the trial. His sentence was adjudged. But was he treated fairly?

"Hear ye, hear ye, hear ye, the honorable United States Navy and Marine Corps Court of Military Review is

now open and in session. God save the United States of America, and God save this honorable court." With these words the court commissioner opens the U.S. Navy and Marine Corps Court of Military Review, the Department of the Navy's court of appeals, which will insure the sailor's rights have been protected.

The court reviews court-martial cases of sailors and Marines where punishment includes a sentence of more than a year of confinement, punitive discharge, dismissal of an officer or death. NMCMR then decides whether the findings and sentence of those courts-martial are correct in law and fact.

The court, located at the Washington Navy Yard in Washington, D.C., also hears oral arguments, conducts research and writes opinions in all significant Navy and Marine Corps cases where the question of error is raised by the defense attorney after the court's own examination of the record of the court-martial proceedings, or when directed by the Judge Advocate General or next highest court, the civilian United States Court of Military Appeals.

"We're at the top of the Navy and Marine Corps military justice trial ladder," said CAPT Kent Willever, chief judge of the NCMCMR. "We decide cases and give feedback that says whether a court-martial was legally correct."

Opposite page: The court's judges: (front row, L-R) Marine Col. Charles H. Mitchell, CAPT Kent A. Willever, Marine Col. Eileen Albertson, CAPT Walter J. Landen, (back row, L-R) CAPT Thomas A. Lawrence, Marine Col. Richard A. Strickland, CAPT James A. Freyer, Marine Col. Franklin D. Holder and CAPT James E. Orr.

The NCMCMR reports directly to the Judge Advocate General of the Navy RADM John E. Gordon. Cases that are not resolved here due to further appeal go on to the Court of Military Appeals, beneath only the United States Supreme Court.

The court is presently made up of nine senior Navy and Marine Corps appellate judges who may sit as a whole or in three panels of three. The court is headed by a Navy captain who acts as a chief judge and sits as a panel member.

"We are a very diverse group," said Willever. "We have a former submariner, two prior enlisted persons, one who has served with the Joint Chiefs of Staff, ex-trial judges, commanding officers and I have served as a surface warfare officer on an aircraft carrier and a minesweeper."

Willever admits, "The court is not a highly visible job to the fleet. The drama has occurred at the crime scene and in the trial courtroom. What we do is take a measured look at the case."

Fellow judge CAPT Jim Freyer agrees. "We deal with academic debate, professional and dignified. The

court concerns itself with cases that require attention — from no corrective action to complete reversal."

With nine high-ranking Navy and Marine Corps officers working so closely together it is easy to imagine some rivalries. However, Willever explained, "Generally, we all know each other or know of each other by the time we get to this court. Judges here average 25 years of military experience. At this level, you just don't see those rivalry problems. We take our jobs very seriously and strive to be fair," he said.

The judges on the court are supported by three or four commissioners as well as civilian clerks and secretaries. The commissioners are Navy lieutenants and Marine Corps captains — lawyers who help research and review cases, write drafts of parts of some of the opinions and proofread the opinions written by the judges.

"We do whatever the judges need us to do," said LT Howard Klausmeier. "We're a sort of catch-all."

Commissioners spend a great deal of time pouring over the cases that come before the court, as well as, looking for points of law in other cases from other courts that might have an impact on them.

Each year between 4,000 and 5,000 cases are brought before the court. Couple those trial transcripts with the numbers of other courts' cases to read, and a commissioner's workload might be more easily measured in tons rather than in pages.

Klausmeier points to several impressive stacks of trial records on the table behind his desk and explains that reading is a big part of his job.

Despite lacking the drama of the TV courtroom, Klausmeier says many of the cases "become like a novel; your 'lawyer mind' kicks in."



Left: Court Commissioner LT Howard Klausmeier re-enacts the opening of the court.

LT Nanette DeRenzi of NMCMR's Appellate Defense Division, shows how she might bring up a point of law on her client's behalf during oral argument before a panel of Navy and Marine Corps judges.



With every word of the trial put down on paper, he said, you can get a real feel for what took place.

Courtroom drama aside, Klausmeier said his purpose is to help the court review cases for error. "If mistakes were made," he then asks, "how can we be fair to the sailor or Marine? Do we need to fix them or are they just harmless errors?" Basic to the court's mission is this two-part question, "Was there a mistake?" and "What do you do about it?"

The vast majority of cases are handled within the separate panels. The transcripts are reviewed, research is conducted, the judges vote and an opinion is written. The opinion then becomes law.

In most instances, three judges, the minimum required for any decision, decide the case. But in some cases nine judges are required. This seating of nine judges is known as *en banc* (from the French "in the bench"). An *en banc* seating is prescribed for cases of exceptional importance, cases where panels of the court disagree, cases involving the death penalty and

other cases requiring more uniformity than is present in panel votes.

"Even the simplest case can make precedent. Every case is important, potentially to the system and always to the appellant."

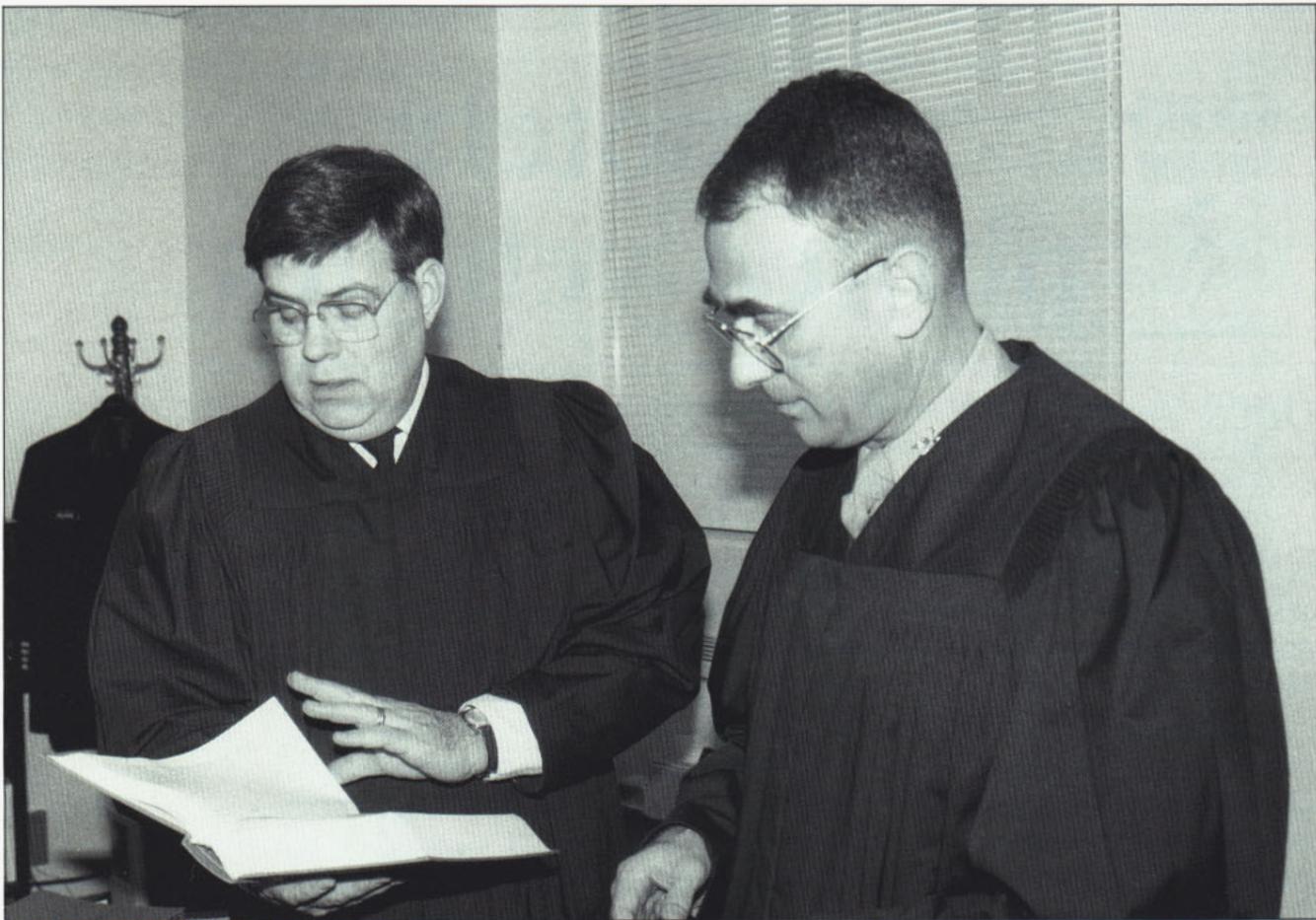
In a smaller percentage of cases, the appellant's (the sailor or Marine convicted at court-martial) defense counsel can request a hearing by pointing out error in the court-martial proceedings. If the request is found to have merit, the case is placed on the docket and will come up for argument in a courtroom setting.

Oral argument is as close as the NMCMR comes to duplicating the court-martial setting. Absent, though, is the defendant, who at this time is either in prison or awaiting discharge, if the court upholds his conviction and sentence. Nor are there any witnesses. The appellate counsel is simply trying to convince the court that there was error in the court-martial proceedings or that the sentence is unfairly severe.

During argument both the defendant and the government are represented by lawyers. In most cases both sides are Navy or Marine Corps attorneys. The appellant can hire his own civilian lawyer as a representative.

According to Freyer, the NMCMR works just like a civilian appellate court. In fact, this is a "statutory, congressionally mandated court," he says. What this means is that any lawyer experienced in the appellate process would be able to present his or her client's case without being inundated with unfamiliar traditions.

LT Nanette DeRenzi, a Navy lawyer assigned to the Navy-Marine



Chief Judge CAPT Kent A. Willever and Senior Judge Marine Col. Richard A. Strickland examine an opinion written on a case resolved at NMCMR.

Corps Appellate Review Activity as appellate defense counsel, says sometimes the appellant "feels the need for an outsider," but stresses that Navy lawyers are no less professional or skilled than those in the civilian sector, nor are they any less fervent in their representation.

"As both a trial defense attorney and an appellate attorney I feel I did a good job if the government was mad at me," she said, "not because I was unethical or disrespectful, but

because I zealously represented my client. How you handle a case," she added, "is a sign of your professionalism."

LCDR J. Richard Chema, who represents the government, said a Navy lawyer's sense of integrity goes beyond any perceived conflict. "The United States takes steps to fight for freedom abroad and maintains that attitude here with our own people. What we're doing here is important to preserve our freedom at home," he said.

By the time a case makes its way to oral argument before the Court of Military Review, the questions raised have been focused. Each side is generally given 30 minutes to make its best argument. "You narrow the issues as you step up in the pyramid of courts," explained Klausmeier.

Of the thousands of cases that come to NMCMR most stop here, according to Willever. "And of the cases that don't end here, very few are reversed." Willever said he doesn't like to keep percentages on overturned cases because, "I don't want to end up set-

ting goals for such things."

Even though the majority of cases are affirmed by the Court of Military Review, Freyer said, "affirmation does not mean a perfect trial." But he concludes, "The low reversal rate is attributed to well trained judge advocates."

Only a small percentage of Navy and Marine Corps people ever come into contact with the court-martial process. Klausmeier said, "We have good people in the military, their quality is outstanding and they're disciplined. However," he added, "if a person is court-martialed and the case is serious enough, the accused has a right to the review process."

"Discipline," concluded Willever, "is part and parcel to what we do every day. Even the simplest case can make precedent. Every case is important, potentially to the system and always to the appellant." □

Wellman and Henderson are reservists assigned to Navy Internal Relations Activity.



Remotely piloted vehicles

Seabees lay groundwork for "eyes in the skies."

Story and photo by J01(AW) Paul Russo

When Marine artillery pounded Iraqi bunkers, command posts and artillery positions at the start of the ground war, many of the huge 155mm and 8-inch shells landed wide of their targets. But infrared and video pictures from a remotely piloted vehicle — a small unmanned aircraft circling the Iraqi positions — allowed Marine gunners to adjust their aim.

According to Marine Capt. Peter De Salva, the correction by the gunners proved devastating to the Iraqis when enemy bunkers, command posts and artillery positions were destroyed.

This episode and many more examples are graphic demonstrations of the tactical effectiveness of RPVs in the ground and air war.

The RPVs, resembling oversized model planes, took off and landed on a runway constructed by Seabees of Naval Mobile Construction Battalion 5. According to Marine Maj. Greg Russell, commanding officer of the 2nd RPV, "We couldn't have done our mission without the support from the Seabees." He added that the planes couldn't have flown without Seabee planning, surveying, runway construction, collateral support sites for the ground control stations and strongback tents.

Chief Engineering Aide Tom

Marines from 2nd RPV prepare remote piloted vehicles used to observe Iraqi troop movements and activities in Kuwait and southern Iraq.

Stanley, chief surveyor for the project, noted the Marines wanted an airstrip close to the Kuwaiti border. "We started surveying the site before the outbreak of war Jan. 17."

steelworkers, equipment operators and engineers of NMCB 5, the 1st and 2nd Marine Expeditionary Force had eyes in the sky for their gunners and pilots. The RPVs searched for enemy troop



Once the surveying was finished, a team of Seabees directed by Steelworker 1st Class Steve Auton came in with their heavy equipment. They prepared and installed 1,500-foot by 60-foot airstrip matting. The project was finished shortly before the ground war started Feb. 24.

Thanks to the excellent job by the

concentrations, vehicle movements, armor and artillery positions. The information was relayed to Marine gunners and pilots allowing them to zero in on and destroy the threats to American and allied troops. □

Russo is assigned to the public affairs office, Naval Mobile Construction Battalion 5.

Bearings

Mail to 'Any Service Member' floods battleship *Wisconsin*

Inquiring minds want to know: "Is it fun to have your job?" "Do you ride camels?" "Have you done anything dangerous yet?" "Did you get hurt?" From around the country, school kids are asking these questions and many more inundating battleship sailors aboard USS *Wisconsin* (BB 64) with "Any Service Member" mail.

The writers are children, former service people and just ordinary folks showing their support for *Wisconsin* sailors who had been on station in the Persian Gulf for Operation *Desert Shield/Storm* since Aug. 23. *Wisconsin* has received thousands of letters and packages through the morale-boosting program set up by newspapers and television stations in the state of Wisconsin; advice columnists "Dear Abby" and "Ann Landers;" and various schools, colleges and other thoughtful organizations throughout the United States. More than 1,000 individual letters arrive with each on-load of mail along with 20 to 30 large envelopes of letters from school classes. Individual letters are given out during special mail calls handled by the ship's public affairs office, while the packages are opened and

posted in one of the ship's classrooms for further distribution.

The questions continue in a steady flow to the dreadnought: "How do you feel about the war?" "Do you like it where you are?" "How hot is it usually?"

In addition to the posted letters are books of greetings and good wishes from Livingston, Texas, and the Hampton Roads, Va., area. Diane Fields of Livingston set up a table at a local shopping center asking people to write a few words to service members in the Gulf. In Virginia as well, *Wisconsin's* homeport citizens wrote special words and thoughts to deployed family members and loved ones in a book placed at area malls and shopping centers.

"We've gotten so many boxes, I don't know where we are going to put them all," remarked LT Robert Raine, the ship's public affairs officer, "but we'll keep passing them out to the crew as they come in." At one special mail call, more than 250 boxes of "goodies" like candy, cookies, writing paper, lip balm, soap and even a portable cassette player, were passed out to the crew.

Prevailing comments found in some letters include: "At least you'll get a tan." "I wrote to show you that I care." "Red hair, blue eyes . . . write to me and I'll write back." "I have school — you are lucky because you don't have school." "Keep your heads down." and "I hope you beat those turkeys!"

The Any Service Member mail program has provided many hours of enjoyment for *Wisconsin* sailors. It has also spread the good name of the dreadnought across America. The battleship received a letter from a class at J.D. Wells Junior High School in Brooklyn, N.Y., thanking the sailors



Photo by PH1 Bruce Morris

EMFN Scott Nickell and DCFN Jay Kelley get their portion of "any service member" mail from IC1 Dave Monroe and JO3 Tom Kreidel.

for responding to their pen pal program.

"I must say that I was greatly impressed with your people," wrote Mary Holmes, their teacher. "Not only were they articulate communicators, but they also expressed a genuine interest in the students. I found your people to be positive role models for children who come from a neighborhood infested with the many evils of urban blight. I'm reminded of a very simple, yet poignant expression, 'No man stands so tall as when he bends to help a child.'"

The people of the country are flooding the battleship with notes of gratitude to sailors for the sacrifices they've made. The mail program also helps the people back home see the Navy as individual men and women, who are similar to themselves in many ways, with the same concerns and dreams. In return, sailors receive scarce news from home, strike up friendships through the mail and develop a feeling that the long months away from home are all worthwhile. ■

—Story by JOCS(SW) Michael Burke assigned to the public affairs office, USS *Wisconsin* (BB 64).

***Wisconsin's* public affairs office staff wait for mail call to begin.**



Photo by PH1 Bruce Morris

Bearings

JFK's VAST center makes quality top priority

An F-14A *Tomcat* cruises comfortably at 5,000 feet and 300 knots. Tests conducted on the complicated equipment and associated systems on board the fighter aircraft have been successful up to this point. Now it's time to run the *Tomcat* through the maximum end of the test spectrum to make sure the equipment is prepared to handle any situation which may arise. Within a blink of an eye, the technicians send the F-14 screaming upward to the dizzying altitude of 100,000 feet and 1,000 knots.

No, this isn't a video game, and yes, under normal constraints the scenario described is virtually impossible to obtain in real life for even the most skilled pilot, but if you use a little imagination the men from USS *John F. Kennedy's* (CV 67) Versatile Avionic Shop Test Center can take you on this death defying ride.

This VAST scenario was created by Building Block 34, which is a pressure generator used during the automatic testing of the F-14's air data computer and other weapons replaceable assemblies, to simulate various flight conditions. VAST's primary responsibility is to troubleshoot faulty WRAs

from the squadrons on board *JFK* with the help of BB 34 which can be programmed to simulate air pressure at an altitude range of 1,500 feet below sea level to 100,000 feet above and an airspeed range of 40 to 1,000 knots.

"We troubleshoot it down to a circuit card or component and replace it with a known good one," explained Chief Aviation Fire Control Technician (AW) Ronald Gagnon, Intermediate Maintenance 3 division's VAST branch chief. "After we replace all faulty components inside the WRA we test it again. If it passes, it's considered ready for issue, which means it's in 100 percent working condition and ready to be used in the aircraft once again."

VAST works by interfacing bad boxes [WRAs] into the station through an interconnecting device. The operator installs the appropriate tape for the test to be performed and the computer takes over. The computer tells the building block to send

AT3 Roberto Yadao troubleshoots one of the circuit boards from an F-14 *Tomcat's* on board computer signal data computer.

a signal or voltage to the box being tested. The box processes the signal and sends it to the VAST station where the computer determines whether the response is acceptable, if so, it proceeds on to the next test. If the signal is not within parameters, the computer orders it to link up to a diagnostic program and troubleshoots the box to the faulty circuit card. The card is replaced and testing resumes.

"The parameters on the computer tape are tighter than what the box actually needs in the aircraft," said Aviation Electronics Technician 1st Class Larry White, production and maintenance supervisor for VAST's five work centers. "That's where we get our high degree of reliability and we can ensure 100 percent that a box is ready for issue and ready to go back into the airplane.

"I've never seen anything like VAST in my life," said White. "The system is capable of running 150 different boxes of the F-14A *Tomcat*, the S-3B *Viking* and the A-7E *Corsair II*. That's where they get the versatility part of the VAST acronym.

"AirLant [Commander Naval Air Forces Atlantic] says we have the best VAST afloat on the East Coast right now," White said. "I guess the reason they say we're the best is the way we maintain our systems. I think the real mainstay of VAST is our on-line and off-line technicians."

Gagnon agreed, "I think the men working for me are extremely dedicated. They do it because they care and I'm very proud of the work this work center puts out. It's like Ford says [in their commercials], 'Quality is job one.'" ■

—Story by JO3 Alan D. Day assigned to the public affairs office, USS *John F. Kennedy* (CV 67).



Photo by PH3 Paul Hawthorne

Bearings

Yuquimpo: 'Dragon of the Sea' helps East meet West

In China, 1964 was ruled by the dragon. At the same time, the Republic of the Philippines' capital city of Manila was in flames. In the midst of this bedlam a child was born who would ironically grow into a man speaking of harmony and peace.

Mess Management Specialist 3rd Class Kim J. Yuquimpo, stationed aboard USS *Duluth* (LPD 6), possesses the oriental features bestowed on him at birth by a Chinese father and Filipino mother. He also has a black belt in Tae Kwan Do earned through years of dedication to the martial arts. Through a small family-owned garment manufacturing company in Manila, Yuquimpo developed a head for business and a tongue fluent in English, Tagalog and the Chinese dialect of Fookien. However, with the boldness inherent in youth, Yuquimpo was intent on getting involved in both the family business and the martial arts.

"Chinese families in the Philippines are business oriented," he said, "But my family used to scold me for spending more time on my body than on my family's business. My father said that tae kwan do wouldn't put food in my mouth."

Yuquimpo studied Chinese kung fu and judo, surrounded himself with books, magazines and videotapes on martial arts, and in 1982, while attending college he enrolled in tae kwan do. In less than a year, he won a gold medal at the 5th National Tae Kwan Do competition in Manila in the senior form division. In less than two years he took his black belt examination and joined the Tae Kwan Do Blackbelt Brotherhood. By the end of his third year at college he was studying the art of aikido.

In addition to college and the martial arts, Yuquimpo worked as



MS3 Kim J. Yuquimpo demonstrates the energy and concentration necessary to be a Tae Kwan Do black belt. He attained his black belt through years of dedication to and constant learning of the martial arts.

an underwriter for an insurance company and sales agent for his family's business. With his father's sight failing, Yuquimpo was forced to break away from his active pursuit of a bachelor's degree in commerce and devote more time to the family business.

Then in 1988, Yuquimpo's life took a new turn when he enlisted in the U.S. Navy and one year later found himself on active duty. He quickly established himself as someone who sets high goals. In boot camp Yuquimpo was named "Outstanding Recruit;" in mess specialist "A" school he was recognized for his academic achievement and advanced to petty officer third class; and in "C" school he was at the top of his class.

However, Yuquimpo had little trouble keeping a proper perspective with his fast-paced life, drawing upon his wealth of ancient oriental wisdom. "I can find peace amidst a city's roar," he quoted. "My peace is cradled within."

Aboard *Duluth*, his first command, he has already made important contributions. As food service division records keeper he is responsible for everything dealing with accountability in food service. His collateral duties include messdeck master-at-arms, stretcher bearer for the repair locker and standing low-visibility watches. His shipmates asked him one additional favor.

"A lot of the crew wanted me to teach them tae kwan do," he said. "But I'm not authorized to teach. But I will always share this valuable art with anyone who will respect it."

Yuquimpo still has a few goals to attain: to finish college and pursue a master's degree; to complete coursework to become a hospital corpsman; to live in the United States and provide the best possible future for he and his wife Maricor; and to make the Olympic team, but concedes that all of his plans are now being made as a married man. He is also confident that the patience and discipline he learned as a martial artist will help him achieve each and every one of those goals.

"In the art," Yuquimpo explained, "you learn how to avoid kicks, control emotion, focus on your own kicks and the art of breathing to calm you down. You can learn how to accept pain as a part of life and learn to take a hit from life too."

It's an ideal that could be embraced by everyone. For if a man born in the midst of chaos can come to so fully believe in inner peace, then it brings a promise of a brighter outlook for us all. ■

—Story and photo by JO3 J. Vincent Dickens assigned to 7th Fleet Public Affairs Representative, Subic Bay, Republic of the Philippines.

Bearings

Donation of music boosts morale aboard USS America

USS *America* (CV 66), operating in the North Arabian Sea in support of Operation *Desert Storm*, and Birdland Music of Virginia Beach, Va., though halfway around the world from each other, teamed up to enhance morale for sailors and Marines aboard the aircraft carrier.

Birdland, a family-owned record shop in the Hampton Roads, Va., area for more than 25 years, donated nearly 200 cassette tapes of various artists for *America* to use for the crew as they saw fit.

"We wanted to give a gift which would appeal to everyone," said Birdland manager Brian Friedman. "My family was delighted to have the opportunity to provide music for the men of USS *America* to enjoy while serving in the Gulf."

America's Commanding Officer RADM (sel) John Mazach received



Disc jockey JO2 David E. Smith prepares *America's* radio audience for the next music giveaway.

the gift and was struck by the generosity. "It's impossible to describe the positive effect this sort of support has on the crew. The city of Virginia Beach, and the Hampton Roads area in general, have made us feel missed while we're away. This [Birdland's donation] is a great example of the support we enjoy from back home."

The tapes were turned over to the ship's radio station, and although could not be played over the air due to regulations, they were dispersed to the crew in contests. "It's a windfall," said Journalist 2nd Class David Smith, station manager. "Hearing the same music for months at a time is terrible. This will certainly breathe new life into a lot of guys' music collections."

One of the first lucky recipients of a tape won in a ship's radio call-in contest, Seaman Chris Godfrey, said, "I think it's great. Since we only have one radio station, I listen all the time. Having a contest where you can win some new music makes it seem more like you're listening to a radio station back home." ■

—Story and photo provided by the public affairs office, USS *America* (CV 66).

Battleship bell finally reaches home soil in Minnesota

After traveling the globe and surviving World War I, the bell of the battleship *Minnesota* (BB 22) has reached home soil for the first time in its 84-year history, thanks to the Navy League Councils of Minneapolis/St. Paul and Western Lake Superior.

Minnesota's bell was presented to the city of Minneapolis by the Navy League and will be permanently displayed with its sister bell from the World War II heavy cruiser USS *Minneapolis* (CA 36) in the Minneapolis Convention Center Plaza. *Minnesota* was one of 16 battleships sent on a world cruise by President Theodore Roosevelt as part of the "Great White Fleet" from December 1907 to February 1909. During World War I she served with the battleship force cruising off the middle Atlantic sea-

board and was instrumental in returning 3,000 veterans to the U.S. from Brest, France.

After a long and useful life, *Minnesota* was decommissioned in 1921 and sold for scrap; the only remnant of her in existence today is her 750-pound bell.

In 1922, the bell wound up in Crawfordsville, Ind., after a Rotary Club chapter requested a bell from the government in order to follow formal meeting procedures. The bell was housed in the hotel where meetings were held, but hotel guests confused the ringing of the large bell with the fire alarm system, so the bell was moved to a local park. It remained there until 1989 when the park was modified, leaving no room for the bell.

The Navy League Council of the

Twin Cities went to work on obtaining the bell. Navy League President Jim Dailey and member Warren Johnson, who headed the project, took a year to secure the bell, make arrangements for transporting it to Duluth, Minn., by ship from Gary, Ind., and ultimately deliver it by truck to its final resting place at the Minneapolis Convention Center Plaza. It was there that Dailey and Johnson presented *Minnesota's* bell to Minneapolis City Councilwoman Alice Rainville and Convention Center managers Dec. 27, where it was scheduled to join the bell from *Minneapolis* in official dedication ceremonies May 17. ■

—Story by JO3 Erik L. Jones assigned to the public affairs office, Navy Recruiting District Minneapolis, Minn..

News Bights

Master Chief Navy Counselor (SW) Ginger L. Simpson has been selected as the third enlisted director of the U.S. Navy Senior Enlisted Academy in Newport, R.I., and is the first woman to serve in that capacity.

Simpson will relieve Master Chief Radioman (SS) Major "Butch" Laurion as director July 1.

Simpson was chosen by a selection board from a field of eight finalists. In addition to Laurion board members included: Master Chief Petty Officer of the Navy, AVCM(AW) Duane R. Bushey; Chief of Naval Education and Training Fleet Master Chief Albert Jackson; CAPT Al D. Jones, director for Training, Naval Education and Training Center; and Dr. Imelda Idar of the Chief of Naval Operations' Total Force Training and Education Division.

As director of the academy, Simpson will be charged with directing the Navy's premier course of leadership study for selected senior chief and master chief petty officers. The nine-week course is designed to prepare graduates to better fulfill their leadership responsibilities through improved communication skills, management of military personnel and material resources, knowledge of national security affairs and heightened physical readiness.

* * *

President George Bush signed an executive order March 13 establishing a Southwest Asia Service Medal for members of the U.S. Armed Forces who served in-theater during Operations *Desert Shield* and *Desert Storm*.

The award, designed by the Institute of Heraldry, is in recognition of the special sacrifices and outstanding performance of U.S. military personnel who deployed to Southwest Asia after Aug. 2, 1990. Specific eligibility requirements and further instructions will be published by the secretaries of the military departments in the near future.

The medal is suspended from a sand-colored ribbon with red, white, blue, green and black stripes. The medal's face depicts the desert and the sea, with a tank, armored personnel carrier, helicopter, ship and aircraft in recognition of joint-service participation. The medal's reverse depicts a sword entwined with a palm frond symbolizing military might and preparedness in defense of peace.

* * *

World United Service Organizations' President Chapman B. Cox recently announced the details

regarding the distribution of \$1.3 million of donated meals and cash from USO's *Desert Storm* Family Support Fund to benefit families of military service personnel around the world.

Donations were distributed to areas where the concentration of military families in need was greatest. "We will donate \$30,000 each to the Army Relief Society, Navy - Marine Corps Relief Society and Air Force Aid Society, which assist families designated by [local] commanders as needing help," said Cox.

An additional \$244,500 was used to arrange welcome home ceremonies and to maintain ongoing family support programs already being provided by USO, primarily overseas in Germany and Okinawa, Japan.

The USO Family Fund was made possible through gifts of \$200,000 by the Coca-Cola Company, \$100,000 from Ronald McDonald Children's Charities and \$33,500 from donations received by USO in general support of the troops overseas. McDonald's Inc., also contributed \$1 million in food certificates to be distributed by USO World Headquarters to its USO centers and National Guard facilities throughout the U.S. and overseas where the McDonald's restaurants are located.

Funds were distributed at the end of March and USO officials plan to continually funnel additional donations into family programs as the funds come in.

* * *

Projected military force level reductions in Europe have led to reduced operations at several European Armed Forces Recreation Centers in Southern Germany.

The General Abrams Hotel in Garmisch and the Berchtesgadener Hof/General McNair complex ceased operations on April 1. In April of 1992, all AFRC-E operations in Berchtesgaden will close.

Facilities that will remain open, including others located in Garmisch, will provide service personnel with a full range of accommodations and recreational activities. According to Peter Isaacs, director of the Hospitality Management Group, U.S. Army Community and Family Support Center, operations at the Lake Chiemsee facility will also be retained. Lake Chiemsee offers a first class facility that provides access to water sports and is located close to other outdoor recreational areas in the Bavarian Alps.

A detailed customer analysis was conducted by the Army and U.S. commanders in Europe to ensure that the facilities best able to support military personnel and their families remain open. □

Mail Buoy

Reversed photo?

While reading the January issue of *All Hands* and the story on the decommissioning ceremony of USS *Iowa* (BB 61), I noticed something very peculiar about the ceremonial party on Page 8.

Page 7 shows the commanding officer in full dress signing the final entry in the deck log and all of his medals are on the left side in accordance with Navpers 15665G, Articles 103013 and 103014. Turning to Page 8, I noticed that they appear to be wearing their medals on the right side, so I ask myself what's wrong with this picture? I pulled out the uniform regulations to check special occasions for wearing medals on full dress uniforms and they are always worn on the left side, as I had expected and knew to be so, yet, I just had to check. At this time, I am wondering how such senior officers could make such a gross mistake and wear medals on their right side, so I returned to Page 7 and checked there. Sure enough, they are worn on the left side by CDR Morse.

The only solution I can find for this is that the negative for the picture was turned around to look as though they were wearing them on the right side. I have no idea how this situation can be rectified other than maybe an explanation in a future issue of *All Hands* explaining the circumstances as to why the medals appear worn incorrectly. Maybe an apology to all officers and men concerned?

—MACS(SW) Jeffery T. Johnson
FPO San Francisco
USS *New Orleans* (LPH 11)

—You're right. The photo was accidentally flopped, our mistake. — ed.

Charting unknown waters

Gail Cleere's opening paragraph in "Charting Unknown Waters" in February's *All Hands* is right on the mark.

"When mariners sailed into unfamiliar waters without appropriate nautical charts, they were always in danger of running aground." Most people, quartermasters and officers alike, believe, because we exist in an age of technology and satellite imagery, that charts in use are constantly up-to-date. Remember two things about this. First, they're not. Second, all ships are surveyors.

In 1983, elements of Task Group 28.2

operated in international waters off the coast of Nicaragua and Honduras. The ocean area off both nations has a considerable shelf, the bottom being primarily live [growing] coral. Charts used were based on sounds from the 1880s. Many nasty surprises were encountered. One example, a USS *Cimarron* (AO 177)-class oiler, was operating inside the 100 fathom curve, in waters charted for depths of 20 to 25 fathoms. Soundings were consistently 2 to 3 fathoms less. In the space of several hundred yards the fathometer trace showed a rise from 18 fathoms beneath the keel to 4, where it stayed for several minutes, along with an exponential increase in the pucker factor on board. Islands were visually identified that were charted as shoals. On the Pacific Coast of Nicaragua it was reported the entire charted land mass was two miles off. These navigation "quirks" proved so nettlesome that the entire task group was ordered to retire seaward of the 100-fathom curve, which degraded the group's ability to perform its mission.

All was not lost. Each ship was directed to maintain a fathometer log noting latitude, longitude and depth. Upon consolidation these were submitted to the Defense Mapping Agency. Within the year, updated charts for the areas were issued, with a great deal of current information included. Some were from recent NOAA surveys, but the majority were derived courtesy of the ships of TG 28.2.

Remember, when you operate in unknown or poorly charted waters, you are the Oceanographer of the Navy. Help make it safer for everyone.

—LCDR Albert J. Ward
FPO Miami, Fla.
USS *Scout* (MCM 8)

He says, she says

In the article on the Navy Finance Center Cleveland in December's *All Hands*, JO3 Volkland (sic) compares NFC to umpiring and waiting on tables in a restaurant. While there are no problems with this analogy, there is a problem when JO3 Volkland (sic) uses HE and HIS for umpires and SHE and HERS for people who wait on tables.

A bigger problem is the fact the review process did not catch his blatant example of sexism. As a former umpire who never waited on tables, I hope that future articles in *All Hands* will not contain

similar stereotypes.

—LCDR Sandra L. Lawrence
FPO New York
NavOpSuppAct

—JO2 Karalis (the actual writer) was paraphrasing Karen Mate, an analyst at the Finance Center in Cleveland. — ed.

Reunions

• **USS Parker (DD 604)** — Reunion July 3-7, Honolulu, Hawaii. Contact Russell H. Fernandes Sr., 110 Alvil Road - Elsmere, Wilmington, Del. 19805; telephone (302) 998-8001.

• **USS South Dakota (BB 57)** — Reunion July 4-7, Sioux Falls, S.D. Contact Ray Kanoff, 1210 N. 12th St., Norfolk, Neb. 68701; telephone (402) 371-0242.

• **Vietnam Helicopter Pilots Association** — Reunion July 4-7, Reno, Nev. Contact Jack Glennon, 7 W. Seventh St., Suite 1940, Cincinnati, Ohio 45202; telephone (513) 721-VHPA.

• **Marine Korvets** — Reunion July 8-18, Korea. Send self-addressed stamped envelope to: Marine Korvets, 26 Fermac St., Albany, N.Y. 12205-4705.

• **USS Ashland (LSD 1/LSD 48)** — Reunion July 10-13, Slidell, La. Contact Milt Ferguson, 1540 E. Moore Road, Hillsdale, Mich. 49242; telephone (517) 437-7205.

• **USS Independence (CV 62) and Air Wings** — Reunion July 11-14, Washington, D.C. Contact Denis Bagley, 12 Trenton Ave., Edison, N.J. 08817; telephone (908) 819-0359.

• **USS Boston (CA 69/CAG 1/SSN 703)** — Reunion July 12-14, Washington, D.C. Contact USS *Boston* Shipmates Inc., P.O. Box 816, Amherst, N.H. 03031

• **USS Benevolence (AH 13)** — Reunion July 12-14, Muskegon, Mich. Contact Harry Larson, 2658 Fontenelle, Muskegon, Mich. 49441; telephone (616) 755-3659.

• **USS Rotanin (AK 108)** — Reunion July 12-14, Post Falls, Idaho. Contact Edward Wakefield, P.O. Box 1174, Post Falls, Idaho 83854; telephone (208) 773-0668.

• **NAF Mildenhall, England** — Reunion July 14-18, Las Vegas, Nev. Contact Louise Murray, Route 1, Box 14, Acker Hill Road, Kaw City, Okla. 74641.



In memory of our fallen shipmates

Lance Cpl. Thomas R. Adams
 Lance Cpl. Frank C. Allen
 Cpl. Allen M. Auger
 AE3 Michael L. Belliveau
 Cpl. Stephen E. Bentzlin
 Cpl. Kurt A. Benz
 Cpl. Dennis W. Betz
 Cpl. Scott F. Bianco
 BTFN Tyrone M. Brooks
 AA Christopher B. Brown
 AA Darrell K. Brown
 AT2 Andrew T. Cady
 SN Monray C. Carrington
 AN Larry M. Clark
 Staff Sgt. Michael R. Conner Sr.
 LT Patrick K. Connor
 Cpl. Michael D. Cooke
 LT William T. Costen
 Cpl. Ismael Cotto
 AMS3 James F. Crockford
 Capt. William D. Cronin Jr.
 Lance Cpl. James B. Cunningham
 SM3 Delwin Delgado
 WO1 Thomas M. Diffenbaugh
 Capt. Gary Dillon
 Capt. Kevin R. Dolvin
 Lance Cpl. Joseph D. Dougherty III
 LT Robert J. Dwyer
 Capt. Jonathan R. Edwards
 Lance Cpl. Eliseo Felix
 AO3 Anthony J. Fleming
 AKAN Gilbert A. Fontaine
 Lance Cpl. Arthur O. Garza
 BT3 David A. Gilliland
 Lance Cpl. Troy L. Gregory
 Cpl. Albert G. Haddad Jr.
 Sgt. James D. Hawthorne
 Capt. David R. Herr Jr.
 AEAA Kevin J. Hills

Pfc. Adam T. Hoage
 Sgt. Larry G. Hogan
 Cpl. Raymond L. Horwath Jr.
 LT Daniel V. Hull
 Capt. William J. Hurley
 BT2 Mark E. Hutchison
 FN Wilton L. Huyghue
 FC3 Timothy J. Jackson
 Lance Cpl. Thomas A. Jenkins
 MMFA Dale William Jock
 Cpl. Daniel D. Joel
 AA Alexander Jones
 EM3 Daniel M. Jones
 Cpl. Phillip J. Jones
 AMS2 Troy Josiah
 Sgt. Kenneth T. Keller
 MSSA Nathaniel H. Kemp
 Sgt. John R. Kilkus
 Cpl. Victor T. Lake Jr.
 Lance Cpl. Brian L. Lane
 Lance Cpl. James M. Lang
 Lance Cpl. Michael E. Linderman Jr.
 LT James H. Love
 Lance Cpl. James H. Lumpkins
 EM2 Daniel Lupatsky
 FN Michael N. Manns Jr.
 Maj. Eugene McCarthy
 AN Brent A. McCreight
 BTFN Daniel C. McKinsey
 Sgt. Garrett A. Mongrella
 1st Lt. Michael N. Monroe
 Staff Sgt. Lance M. Monsen
 Sgt. Candelario Montalvo
 Staff Sgt. Thomas J. Moran
 AA Randy L. Neel
 Pfc. Michael A. Noline
 Lance Cpl. Arthur D. Oliver
 Cpl. Aaron A. Pack
 BT2 Fred R. Parker Jr.

ABF2 Marvin J. Plummer
 Lance Cpl. Kip A. Poremba
 Lance Cpl. Christian J. Porter
 Capt. Manuel Rivera Jr.
 Sgt. Ernest Rivers
 Cpl. Timothy W. Romei
 DS3 Matthew J. Schiedler
 Pfc. Scott A. Schroeder
 DK3 Timothy B. Seay
 MSSA Jeffrey A. Settimi
 Staff Sgt. David A. Shaw
 FTC Jeffrey W. Shukers
 MM3 James A. Smith Jr.
 Lance Cpl. David T. Snyder
 LT John M. Snyder
 Capt. David M. Spellacy
 Pfc. Dion J. Stephenson
 Lance Cpl. Anthony D. Stewart
 RMSN Roderick T. Stewart
 Cpl. James H. Sylvia
 AME3 Phillip J. Thomas
 Capt. James K. Thorp
 Lance Cpl. Thomas R. Tormanen
 LT Charles J. Turner
 Capt. Reginald C. Underwood
 BT1 Robert L. Volden
 Lance Cpl. James E. Waldron
 Lance Cpl. Daniel B. Walker
 LT David A. Warne
 AE2 Brian P. Weaver
 Capt. James N. Wilbourn
 MS2 Philip L. Wilkinson
 CWO2 Bernard S. Winkley

Missing in Action

LCDR Barry T. Cooke
 LCDR Michael S. Speicher

