

A soldier in camouflage gear and a hood is leaning over a large, rusted metal mine on a beach. The soldier is looking down at the mine with a focused expression. The mine is covered in sand and rust, with several protruding components. The background shows a sandy beach and the ocean waves.

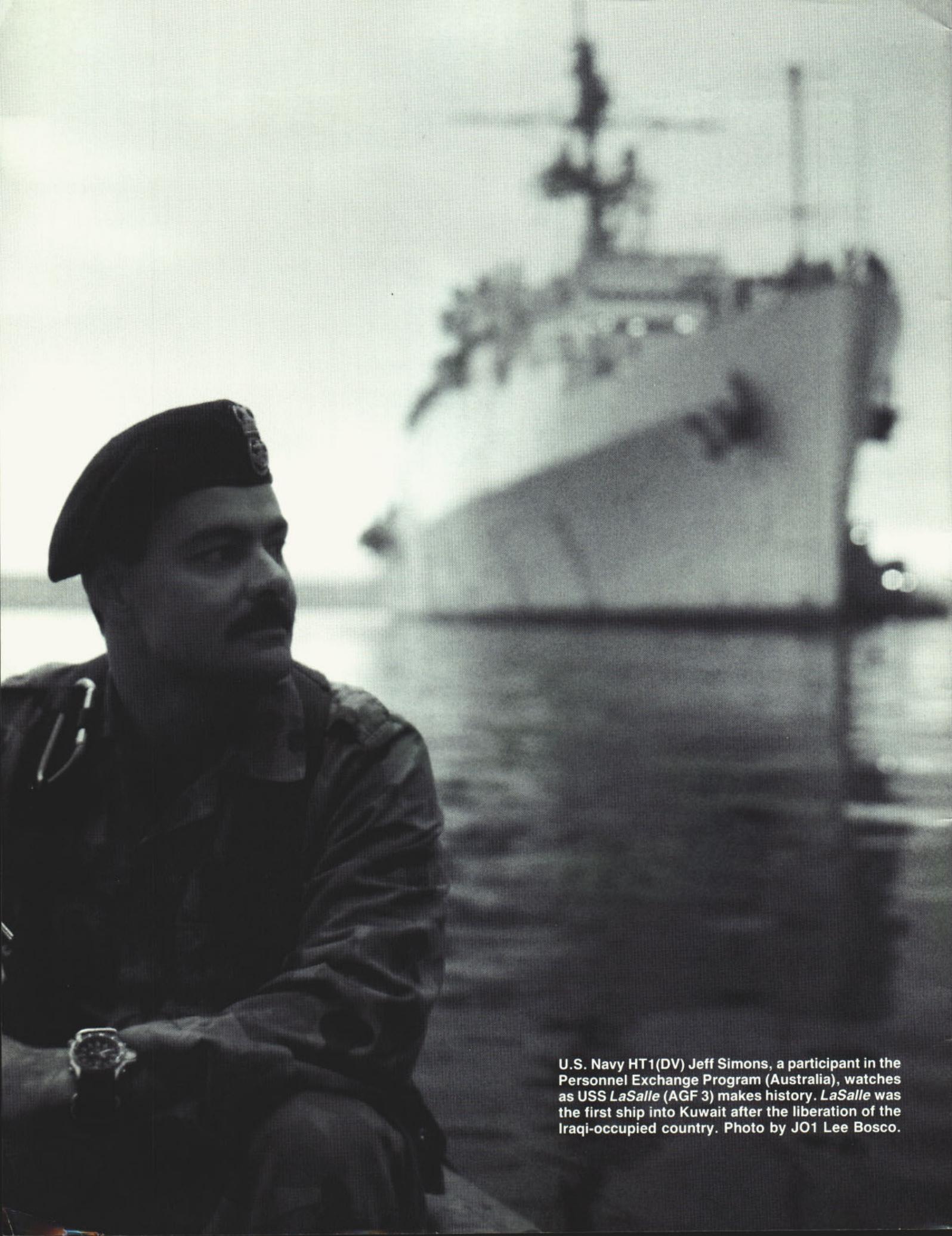
# ALL HANDS

JULY 1991

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Enemy mine

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U.S. Navy HT1(DV) Jeff Simons, a participant in the Personnel Exchange Program (Australia), watches as USS *LaSalle* (AGF 3) makes history. *LaSalle* was the first ship into Kuwait after the liberation of the Iraqi-occupied country. Photo by JO1 Lee Bosco.

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# ALL HANDS

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**Front Cover:** MM2 Roy Hunt of Explosive Ordnance Disposal Detachment  
Mobile Unit 6 carefully approaches a mine on the beach near Kuwait City.  
See story Page 27. Photo by CWO2 Ed Bailey.

**Back Cover:** See story Page 24. Photo by PH2 Cheryl D. Stark.

# News You Can Use

## **PCS** **information**

### **Night detailing expands services**

A massive expansion of the night detailing program was launched recently with the help of naval reservists. Now, sailors anywhere in the world can reach their detailers during a 20-hour period, every second and fourth Wednesday of each month.

This expansion — under which the Bureau of Naval Personnel has commissioned the help of qualified reserve unit personnel to help respond to questions — literally gives overseas and deployed personnel constant access to their detailers.

Prior to the expansion, more than 900 calls were logged each night, which often meant sailors had problems getting through to their detailers or often got a "please hold" response.

Difficulties in getting answers to questions about assignments, rotation dates, etc., have been a major source of frustration for sailors separated from their detailers by time differences and remote locations. With this expansion, the backlog of unanswered questions from overseas sailors were answered, and the volume of calls dropped significantly. □

## **Aviation** **Cadet program**

The Naval Aviation Cadet program can lead to a commission and designation as a naval aviator.

Candidates must have earned enough college credit to enter school as a junior (third year student).

Applicants must be between age 19 and 24 upon entering training and unmarried with no children.

There is no application deadline, as the selection board meets quarterly.

Refer to OpNavInst 1120.2A or see your command career counselor for more information. □

## **Family support matters** **Relief Society needs your time**

Navy-Marine Corps Relief Society needs volunteers to administer the following services:

- Office personnel to provide information, process data and greet clients.
- Interviewers to listen to requests, make decisions and dispense funds to needy clients.
- Layette workers to prepare "welcome seabags" for newborns, and teach financial management to new parents.
- Thrift shop to help personnel recycle goods.
- Budget counselors to teach money management to sailors and Marines.
- Registered nurses to make house calls on new parents and the elderly.
- Volunteer administrators to form the leadership and management group of the local organization.

If you have the talent and time, visit the Navy-Marine Corps Relief Society on your installation — and volunteer. □

## **Women's dress** **white jumper**

A reminder that NavOp 076/90 provides guidance for the proper fitting and wearing of the women's service dress white jumper.

The jumper will be required for all E-1 through E-6 women by Oct. 1, 1993. The new jumper uniform became available at Navy Exchange uniform shops and was authorized for wear on July 16, 1990. Initial issue to recruits will begin Oct. 1, 1991. □

# Personnel issues

## Advancement handbooks for all ratings

The *Advancement Handbook for Petty Officers* (NavEdTra 71000 series) issued for 1991 will remain in effect for all ratings during the 1992 advancement year, with the exception of AG, AT CTT, CTR, EW, LN, MU and OS ratings.

New 1992 handbooks for the above ratings will contain occupational standards and Personnel Advancement Requirements based on Section I, Navy Enlisted Occupational Standards (NavPers 18068E, Change 4), which becomes effective January 1992.

These handbooks will also contain 1992 bibliography and course requirements. All other

portions of these handbooks will be identical to the 1991 edition. If you're up for advancement make sure you have the proper handbook with up-to-date references.

The latest bibliography and course requirements are listed in the *Bibliography for Advancement Study* (NavEdTra 12052) effective for calendar year 1992. It was issued last month through automatic distribution to all ships and stations.

To obtain a handbook, or for additional information and answers to questions, see your educational services officer or command career counselor. □

## Enlisted commissionings

The Enlisted Commissioning Program is an undergraduate program providing enlisted personnel an opportunity to earn a bachelors's degree and a commission.

Applicants must have 45 fully-transferable college credits, be at least age 22 and must earn their commission before age 31. For details, call Mr. Losey at CNET, Autovon 922-4944, commercial (904) 452-4944 or toll-free (800) 628-7682. □

## Uniforms for tall sailors

Navy uniforms and accessories for tall sailors are available from the Navy Uniform Support Center in Norfolk. Uniform items that may be ordered include:

Extra large uniforms; shirts with an extra 3 inches added to the tail; XL trousers; footwear sizes 14 and 15; neckwear in 60-inch length; XL outerwear; and XL sweaters. Tall uniforms may be ordered directly from the Uniform Support Center or your local Navy Exchange Uniform Shop.

The Uniform Support Center has a toll-free, 24-hour phone line for placing orders, and accepts Master Card, Visa and Discover. The telephone numbers are:

- For CONUS, Hawaii, Virgin Islands, Puerto Rico, (800) 368-4088; Alaska, (800) 368-4089; local Virginia, (804) 420-7348; from overseas, Autovon 680-8586; and by Fax, (804) 420-7987.

Prices for tall uniforms and accessories are the same as regular uniform items. □

# Making a difference

## VADM Boorda talks to sailors

Story by JO1 Sherri E. Bashore



Experience can be the best teacher. Those who have experience are responsible for passing on the lessons they have learned to those who need to grow. Lessons based on experience have taught many a person throughout history to be a strong, capable leader.

VADM Mike Boorda is one such person. He has moved through the ranks of the Navy from the bottom up. He enlisted in the Navy in February 1956, and now, 35 years later, he holds the position as the Navy's most senior career counselor — the Chief of Naval Personnel (CNP).

"It took me a little while to become a good sailor," Boorda said. "I didn't just start out being a wonderful sailor right in the beginning, I needed a lot of leadership.

"The best leaders I've had as I've come along are the people I looked up to and said, 'I want to be just like that.' I remember the first class petty officer who was an instructor when I was in [Personnelman] "A" school. My goal in life at that time — and I was barely 17 years old then — was to make first class and be like him. What a great goal. That was exactly the right goal for me at that time," Boorda said.

That first class petty officer had qualities Seaman Apprentice Boorda wanted to emulate.

"I didn't want to be the Chief of Naval Personnel right then. I wanted

to be that first class petty officer."

Boorda passed along some good advice for seaman recruits who are just beginning their careers in the Navy.

"If you came into the Navy thinking you knew everything and you were as mature and as smart as you were going to be, go look in the mirror," he said. "We all still have growing to do. I'm a vice admiral and a grandfather now, but I still learn new things every day, and I think I'm going to be more mature tomorrow than I was this morning. Be confident; be really proud of what you're doing, but realize that you have a lot to learn from the good people around you — petty officers, chief petty officers and officers — who want to teach you. But, you've got to be open and listen.

"You can go as far as you want to go — as far as your own capabilities will take you, and you ought not limit your horizons by where you see yourself today. You should be looking ahead and getting more training and education. If you don't do those things, you are artificially limiting yourself."

Boorda said the way he got where he is today is by doing *more* than he was told and realizing that succeeding is a lot of fun.

"It takes a lot of initiative. It takes a lot of study. It means sacrifice, but the payoffs are obvious. You don't have to be a vice admiral to be successful. The point is feeling good about yourself and feeling good about

what you do — a feeling like you are making a difference.

"I figured out a long time ago that I wasn't going to change the world, but during my career I think that I've been a real influence on individuals — on people. When I was a leading petty officer I hoped the people I was leading felt like they had a guy who cared about them, understood them and was willing to help them come along. And when I was a division officer, I *really* hoped they felt that way. As a commanding officer the same, and now — as an admiral — I like to think what I do every day makes other people's lives better."

Boorda was selected for commissioning under the old Integration Program in 1962 and attended Officer Candidate School (OCS).

"One of the first things I learned as a new ensign was to pay attention to the chief. If you want to get anything done, pay attention to the chief," he said. "I was lucky. I always had some really good chiefs. Even when I was an ensign, I worked for them. They kept me on the straight and narrow, and I learned a bunch from them."

Boorda also discovered as a new ensign that he inherited with his commission some very real responsibilities, and he had to learn from everybody.

"I haven't just learned from people who were senior to me; I've learned from lots of people, everyday, who were junior to me.



Photo by PH3 Charles A. Stover

"Junior officers really have some important responsibilities. They should make a difference because they were there.

"You'll make a difference in people's lives if you do nothing — their lives won't be as good as they could have been. But you'll make a positive difference in their lives if you take the initiative. I don't think an officer or any leader can ignore that leadership role that requires positive action to help people reach their potential."

With the experience and knowledge gained as a seaman recruit, through OCS and then as a surface warfare officer and operational commander, Boorda became Chief of Naval Personnel and Deputy Chief of Naval Operations for Manpower Personnel and Training in August 1988.

His priority as CNP has been to treat Navy people and their families fairly — with adequate compensation; stable personnel policies and programs; more advance notice on permanent change of station moves; more homesteading when possible; continued progress in equal opportunity for minorities and women; and focusing on needed improvements in

**Above:** VADM Boorda thanks the staff of Navy Broadcasting Service, Washington, D.C., for their support during his tenure as CNP. **Right:** PNSA Boorda as pictured upon graduation from Personnelman "A" School, Class 5B-56, Naval Training Center, San Diego, July 27, 1956.

the quality of life for all.

Since assuming the position of CNP, Boorda feels there have been many accomplishments by all the people who work under him at the Bureau of Naval Personnel.

"One of the things the people here have accomplished is that, even more than before, we have adopted the mind set that says 'we have customers,' and the customers are the fleet and the people in the fleet," Boorda said. "Figuring out whom we serve and then really following through with actions is probably the greatest change that I have seen since I've been here. Not that we didn't do that before, but I believe we do that to a much greater degree today."

Another of Boorda's philosophies on how business was going to be conducted was for his people to "feel free to break rules when the rules really don't fit the case. There are lots and lots of rules and regulations about people, and I wanted the people who work in [the Navy Annex] to feel that they have the power to make big decisions, not just to follow rules," he said.

"It has all fit together, so we are doing a better job today than before of



servicing our customers — the Navy. My guess is a year from now we'll be doing even a better job. It's an accomplishment of everyone here, and that has been the most gratifying thing since I've been here," he said.

In his third year as CNP, Boorda added in retrospect, "The Navy is a lot of fun. I think that if I had to characterize the time I've spent in the Navy so far it would be that it's been a time of real learning — learning which hasn't ended," he said. "At all levels in my career, I've had the opportunity to work for some of the greatest people you ever want to meet, really dedicated people who are really outstanding. I've had the opportunity to lead some people who are national treasures, the kind of sailors who will do all of the things we ask of them at sea, overseas and ashore — working the hours that they work and making the personal sacrifices of themselves and their families. I think it's a real privilege to be in the Navy.

"We call it a service — that we are in the service — and I don't think anybody really thinks about what that word means. We are privileged to *serve* the country and each other. If we think about our jobs like that, we are a few chosen people who have the opportunity to *serve* others, get paid for it and learn while we are doing it," he said. "This is not just a job. If it were just a job I would have been gone a long time ago. There are other jobs that are easier and pay more. But there aren't too many jobs where we get to serve other people like we do. I am real proud to be in the Navy." □

*Bashore is a staff writer for All Hands.*



# The word is “quality”

## *Fleet/Force Master Chiefs focus on Navy’s future*

Story by JOCS Robert C. Rucker, photos by PH1(AC) Scott M. Allen

“Throughout the Navy and the armed forces there’s a general pride we haven’t seen since the end of World War II,” said Master Chief Machinist’s Mate (SS) Lewis M. Sikes Jr., fleet master chief, U.S. Atlantic Fleet. Building on that pride and ensuring sailors’ concerns were heard at the highest levels of the Navy were the goals of the Chief of Naval Operations’ Master Chief Advisory Panel recently held in Washington, D.C. The Navy’s fleet, force and CNO-designated command master chiefs gathered for the 20th anniversary meeting of the panel, chaired by Master Chief Petty Officer of the Navy AVCM(AW)

Duane R. Bushey, to discuss issues affecting enlisted sailors. They spoke with *All Hands* about their concerns.

“The challenge we face with the drawdown of forces and the reduction of the number of ships is adding to our commitments,” said MMCM(SS) Kenneth Lathrop, fleet master chief, U.S. Pacific Fleet. “Before *Desert Storm* we had met that challenge. My concern, and the concerns of the sailors I have, is adding and expanding to those commitments.”

Other panel members agreed. According to Master Chief Fire Controlman (SW) Albert Jackson Jr., fleet

**Left: Fleet/Force Master Chiefs from left to right include: AFCM(AW) Othan N. Mondy, Naval Air Force, Pacific Fleet; HMCN Jeffrey A. Brody, Commander Naval Reserve Force; BMCN(SW) Calvin Rennels, Naval Surface Force, Atlantic Fleet; EMCN(SS) Greg J. Determan, Submarine Force, Atlantic Fleet; TMCN(SS) James A. Kikis, Submarine Force, Pacific Fleet; STGCN(SW) Bruce W. Baker, Naval Surface Force, Pacific Fleet; ABCN(AW) Ronald L. Carter, Naval Air Force, Atlantic Fleet; AVCN Javier M. Guerrero, Naval Forces Europe; MMCM(SS) Lewis M. Sikes Jr., U.S. Atlantic Fleet; MMCM(SS) Kenneth Lathrop, U.S. Pacific Fleet; and FCCM(SW) Albert Jackson Jr., Naval Education and Training.**

master chief, Chief of Naval Education and Training, "The real challenge that we have from all aspects is to do the same that we've been doing with less — less people in some cases — and less money. Obviously, the key to that is the leadership we [the chiefs] exhibit as well as the senior officers. That's going to be the thing that will carry us from now into the 21st century."

"I think that the leadership here [in Washington] has really thought about it [the drawdown]," said Master Chief Avionics Technician Javier M. Guerrero, fleet master chief, Naval Forces Europe. "I think they've tried to go out and tell the fleet exactly what they can expect as far as promotion opportunities and as far as what the Navy's going to be like a few years down the line. Quite frankly, I think the opportunities for career sailors are going to be better now than in the last 10 years."

But the general feeling among the senior enlisted leaders is that there is going to be belt tightening and more judicious thought on the part of leaders, particularly at the middle-management level, before approving requests for reenlistment.

"In years past we've had the tendency to get into quantitative retention vice qualitative retention," said Sikes. "Now is the time that the quality cut has got to be there. The numbers [of sailors on active duty] are obviously coming down, so what we have left have got to be quality sailors across the board. I think we can make the draw-down a success by insuring we get the quality cuts."

Those cuts may also affect the size of the reserve force, according to Master Chief Hospital Corpsman Jeffrey A. Brody, force master chief, Commander Naval Reserve Force.

"The Naval Reserve exists for one purpose and one purpose only — to augment the fleet in the event of war. During Operation *Desert Storm* that's just what we've done. But I think that as the active force is being reduced in size, the Naval Reserve may also draw down. A lot of the things we do in the reserve we do very well. The active fleet will decide what we should do. . . . But whatever decision is

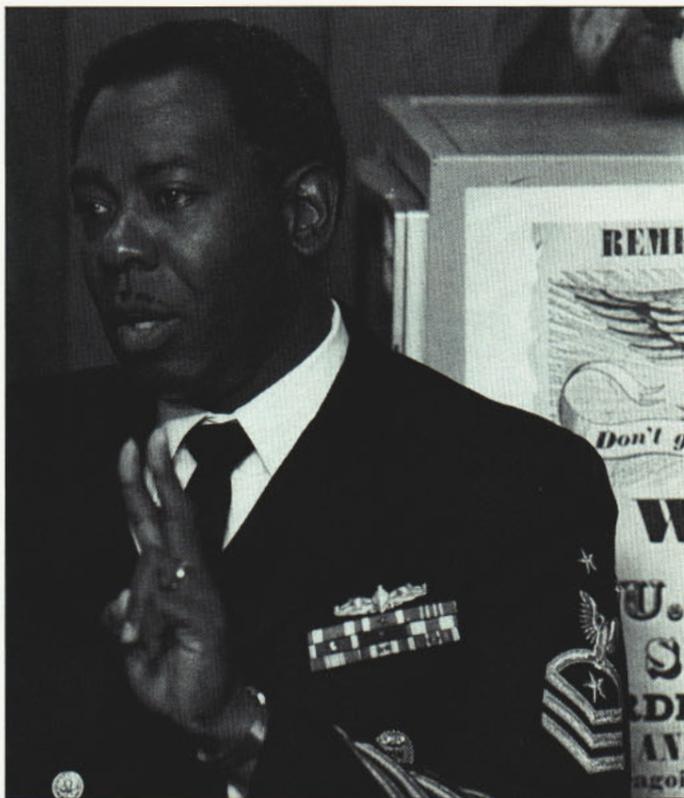
made, there's a lot of patriotic folks out there that will continue to be valuable members of the Naval Reserve force."

Keeping quality sailors in the Navy, both active duty and reservists, is a priority with the panel members.

"We have quality," said Master Chief Aviation Boatswain's Mate (AW) Ronald L. Carter, force master chief, Naval Air Force Atlantic Fleet. "We have superior individuals. When you look at the readiness of the Navy during Operation *Desert Storm*, we were there. We were able to execute the mission. But we need to continue to focus on quality, not only in terms of the weapons platform, but in terms of the quality of life for the people dealing with that platform. I think every sailor in the Navy today is expecting that quality of life to be right at the top. So in spite of the drawdown, I think we're going to look at maintaining a strong quality of life."

Panel members agreed keeping good people in the Navy will require continued work.

"We need to pay them [sailors] a fair wage," said Master Chief Electrician's Mate (SS) Greg J. Determan, force master chief, Submarine Force Atlantic Fleet. "We need to house them in adequate facilities — bachelor quarters and family housing — a safe, secure place they can go home to and relax at night. We need to make sure all the facilities sailors go to on the ship or away from the ship are quality, top-notch facilities — and we've got a long way to go on that part. It's essential, when the budgeteers



**FCCM(SW) Albert Jackson Jr., fleet master chief, Naval Education and Training, addresses TQL.**

# Master chiefs

and legislators take a look at dollars to start cutting the fat, that they know we need to concentrate on keeping and improving those quality-of-life areas that we have. We have quality people, but I'm not so sure that we're taking care of the quality resources that those quality people need."

"There's a real frustration we can't do more," said Guerrero. "But I feel comfortable that the people that are supposed to be looking at it [quality-of-life issues] — the CNO, the Chief of Naval Personnel and others — are."

"I think there's a lot of initiative we can take at the deckplate level to improve the individual room, the individual compartment, the individual workspace," said Sikes. "We need to start at that level. We need to set realistic goals at each individual unit all the way up the chain of command to attack quality of life."

"You hear the comparison of shipboard life to prison life to barracks life — for the sailor there's not much dif-

ference. But that's an area we can focus on. In areas where sailors can afford to live on the economy, then let's pay them BAQ (basic allowance for quarters) and VHA (variable housing allowance) whether they're on a ship, in an air squadron or on shore duty. Let's give them an option where they can afford to live in quarters that they want to live in. Then let's take our big dollars and put them into those high-cost areas where our sailors are living below the poverty level because that's where the Navy happens to be stationed. That's the key — common sense has to come into the equation."

"I think we need to increase our emphasis on taking care of the single sailor," said Master Chief Sonar Technician (Surface) (SW) Bruce W. Baker, force master chief, Naval Surface Force, Pacific Fleet. "Over the last few years

**MMCM(SS) Kenneth Lathrop (left) listens to ABCM(AW) Ronald L. Carter speaking on readiness.**



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***"Don't shoot at being the force master chief. Shoot at being the best you can be . . ."***

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we've done an increasingly good job taking care of the families. Now we have to do as good a job at increasingly the quality of life for the single sailor."

"We also need to maintain the quality of weapons platforms," Master Chief Aircraft Maintenance Technician (AW) Othan N. Mondy, force master chief, Naval Air Force, Pacific Fleet, said. "The young sailor needs to get a platform he can work on and take him beyond the year 2000. We're in the people business, but we need to emphasize to our bosses, so they can influence the legislators to get modern weapons platforms that can be maintained in order to do the job."

"I want to provide every sailor with the tools necessary to do his job," said Master Chief Boatswain's Mate (SW) Calvin L. Rennels, force master chief, Naval Surface Force, Atlantic Fleet. "Don't tell him to sweep down that passageway without providing him a foxtail. We need to fund the tools, the training and the quality of life in order to maintain readiness. We need the tools to do the job right the first time — safely and cost effectively."

The implementation and integration of total quality leadership (TQL) at all levels of the chain of command will be the means of making the improvements in quality-of-life issues and accomplishing our mission of controlling the sea lanes in the future, according to the panel members.

"TQL isn't something you talk about, it's something you do," Jackson said. "It's a way of doing business. In Monterey [Calif.] right now, admirals are going through indoctrination phases of TQL. You've got to make sure you've got the top folks guided as well, so that's where we've started training — right at the top. There are plans for TQL training at all levels, but it must start at the top and work its way down."

"What I like about the CNO's approach is that he understands it [implementation of TQL] isn't going to happen overnight — it's not the latest religion," Guerrero said. "It's a concept that's going to take a while for everyone to understand. But once we do, TQL will be a process that's going to help us in everything we do. There is a danger in TQL becoming a buzzword, and I think we're trying to hold that down."

The overall importance of training, not just training in TQL, was heavily emphasized by panel members.

"One of the key investments we've made over a period of time is in training," Jackson said. "We have to



**MMCM(SS) Lewis M. Sikes Jr., discusses adequate pay for sailors.**

remember that training investment we made in the past paid off for us [in *Desert Storm*]. If we continue to make the right training available, it will continue to pay off for us."

"We're not like the civilian work force," said Master Chief Torpedoman's Mate (SS) James A. Kikis, force master chief, Submarine Force Pacific Fleet. "We have to train our reliefs. That includes more than the chief's community. The E-2 has to teach the E-1, and the E-5 has to teach the E-4, right up to our level. Everyone here is eager to teach anyone out there to be our reliefs. That's one of the good things about the Navy, and we want to see it continue."

So what personal advice do panel members, whose gold service stripes represent more than 268 years of naval service, have for sailors that may want to be in their position one day?

"Set your goals one day at a time," said Rennels. "Make a plan and work your plan. Don't let your plan work you."

"Never forget to be a sailor and have fun," said Guerrero. "Enjoy yourself. Be serious about what you're doing, but keep your sense of humor."

"Take care of your people," said Baker.

"Don't shoot at being the force master chief," said Carter. "Shoot at being the best you can be, and this will come."

And finally, how do they see the Navy in the year 2000?

"I feel we in the Navy have a trust to keep a free America and a free world," said Carter. "We took care of our people who went in harm's way, and I'm more than sure we'll take care of them in peacetime." □

*Rucker is assistant editor of All Hands. Allen is a photojournalist for All Hands.*

# Fleet-smart sailors

## *Prior enlisteds at the Naval Academy help the fleet*

Story and photos by JO2 Andrew I. Karalis

If you live or work in an American metropolis you need to be "street-smart" to survive. Likewise, it takes firsthand knowledge of the modern Navy, or "fleet-smarts," to survive the harsh elements of the naval environment.

This knowledge is slowly accumulated by sailors, from the day they walk into a recruiter's office, through boot camp or Officer Candidate School, to the first time they step aboard ship. Sailors will continue to learn with each new assignment throughout their entire naval career. Those who have collected fleet-smarts can use it to help others by passing this knowledge to fellow shipmates.

At the United States Naval Academy in Annapolis, Md., a small core of midshipmen there have these fleet-smarts and work to pass it on. These prior enlisted personnel develop with their peers morally,

mentally and physically into some of the finest officers by reputation in the naval service. But, because of fleet-smarts, when "priors" first arrive at the academy, they have a leg up on other freshmen (plebes) in certain areas such as military customs and courtesies, naval terminology, attention to detail, proper wear of a uniform, etc.

Midshipman 2nd Class David Lum, now a junior at the academy and a former electrician's mate 2nd class, chose an enlistment in the Navy over the standard practice of going to college right out of high school. "I was accepted to UCLA, UC Berkeley and other colleges, but I wanted real life experience," said Lum. "I joined the Navy for the Nuclear Power Program."

With enlisted experience under his belt, Lum was accepted to the academy where he is currently majoring in oceanography and eventually

hopes to join the submarine force. "I expected some advantages being prior enlisted," Lum said, "but there are bright kids here, and they can catch up to you quickly. I thought this would be as hard or harder than anything I've ever tried, especially with the academy's reputation in sports and academics. For my part, I help in training the junior people and tell them 'this is how it's done in the fleet.' The advantage of this was that I'm coming from the outside, and my credibility was good."

It is in these areas that priors can excel because they have already learned the "basics" and can help their shipmates learn about life in the fleet. Learning from peers reinforces what instructors have taught and adds credibility. At the end of four years, the midshipmen are equally imbued with the highest ideals of duty, honor and loyalty while learning about Navy life to assume the paramount responsibilities of command, citizenship and government.

"It helped being a prior, especially during plebe summer," said Midn. 4/C (plebe) Juliana F. Rosati, a former cryptologic technician (interpretive) 3rd class. "I knew what to expect because I experienced it, or people from the fleet told me what it was like. I had a 'heads up' on being able to take orders from someone, and all the military things, unlike my roommate who came out of high school and had a hard time — she really didn't have a clue in learning how to march or make a rack."

**Former navigator Midn. 2/C David Lum (right) teaches plebes Dan Rodriguez, Tony Arzu and Brad Hawkins how to plot a course.**



Below: Midn. 1/C Andy Kirkland looked to the sidelines for guidance when he played middle guard in football for the academy. Now others will count on him as their leader. Right: Midn. 1/C Eric Ver Hage (center) leads 5th Battalion staff members during sword practice in front of Bancroft Hall. From left: Midn. 1/C Ken Finley, Elizabeth Franklin, Bill de Vries (behind Ver Hage), Casey Moton and Mike Collins.

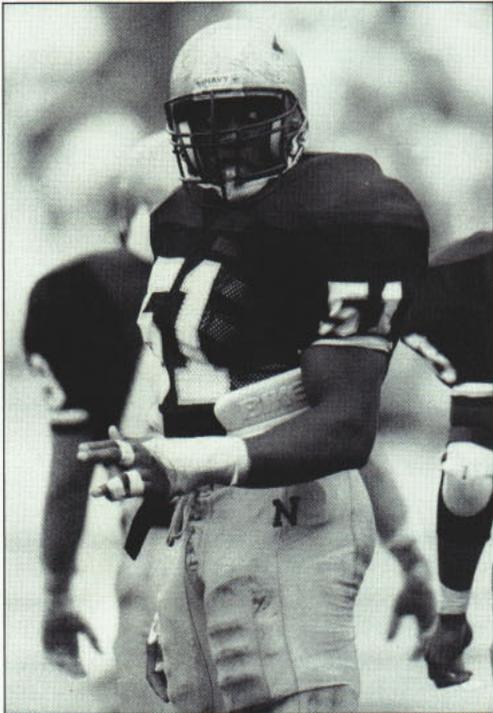


Photo courtesy of U.S. Naval Academy



According to sophomore Midn. 3/C Doug Phelan, a former aviation ordnanceman 2nd class, being a prior both helps and hinders you at the academy. "While others are learning about the military, we have time to devote to other things and to help out the 18- and 19-year-olds, because we're 21 or 23," Phelan said. "But it's hard some times because you're removed from your immediate peer group. In this structured military environment though, they'll catch up to you fast as they mature. You're called the 'Old Man,' but it's an affectionate term used respectfully."

One well-known senior football player in the class of 1991, Midn. 1/C Andy Kirkland, came to Annapolis

from the fleet as a prior enlisted machinist's mate 3rd class. After finishing nuclear power school, Kirkland attended the Broadened Opportunity for Officer Selection and Training (BOOST) program for a year and was selected for the academy. He's majoring in economics and is scheduled to join the surface warfare officer community upon graduation with orders to USS *Ticonderoga* (CG 47).

"Out of high school I didn't have the SAT [Scholastic Aptitude Test] scores," Kirkland said, "and the college money wasn't there, so I decided to go into the Navy for a bit. My guidance counselors were excellent, they pointed out the different pro-

grams available to me and helped with applications. They were there for me and helped me out tremendously. Senior Chief Hahn, the command master chief at BOOST, and Ada Hunt, the career specialist there, were sincerely interested in my welfare and really went out of their way for me."

Midn. 1/C Eric H. Ver Hage, a former electronics technician 3rd class, made his way to Annapolis by way of the Naval Academy Preparatory School (NAPS) in Newport, R.I. "In high school I was lazy and hadn't intended to go to college or the academy," Ver Hage said. "But in boot camp I got interested in commissioning programs. They told me I couldn't



**Cheerleader Midn. 4/C Don Berkey gets ready to entertain Navy sports fans and others by becoming "Bill the Goat," the Naval Academy's mascot.**

do it. I set a goal to get good grades in ET "A" school at Great Lakes, Ill., and took night classes using tuition assistance. In "C" school at Memphis, Tenn., Betty Armitage, who's in charge of officer programs there, helped put my package together. With my good grades at ET school, good evals and taking night classes, I now had credibility. They knew I really wanted a commission, and I eventually had to make a choice between BOOST and NAPS."

Both Ver Hage and Kirkland share a common goal: command at sea. "That's basically what they teach us here," Ver Hage said. "They prepare us in every possible way to be the best at what we do and to eventually have

a sea-going command."

But for Ver Hage, who is 5th Battalion commander and a political science major selected for the surface warfare officer community with follow-on orders to USS *Chancellorsville* (CG 67), his ultimate goal goes a little farther than that. He wants to make admiral.

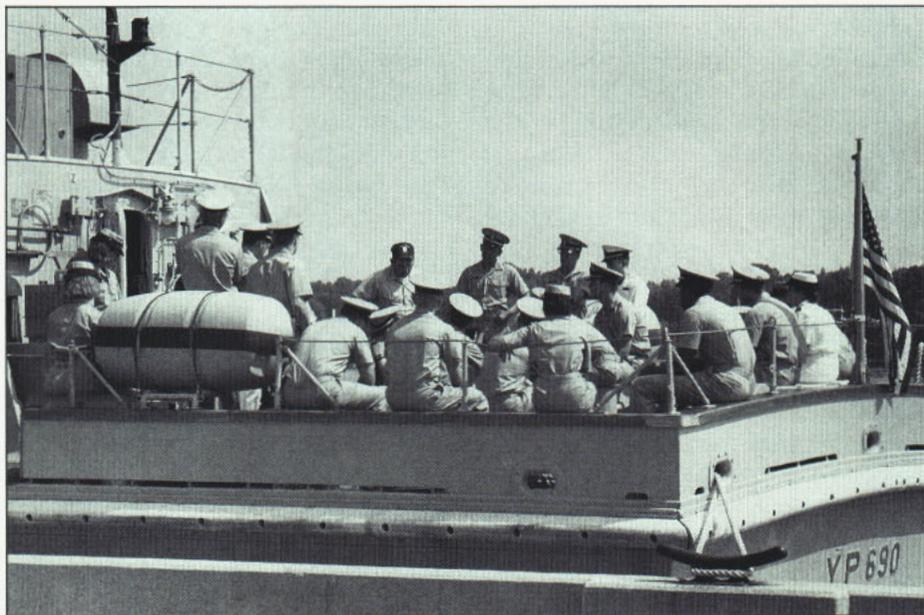
It took nearly four years for Midn. 1/C Michael R. Rocheleau, a former quartermaster 2nd class and ship's diver from Nantes, Quebec, to get to

**Below left: Sailing Operations Officer LT D. Mark Woodruff teaches Lum safety aboard a Navy 44-foot sailboat. Below right: BM1 Odom, YP 690 craftmaster, trains plebes in damage control before a Chesapeake Bay voyage.**

the academy. "Being from Canada I had no congressman, so I decided to get into navigation and diving," he said. "About three years into the Navy I didn't know if "QM" was what I wanted to do for 20 years. My chief loved his job, but I needed more variety, and I applied to the academy. QMC Irvin, my division leading chief petty officer, supported me and made sure the ship's navigator and everyone else helped out too. I got turned down for direct accession, but got an appointment to NAPS.

"NAPS prepared me for this place academically as a 'mini' Naval Academy," Rocheleau said. "Sure there were setbacks along the way.

"You loose some of your freedom when you first get here, which is eventually dished back to you in small slices. But there's a benefit to all that — you get to do some things that are unavailable to you otherwise, like sailing for example. It's an expensive hobby, but I got to sail with the Navy as XO of the sailing team for two years. There are a lot of other opportunities within reach here at the Naval Academy — like learning to fly in summer programs, or going to





scuba school — that you can carry with you back to the fleet.”

Midn. 4/C Donald J. Berkey, a former Marine Corps corporal, tried to get to the academy from high school, but his SAT scores were below 1000. “I was heartbroken,” Berkey said. “I figured I’d have to pay for my own education elsewhere, so I had to work harder for it. My parents had already helped my brother go to college, and there was no money left. I knew I couldn’t do it by myself, but maybe with the Marine Corps’ help I could make it.

“My recruiter sold me on a six-year program. My ASVABs [Armed Services Vocational Aptitude Battery scores] were good, I graduated fifth out of 230 in school, and I thought I could take a couple of classes at a community college in Jacksonville, Fla., after I got back from my first deployment,” Berkey recalled. “The same Blue and Gold [Naval Academy recruiting] officer I had seen in Delaware called me when I was at HMLA 269 [Marine Helicopter Light Attack Squadron 269] and asked if I applied again. Before we deployed for a Med cruise he sent the application package to the ship. I went through all the *rigamarole* — all the phone calls, letters and other legwork and submitted the package again. I needed to get copies of everything and get them hand-delivered because all the deadlines had passed. I didn’t get accepted

to the academy, but thankfully, because I hadn’t been in school for four years, I went to NAPS.

“They [the Naval Academy] give you just enough rope to hang yourself, just like in the fleet,” Berkey continued. “If you learn to study and accept discipline you’ll make it. Being a prior helped for the discipline aspects. I learned to manage my time well and already knew right from wrong regarding drill and the other military aspects of training. Other classmates came to me for help because I had the professional knowledge. Before room inspections, for example, people knew I had been a Marine and I knew how to spit-shine shoes. I ended up doing 17 pairs of white leathers!

“Some priors come here with an attitude, which hinders them, because they can’t adjust as well as others starting from scratch, but in four to five weeks their attitudes are really good. Coming from the fleet, I learned I had to give up something to get something. If I wanted to get to college, I’d have to give up some blood, sweat and tears.

“Going to the fleet first gives the E-1 and E-2s wanting to become officers a good perspective and the basic knowledge of what these guys are thinking about later on in their careers. I know what it’s like to be a non-rate, going through hard times, being homesick, what’s a good or a bad job, because I’ve been there —

**The parade field holds many special events during the four years a mid is at USNA, with practice sessions held whenever possible to get precision marching movements just right.**

and that’s what will make me a better leader overall. I want to be the kind of officer others look up to and respect because they can count on me, knowing full well that I was just like them at one time.”

All of these priors have examined the different routes necessary to reach their goal of obtaining a degree and a commission and chose the academy. Scholastically, the school is ranked among the top in the nation. Physically, few places can compare with the rigors of training found on or off campus. Mentally, the learning process is continuous — it can be found in virtually every aspect of academy life.

If priors can gather enough fleet-smarts to get to the academy, finish the four years of extensive training and learn how to be the best naval officers they can be, there’s an overall benefit to the entire naval service after they graduate and accept their commission. They’ve been given the chance to get experience in the best of both worlds — as enlisted sailors, and now, the opportunity to apply it as officers. □

*Karalis is a staff writer for All Hands.*

# Personal financial management

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## *Breaking the “I want it now” syndrome*

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By JO1 Melissa Wood Lefler

As recession continues to plague the United States, saving money, conserving resources and making less do more is the newest wave. Navy people can be on the crest of that wave — by learning how to control where their money will go in the future — all because of a new fleetwide program called Personal Financial Management (PFM), designed to assist in preventing financial wipe outs.

The new strategy started with the recognition that something had gone very wrong, not just in the Navy, but throughout American society.

In 1988, now-Chief of Naval Education and Training VADM John H. Fetterman Jr., in a speech in Seattle before the military bankers' association, reported that, “financial indebtedness and bankruptcy among Navy men and women have increased dramatically in the past few years ... paralleling the rest of society. ... Every sign tells me the trend continues to grow.” The admiral further said that in some high cost of living areas in California, there was at that





time roughly one letter of indebtedness for every 10 sailors at nearby bases.

LCDR Carolyn Houston, former director of the Family Services Center at Naval Amphibious Base Little Creek, Va., found reasons for financial troubles to be remarkably similar on the opposite coast. In 1990, in her opening address to a class of sailors who would begin training as command financial specialists at a course offered at the center, Houston shed light on some of the reasons she believes the PFM program is beneficial and necessary.

"Sailors are marrying earlier, they get ripped off in the marketplace and eventually end up in the quicksand of financial mismanagement," Houston said. "In the 1960s, 32 percent of sailors were married. In the 1980s, 62 percent were married, a figure that is still increasing.

"Marriage increases financial re-

sponsibilities dramatically," she continued. "Permanent changes of station, long hours at work, inspections, uniform upkeep, fluctuations in pay for sea/shore duty — all have an effect on married people far different from the effect on single people."

Fetterman was just one of the concerned senior Navy officials. Others included Chief of Naval Personnel VADM Mike Boorda, whose focus on the problems, research into the causes and proposals for the solutions, led to the new PFM policy, and CAPT Larry Griffitt, PFM program manager at the Bureau of Naval Personnel in Washington, D.C.

Griffitt, a reservist whose civilian job is in corporate and personal financial and investment counseling in Colorado, was recalled to active duty in 1989 to put the Navy's standardized financial program and its curriculum together.

"In civilian life, if an individual has

to file bankruptcy, their employers' attitude can be summed up by the phrase, 'It's a tough break for a swell guy,'" Griffitt said. "In the Navy, we have a concern for our members and families that doesn't leave them out in the cold like that."

PFM's fresh angle is not just budget counseling for those in financial distress; that has always been and will continue to be available for Navy people. The innovative part of PFM is its proactive, preventive aspect, Griffitt explained.

So that training in personal finances begins from the ground up, PFM begins in boot camp, with three 45-minute classes covering the Navy pay system, Leave and Earnings Statements, checkbook keeping and the basics of budgeting.

"Realistically, young people get so much information thrown at them in basic training that we don't anticipate they will retain much of what we give them — we just present the basics, because there isn't time to do more," Griffitt said. "But at least they've been exposed to the concepts. Later on, when they get to "A" schools or to their commands, they will get more in-depth training and information. Officer accessions will also be provided training and information in PFM for their own use and as part of their leadership responsibility.

"The real focus is that this training and counseling program should be carried out in the fleet at the command level, and whenever possible, open to family members as well."

Many young men and women coming into the Navy today do not have the consumer training that allows them to do well in today's economy, Griffitt has discovered. "Young people coming into boot camp already have credit cards, but they don't generally have checking accounts or know how to manage money," he said.

In the fleet, the observations of LT Joan Miller, chaplain and senior financial counselor on the submarine

# Financial

tender USS *L.Y. Spear* (AS 36), bear out Griffith's findings. "It's one of my personal goals to see that people on this ship have checking accounts and know how to use them," she said. "I see a huge line at the ship's post office every payday . . . people buying money orders.

"Many junior people are afraid to open a checking account, and embarrassed to admit they don't know how to use one — it's not cool to confess that you've never done it," Miller continued. "But it's just another skill that has to be learned. I've even gone so far as to offer to go to the bank with people to open an account, but no one has taken me up on this. I wish someone would."

As the command financial specialist (CFS) on the tender, Miller eagerly backs the PFM program's goals. "I want to set a model program in motion here," she said. "My goal as a CFS is to make everyone [financially] successful."

General military training in consumer education is a wise use of any sailor's time, even for those who are not having financial difficulties, according to Miller. "These are the people who eat it up. My experience is that they're looking for ways to do even better. A little bit of education can really stretch the dollar," she concluded.

Learning how to augment your accounts is just one of the areas covered by the week-long training seminar for CFSs, now taught at 24 family service centers around the world. The CFS plays a key role in the command PFM training and counseling program.

At least one trained active-duty counselor must be present at all commands which have 25 or more active-duty people, according to OpNavInst 1740.5 dated November 1990.

"After that one person is trained, it's the CO's decision as to how many he wants," Griffith commented. "Most larger commands have several counselors. I think that one counselor



for every 50 to 75 people is probably the optimum level," he suggested. "And although the instruction notes that the CFS be an E-6 or above, we have found that E-6s and E-7s are usually the most successful. They aren't so much older than or senior to the average sailor that it scares him or her away."

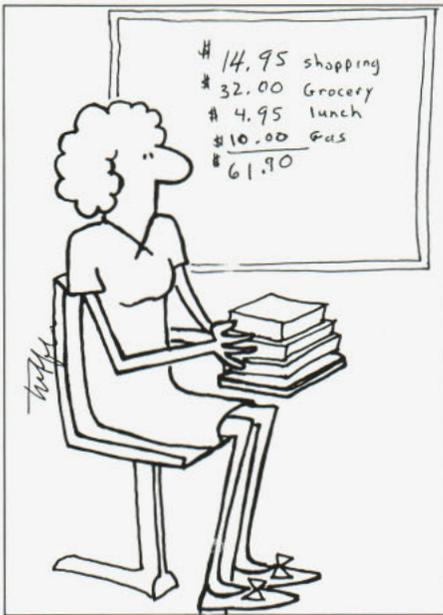
Financial specialists receive 40 hours of in-depth, comprehensive training. The curriculum for the week-long course was based on an innovative class developed by the Norfolk Family Services Center, Griffith said.

Experts in various areas, such as

Navy Relief workers, Navy lawyers, exchange and credit union officers, representatives from the Better Business Bureau, consumer credit organizations and credit bureaus are brought in to lecture. The training site staff is also augmented at some locations by the Navy/Marine Corps Relief Society trainees.

"All sites bring in people from the local area whenever possible," Griffith added, "not only to provide more material 'from the horse's mouth,' so to speak, but to be geographically relevant to the sailors in that area.

"For example, Virginia and Florida have no usury laws, or ceilings on in-



terest rates, and counselors need to know that. But in California, which is considered a consumer advocate state, that doesn't apply. Thus the emphasis at each site will be somewhat different. When we wrote the course we wanted it to be that way."

Besides tailoring the information to the local area, bringing in professionals from each organization also gives the CFSs a list of useful contacts for future information, Griffitt pointed out.

Students at the CFS course are taught how to do a thorough budget, and how to counsel effectively in the delicate subject of personal finances. Practice counseling scenarios, similar to the role-playing exercises in Career Leadership Development courses, add to the students' confidence in their ability to actually go back to their commands and advise others.

Even so, sailors say that counseling concerning money matters — often thought to be one of the most private parts of a person's life — is the area of the curriculum that they are most awkward with at first.

"I was brought up to believe that someone's money situation was nobody else's business," said one aspiring financial counselor. "But I had to

get over that attitude, to learn to help the people in trouble."

In the military, people with financial problems are often considered a security risk, and can lose their security clearances. But the Navy has other reasons for concern about sailors' financial health.

"When people are in financial trouble, they are not concentrating on work," said Storekeeper 1st Class Trisha Hopper, another financial counselor aboard *Spear*. "They are not thinking about welding this piece of metal to that piece of metal."

Miller agrees. "People who come to me for financial counseling are tired, frustrated and frightened. They want the harassing phone calls from creditors to stop; they are afraid of disciplinary action.

"When they can't pay their commitments out of their Navy pay, they

often try to get work outside the Navy, during off-duty time," Miller also observed. "What they find are mostly minimum-wage, physically-demanding jobs like janitorial work, or standing on their feet all night at a fast-food joint. This creates tension at home because they are seldom there, and they're very tired on their Navy jobs."

The PFM program doesn't change any of the Navy's existing requirements for an individual to "pay financial obligations in a proper and timely manner," as set forth in the *Naval Military Personnel Manual* chapter on indebtedness and financial responsibility. What it does provide, in part, according to Griffitt, is a "consistent and cohesive support system."

"The individuals who have these difficulties now know that there is a counseling process in place at the



command level, that is now standard throughout the Navy, not just bits and pieces that vary depending on where he or she happened to be stationed," the PFM program manager explained.

Another important aspect of the plan is that it mandates tracking the progress of the troubled sailors. "In the old days, we often used to just send people off to Navy Relief, and that was it," Griffitt recalled. "Now, we don't just abandon people like that. The Navy/Marine Corps Relief Society is still a very important partner in the PFM process, but we have to follow up to make sure that members being counseled or assisted are working at becoming financially stable, both for their sakes, and the Navy's."

Failure to heed the need to fix one's finances can lead to an administrative discharge. However, many senior Navy officers, financial counselors and family service center workers feel that the Navy has a moral obligation to offer preventive training to all and counseling to those who really want to pay their debts, but just got in too deep.

"The emphasis has to be on debt management before the problem becomes acute," Fetterman said in his Seattle address. "The preventive medicine approach is all the more applicable when you examine the nature of the population. So many are otherwise responsible petty officers who simply got in over their heads.

"Most have big stakes in their careers and families to support. They generally want to do the right thing and honor their financial obligations."

Because these people are career oriented, they are usually reluctant to ask for help early on, Fetterman continued. He proposed that the solution is to teach supervisors to be aware of the indicators of financial trouble, as was done with the signs of drug abuse several years ago.

"We should ensure that those [well-meaning sailors] who do ask for help will not be looked upon adversely by the Navy, similar to the impression we've tried to create in respect to voluntary treatment of alcoholism,"

saved a lot of dollars," said Griffitt, in discussing the program's cost-effectiveness.

Hopper thinks that type of help is what makes her counseling worthwhile. "My biggest priority is to take

## Financial truths from across America

- **62 percent of Americans use credit cards regularly.**
- **Average individual has five to seven cards.**
- **One-third don't know the interest rate on the cards.**
- **One-third don't know the limit on their credit cards.**
- **One-third don't know the outstanding balance of their cards.**
- **1 in 6 have credit problems**
- **1 in 10 can only make the minimum monthly payment on the cards**
- **1 in 20 can't even make the minimum payment.**

Fetterman summed up. "We learn to distinguish between the above and the true deadbeats, and save the punishment for the latter. . . . We have a big stake in getting them [out of trouble] before discharge becomes inevitable."

"If we have one good CFS who is able to assist one good petty officer who we would like to keep in the Navy, stay in the Navy, then we've

the stress off the sailor — that's my job," she said. "Usually, as soon as we get these problems off a sailor's back, we'll get our sailor back — I can bring him back," Hopper added. "I can spend an hour with someone who thinks his world has ended, and break down the facts. I take the emotion and the fear out of the situation, so we can look at what we really have in front of us.

"Not every problem is severe," Hopper has found. "When they leave, they realize they aren't in as bad shape as they thought. There are things they can do to straighten out the problem."

Hopper measures her successes, and the program's successes, by the number of questions she now gets before people sign contracts for merchandise. "I tell them, 'If they won't let you take it home, don't sign it.'"

"After you help a couple of people, and they find out that what they tell you doesn't get discussed all over the ship, word gets out. I see people now about two times a week."

At the Navy Family Services Center in Norfolk, Budget Director Barbara Kellar concurs that the counselors in the PFM program are having a big affect in the fleet. "I hear more and more from CFSs, cases on which they want advice," Kellar said. "But I don't get nearly as many calls as I used to from individual sailors over their specific money woes. When I first got here, two-and-a-half-years ago, there were several every day. That to me indicates the program is working, that they are resolving things at the command level."

Griffitt agrees that for the moment, as it is far too early to do quantitative analysis of the success of the program, its achievements can and should be measured by the demand for the counselors.

"At the training sites and 'A' schools around the Navy, the demand for the services of the program is increasing consistently and rapidly," Griffitt said.

Why is the program turning out to be so popular?

"The program is more valuable than ever, in the current economic situation," theorized Griffitt. "Financial burdens are not going to just go away, they are going to get worse with the fluctuations of the economy, rising costs, and the lack of money skills rampant in the general popula-



tion. More pay [for the military] would help," he noted, "but we [in the Navy: top echelons] don't have any control over that."

Yet occasionally the light at the end of the tunnel comes at the most unexpected times, and from the most unexpected places.

Naval Air Station Norfolk's full-time Financial Counselor Chief Aviation Support Equipment Technician Calvin Jackson points to one counseling session with pride and hope. "A Navy woman on active duty, an E-2 with a small child, came to me want-

ing to know if it was possible for her to save any money," Jackson remembered. "We looked at her expenses, and worked out a budget for her. She paid off some bills, and is now saving \$50 a month."

How is this possible? Jackson explains, "She doesn't have cable TV, she doesn't have unlimited calls on her telephone, she doesn't make long distance calls. She doesn't have any magazine subscriptions. I imagine she may buy her child's clothes and toys at a thrift store. She does have a certain amount budgeted for bowling or a movie each month, so she isn't just cooped up in her apartment night after night.

"It is possible to save, and to improve your financial situation, if you want to bad enough, and are willing to voluntarily give some things up as this person did," Jackson summed up. "And it's certainly proof that a program like the Navy's can work." □

*Lefler is assigned to NIRA Det. 4, Norfolk.*

## Personal finance facts

**- 1 of every 10 bankruptcies filed in San Diego County are from active-duty Navy/Marine Corps Personnel.**

**- 85 percent of all Captains' Masts in the fleet are related to financial problems.**

**- 1,000 man-years were lost on the job in 1989 due to those members seeking financial assistance through Navy Relief -- enough hours to operate four frigates for a year.**

**- Financial problems are the number one cause of divorce.**

# Mine countermeasures in the Gulf

Story and photos by  
JO1(SW) Joe Gawlowicz

With a projected date set for Operation *Desert Storm's* ground campaign, the Navy had to clear a path to the beach through mine-infested waters for a possible amphibious landing and battleship gunfire support for coalition ground forces. Stress came from many sources as mine hits, missile attacks and the lightning tempo of the ground invasion all worked to grate on the nerves of the 800 men of the U.S. Mine Countermeasures Group (USMCmGru) as allied forces planned to battle enemy troops in Kuwait and Iraq.

"The old minesweeping saying is, 'They are wooden ships and iron men,' and it's very true," said LCDR Jim Pereira, a USMCmGru staff officer aboard USS *LaSalle* (AGF 3), where the staff was temporarily based at the end of *Desert Storm*. "The men have to be extremely strong to put up with the constant pressure and tension.

"The initial goal was to clear the way for the amphibious invasion if we were forced into a position where an amphibious invasion was necessary to support the land movement," said Pereira. Surrounded by detailed charts of the Gulf and the hectic action of USMCmGru watchstanders, Pereira spoke of one of the Navy's key roles in *Desert Storm*. "The Iraqis

**The Navy's commitment to mine clearance is displayed as two sailors prepare a mine detection sled for the hunt.**



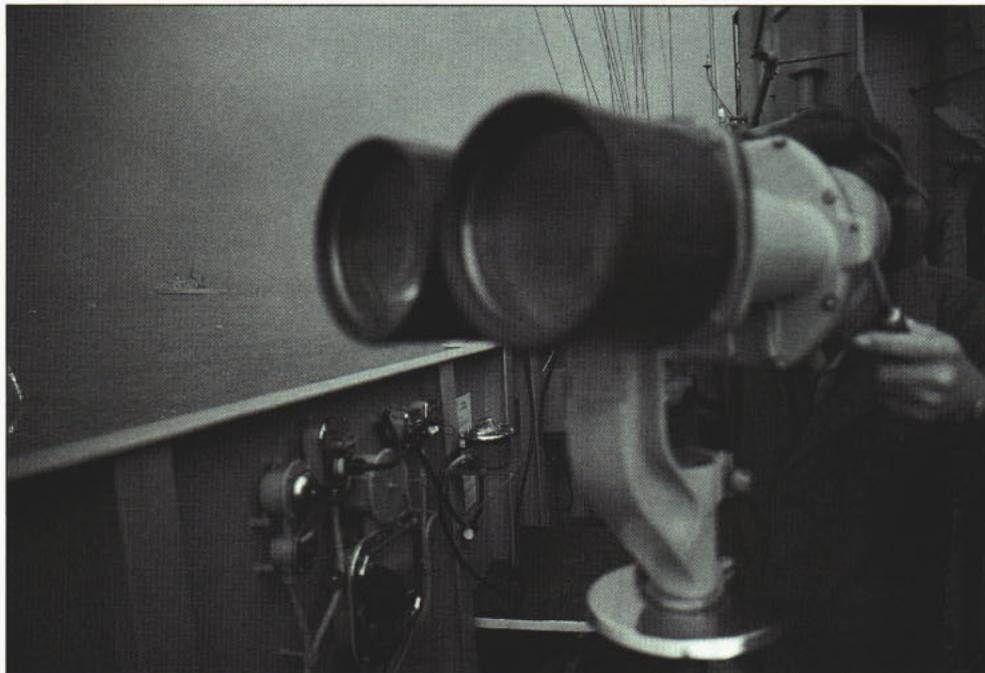
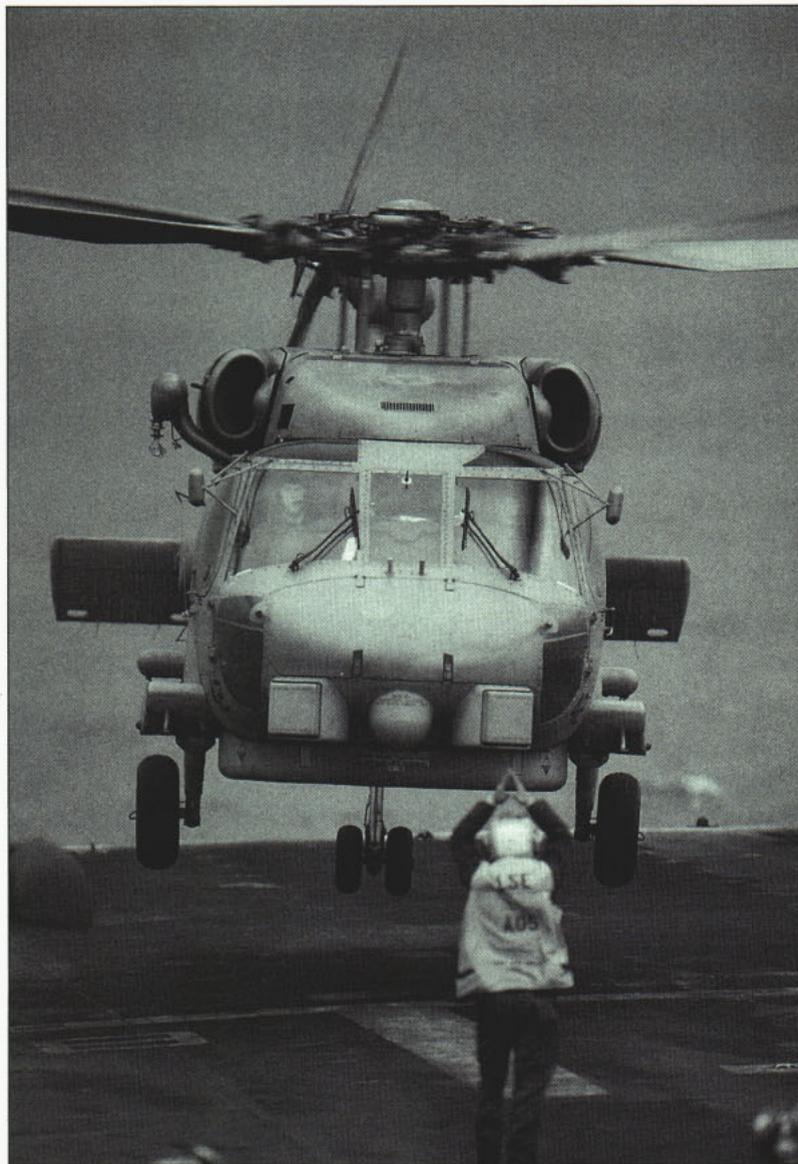
Photo by Joe Mahoney/UPI

would have had to concentrate their attention in a different area and take some of the pressure off the land war. There was also the objective of gunfire support against Faylaka Island.

"Eventually the goal was to get the whole amphibious battle group in there, not only to support the ground war, but to give relief to Kuwait City," Pereira added. "It wasn't thought the ground war would be so successful that they would be able to sweep into Kuwait City.

"The USMCMGru staff embarked aboard USS *Tripoli* (LPH 10) Jan. 20 and proceeded to the northern Gulf to pave the way to the beach. After months of training off the coast of the United Arab Emirates, the sailors felt ready to perform their mission."

*Tripoli* acted as flagship for the staff in charge of the overall operation and as a base for the group's minehunting helicopters, the six MH-53E *Sea Stallions* of Mine Helicopter Squadron 14. Four U.S. minesweepers — USS *Adroit* (MSO 509), USS *Leader* (MSO 490), USS *Impervious* (MSO 449) and the newly-commissioned mine countermeasures ship USS *Avenger* (MCM 1) — joined six British minesweepers



Above: A helo lifts off the deck of *Tripoli* signaling another round in the fight against Iraq's deadly mines. Left: Minesweeper crewmen maintain a constant vigil while searching the sea for any sign of a mine.

**Right:** The Navy brought more than enough equipment into theater to do the job. Helicopters dotted the sky, and filled the decks, during the mine clearing phase of the ground war. **Below:** Communications between ships and shipmates was the key to the successful clearing of the Persian Gulf. **Opposite page:** USS *Impervious* was on station, clearing a path to the beach in Kuwait. Once again, as they did three years ago, these wooden-hulled ships proved their value during the conflict in the Persian Gulf.



to form a multinational task group, with Destroyer Squadron 22 acting as gunfire support commander and surface coordinator.

The USMCMGru began their work at "Point Charlie," roughly 60 miles east of the beach — the distance they calculated could be cleared in the short time given. During minesweeping, it could take seven or eight days to clear a path 15 miles long and 1,000 yards wide.

As allied aircraft flew overhead around-the-clock to detect and discourage air threats to the group, USMCMGru spent the first weeks of the war pushing 34 miles in to "Point Foxtrot." There they cleared a holding box — 10 miles by 3.5 miles — which became the battleship gunfire support area south of Faylaka Island.

While sweeping further toward shore Feb. 18, the task group detected the emissions of fire control radar "painting" them from shore-based *Silkworm* missile sites. The group began moving back out of the area to locate the sites through triangulation and get out of range. It was during these precautionary moves that disaster struck.

Within two hours of each other, explosions rocked two ships of the task force. *Tripoli* hit a contact mine much further out than the allies had believed Iraq had laid mines. USS *Princeton* (CG 59), who was providing anti-air coverage for the group, suffered damage from a sophisticated bottom-influence mine. Seven sailors were injured in the mine strikes, four



aboard *Tripoli* and three aboard *Princeton*.

"When we hit the mine, we sat right at the site, which is the natural response when you hit a mine — you anchor," Pereira said. "When you find yourself in a mine field, you're going to anchor and you're going to hold your position until you can find a safe way out.

*Adroit*, *Impervious*, *Leader* and *Avenger* immediately surrounded *Tripoli* and went into a mine-hunting role to provide the flagship with a safe

way out. After the mine strike of *Princeton*, *Adroit* detached from the group to lead the salvage tug USS *Beaufort* (ATS 2) to *Princeton*'s position and bring her out of the area.

Although *Tripoli* was able to continue her mission, she was soon replaced by USS *New Orleans* (LPH 11) and *LaSalle*. *New Orleans* became the new helicopter mother ship and *LaSalle* acted as the mine-hunting command and control platform. *Tripoli* steamed for Bahrain to complete repairs.

Point Charlie was considered safe due to the lack of mine sightings or strikes in the area since August. It turned out that Point Charlie was inside one of six mine fields Iraq had laid in a 150-mile arc stretching from Faylaka Island to the Kuwaiti-Saudi Arabian border. This information was corroborated by the Iraqi military and charts found ashore by USMCmGru officers during searches of Iraqi emplacements.

As the minesweeping force continued its search, there were other tense moments at sea. While operating in the cleared gunfire support area at Point Foxtrot, two *Silkworm* missiles were launched from enemy sites ashore toward the task group. One fell harmlessly between USS *Missouri* (BB 63) and USS *Jarrett* (FFG 33). The second was destroyed by two *Sea Dart* missiles fired from HMS *Gloucester* (D 96).

"For the close proximity you have here, it's only a matter of a minute and a few seconds before that missile is on you," Pereira said. "That is extremely rapid reaction time for *Gloucester* to have gotten off those shots to take out that *Silkworm*."

Had the ground forces moved slower, USMCmGru assets would have been able to sweep closer to shore to create a safer area for *Missouri* and USS *Wisconsin* (BB 64). But calls were coming in for gunfire support from positions eight to 10 miles inland at places like the Kuwait International Airport and other sites where the Iraqis had to be suppressed. *Wisconsin* proceeded through unswept waters to oblige the requests during the final phase of *Desert Storm*.

Though the amphibious forces never conducted their beach assault, their presence and USMCmGru's fervent efforts kept nearly 80,000 coastal defenders' eyes toward the sea — a diversion that paid off as allied forces overpowered them from their flank.

"The knowledge that we were out there cutting a clear path into Kuwait and that they [the Iraqis] were aware of the substantial risk of an attack from the sea enabled us to provide some cover for the ground forces that would do the majority of the fighting," Pereira said of the now-famous diversion. "Being able to get the battleships into position to provide gun-

fire support for the Marines as they roared across the border and proceeded on up I think was a major factor in the way the war was fought."

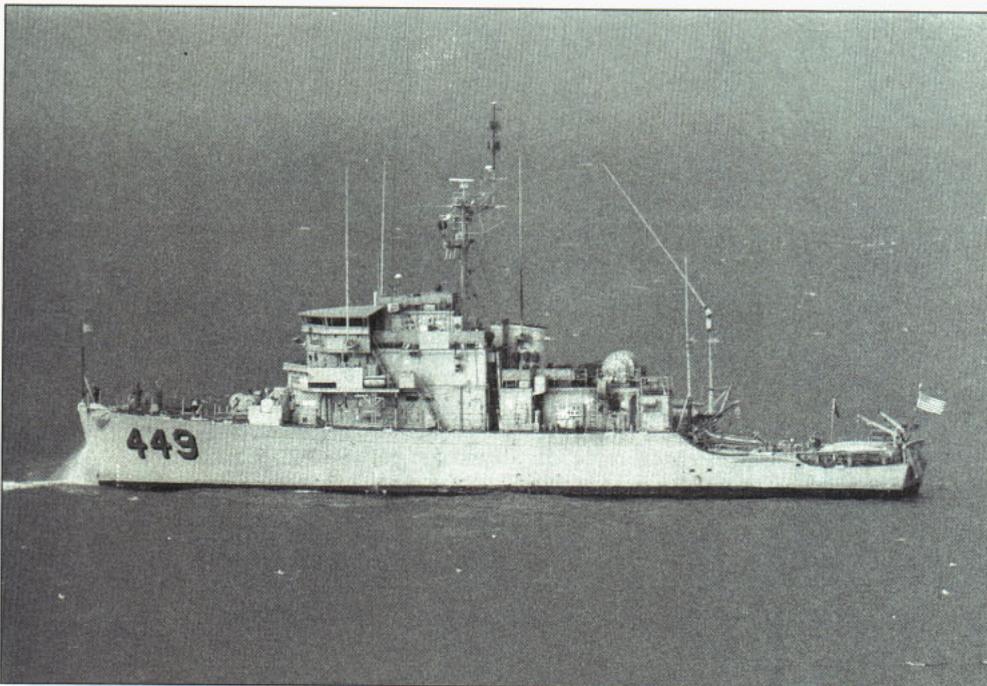
By the time a cease-fire was reached, USMCmGru only had to clear one large area off Faylaka Island and a simple lane for support off the Kuwaiti coast. The job of reaching Kuwait's major commercial port of Ash Shuaibah — one of the original amphibious landing points — was nearly complete. By March 12, minesweepers and explosive ordnance disposal teams had cleared a path to the harbor. *LaSalle*, flagship of Commander Middle East Force, entered Ash Shuaibah with the British minesweeper HMS *Cattistock* (M 31), followed by commercial vessels carrying sorely needed fresh water and supplies for the Kuwaiti people.

But even as *LaSalle* moored to a grateful welcome by the Kuwaitis, USMCmGru assets were sweeping channels into other ports north and south of Ash Shuaibah and around Kuwait City. Complicating the sweeping operation was the huge oil slick Iraqi forces had dumped into the Gulf. Floating oil hampered mine-spotting efforts and complicated the mine destruction work of EOD divers. By mid-April, more than 700 mines had been neutralized by allied forces.

By their count, the Iraqis laid 1,044 mines in the northern Gulf before and during the war. But there is no way to be sure that they will all be swept, according to Pereira. The role of the military now is to clear shipping channels and open ports to commercial business as quickly as possible. But even after those channels have been certified as safe, there is no way to be certain that one or more mines have not slipped through the net, lying in wait for the unsuspecting mariner. □

*Gawlowicz is assigned to the Public Affairs Center, San Diego.*

Photo by CDR John Charles Roach



# Stormin' home



Photo by JO1(SW) Gregg Shaza



Photo by PH2(A) Stephen Baiz

Left: Crowds of family and friends gather pier-side in Norfolk to welcome their men and women home. Above: Months of anxious waiting are eased by homecoming hugs.



Photo by PH2 Mark Kettnerhollen

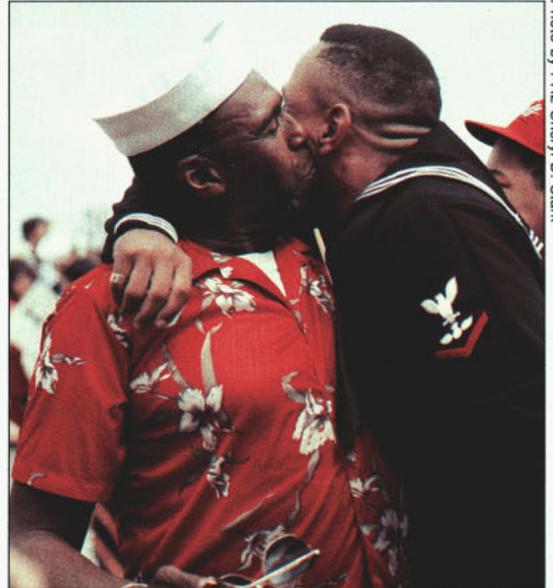


Photo by PH2 Cheryl D. Stark



Photo by JO3 Darro Miles

**Above left: USS *Inchon* (LPH 12) sailors man the rail as the ship pulls into Naval Station Norfolk. Left: "Daddy's little girl" melts into her father's arms. Above: A fatherly kiss and embrace greet one sailor.**



Photo by Hurst

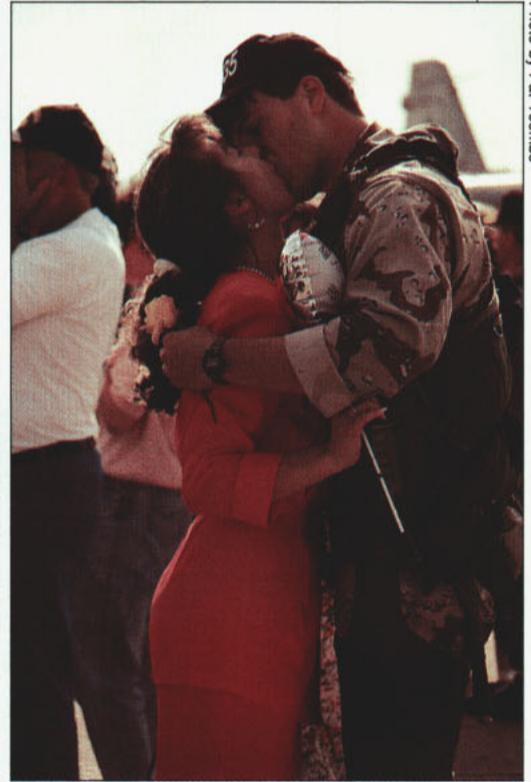


Photo by Pat Toombs



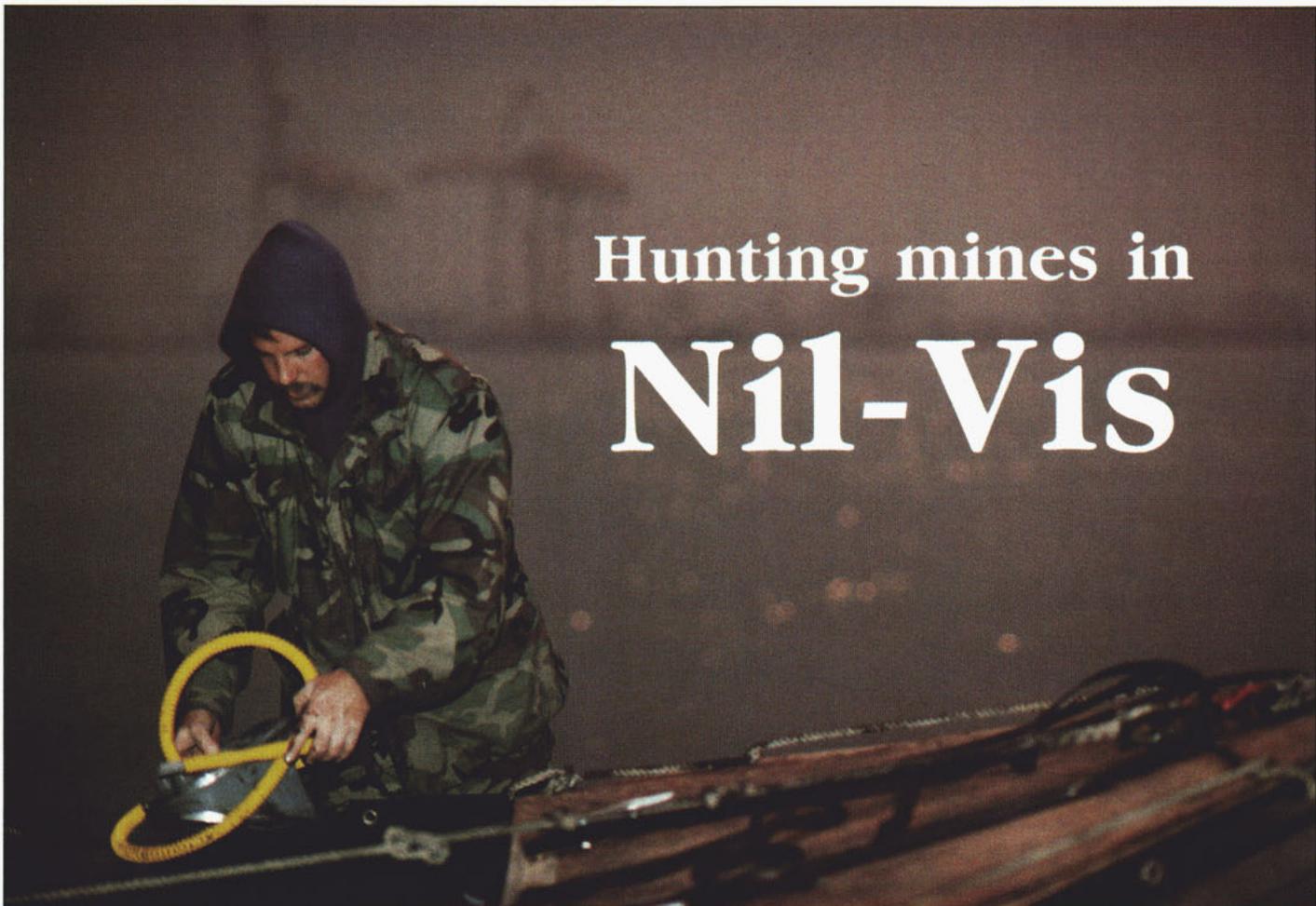
Photo by PH2 Cheryl D. Stark



Photo by JO1(SM) Gregg Sazza

Top left: Waves from ashore greet an arriving ship. Top right: A long-awaited kiss welcomes a sailor arriving at Naval Air Station Oceana, Va. Bottom left: "Daddy's home!" Bottom right: A USS *Thomas S. Gates* (CG 51) sailor is welcomed with relief, concern and roses.

# Hunting mines in Nil-Vis



## *Coalition divers clear Kuwait's harbors*

Story and photos by JO1 Lee Bosco

Black smoke from hundreds of burning oil wells covers the sky above the port of Ash Shuaybah, cloaking the pier in continuous dusk. In a place that only months ago bustled with activity, now only the slow, deliberate movements of the coalition divers attempt to distinguish this place from a ghost town.

The port, nearly 30 miles south of Kuwait City, was once Kuwait's busiest industrial port. The Iraqi forces' occupation drained the life from this harbor and rendered it unusable because of the laying of hundreds of mines in the gulf and wanton destruction of pier facilities on land. Even before the cease-fire in the war, U.S. Navy, Royal British Navy and Royal Australian Navy Explosive Ordnance Disposal (EOD)



**The black smoke that filled the air proved a hindrance to the divers working to clear Kuwait's harbors. Despite many obstacles, the job got done.**

diving teams were in place, working to clear a channel into the port. Creating a safe passage through which Kuwaiti freighters could begin delivering desperately-needed supplies was essential to the country's revitalization.

"The hazard to shipping in the Gulf is enormous," says Master Chief

Torpedoman's Mate (DV) Tom Dye. "We're clearing an entrance to the port but because the Iraqis put more than 1,000 mines in the water around this country, the Kuwaitis will be picking mines out for months."

Dye is standing in the British base camp at the end of the pier as divers from the three coalition countries plan the day's work.

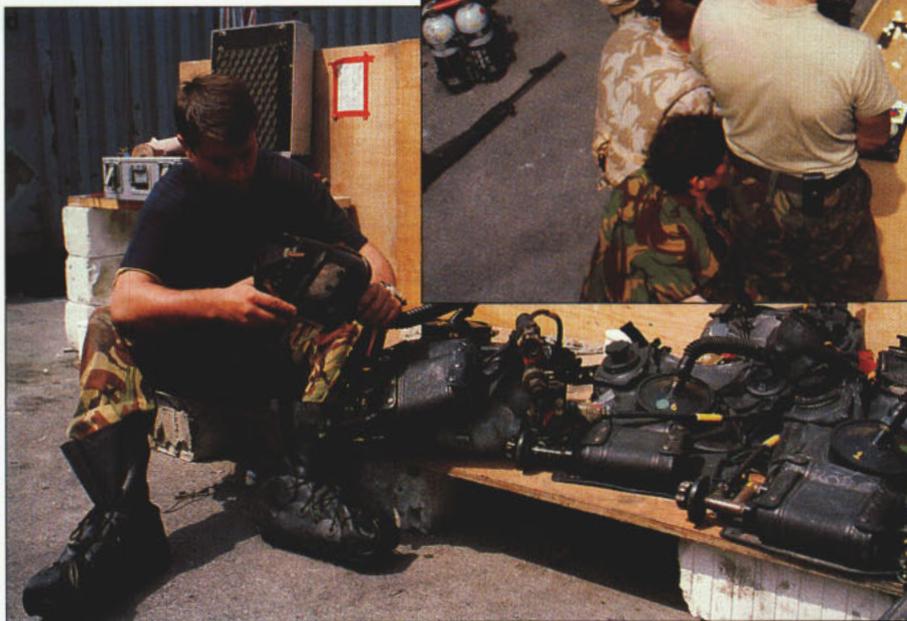
"OK, the Aussies will be in from zero nine to noon."

"Right mate, by noon the sun will have broken through and it'll be warm enough for you Yanks to get wet."

"Listen Bud, I think your Australian sunshine has made you delirious. You don't know what cold is."

"Well, *Her Majesty's Royal Navy Divers* train in the cold North Sea where it's always nil-vis. Between the three teams this harbor will get

Right: Base camp, where divers gather to exchange tricks of the trade and the latest scuttlebutt. Below: The divers spend more time cleaning oil from their gear than they spend in the water. The oil spill created by Iraqi forces lingers on long after their army fled.



ly lowered over the side. The line is attached to a buoy that will become one of four markers outlining the football field-sized search area.

The crew of the *Zodiac* pays out the line as the rubber boat eases toward a point 100 yards deeper into the Gulf. Another buoy is attached and soon a diver slips silently into the black water.

"He'll swim back to the first marker, turn, and his return path will bring him over to the left by a few yards," says TM2 (DV) Mark Burlington. "We take turns in the water 'til we cover the whole grid section. It's hard, slow work, but for this job, it's the best way."

Using the line as a guide, the diver swims beneath the surface toward the marker. Limited visibility — nil-vis — hampers the diver as he tries to discern shapes and objects in the harbor's murky depths. The sighting of a possible mine or suspicious contact of any kind causes him to stop and send a marker to the surface. The extreme care with which this job has to be handled means that there can be

cleared."

The good-natured teasing between the forces reveals how close the teams have become in just a few days as no one takes offense at the many jokes made at each other's expense. One phrase is repeated by all the team members and to them those two words are no joke. Nil-vis — a British diving term for zero visibility — has caught on and become everyday language among the three teams.

"The smoke from the burning oil wells blocks the sun most days," explains Dye. "You combine that with a thick layer of oil from Saddam's spill on the surface, and you can't see 2 feet in any direction down below. Zero visibility makes finding mines

slow and dangerous work."

At the end of the pier, solemn-faced American divers are preparing to work. The men load into a cramped rubber boat called a *Zodiac* and quickly recheck their gear. The oil floating on the surface and the gray sky are mute reminders of the difficulty of their task. During the planning stages of this mission the American divers decided to employ the *Jack-Stay* method of mine detection.

The small boat stops at a predetermined spot near the entrance of the harbor. A grid map is consulted and coordinates for the morning's dive are discussed. A line, anchored to a non-magnetic weight, or clump, is careful-



**Left:** Mines, free-floating in the Gulf, wash up on the beach and must be disarmed. **Above:** An underground crawlspace became home to Iraqi soldiers during the occupation. **Below:** HT1 (DV) Jeff Simons (left) works with his Australian teammates during a daily training session.

any number of contacts within the 100-yard grid. Following the grid search, each contact must be inspected individually.

Three hours later the search is finished. The men are thankful that there were no contacts during this morning's operation, and the mood in the boat is jovial. Even though the Iraqis had seven months to place their destructive charges, the fact that coalition diving teams and mine-sweepers are disarming and clearing mines at a rapid pace raises the spirits of the team. Even the darkness of the noon sky can't diminish the divers feeling of a job well done.

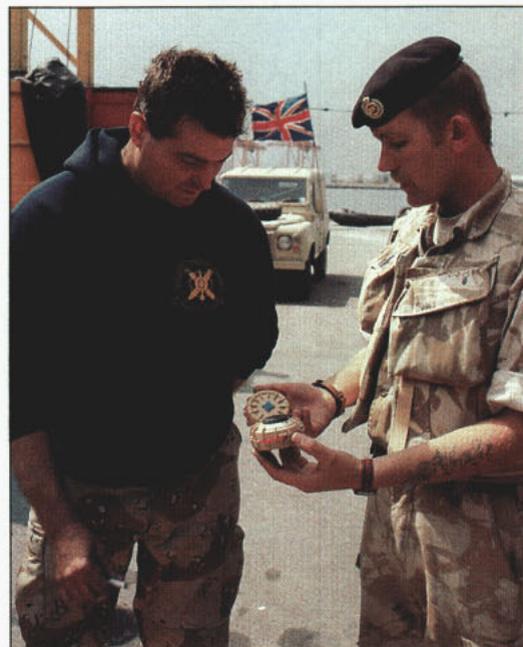
This experience is unlike any other these men have faced in their lives. In addition to mines in the water, Iraqi forces have left Saddam Hussein's calling cards scattered around



the vast port complex — calling cards in the form of dangerous booby-traps left by the fleeing Iraqi army. Bunkers, tugboats, vehicles, even a girl's science school just outside the pier entrance, must be carefully inspected and cleared of ordnance ranging in size from small antipersonnel

devices to ship-killing missiles.

As the sun breaks through the overcast for the first time this day, a Royal British Army jeep enters the compound. An army engineer arrives to seek help in identifying a piece of electronic equipment his men found with a cache of explosives in a storage



bunker not far from the port facility.

A meeting is called and all available divers curiously examine the cylindrical green plastic object.

"Looks Italian made, doesn't it?"

"Looks like a flashlight without the bulb and lens."

"No, never seen the likes o' that before."

The object makes its way around the large circle of curious eyes and prying fingers until it stops under Dye's scrutiny.

"Well let's open it up and see what we've got here," he says. A 10-minute discussion follows as the group offers suggestions as to the safest way to open the device. Any item, no matter how innocent in appearance, must be dealt with gingerly. Strict procedures, followed to the letter, soon reveal four pen-light batteries as the object is pronounced safe.

"It is probably some kind of timing device, but it's harmless unless connected to a charge. Can we keep this one? I'd like to show it to some of the other guys in the unit," Dye asks the army engineer.

"Sure, we've found a crate of them," comes the reply.

The meeting breaks up, and Boatswain's Mate 2nd Class (DV) Patrick Oberley of EOD Mobile Unit 1, Det 51 goes back to cleaning his wet suit and gear in a quiet corner of the U.S. compound.

"What a mess! That's the toughest thing — the oil. It gets everywhere. Look at this," he says angrily as he points toward a black spot on his arm. "That's oil. That suit is ruined . . . the oil's soaked through. That spill Saddam caused makes the job twice as hard. Oil gets on all the gear."

The divers are disgusted. Some have taken to wearing white paper jump-suits over their wet suits for added protection, but nothing can protect the breathing apparatus they must wear in the water.

"All divers know that the day's not done 'til the gear is cleaned and stowed, but here that's a major task," he says as he pitches an oil-soaked rag into a trash can.

The arduous task has made fast friends of many of the coalition divers. Trading MREs and tricks of the trade is a nightly event as the men gather around small fires set in garbage drums for cooking and warmth.

Talk of home soon gives way to talk of finishing the job at this port and moving on to the next. They know they won't be going home until the country is able to receive food and equipment by freighter. It is a foregone conclusion that they will remain in Kuwait at least until the three major ports are cleared. They hope the next two ports won't be heavily mined. Now that the teams have gotten to know one another they

expect the work to go more quickly.

"So far, in seven days, we've cleared a path into this harbor," says Dye. "A lot of that time was getting set up and becoming familiar with the way our new partners operated. Terminology, operating procedures, equipment limitations . . . working out these kinds of things is time consuming. But they must be done, after all, this is a potentially dangerous situation."

"He's right, you know," says Able Seaman Clearance Diver Gavin Stevens, a young Australian diver. "But, we're the lucky ones. We've been working with an American diver for a few years. Hull Technician 1st Class Jeff Simons has been part of some sort of Personnel Exchange Pro-



gram and been on loan to us, so we've got a good idea of how the Americans work ordnance disposal. Obviously, we have a long history with the British, so working together hasn't been that difficult for us."

Aside from an occasional explosion, these men don't often get to see a tangible result of their work. Once they clear an area they can only tell they were successful if nothing happens. How do you calculate the number of lives spared and ships saved because they *didn't* strike a mine?

The coalition divers have disposed of more than 20 mines around this port and expect to neutralize many more before they leave Kuwait. They felt it was important that USS *LaSalle* (AGF 3) was the first ship to pull into Kuwait since the invasion last August.

And under the dark clouds of oil smoke the international media witnessed *LaSalle* leading the first Kuwaiti freighter into port. Burlington spoke about the pride the divers took in the event and recognized the importance of their mission.

"The United States took the lead in getting Iraq out of Kuwait and enforc-



Photo by JOT(SM) Joe Gawlowicz

ing the blockade so no other ships could pull into this country to resupply the Iraqi forces," according to Burlington. "So, it's only right that the first ship to dock here be a U.S. Navy ship.

"Now, we just need to clear the other two harbors and, hopefully, go

**Opposite page: Munitions of all shapes and sizes, found by coalition forces, had to be documented and shipped out. Above: *LaSalle* at the pier — real evidence of a job well done. Below: Divers head out again into another mined port.**

home."

As dignitaries and high-ranking officers of many nations go aboard *LaSalle* for a press conference, EOD divers from three different nations can be seen carefully stowing their gear for transport to the next site. During the press conference they are told how grateful the Kuwaiti people are for the diver's work to breath life back into this ghost town.

Stevens, the Australian, providing water-borne security in a *Zodiac*, looks back over his shoulder at the sun as it begins to knife through the man-made overcast sky and sums up the feeling of the day.

"Well, the sun is breakin' through. That's a good sign, I just hope it shines on the next port.

"I've got to dive this afternoon..." □

*Bosco is a staff writer for All Hands.*

# A M \* A \* S \* H for ships

## *Battle damage repair during the Gulf War*

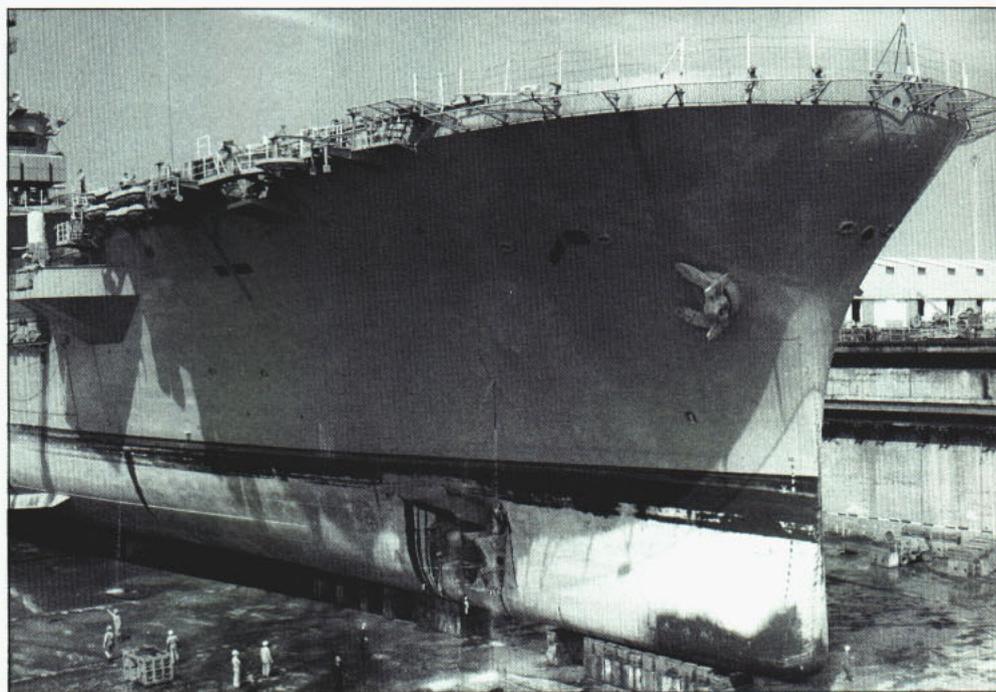
Story by JO1 Lee Bosco

The images of thousands of Iraqi soldiers surrendering and accepting food from benevolent captors are misleading. The relative ease with which coalition forces gained air superiority and swept through the world's fourth largest army belies the fact that the enemy possessed the ability to strike Navy ships long after ground troops had turned-tail or given up.

In the jubilation following the war, it's easy to forget that Saddam Hussein had assembled a large and dangerous force before his invasion of Kuwait — a force that, while not equipped with the most sophisticated, high-tech weaponry, possessed deadly armaments capable of taking lives and killing ships.

For confirmation of that fact just ask any sailor who served aboard USS *Tripoli* (LPH 10) or USS *Princeton* (CG 59) during the war. Better yet, ask a member of the Battle Damage Repair Team (BDRT) sent to those ships in their hour of need.

"As the war began to heat up and the deadline came and went, we knew what we were up against," said LCDR Dave Wright, production of-



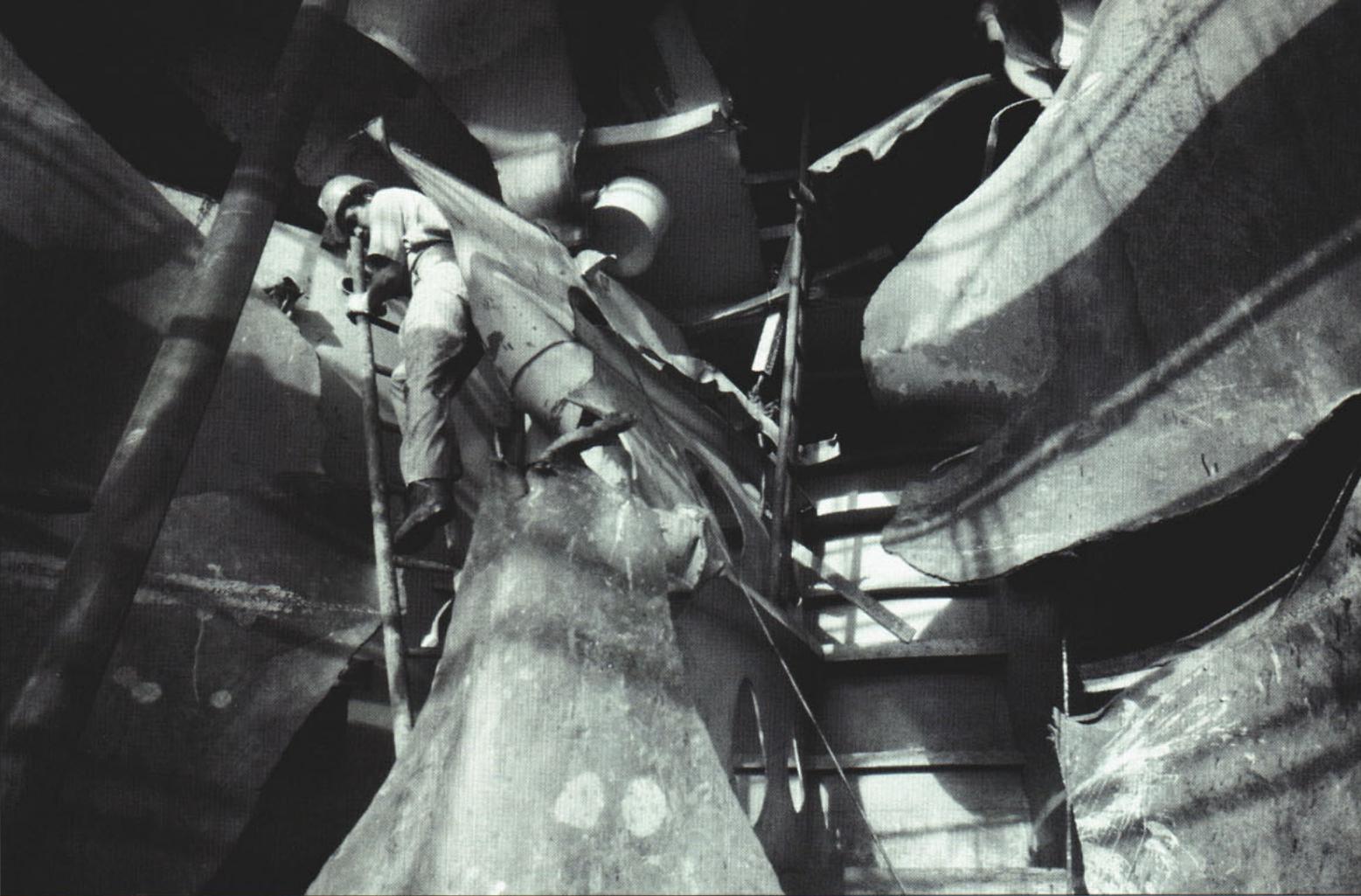
U.S. Navy photo

ficer aboard the repair ship USS *Jason* (AR 8). "Navy minesweeping operations had commenced, and our thinking was if a ship was going to get hurt it would be from a mine. Sure enough, we got two within hours of each other."

On the night of Feb. 18, *Tripoli* and *Princeton* each struck mines while on

*Tripoli*, in drydock at Bahrain, is inspected by shipyard workers and crew members before repairs begin.

station in the Gulf. *Tripoli* was supporting the minesweeping effort with an embarked helicopter minesweeping countermeasures squadron, and *Princeton* was on patrol in support of



the Navy's wooden-hulled mine-sweeping ships.

It is true that the six months between the invasion and President Bush's deadline gave Saddam time to mine the Gulf and prepare his defenses, but it also gave Navy planners time to build a battle damage repair plan. By developing contingencies for a missile or mine strike, the Navy was ready to spring into action to save a stricken vessel and her crew.

CAPT William Sheppard, in charge of the ship repair unit based in Bahrain for the war, explained that, "sailors are not out there alone when their ships are injured.

"This is a scenario that repair and salvage ships have trained for, but it hasn't actually been put to the test since World War II. How do you repair a battle-damaged ship in a far-forward-deployed area?" Sheppard asked. "The key is organization.

"For instance, within 30 minutes of the strike on *Tripoli* a Battle Damage Assessment Team (BDAT) was leav-



Photo by PH2 Gloria Barry

**Top: Despite a 25-foot hole, *Tripoli* remained on station and continued her mission. Above: Concern for the stricken *Princeton* is etched on the face of a *Jason* crew member.**

ing *Jason* by helicopter."

The assessment team's job is to survey the damage and decide, along with the ship's CO, the best course of action to save the ship.

"Remember, a ship that's hit a mine has taken a tremendous blow," he continued. "The crew is still in shock from the blast, and they're fighting flooding and fire to keep her afloat. They may not be the best people to assess the damage."

Chief Machinery Repairman (SW) James Antoine was part of the BDAT that reached *Tripoli* within two hours of the explosion. "The damage control team on that ship really performed. They had things under control when we arrived ... flooding, shoring, pumping ... they were some tired men, but they ran full out at the problem, and they overcame it."

*Tripoli's* CO was on the 1MC preparing the crew for a possible mine strike, reminding them of their training and abilities, when the ship hit a contact mine.

"We did well because we were organized and had forethought," said Damage Controlman 1st Class (SW) Don Ingram, a member of *Tripoli's* damage control team. "We knew if we hit a contact mine it would most likely be forward where the ship begins to take shape. So, we pre-positioned shoring in those areas. That saved time because needed material was on site, ready to go."

Ingram was the first man on scene

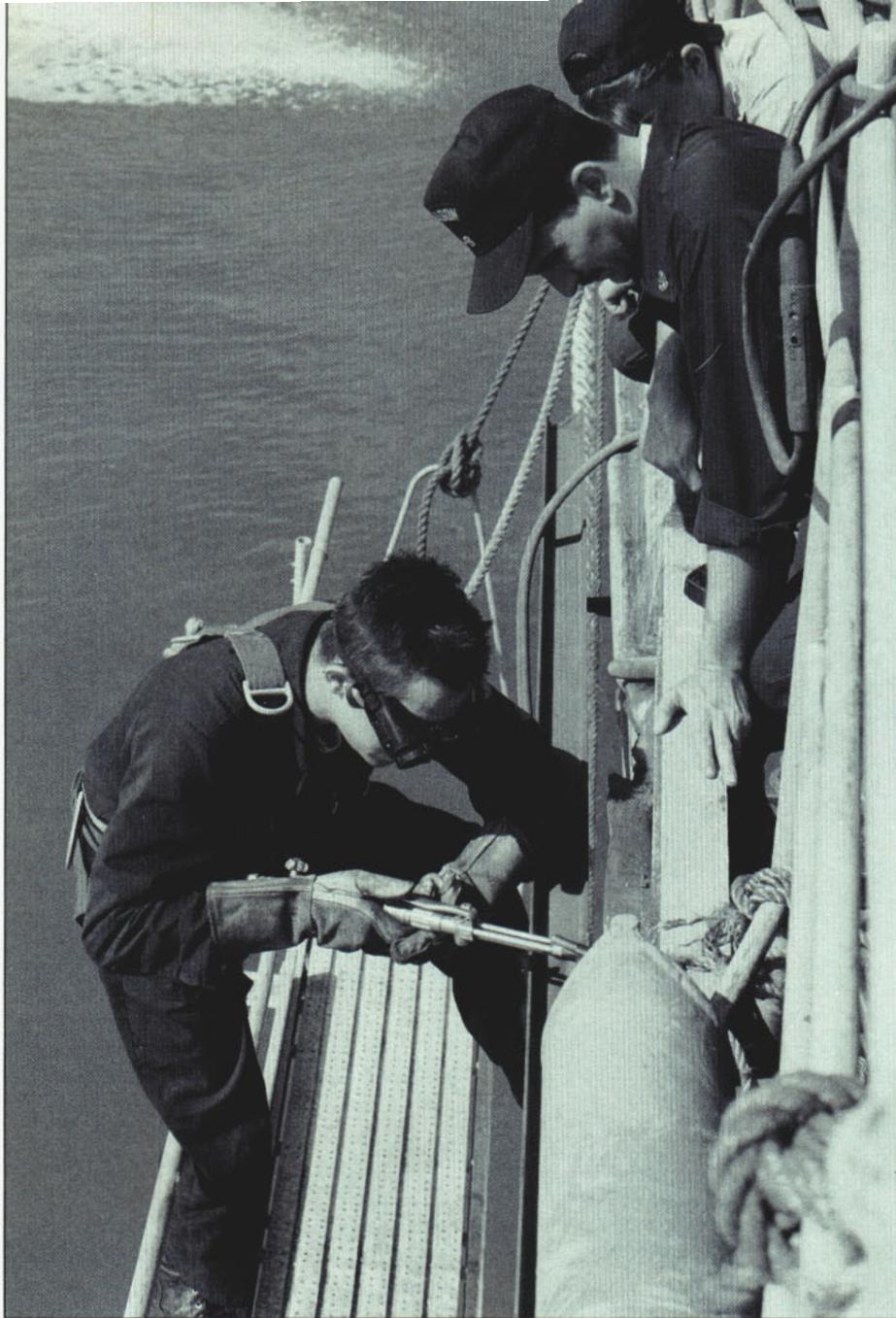


Photo by PH2 Gloria Barry

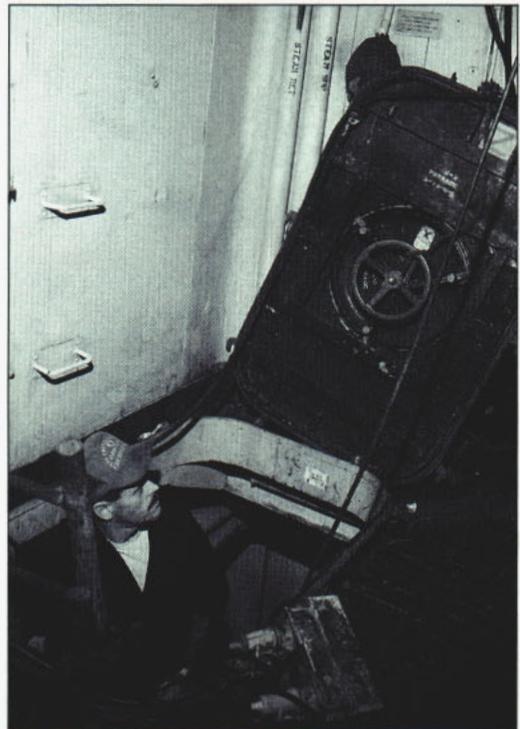
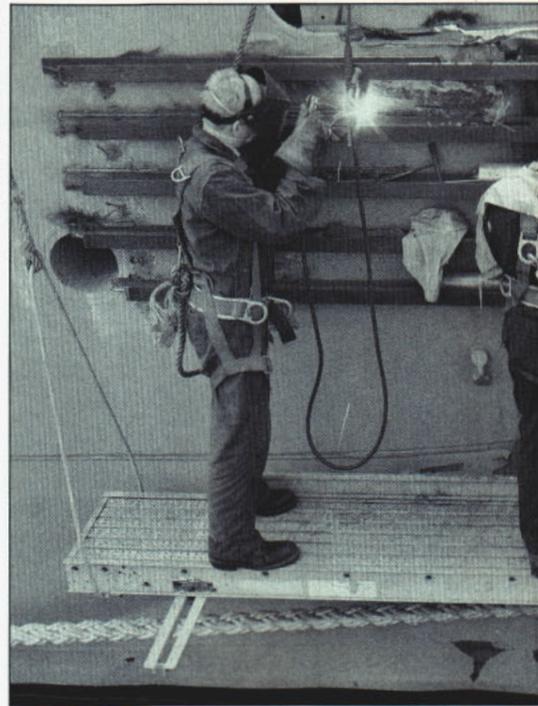


Photo by JO1 Lee Bosco

at the damaged area. "I was worried about fire and smoke making the job more difficult. The mine hit right at the forward paint locker, but the water rushing in prevented fire. The blast still put paint everywhere."

The BDAT was a welcome sight to weary crewmen who were fighting to control a life-threatening situation.

"Yeah, you could say they're happy to see us. I guess they know we're there to help them," said Antoine. "But they're really happy to see that salvage ship pull up beside them."

The salvage ship USS *Beaufort* (ATS 2) zig-zagged through the mine field to aid *Tripoli* as her divers pre-

pared the cameras they would use to photograph the hole in *Tripoli's* hull.

"*Tripoli*, because of her size and crew, was in good shape when we got to her," said LTJG Brian Neill who was officer of the deck aboard *Beaufort* when word came of the *Tripoli* strike. "The ship was able to stay on station and continue hunting mines."

Helicopters arrived shortly bringing the BDRT from *Jason*. The team, loaded down with shoring and vital equipment needed to fight flooding and damage, pitched in to assist the ship's crew. Divers from *Beaufort* and *Tripoli's* embarked diving team, photographed the fissure in the ship's

hull. The photos revealed a 25-foot hole and "spider-cracks" snaking out from the hole. The ends of those cracks would have to be drilled to prevent further cracking, but the mood of *Beaufort's* crew was good because the damage was under control.

The relief *Beaufort* crewmen felt for *Tripoli* was short-lived because of another, more severe mine strike. While escorting *Tripoli*, *Beaufort* received word that the *Aegis*-cruiser

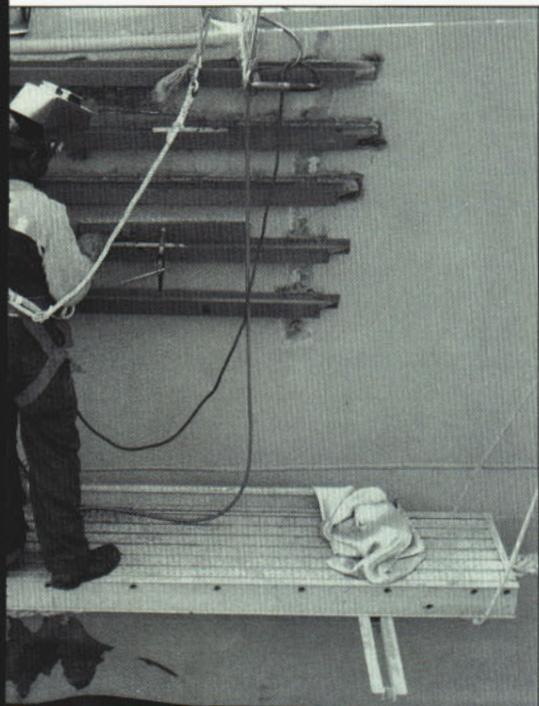


Photo by PH2 Gloria Barry

**Battle damage repair — the destructive force generated by Iraq's mines provides a challenge to the men and women who labor to repair injured ships. Both *Tripoli* and *Princeton* will return to the fleet to fight again.**

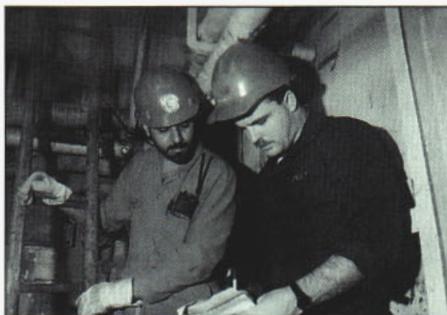


Photo by JO1 Lee Bosco

minefield was critical. *Beaufort* was called in to tow the disabled vessel.

With a minesweeper leading the way, *Beaufort* towed *Princeton* through the treacherous waters. Crewmen said they watched mines pass within five yards of either side of the ship.

One of *Beaufort's* divers, Master Chief Boatswain's Mate (DV) Michael Kracht, described his feelings on that trip. "It was dark, so that made spotting mines more difficult. I swear to God, I was thinking 'we're gonna hit one, and that'll be it.'"

*Princeton* was towed to safety and, under her own power, steamed into port for repairs.

"The performance of the assessment and repair teams sent to those ships was outstanding," said Sheppard. "Their mission in life is much like a MASH (Mobile Army Surgical Hospital) doctor's. Ship triage — determine damage; can the ship continue its mission; or is it a combat kill — these are the decisions they are faced with, and they must be made quickly and thoughtfully. The repair team, made up of designated crew members of the closest repair ship, assisted the crew — giving relief — during a traumatic time. They certainly proved themselves."

Battle damage repair isn't a new concept. The idea that sailors have to be able to carry on with the ship's mission, even after sustaining damage, has been around since men first went to sea in ships.

"Advances in technology are a double-edged sword," said Sheppard. "We have devised better, faster ways of repairing ships . . . on the other hand, weapons makers have come up with extremely destructive weapons. In the event of future conflicts, crewmen should know if their ship is hit, help is on the way. No sailor needs to feel alone in the fight to save a Navy ship." □

*Bosco is a staff writer for All Hands.*



Photo by JO1 Lee Bosco

*Princeton* had been struck. The BDAT scrambled to reach the stricken ship — the victim of an Iraqi influence mine. These devices lurk beneath the surface and explode when a ship passes above. They are intended to deliver a debilitating blow, preferably amid-ships.

The blast lifted *Princeton* out of the water, causing serious structural damage. The destruction was so extensive that the crew was literally in a fight for the ship's life. The danger was multiplied by the fact that

*Princeton* was dead in the water, anchored in a minefield.

The assessment team arrived while the crew was still struggling to control the flooding. "*Princeton* was taking on water — three decks were flooded. The assessment team determined that the ship could be saved but would not withstand another mine hit aft of frame 31," said Sheppard.

The ship had lost 80 percent of her strength. The CO and the team decided that getting the ship out of the

# Cleaning oil spills

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## *Navy-Coast Guard team fight an environmental hazard*

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Story by JO1 Chris Price, photos by PA1 Chuck Kalnbach

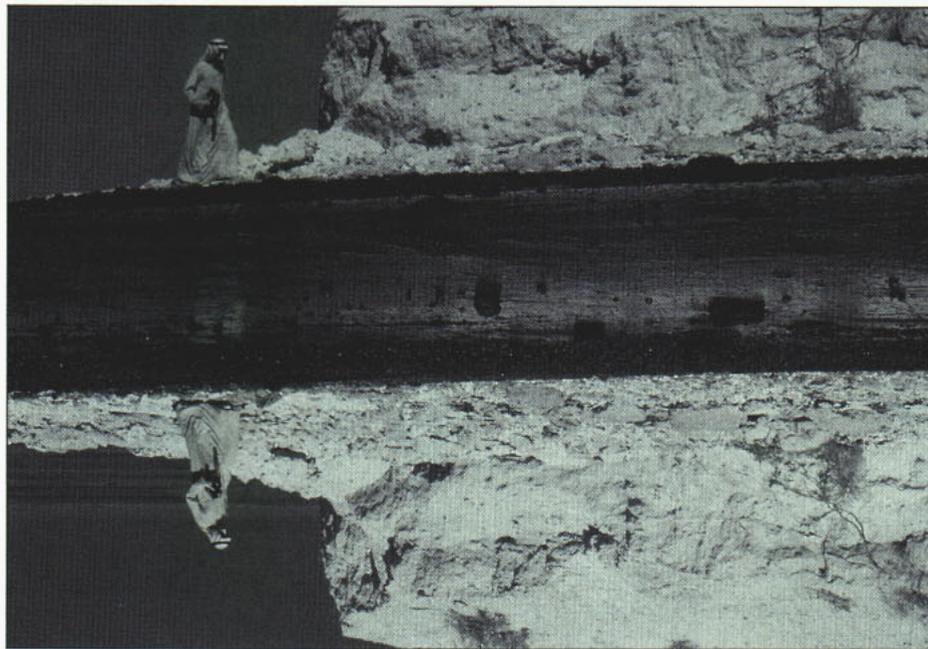
Oil spills do happen — be it accidentally or intentionally. Until the early 1970s, it was customary for ships and waterfront facilities to discharge oils — motor oils, diesel fuels, fish and vegetable oils into U.S. waters every day.

But the environmental movement of the early 1970s changed how Americans viewed their relationship with the environment. In response to the increased nationwide awareness, Naval Sea Systems Command began a program to design and procure an inventory of oil spill response equipment, intended to be maintained in a ready-for-issue condition for "Navy oil spills" anywhere in the world. But because of sound spill prevention measures, Navy oil spills are not very common.

Navy equipment is maintained by the Navy Supervisor of Salvage (Nav-Sup Salv), and is considered a national asset — probably the largest source of salvage and water-pollution equipment in the free world (Williamsburg, Va., and Stockton, Calif., are cities with the largest supply of equipment). The Navy conducts biannual oil spill response exercises at Navy-occupied ports.

Although the U.S. government

relies heavily on commercial contractors to clean major oil spills in U.S. waters, the Coast Guard, in particu-



lar, plays a vital role in protecting coastlines. Two Coast Guard strike teams are world-renowned in their ability to remove oil and hazardous substances from the environment.

The strike teams have specialized equipment and training and are on call to respond to any nationwide

**Above: The oil spill in the Persian Gulf is the worst environmental disaster on record.**

spill, like the 1989 Exxon *Valdez* oil spill in Prince William Sound, Alaska. The tanker *Valdez* spilled more than 10 million gallons of



Photo courtesy of USCG

**Left: Large tanker, TS *Alvenus* spills oil off the coast of Louisiana, while two considerably smaller skimmers clean the water. Below: Oil-covered wildlife is one of the great tragedies of the Persian Gulf oil spill.**



Alaskan crude oil into the state's pristine waters, making it the worst spill in U.S. history.

The Coast Guard and Navy are jointly involved in national oil spill response efforts and, at the request of the President or the State Department, can be sent to all parts of the world to provide technical assessment in support of environmental protection.

The Coast Guard often requests the Navy's top-notch equipment to clean spills in U.S. waters. In fact, NavSup-Salv was credited with collecting one-half of the Exxon *Valdez* oil spill, more than 5 million gallons using 720 tons of Navy equipment. In 1989, the Navy assisted in three non-Navy related spills.

As of today, the Persian Gulf oil spill is the largest spill on record, according to Coast Guard sources. The Coast Guard has representatives in the Gulf region assessing response techniques and providing technical assistance to the Saudi Arabian government. Daily flights by Coast Guard *Aireye* aircraft equipped with

special electronic sensors, give periodic updates of the slick. The data collected are being used by the Saudi government to develop response strategies.

Authority for the U.S. Coast Guard to respond to oil and hazardous substance spills, and to commission the Navy's help, is contained in two laws: the Federal Water Pollution Control Act (FWPCA); and the Comprehensive Environmental Response, Compensation and Liability Act (CERCLA).

The FWPCA prohibits all discharges of oil and approximately 290 other chemicals into the ocean. CERCLA establishes limits on the amounts of hazardous substances that shoreline facilities are permitted to discharge into U.S. waters on a daily basis.

"It's only on rare occasions that the Environmental Protection Agency will allow researchers to intentionally discharge oil to evaluate new response equipment and techniques," said U.S. Coast Guard CDR Doug Lentsch, chief of pollution response

branch, Washington, D.C.

Through an international agreement, ships are allowed to discharge some oil beyond the 12 mile territorial limit of the United States. There are specific limits on the amounts of oil that may be discharged — but absolutely no oils can be discharged inside of 12 miles. If a discharge occurs, the ship must report it to the Coast Guard's National Response Center (NRC).

The amounts of oils and chemicals allowed to be discharged into the oceans are very low — limiting damage to the environment. If a ship or shoreline facility exceeds the allowable quantities, the owner, operator or person in charge of the vessel or facility must report it.

"If a ship's owner fails to report the discharge, he or she could receive a fine of up to \$25,000, a five-year jail sentence, or both," Lentsch said. After the report is made, the NRC then notifies the appropriate agencies and units which have responsibility to ensure that the removal effort is made.

The NRC handles more than oil and chemical spill reports. They also



**A Coast Guard clean-up crewman removes an oil spill victim from the Persian Gulf.**

receive reports of air bag use in passenger vehicles, school bus accidents, and other non-pollution related topics. The NRC works in conjunction with three organizations that comprise the National Response System. These include:

The National Response Team which cuts "red tape" and traditional hurdles in order to develop response policy, and facilitates a response effort. These individuals don't travel to the scene of the spill, although their name implies otherwise.

The Regional Response Team divides the country into 10 sections, and are "red tape" cutters at the regional level.

Finally, the Coast Guard's 48 on-scene coordinators or captain's-of-the-port are in charge of the response effort ensuring that all pollutants are removed from the environment as quickly and efficiently as possible. They coordinate the response effort with junior officers and petty officers who oversee civilian contractors hired to remove pollutants.

There are many ways to remove oil from water; some are more efficient than others. Techniques range from physical removal by shovels and rakes — to mechanized methods such as specially designed vessels that are capable of skimming oil off the surface of the water.

Some skimmers have belts or "hairy-type" ropes to which the oil

adheres. The oil is eventually scraped off or wrung out into containment areas. The principal skimmer used by the Navy in the Exxon *Valdez* operation was the Marco Class V oil recovery vessel, an aluminum-hulled, 36-foot-long boat. As the Marco Class V advances through the water, floating oil is intercepted by the leading belt assembly fitted to the skimmer's hull. Navy skimmers in Alaska worked 16 to 18 hours a day, and performed with near-perfect reliability in the almost 3,000 skimmer-operating hours. Navy skimmers are capable of removing 100 gallons of oil from the water — per minute.

"Skimmers are more efficient for most oils [removal], but heavy emulsions called 'mousse' can sometimes clog skimmers," Lentsch said. "When this happens, physical labor is the primary alternative."

Another method of removing oil is with bacteria. "Technology has developed an oil-eating bacteria that enhances the natural breakdown of oils," Lentsch said. In bioremediation, bacteria are applied to an oil slick, and the oil is digested by the bacteria or "bugs." The bacteria breaks oil down into its basic constituents (fatty acids), which are released into the environment.

Dispersants break down oil just like dishwashing detergents. Oil dissipates through water columns and

converts into fine droplets which are attacked by naturally occurring organisms. "All the oil doesn't disappear," said Lentsch, "you just can't see it anymore."

Another method is to leave the oil spill alone.

"Sometimes, Mother Nature is much better at taking care of herself than man is," Lentsch said. "For instance, gasoline spills — a real volatile product — normally are left alone. They're not contained."

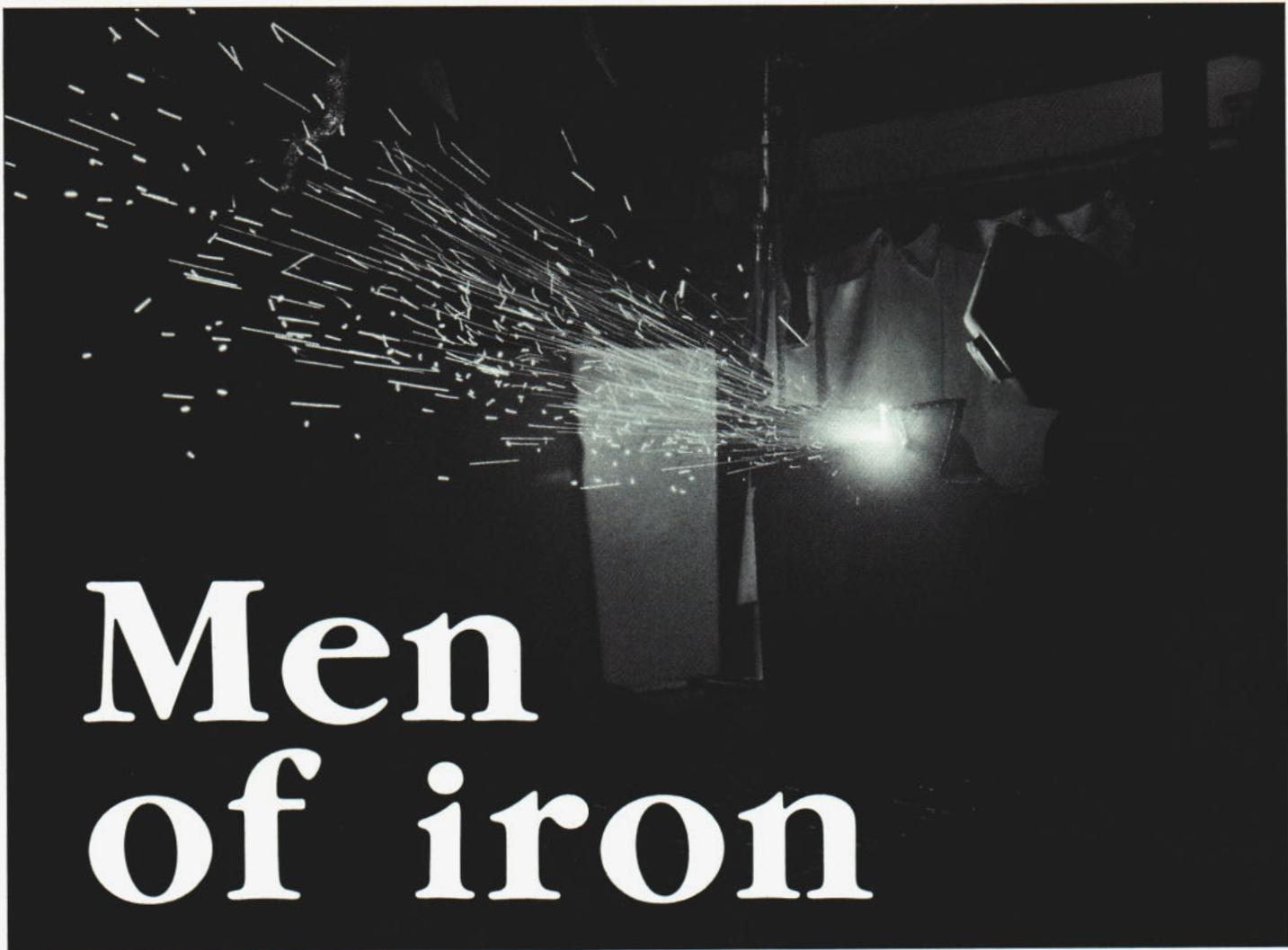
Lentsch said that corralling gasoline spills only leads to hazardous vapors hovering over an area — needing only a spark from an ignition source such as an outboard motor to cause a fiery blaze. This could result in more damage to personnel and property than the spill itself does to the environment.

"A relatively new approach to removing oil is called 'in-situ burning,'" said Lentsch. In-situ burning is the process of separating parts of an oil slick from the major spill by using fire-retardant containment booms and then setting the oil on fire. This is a fairly quick process, but local air quality may be affected.

According to Lentsch, the black smoke currently covering the Persian Gulf region is larger than any cloud that would be generated by in-situ burning.

While several cleanup options are available to Coast Guard on-scene coordinators, many factors must be considered before an appropriate plan-of-action can be carried out. They must thoroughly look at their areas of responsibility and decide which cleanup technique offers the best opportunity to minimize damage to the environment — and then act on those decisions. □

*Price is a staff writer for All Hands.*



# Men of iron

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## *Fulton's hull technicians forge a golden era*

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Story by LT Kevin D. Hurst, photos by PH2 Mario P. Romera

Hull maintenance technicians have always boasted a tradition of hard work and excellence. Nowhere is that more evident than aboard USS *Fulton* (AS 11), where they have worked in the same shops with some of the same equipment for 50 years.

The history of the hull maintenance technician rating can be traced back to the development of the modern steel ship. Before the Civil War, naval warfare consisted of wooden ships and "iron men." The battle of the ironclads USS *Monitor* and *Merrimack* [which became the ironclad CSS *Virginia*] in 1862, however, demonstrated the superiority of armored hulls. The United States did not build steel ships until the late 1880s, but an

ambitious naval construction program under President Theodore Roosevelt culminated in an impressive world cruise of the "Great White Fleet" from 1906 to 1909.

Recognizing that the new battleships and cruisers needed sailors trained to repair steel hulls and structures, the Navy Department established the shipfitters rating in 1902. Most men learned the skill as a shipboard apprentice because formal schools beyond recruit training were rare. The Navy expanded the specialty to include metalsmiths and pipefitters in the 1940s, later adding the damage controlman (DC) rating. In 1970, all of these specialties were combined into the hull maintenance

technician (HT) rating. The rating split again in 1987 with the revival of the DC rating.

Today, *Fulton* — which has tended more submarines than any other Navy ship — maintains her pipe shop, sheet metal shop and shipfitters shop much as they were when she was commissioned in September 1941. But instead of diesel submarines, *Fulton's* HTs now work on nuclear-powered, fast-attack submarines.

However, unlike the diesel fleet submarines that she was originally designed to repair, *Fulton* has not become obsolete but has smoothly transitioned to repairing modern nuclear submarines. "The reason for this is the technical training and capabilities

# Iron men

of the crew," said CAPT Mark C. Haley, *Fulton's* commanding officer.

"The equipment is ancient," said HT1 David Christian, sheet metal shop supervisor. "But the guys in the shop make the jobs come to life. The more difficult the job, the prouder they are to finish it."

That pride is part of a tradition dating back to World War II, when *Fulton* tended allied vessels in Australia, New Guinea and Pearl Harbor. Her sailors often worked around the clock to repair battle damage on desperately needed ships.

"We used very ingenious methods to fix all kinds of ships — not just submarines — to get them back into the action," recalls retired HTC M Charles E. Meyer, who worked in *Fulton's* pipe shop during the war. "An LST [tank landing ship] came in with literally hundreds of shrapnel holes. We had that thing back to sea in a few days."

Meyer described the spirit that characterized his shop during the war. "It was a great honor to be assigned to a tough job because your skills were recognized by your supervisors and shipmates alike," he explained.

*Fulton* was mothballed in 1947, only to be reactivated four years later in New London, Conn., where she has been homeported ever since. *Fulton* became the first ship to tend a nuclear submarine, when USS *Nautilus* (SSN 571) was assigned to her care in 1958. Since then, *Fulton's* hull repairmen have fixed submarines of all types, including the new *Los Angeles*-class attack submarines. While much of the equipment has been modernized, the attitude of hard work has not changed.

"HTs like to take on a challenge and do it," said HTC Richard Monyahan, leading chief petty officer of

*Fulton's* hull repair division's shipfitters shop. "They will volunteer extra hours to do a job when they know they're the only ones who have the expertise to do it."

In HT "A" school, sailors learn damage control, metalworking, pipefitting and welding. Unlike combatant ships, which may have only four HTs assigned, the large number of HTs on repair ships (75 aboard *Fulton*) permits them to develop a specialty and a Navy Enlisted Classification Code in a particular shop. But when one shop is overloaded, the entire division pulls together to help.

"An HT is a jack-of-all-trades. The sum total knowledge could be a computer program which takes a problem and tells you exactly how to fix it, including what tools and which technique to use," explained Monyahan.

A plaque marking the fourth straight Material Management/Quality Assurance Inspection that found "zero defects" in a test weld hangs on the bulkhead behind Monyahan.

"The best thing about being an HT is that you can make anything you want out of a flat plate of metal," he said.

"I like volunteering for the big

jobs," said HT2 Chris Pedersen. "When you make something and years later it's still there, you can say, 'I did that.'"

Submarine repair makes up the bulk of the hull repair workload, but the division also supports upkeep on *Fulton* itself. Recently the pipe shop installed new temperature regulating valves and 400 feet of coolant piping on her six main propulsion diesel engines.

A typical repair job requires close teamwork between all five shops, which include the sheet metal, shipfitter, pipefitter, weld and lagging shops.

For example, to replace a section of corroded steam piping, the lagging shop must first remove insulation from the pipe, which sometimes involves asbestos removal. The sheet metal shop removes the "flashing" [sheet metal covers], and the shipfitters remove interfering brackets, supports and deck plates to permit access to the bad piping.

The pipe shop then cuts out the bad section of pipe and constructs "targets" to match the pipe ends, ensuring the new pipe section will fit precisely into place on the submarine.

**Left to right: HT3 Merrit McCray, HT3 Troy Maness and HT3 Brian Peck of lagging shop 57A conduct an asbestos rip out using a glove bag and protective suits.**



This method allows complex welding and brazing to be performed in the shop rather than in a tight spot on the submarine. The pipe shop cuts and bends the new pipe.

The weld shop then prepares the joint on the submarine and commences a "butt weld," which is built up in several stages. When the welding is complete, the shipfitters replace the interference that had been removed, and the sheet metal shop replaces the flashing. Then, the lag shop installs new insulation on the piping.

The overall process has changed little in half a century. The relatively new Quality Assurance (QA) program, however, has added a new dimension to the routine.

"There have been phenomenal changes in the last five years," said HT1 Christopher Rooney, supervisor of the nuclear weld shop. "The stringency in material controls, QA procedures and cleanliness standards has just blossomed."

According to *Fulton's* QA standards, a trained inspector must check every step of the job to ensure that it meets required standards. *Fulton's* Non-Destructive Testing Lab tests welds and brazed joints using visual, ultrasound, radiographic and dye penetrant methods. The whole program strives to ensure each job is completed without defect.



*Fulton's* weld shop, which had been most affected by these and other technological developments, has nevertheless built an excellent reputation in its own right.

"This shop has set standards that no other IMA [Intermediate Maintenance Activity] has accomplished," said Rooney. "We replaced three major reactor pressurizer system valves without rework. Each job saved the Navy \$500,000 compared with having a shipyard do it."

Nuclear welders, the most highly specialized HTs, report to their first ship after 10 months of advanced training. Even then, said Rooney, "it usually takes 18 to 24 months of on-the-job training for someone to become an independent worker."

Modern technology has changed other routines. Computers maximize the efficiency of work on the deck-plate level. As a job progresses from

shop to shop, supervisors refer to a computerized listing to track progress and man-hours expended on particular jobs. Office computers effortlessly generate much of the required paperwork.

But the hard work of welding, cutting and bending metal sheets up to three-inches thick never changes. Supervisors still mandate "shift work" for important jobs. The pounding of the heavy shearer, the shrill grating of the pipe cutter and the pops and hisses of the welding machines sound just the same as in years gone by.

"If it's made of metal, we can fix it," said Pedersen, summing up the hull maintenance technician attitude that has persisted throughout *Fulton's* half-century career. □

*Hurst is the assistant public affairs officer, USS Fulton (AS 11).*



Left: HT2 Samuel Watterson in foreground and HT2 Robert Armstrong of shipfitters shop 11A form an aluminum plate to shape using a 300 ton hydraulic brake press. Above: HT2 Greg A. Adkins of nuclear weld shop 26B welds a TA1 nuclear canopy seal qualification using tungsten inert gas welding equipment.



## Spotlight on excellence

# Humor added to ship's POD

Story by ENS J.A. Felty

The Plan of the Day (POD) is usually read aloud at quarters or posted conspicuously to insure that all hands are aware of it's content. But aboard USS *Inchon* (LPH 12), that step is not necessary. Everybody wants a POD.

Not that *Inchon's* POD is more informative or better than other commands' POD — it contains a cartoon strip that crew members say "starts their day off with a laugh."

*Inchon's* cartoon strip titled, "Slightly More Brightly" — a takeoff of the ship's motto, "Never More Brightly" — was created by Seaman Greg Hervey, a native of Austin, Texas, who holds a bachelor of arts degree in graphic design from the University of Texas. Hervey joined the *Inchon* crew in November 1990.

"It feels good when somebody comes up to me and says, 'That's the way it really is,'" said Hervey, whose droopy-eyed, melancholy characters bring his thoughts and humor to the POD. "They tell me I've made my point in a funny and thought-provoking way."

Hervey realized in high school that he wanted to draw and write storyboards for Walt Disney's Studios. People have said that his work resembles Disney's and Berkeley Breathed's "Bloom County/Outland" in style.

A free thinker, Hervey enjoys creating the POD cartoon with encouragement and free rein from the command. "I come up with my ideas from what I witness, or [from] suggestions from other crew members," said Hervey.

According to *Inchon* Executive Officer CDR Rick DeJaegher, "Hervey is a talented, responsible cartoonist who knows how to make a statement without exceeding his limitations on sensitive issues.

"In the military we have a tendency to take ourselves too seriously," DeJaegher said. "I think it's important that aboard *Inchon*, we maintain an atmosphere that allows us to poke



U.S. Navy photo

### SN Greg Hervey

fun at ourselves. Since I'm responsible for the POD, 'Slightly More Brightly' also allows me an avenue through SN Hervey to say, 'Hey, lighten up.'

"The strip has been good for the command," DeJaegher added. "It helps relieve tension, gets people to pick up the POD and lets the crew know that the captain and I are not humorless ogres."

"It starts my day off with a laugh and makes the morning less stressful," said Mess Management Specialist Seaman Chad Byrd.

Aviation Ordnanceman 1st Class Timon McGee said, "I like them — they improve morale." Machinery Repairman 1st Class (DV/SW) Scott Dirkson added, "The cartoons bring unity to the crew. And now everybody is picking up the POD."

Hervey has made his mark on *Inchon* and reached his immediate goal of making people laugh and think through his characters. Seaman Apprentice Eric Carrill said it best: "The cartoons bring humor to the realities on board ship." □

Felty is the public affairs officer, USS *Inchon* (LPH 12).

# Bearings

## JFK's basketball team wins shootout with Turkey

In basketball, "traveling" can mean one of two things: the first is when a player takes an extra step to get past his defender; the second is when the whole team hits the road to meet an opponent. When a team travels more than 6,400 miles to find an opponent, that makes one heck of a road trip.

That's exactly what the "Runnin' Rebels" of USS *John F. Kennedy* (CV 67) did when they traveled overseas to play Antalya College in Antalya, Turkey. The game started off decidedly in Antalya's favor as they came out running and gunning, but the Rebels came back, thanks to a late surge near the end of the first half, to lead at halftime 63-54.

The Rebels head coach, Aviation Structural Mechanic (Hydraulics) 2nd Class Larry Williams, noted that his team had some initial problems adjusting to the home team's international rules, but eventually benefited by them. After the whistle blows,

players don't have to wait for the referee to hand them the ball. "On several occasions that enabled our opponents to get back defensively," Williams explained. "It was good though, because most of the guys on the team like to run, so the fast pace played right into our hands. Once the second half started, I think they realized Antalya was for real and came out playing better both offensively and defensively. By increasing our passing and utilizing our speed, we out-ran them."

Damage Controlman 3rd Class Richard Bledsoe, who led the Rebels in scoring with 19 points and eight rebounds, praised the Antalya College squad's spirit and shooting ability. "The guys we played were a little bit shorter than we were, but what they lacked in size they made up in hustle and three-point shooting," said Bledsoe.

One Turkish player really im-

pressed Williams with his overall play, scoring 30 points, handing off 11 assists and grabbing 10 rebounds. "Adison Milik — the little guy had an awesome outside jumper," Williams said. "He was taking jumpers outside and taking it inside to the big men. The guy played with an unconscious attitude."

Although the game ended in a lopsided victory for *Kennedy's* crew, 116-82, it was played in a gesture of good will. Still, there was no doubt the Rebels and Antalya played for something more than just a stroke in the win column.

"The United States invented the game of basketball," Bledsoe said with pride, "and we were playing against a different country. We went out to show them how it's done." ■

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

## New Navy Lodge provides home in New York City

Overlooking the waters of New York Bay is one of the newest Navy Lodges, built to provide convenient, low-cost, temporary lodging for sailors and their families in the New York metropolitan area.

The new lodge, located aboard the Navy's new Staten Island homeport, is available to active-duty military, reservists, retirees and their family members and other patrons eligible to use the facilities while on orders or when vacationing in New York. At \$45 a night, the lodge provides accommodations for up to five family members, the convenience of being located near Manhattan, free parking and easy access to public transportation.

The new Staten Island lodge has 50 units, daily maid service, a mini-mart, vending services, guest laundromat facilities and a children's play area. Each room features two extra-long beds, cable television, telephone service, a dining area and a fully-equipped kitchenette with a microwave, refrigerator and coffee pot.

Navy families needing reservations for the Staten Island Navy Lodge, or for any of the other 43 Navy Lodges worldwide, may call toll free at 1-800-NAVY-INN (1-800-628-9466). From overseas, call Autovon 624-1103. Reservations can be made 24-hours-a-day, seven days a week.

Navy Lodges are dedicated to providing clean, comfortable and afford-

able lodging to Navy and other military personnel, whether they are relocating, on temporary duty or traveling on leave. Families making a permanent change of station move may phone in reservations at any time, since early planning may help ease their move. All other active-duty personnel may make reservations a maximum of 60 days in advance of their stay, other authorized customers may call as early as 30 days in advance. ■

—Story by Lois Giovacchini, Navy Resale and Services Support Office, Naval Station New York.

# Bearings

## Doubly qualified naval officer performs dual careers

For Marshall Colt, the qualifications of an officer and a gentleman serve him well in two careers. When he's not wearing the uniform of a Naval Reserve commander, he's a professional actor in front of Hollywood studio cameras.

Once a month for 12 years, Colt has left the bright lights behind him and driven 400 miles to the San Francisco Bay area where he now serves as commanding officer of Training Command, Pacific 120 at the Naval and Marine Corps Reserve Center in San Jose, Calif.

As a naval officer, Colt served in combat with the Marine Corps in Vietnam. At sea, he was fleet navigator aboard USS *Blue Ridge* (LCC 19) and executive officer of USS *Defiance* (PG 95).

Colt moved to Southern California in 1977, shortly after performing his first stage play in Berkeley and started acting in commercials and weekly TV episodes such as "The Streets of San Francisco" and "Barnaby Jones."

"Actually, I turned down a lot of work for a while there," Colt admitted, "because there was a lot of pressure for me to do 'sitcoms' (situation comedies) and I didn't want to do that."

As an actor, Colt has actively sought meaningful roles based on his military career and personal convictions. In one television film, he co-starred with Eric Roberts in "To Heal a Nation," an account of building the Vietnam Veterans Memorial.

Colt also co-starred in other television films, including "Mercy or Murder," "Guilty of Innocence," "Family," the police drama series "McClain's Law" and starred in the series "Lottery." He can be seen co-starring in major motion pictures as



U.S. Navy photo

well — as the mysterious suspect and tennis pro Bobby Slade in "Jagged Edge" with Glenn Close and Jeff Bridges; as quarterback Art Hartman in "North Dallas Forty" with Nick Nolte and Mac Davis; in the featured role as the father in "Flowers in the Attic" with Louise Fletcher and Victoria Tennant; and as Douglas Erickson in the recently released

**Below: Marshall Colt and Glenn Close in a scene from "Jagged Edge."**

"Deceptions" with Nicollette Sheridan, Harry Hamlin and Robert Davi.

In his spare time, Colt finds time to invent, work on writing a novel and developing scripts for television and movies. He is presently developing a pilot episode for TV about a Navy pilot and writing scripts for two new murder mysteries. He's also a member of Mensa International, the Academy of Television Arts and Sciences and owner and president of a company licensed in registered securities and real estate sales.

But when Colt's in uniform, don't expect bright lights or a camera cue when saluting, talking to or seeking an autograph from the commander — that's when he's just another member of the Naval Reserve, and you need to realize you didn't stumble onto the scene of a new movie, even though it may feel that way. ■

*Story by JO2 Harry Simon, a reservist assigned to the public affairs office, Naval and Marine Corps Reserve Center, Alameda, Calif.*



Photo courtesy of Columbia Pictures

# News Bights

First-term personnel ordered to duty in the Washington, D.C., area for their first operational tour will now receive a projected rotation date of two years from the arrival month. This new policy does not apply to dental technicians, hospital corpsmen and musicians.

At the completion of their tour, these sailors will be ordered to sea or overseas duty for the remaining portion of their enlistment. These first-term/first-tour sailors must submit extension requests to extend their Washington, D.C., assignments beyond two years.

This policy also applies on a case-by-case basis to all first tour personnel in the Washington, D.C., area who were in place or under orders prior to Oct. 1, 1990.

\* \* \*

Congress has delayed the effective date of the Civilian Health and Medical Program for the Uniformed Services (CHAMPUS) mental health care annual limit change.

CHAMPUS limits inpatient mental health care to 60 days in each calendar year, unless a waiver is granted for extraordinary medical or psychological reasons. In November 1990, Congress revised the annual limit to 30 days for patients aged 19 or older; 45 days for patients under age 19; and up to 150 days for inpatient care in residential treatment centers. The new mental health care annual limits will be effective Oct. 1, 1991, vice Feb. 15, 1991.

\* \* \*

The Navy's Northeast strategic homeporting program has celebrated a major milestone with the dedication of the \$33.4 million Shore Intermediate Maintenance Activity (SIMA) at Naval Station New York, Staten Island, N.Y. The Naval Facilities Engineering Command's (NavFacEngCom) Northern Division supervised the design and construction.

SIMA New York and its component activity, the Naval Reserve Maintenance Facility, will have a primary mission of maintaining and repairing Navy ships assigned to the Staten Island and Colts Neck, N.J., home ports.

In addition, a 300-unit military family housing complex was dedicated recently at Naval Weapons Station Earle, Colts Neck, N.J. This complex is the first military family housing development to be completed within the responsibility of NavFacEngCom's Northern Division under the Navy's build-to-lease program.

This project, which will help alleviate a critical shortage of affordable military housing at Earle, is com-

posed of 204 two-bedroom units, 60 three-bedroom units and 36 four-bedroom units.

Under this lease contract, the Navy leases the houses for 20 years from the contractor who will also maintain the units. The lease funds will come from Navy family housing monies appropriated from each fiscal year's budget.

\* \* \*

The Navy is taking advantage of changes to the Defense Officer Personnel Management Act (DOPMA) to offer earlier retirement for captains, commanders and officers with prior enlisted service. Congress modified DOPMA for FY91 through FY95 to give the military services more flexibility to reduce the size of their officer corps.

Captains and commanders now contemplating retirement can request retirement with two years instead of three years time-in-grade. The number of officers permitted to retire this way is limited by law to 2 percent of authorized billets by paygrade. That translates to about 75 captains and 145 commanders who can retire at those ranks with two years time-in-grade.

Officers with prior enlisted service can retire with eight vice 10 years of commissioned service. There is no limit on the number of these retirements.

These voluntary early retirements, along with a reduction in the number of officers entering the Navy, are part of the Navy's officer manpower strategy.

Officers seeking retirement under these changes in the law should forward requests to NMPC-23/Pers-27. With legal limits on the number of captains and commanders who can retire with two years time in grade, requests will be considered in priority order based on the date received. More information is contained in NavAdmin 042/91.

\* \* \*

President George Bush recently announced the selection of RADM (Dr.) Donald F. Hagan as the Navy's 31st Surgeon General.

Hagan has also been selected for promotion to the rank of vice admiral. He relieved VADM (Dr.) James A. Zimble, June 28, during a change of command and retirement ceremony.

Hagan's previous assignment was commander, National Naval Medical Center, Bethesda, Md. He was commissioned in 1964 after completing his internship at Los Angeles County General Hospital. □

# Mail Buoy

## Boiling mad "Black Aces"

I just received your April '91 issue of *All Hands* and I am concerned about the last page of the magazine. It is a picture of aircraft 107 belonging to VF 41 "Black Aces," not VF 84 "Jolly Rogers." VF 41 puts the airwing designation on the outboard side of the vertical stabilizer. VF 84 puts the airwing designation on the inboard side of the stabilizer.

Being an airman in VF 41 and having VF 84 as our sister squadron, we've always been in the limelight of the "Jolly Rogers" because of their appearance in [the movie] "Final Countdown" and their artistic skull and crossbones.

—AMEAA William Creeger  
VF 41, FPO N.Y. 09504-6111

• *We are provided information about photographs by the photographers. We count on them to do their homework, but with the number of aircraft and missions flown during Desert Storm, airwing designations on inboard/outboard sides of vertical stabilizers can slip through the cracks.* — ed.

## Oops! We goofed.

In reference to Mail Buoy "Hugo oversight" April 1991, we in NMCB 7 much enjoyed the mentioning of our hard work. But one thing you got wrong "Ed," there are no women in NMCBs.

—CM2 Peter A. Luhrs  
NMCB 7, Gulfport, Miss.

• *After further research, we found that there are women in the Seabees, but due to current regulations they do not deploy with the battalions. However, with today's rapidly changing climate, our original BZ may be applicable in the future.* — ed.

## Point blank

I take exception to the miswriting of the caliber designation in the short piece on USS *Wisconsin* [BB 64], Page 43 of the March 1991 issue. The use of the decimal point, i.e., ".38" and ".50," is incorrect.

The term "caliber" has two very different meanings in the context of ordinance and gunnery. In reference to small arms, caliber describes the nominal bore diameter of the weapon, and is expressed

as a decimal fraction of an inch, as in ".45-caliber pistol," a pistol with a nominal bore diameter of 45 hundredths of an inch. In reference to large artillery and naval guns, caliber is an uncharacterized number that expresses the ratio of bore diameter to barrel length, as in "16-inches times 50 caliber naval rifle." In this usage, the number "50," without a decimal point, indicates that the length of the barrel of that 16-inch gun is 16 inches times 50, or 800 inches. The barrel of a 5-inch/38 caliber gun is 5 inches times 38, or 190 inches long. This use of the term caliber dates back to the 19th century and is widely used throughout the world as a means of comparing guns of similar bore diameter but different capabilities, as with 5-inch/38 and 5-inch/54 guns in the U.S. Navy.

—LTJG John F. Lyman,  
Naval Gunnery School  
Great Lakes, Ill.

• *Our field of expertise is editorial and our knowledge of naval gunnery is not of your caliber.* — ed.

## Non-concurrency?

While on station in the Persian Gulf, I was reading the article concerning "Military pay - Naval Home support" in the January 1991 issue and became a little perturbed. You made mention that, "... Navy and Marine Corps enlisted personnel and warrant officers are contributing 50 cents a month from their pay to support the operation of the Naval Home in Gulfport, Miss."

First of all, we, as enlisted personnel of the Navy, do not contribute to the Naval Home, rather we are forced to pay for the Naval Home since it is taken out of our paychecks without our consent. Secondly, most of us will not even use the "Home" due to our prior planning in our youth for retirement and/or unforeseen events at the age of retirement.

I do not mind donating some of my money to worthwhile causes for those who are less fortunate than I am, and school programs for future leaders of this great nation — my children and yours.

I pay my dues — whether I like it or not. The U.S. Treasury Department sees to that. However, "contributing" to the Naval Home is not one I feel responsible

for. If I did, I would give more than 50 cents a month for it. It is only 50 cents, but it is *my* 50 cents, and since I have paid my taxes and my bills for the previous month, that 50 cents should be spent how I want to spend it - not how Congress thinks I should spend it.

Financial harassment such as this is the sole reason more people do not donate more money to charitable organizations. This should be against the law, but yet, the law was passed by those who set the laws we abide by each day.

I would appreciate your cooperation in refraining from referring to the deduction for "Naval Home assessment" as a contribution.

—PN3 G.W. McShan  
USS *Ranger* (CV 61)

## Mr. "old salt," who do you think you are?

I am writing in regards to a letter in your February 1991 issue from LTJG Lisa. Why is this man in the Navy? He obviously would much rather be a Marine.

I spent two-and-a-half years at Recruit Training Command Orlando, Fla., and will be one of the first to agree that boot camp was harder then than it is now. However, in today's new technological Navy, the focus is on "to learn" instead of just "do."

I also spent five years on an LPD [Amphibious Transport Docks], which is nothing more than a Marine taxi, and saw what they did during their off-duty time while afloat. Spit-shining boots, taking showers (at least two per day) and standing in lines were their plan of the day. I am presently assigned to, as one admiral put it, "the first and finest attack tender." I have spent the last eight months with hundreds of men and women that are barely out of boot camp and have probably never been away from home. The pride and professionalism they have exhibited in their jobs and the Navy, make me proud to say, "I'm a sailor." During limited off-duty time underway, they are constantly striving to increase professional and military knowledge by completing correspondence courses and on-the-job training.

LTJG Lisa cites bad leadership as the biggest cause of particular problems. Retention in the Navy has never been higher, discipline problems have been at

# Mail Buoy

a minimum, and after eight months away from home, morale has been higher than anyone has a right to expect.

I am proud to be in the Navy. I would suggest that anyone who feels otherwise shouldn't stick around just to "get a paycheck."

—MM1 Edward G. Salsberry  
USS *Yellowstone* (AD 41)

After reading the letter in the "Mail Buoy" section of the February 1991 edition of *All Hands*, titled "Obvious observations," I felt I needed to respond.

I was furious how this 11-year "old salt" lumped everyone together. There's an old expression concerning the 10 percent rule. Yes, I will agree that some sailors lack discipline and that some leaders are not as strong as they should be. But please do not lump everyone together. In my 15-year career, the majority of sailors working with/for me have been nothing short of outstanding. I myself have worked for some of the best leaders there are today. So don't lump everyone together. Yes, there are a few, as you say, that are "unproud," but the vast majority of sailors and leaders are overflowing with pride.

I believe that LTJG Lisa has forgotten that he must have worked for some pretty good people. You achieved going from the enlisted ranks to the officer community, but don't forget, you could not have gotten there without a good leader to follow and guide you in the right direction or you would have found yourself on the wrong path.

The U.S. Navy is a proud group. Just ask any chief petty officer. We do our best to instill pride in both officers and enlisteds and we are doing a damn good job. I ask you to check your attitude toward the Navy so those sailors who work for you can achieve and grow with pride in the U.S. Navy. Don't forget where you came from.

—AZC(AW) Paul H. Dudley  
PEP Netherlands

## Reunions

• **USS Vulcan (AR 5)** — Reunion July 27, Virginia Beach, Va. Write to: *Vulcan*

50th Anniversary Committee, USS *Vulcan* (AR 5), FPO New York 09548-2545.

• **VF 14, VF 53 and VF 141 "Iron Angels"** — Reunion July 1991, Myrtle Beach, S.C. Contact Harold Dolin, 9646 Hamilton Hills Drive, Fishers, Ind. 46038; telephone (317) 849-0218.

• **USS Rolette (AKA 99)** — Reunion July 31 - Aug. 4, Nashville, Tenn. Contact Lawrence Hancock, 6720 Jasmine Circle, Roanoke, Va. 24019; telephone (703) 362-4209.

• **USS/USCGC Glacier (AGB/WAGE 4)** — Reunion Aug. 1-4, Salem, Ore. Contact Bruce Brady, P.O. Box 4128, Salem, Ore. 97302-8128; telephone (206) 937-8452.

• **USS Freestone (APA 167)** — Reunion Aug. 2-3, Chicago. Contact H. David Nelson, 2280 Baltic Ave., Idaho Falls, Idaho 83404.

• **USS Des Moines (CA 134)** — Reunion Aug. 2-4, Mercer, Pa. Contact Stephen P. Renock, 715 Elm St., Watsonstown, Pa. 17777; telephone (717) 538-2166.

• **USS George Washington Ingram (DE 62)** — Reunion Aug. 2-4, Dayton, Ohio. Contact Jack Schlemmer, 4548 Twilight Hill Drive, Dayton, Ohio 45429-1852; telephone (513) 299-5905.

• **USS Triton (SSN 586)** — Reunion Aug. 2-4, Groton, Conn. Contact Ralph A. Kennedy, 89 Laurelwood Road, Groton, Conn. 06340; telephone (203) 445-6567.

• **USS Brinkley Bass (DD 887)** — Reunion Aug. 2-4, Battleship Cove, Fall River, Mass. Contact Bob Shetron, 347 W. Leaside, Glendora, Calif. 91740; telephone (818) 335-8040.

• **USS Damato (DDE 871)** — Reunion Aug. 2-6, Shenandoah, Pa. Contact Morris C. Modith, 119 Gap View Road, Slatington, Pa. 18080; telephone (215) 767-5602.

• **USS Medusa (AR 1)** — Reunion Aug. 4, San Diego. Contact Charles W. Mantz, 486 Welton St., Chula Vista, Calif. 91911; telephone (619) 420-9299.

• **USS Callaway (APA 35)** — Reunion Aug. 5-8, Minneapolis. Contact R.L. Stambach, 4283-B Island Circle, Fort Myers, Fla. 33919-4427; telephone (813) 481-0359.

• **USS Trenton (CL 11)** — Reunion Aug. 6-8, Olympia/Tumwater, Wash. Contact Jay Balfour, P.O. Box 84122, Vancouver, Wash. 98684-0122; telephone (206) 254-4439.

• **USS Topeka (CL 67)** — Reunion Aug. 8-10, Las Vegas, Nev. Contact James W. Wilson, 1022 W. Abbott, Muncie, Ind. 47303; telephone (317) 288-3949.

• **USS Chevalier (DD/DDR 805)** — Reunion Aug. 8-10, Omaha, Neb. Contact

John Novak, 6200 Fleetwood Drive, Lincoln, Neb. 68516; (402) 488-8828.

• **USS Juneau (CL 52/CLAA 119/LDT 10) Association** — Reunion Aug. 8-10, San Diego. Contact Chuck Gonzalez toll-free (800) 877-4823.

• **USS Maddox (DD 622/DD 731)** — Reunion Aug. 8-11, Dayton, Ohio. Contact Joe Fanelli, 1925 Suman Ave., Dayton, Ohio 45403; telephone (513) 256-1096.

• **USS Bon Homme Richard (CV/CVA 31)** — Reunion Aug. 9-11, Des Moines, Iowa. Contact Ralph Pound, P.O. Box 1531, 410 Clark St., Tupelo, Miss. 38802; telephone (601) 842-8247.

• **USS Ordronaux (DD 617)** — Reunion Aug. 9-11, Baltimore. Contact Thomas M. Quinn, 22 Mingo St., Milton, Mass. 02186; telephone (617) 696-4301.

• **USS Baltimore (CA 68)** — Reunion Aug. 11-14, Las Vegas, Nev. Contact David B. Blomstrom, 9301 Southwest Freeway, Suite 100, Houston, Texas 77074-1518; telephone (713) 771-4385.

• **USS Eaton (DD/DDE 510)** — Reunion Aug. 14-18, Coralville, Iowa. Contact Barbara Gorvin, Rural Route 1, Box 165, Oxford, Iowa 52322; telephone (319) 628-4964.

• **Navy members of 111th Tactical Reconnaissance Squadron** — Reunion Aug. 14-18, Flint, Mich. Contact "Chuck" Metcalfe, 597 Hamilton Road, Mt. Morris, Mich. 48458; telephone (313) 686-8608.

• **USS Ranger (CV 4)** — Reunion Aug. 14-19, Norfolk. Contact George Kingston, 2148 Clubhouse Drive, Lillian, Ala. 36549; telephone (205) 962-2171.

• **Service Craft Unit 4** — Reunion Aug. 15-17, Reno, Nev. Contact James A. Pressley, 1318 Washington, Fredonia, Kan. 66736; telephone (316) 378-2647.

• **USS Topeka (CLG 8)** — Reunion Aug. 15-19, Long Beach, Calif. Contact D.E. Cass, 3028 Bonita Woods Drive, Bonita, Calif. 91902; telephone (619) 267-3123.

• **USS Henderson (DD 785)** — Reunion Aug. 16-18, Reno, Nev. Contact Dick Sierra, P.O. Box 1024, South San Francisco, Calif. 94080.

• **USS Forrestal (CV 59)** — Reunion Aug. 16-18, Washington, D.C. Contact W.R. "Skip" Freeman, 6302 Bren Mar Drive, Alexandria, Va. 22312; telephone (703) 642-5054.

• **USS Ranger (CV/CVA 61) Association** — Reunion Aug. 16-18, Boston. Send self-addressed stamped envelope to: USS *Ranger* Reunion, P.O. Box 49, Round Top, N.Y. 12473.

# Reunions

• **Guadalcanal Campaign Veterans (Aug. 7, 1942 - Feb. 17, 1943)** — Reunion Aug. 21-24, Omaha, Neb. Contact Gene Keller, 4043 Standish St., Kalamazoo, Mich. 49008; telephone (616) 344-0265.

• **USS Boxer (CV/CVA/CVS 21/LPH 4)** — Reunion Aug. 22-24, Reno, Nev. Contact Hank Wilson, 1751 Evergreen Court, Derby, Kan. 67037; telephone (316) 788-4560.

• **USS Hollister (DD 788)** — Reunion Aug. 22-25, Hot Springs, Ark. Contact Lauren Seeber, 305 Broadview, Hot Springs, Ark. 71913; telephone (501) 525-5844.

• **"The Unholy Four," USS President Jackson (APA 18), USS President Adams (APA 19), USS President Hayes (APA 20) and USS Crescent City (APA 21)** — Reunion Aug. 22-26, New Orleans. Contact Bill Lindner, P.O. Box 4006, Virginia Beach, Va. 23454; telephone (804) 340-8551.

• **USS Farragut (DD 348)** — Reunion Aug. 23-24, Long Beach, Calif. Contact John D. "Dick" House, 2995 Mahaffey, Paris, Texas 75460; telephone (903) 784-8037.

• **USS Helena (CL 50/CA 75/SSN 725) and USS Benham (DD 397)** — Reunion Aug. 23-26, Nashville, Tenn. Contact Bill Bunker, 596A W. Huntington Drive, Arcadia, Calif. 91007; telephone (818) 446-7361.

• **USS Essex (CV/CVA/CVS 9)** — Reunion Aug. 28-31, Portland, Ore. Contact Bob Morgan, 6361 S.W. 106th Place, Ocala, Fla. 32676; telephone (904) 854-6474.

• **PT Boat Squadrons (World War II)** — Reunion Aug. 29 - Sept. 2, Pittsburgh. Contact PT Boats, Tenders and Bases, P.O. Box 38070, Memphis, Tenn. 38181-0070; telephone (901) 755-8440.

• **USS Windham Bay (CVE 92)** — Reunion Aug. 30 - Sept. 1, Green Bay, Wis. Send self-addressed stamped envelope to: Merlin Vandenplas, 112 Yale St., Green Bay, Wis. 54303; telephone (414) 497-9416.

• **USS Dobbin (AD 3)** — Reunion Aug. 30 - Sept. 2, Bellevue, Wash. Contact Clarence V. Rudd, 1040 N.E. Sixth St., Bend, Ore. 97701; telephone (503) 389-4919.

• **USS Clay (APA 39) and USS Elizabeth C. Stanton (PA 69)** — Reunion Aug. 31 - Sept. 2, St. Clairsville, Ohio. Contact John Brass, 403 E. 330th St., Willowick, Ohio 44095; telephone (216) 943-2079.

• **Air Anti-Submarine Squadron 21** — Reunion August 1991, San Diego. Contact Alfred Novacek, P.O. Box 44, Dwight, Neb. 68635; telephone (402) 566-2195.

• **USS Cortland (APA 75)** — Reunion August 1991, Kansas City, Mo. Contact Alvin E. Miller, 3425 Center Point Road N.E., Cedar Rapids, Iowa 52402; telephone (319) 393-8152.

• **USS McGowan (DD 678)** — Reunion Sept. 5-7, Niagara Falls, N.Y. Contact Don Rogers, 30 Hurd St., Lynn, Mass. 01905; telephone (617) 595-1137.

• **USS Hope (AH 7) and 215th Hospital Ship Complement** — Reunion Sept. 5-8, Colorado Springs, Colo. Contact Rew Wilson, Box 3613, Eureka, Calif. 95502.

• **USS Lansdowne (DD 486)** — Reunion Sept. 5-8, Chicago. Contact William "Bob" Bennett, 1723 Lanai Drive, El Cajon, Calif. 92016; telephone (619) 442-7611.

• **USS Collett (DD 730)** — Reunion Sept. 5-8, Norfolk. Contact R. Kenneth Conover, 9 Helen Ave., Freehold, N.J. 07728; telephone (908) 462-6449.

• **USS Endicott (DD 495, DMS 35)** — Reunion Sept. 5-8, Nashville, Tenn. Contact K.D. Wren, 11811 E. 60th St., Kansas City, Mo. 64133; telephone (816) 356-4833.

• **USS William P. Biddle (APA 8)** — Reunion Sept. 5-8, Norfolk. Contact Don Skouse, P.O. Box 1638, "Biddle Group," Independence, Mo. 64055; telephone (816) 478-3403.

• **USS Mount McKinley Association (1940-70)** — Reunion Sept. 5-8, Minneapolis. Contact Donald W. Shreeves, 315 W. Main St., Princeton, Mo. 64673; telephone (816) 748-3871.

• **USS Detroit (CL 8)** — Reunion Sept. 6-8, Detroit. Contact John McGoran, 105 Granada Drive, Corte Madera, Calif. 94925; telephone (415) 924-3604.

• **Patrol Bombing Squadron 18** — Reunion Sept. 6-8, Canton, Ohio. Contact Ernest R. Moore, 384 High St., Doylestown, Ohio 44230; telephone (216) 658-6682.

• **USS Canopus (AS 9)** — Reunion Sept. 8-10, Eureka Springs, Ark. Contact Andrew A. Henry, P.O. Box 637, Thousand Palms, Calif. 92276.

• **USS Enterprise (CVAN/CVN 65)** — Reunion Sept. 8-11, San Diego. Contact Richard Zalinkanskas, 691 Salem Road, Union, N.J. 07083; telephone (201) 964-7608.

• **USS Converse (DD 509)** — Reunion Sept. 10-14, San Francisco. Contact Patti Thompson, 2824 Fourth Ave. S., Great Falls, Mont. 59405; telephone (406) 452-8800.

• **USS Trinity (AO 13) crew members who served during 1939-1946** — Reunion Sept. 10-14. Contact Henry F. Holmes, 5005 Farhon #111, St. Joseph, Mo. 64506; telephone (816) 232-2072.

• **115th Naval Construction Battalion Veterans (World War II)** — Reunion Sept. 11-14, Sarasota, Fla. Contact Edward C. Plummer, 5023 E. Naomi St., Indianapolis, Ind. 46203; telephone (317) 359-6990.

• **USS Patterson (DD 392)** — Reunion Sept. 11-14, Warren, Pa. Contact Ted Amoroso, 15 N. Main St., Union City, Pa. 16438; telephone (814) 438-2732.

• **USS Dunlap (DD 384)** — Reunion Sept. 11-14, Buffalo, N.Y. Contact Raymond Brooks, P.O. Box 91, Southfield, Mich. 48037; telephone (313) 255-4602.

• **USS Benner (DD 807)** — Reunion Sept. 12-14, Nashville, Tenn. Contact Glen Sumner, 501 Hickory Wood Road, Knoxville, Tenn. 37922; telephone (615) 966-8903.

• **Association of Minemen** — Reunion Sept. 12-15, Long Beach, Calif. Contact Association of Minemen, P.O. Box 71835, Charleston, S.C. 29415; or Lylal Stryker at (803) 797-0841.

• **USS Guam (CB 2) Association** — Reunion Sept. 12-15, Virginia Beach, Va. Contact John Kushall, 153 Bunker Road, Rotunda West, Fla. 33947; telephone (813) 697-4506.

• **USS Alcor (AK 259)** — Reunion Sept. 12-15, Arlington, Va. Contact Raymond A. Nolan Jr., 2851 Lawrence Drive, Falls Church, Va. 22042; telephone (703) 560-6785.

• **USS Aulick (DD 569)** — Reunion Sept. 12-15, Portland, Ore. Contact James C. Hays, 4621 El Caminito, Shingle Springs, Calif. 95682; telephone (916) 677-4615.

• **USS Manchester (CL 83)** — Reunion Sept. 12-15, Nashville, Tenn. Contact Paul L. Huffman, 4415 Brookhaven Ave., Louisville, Ky. 40220; telephone (502) 459-3260.

• **USS Arthur Middleton (APA 25)** — Reunion Sept. 12-15, San Francisco. Contact Eugene Muntzner, 16 Webster St., Floral Park, N.Y. 11001; telephone (516) 354-6348.

# ALLHANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

All entries must be Navy related. Photos need not be taken in the calendar year of the contest.

Professional competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

Amateurs may enter single-image color print or color transparencies only.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views.

Minimum size for each single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three, black 11-inch by 14-inch mount boards taped together, excluding photo stories entered as transparencies.

Please use the entry form below and include the title of the photograph and complete outline information on a separate piece of paper taped to the back of the photo or slide mount.

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the five groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in *All Hands* magazine.

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOCS Bob Rucker at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

**ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1991.**

For each entry, please indicate in which category and group you are entering the photograph. Attach a completed copy of this form to your entry.

## Single-image feature

- Black-and-white print
- Color print or transparencies (Prof.)
- Color print or transparencies (amateur)

## Photo story

- Black-and-white
- Color print or transparencies

Name: \_\_\_\_\_

Rate/rank: \_\_\_\_\_

Command: \_\_\_\_\_

Address: \_\_\_\_\_

\_\_\_\_\_

Phone: \_\_\_\_\_

Send entries to:

*All Hands* magazine Photo Contest  
Navy Internal Relations Activity  
601 N. Fairfax St., Suite 230  
Alexandria, Va. 22314-2007



**Coming home**