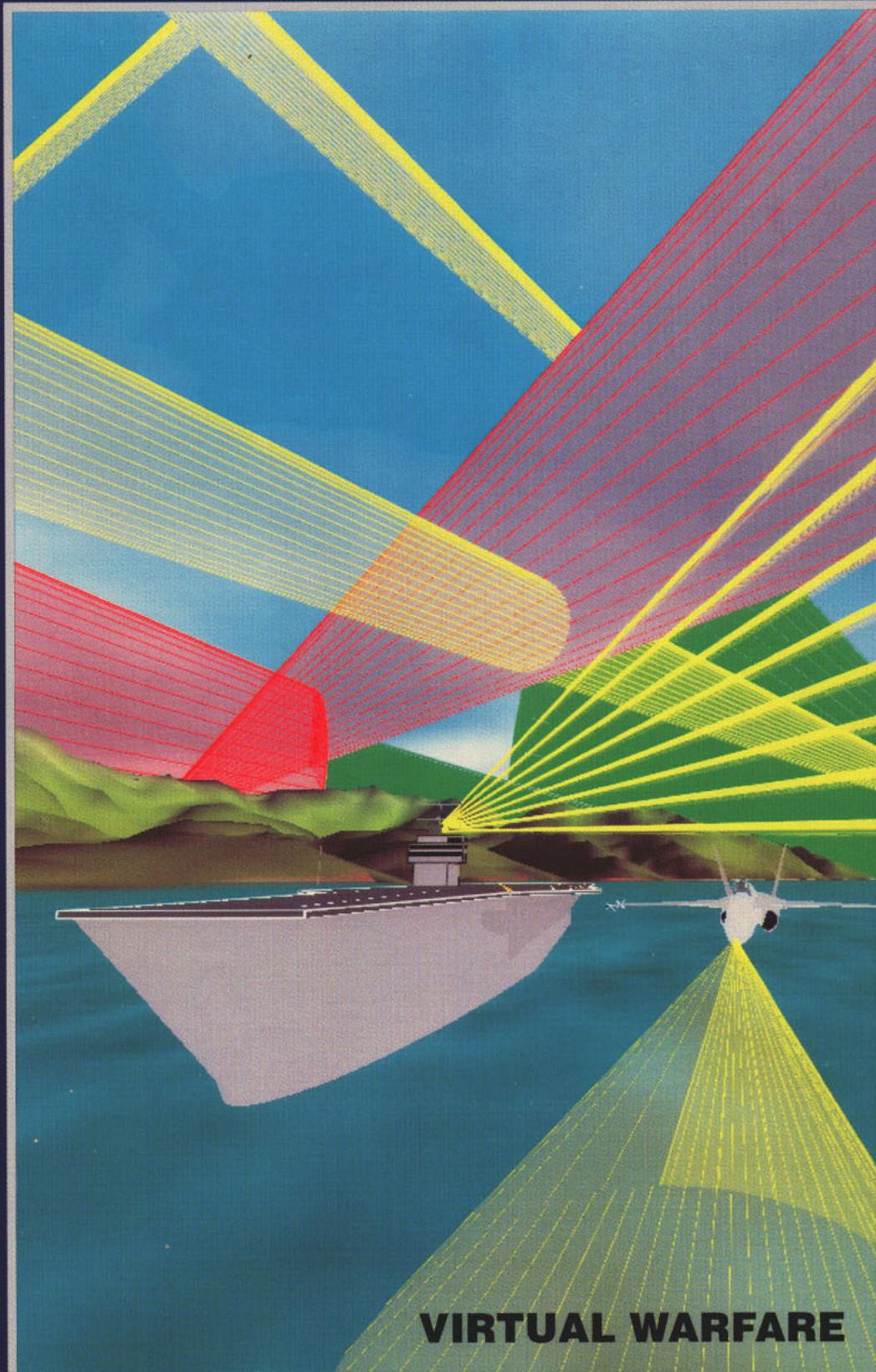


ALL HANDS

MAGAZINE OF THE U.S. NAVY

- High-tech command and control
- Meet the people behind your exam
- Live sports to lucky sailors

APRIL
1994



VIRTUAL WARFARE

Any day in the Navy

May 18, 1994, is just like any other day in the Navy, but we want you to photograph it.

Both amateur and professional civilian and military photographers are asked to record what's happening on their ship or installation on Wednesday, May 18, 1994, for a special photo feature to appear in the October edition of *All Hands* magazine.

We need photos that tell a story and capture the faces of sailors, Marines, their families and naval employees. We're looking for imagination and creativity — posed shots will be screened out. Shoot what is unique to your ship or installation, something you may see everyday but others may never get the opportunity to experience. We're looking for the best photos from the field, for a worldwide representation of what makes the Navy what it is.

Be creative. Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend those knees. Experiment with silhouettes and time-exposed shots.

Accept the challenge!

Photos must be shot in the 24-hour period of May 18. Submit processed color slides or 5 x 7 or 8 x 10 color or black and white prints. Photos should be printed for magazine quality.

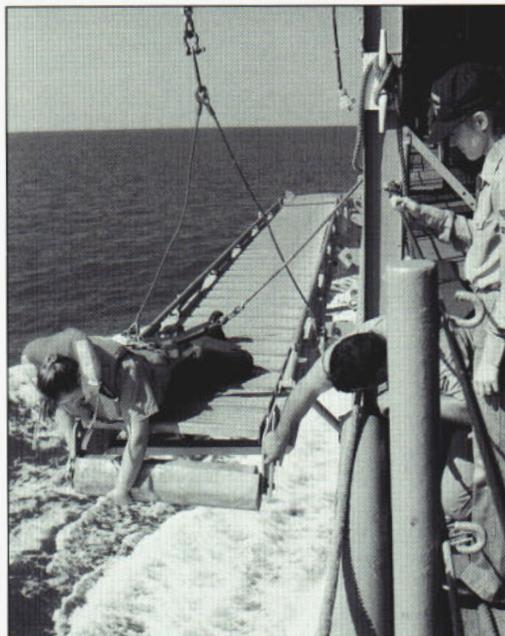


Photo by PH2 Phil Pruitt

Submissions must include full credit and cutline information. This includes full name, rank and duty station of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photo; and where the photo was taken. Captions must be attached individually to each photo or slide. Photos must be processed and received by *All Hands* by June 18, 1994. Photos will not be returned.

Our mailing address is: Naval Media Center, Publishing Division, ATTN: *All Hands*, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Questions may be addressed to PHC(AW) Joseph Dorey or JO2(AW) Laurie Butler at DSN 288-4195 or 202-433-4209.



Xerox this form and attach a completed copy to each photo you submit

Photographer:

Full name: _____

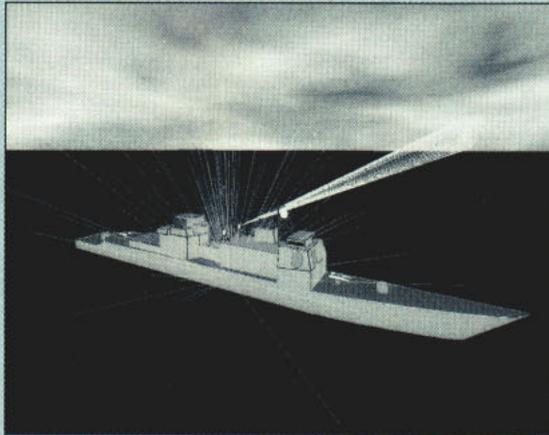
Rank: _____

Duty station (including mailing address and phone number): _____

Photograph: _____

Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns): _____



Virtual Warfare

Computer scientists at the Naval Research Laboratory, Washington, D.C., are exploring ways to apply virtual reality-based computer simulations to shipboard command and control. Read about the command centers of tomorrow on **Page 24**.

COMMUNITY

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On the Covers

Front cover: A computer-generated aircraft carrier conducts flight operations in a simulated Straits of Hormuz. Radar beams appear visible in the virtual environment allowing commanders to easily grasp their range and area of coverage. See story on Page 24. Graphic by the Effectiveness of Navy Electronic Warfare Systems program.

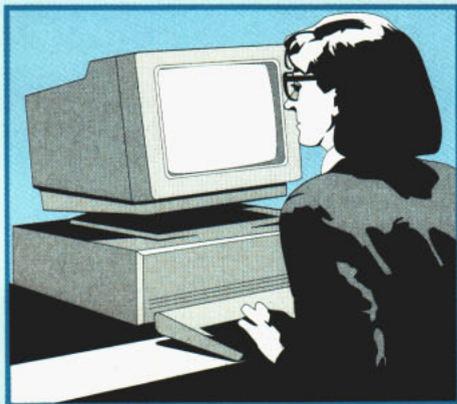
Back cover: CM3 Blaine Rich of Amphibious Construction Battalion 1, guards the camp perimeter during a Seabee combat training exercise at Camp Pendleton, Calif. The Robinson, Ill., native is wearing the electronic MILES gear used for simulating combat casualties. See story on Page 21. Photo by JO2 Ray Mooney.

Charthouse

PERSONNEL

New computer provides better service to fleet

The new Bureau of Naval Personnel (BuPers) distribution computer is now on-line, speeding up the detailing process by providing detailers almost real-time information about their customers.



Three mid-size IBM 4381 computers were replaced by a single IBM 3084 mainframe computer. Detailers can be contacted through the computer system via BuPers Access bulletin board at 1-800-762-8567.

"TimesFAX" now available at sea

"TimesFAX," a daily, seven-page, 8 x 11-inch newspaper containing the day's top world news stories, is now available to ships at sea via InMarSat and the Streamlined Automated Logistics Transmission System (SALTS).

Produced by the *New York Times* Company, TimesFAX includes:

- two and a half pages of the top news stories
- one page of business news

- one and a half pages of sports
- a page of commentary
- two half-page ads

The project represents an opportunity for ships at sea to receive a small scale but high-quality daily newspaper. Initial customer feedback from the fleet has been very positive.

For more information on how your ship can receive TimesFAX, see CHINFO message 102000ZDEC93 or contact LT Randy Britton at DSN 225-1887/8 or (703) 695-1887/8.

First women receive orders to combatants

The U.S. Navy, for the first time in its history, is now issuing orders assigning women to combatants. More than 60 of the planned 500 women officers and sailors to be assigned to the aircraft carrier USS *Dwight D. Eisenhower* (CVN 69) received their orders March 7, 1994. *Eisenhower* is the first Navy combatant ship to have women permanently assigned.

Though women have served on non-combatant ships since 1978, and have served onboard combatants for short durations, these assignments

mark the first time women will be fully integrated as crew members onboard a combatant vessel.

In the upcoming months, more assignments will be issued to women to serve on virtually all types of Navy combatants.

Enlisted women will also begin receiving orders to the squadrons of *Eisenhower's* air wing, Carrier Airwing 3. The Navy has assigned women pilots and flight officers to combat air squadrons since April 1993 when DoD restrictions on such assignments was rescinded.

Eisenhower, her airwing and battle group will deploy overseas later this year. Work-ups and predeployment exercises will begin this spring.

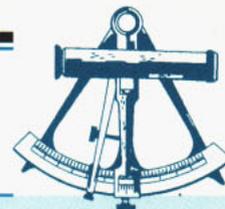
New homosexual policy now in effect

The Navy put the new DoD regulations on homosexual conduct in the Armed Forces into effect March 1, 1994. Navy implementation guidance covers definitions, accession policy, officer and enlisted personnel separation processing procedures and specific details about fact-finding inquiries.

Navy guidance reflects the law enacted by the FY94 DoD Authorization Bill and guidance issued by DoD. It emphasizes the suitability of people to serve in the Armed Forces is judged on the basis of conduct and the ability to meet required standards of duty, performance and discipline; distinguishes sexual orientation (which is personal and private) from homosexual conduct; and makes clear the procedural rights of service members.

NavAdmin 033/94, which provides the detailed guidance, information and implementation procedures, is broken down into specific subject areas to make it easier to understand. Points of



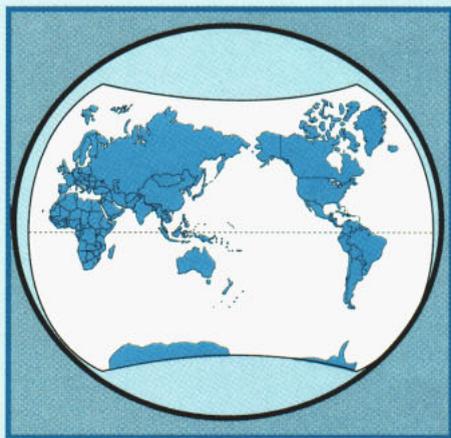


contact to provide additional, specific information are also included in the NavAdmin. Commands are encouraged to publish the message and get word out on the new policy through POD Notes, General Military Training and Captain's Calls.

CAREER

Overseas duty integral part of career path

The lure of overseas duty -- with different cultures, exciting travel, and a great experience for service member



and family -- is still cited as one of the most rewarding aspects of their careers. And while overseas duty may be difficult at moving time, it can also be rewarding at advancement time.

Now, according to NavAdmin 190/93, worldwide assignability is becoming an increasingly important factor in advancements and promotions, and most Navy people who choose to make the service a career should expect to serve overseas at least once.

Detailers at the Bureau of Naval Personnel continue to work hard to strike a balance between meeting

needs and desires of the service member and achieving maximum fleet readiness. Service members and their families are also considered carefully in assignment decisions. For example, detailers must consider if the facilities at a duty station are adequate to care for the sailor's family.

The NavAdmin also notes that while personnel E-3 and below are not normally assigned overseas if they have family members, marriage or adoption of family members after receiving overseas orders may mean an unaccompanied tour for the sailor.

RETIREMENT

Presidential certificates available

Presidential Certifications of Appreciation for service members retiring from active duty with 15 or more years of active service have arrived at BuPers.

The certificates are only available for service members who have retired or transferred to the Fleet Reserve since Jan. 20, 1993. Service members who requested the certificates previously from BuPers should begin receiving them in the next few weeks.

Commands or personnel support detachments who have received retirement packages should send BuPers (Pers-27) a command mailing label to allow BuPers to mail the certificates to the command.

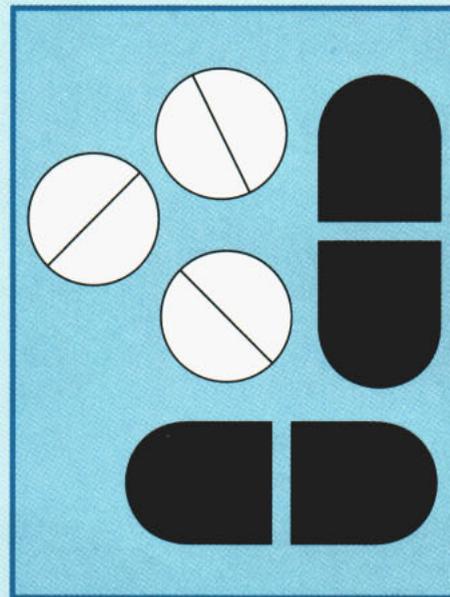


Certificates will again be included in future retirement packages. More information is available from Pers-27 at DSN 224-2690 or (703) 614-2690.

LEGAL

Use of anabolic steroids subject to UCMJ

Everyone knows you can't take drugs and plan to stay in the Navy. Use of anabolic steroids is no different. They are a controlled substance -- a drug. Sailors found using steroids



are subject to prosecution under the Uniform Code of Military Justice (UCMJ), Chapter 47, Article 112A.

DoD recently announced an interim policy on anabolic steroids which includes testing for steroid use. The tests will take place much like other drug tests under established testing programs and procedures.

For more information contact your health care provider. †

SERVING OUR COUNTRY
News of Local Men and Women in the Service of Our Country
Andrews, NC

Marine Pfc. Richard L. Bayless, son of Joyce A. Guthrie of Murphy, NC, recently reported for duty with 2nd Battalion, 11th Marines, 1st Marine Division, Marine Corps Base, Camp Pendleton, CA. The 1992 graduate of Murphy High School, Murphy, NC, Marine Corps 1993.

Officer 3rd Smith, son of Mary J. and Mary J. Elijay, graduated from the Submarine School, the basic training and ear-ropes. The ship, dam-marine procedure.

William Black

Dennis Tutor

Seaman Brandon, son of L. Allen, whose wife is Betty Powell of Rialto, Fla., completed basic training July 1993.

Stationed in Okinawa
Marine Cpl. Tamrita S. Meek, daughter of Tom and Catherine Fulcher of Riddle, has transferred to Camp Pendleton Base at Camp Pendleton after being promoted in June. She is the daughter of South.

Desire Tekeyan
Navy Seaman Apprentice Desire C. Tekeyan, a 1984 graduate of Oak Creek High School of Sedona, Ariz., completed basic training at

Roger George
Navy Petty Officer 1st Class Robert George, son of Bob and Ethel

Seaman Michael R. Bradberry of Road, Murphy, recently completed Cryptologic Communications Center Course at Pensacola, Fla. He is trained in radio printer operations.

Seaman Brandon is the son of L. Allen and Betty Powell of Rialto, Fla. He completed basic training July 1993.

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In your hometown

Keeping the folks informed

Story and photos by JO1 Steve Orr

Somewhere, in someone's hometown, a proud mother is clipping a story from the newspaper, and pasting it in a scrapbook.

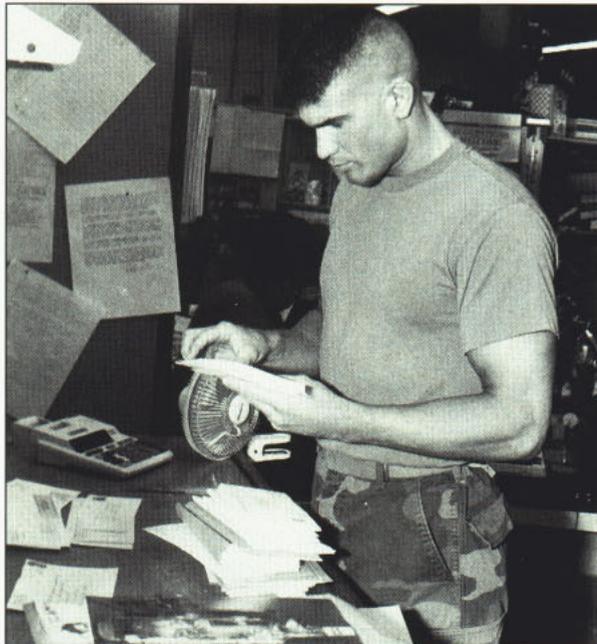
Creating military awareness in communities around the country is just one of the goals of the Fleet Home Town News Center (FHTNC), located in Norfolk, Va. Using information from forms filled out by sailors, Marines and Coast Guardsmen around the world, FHTNC generates stories to let the folks back home know what's going on with their sons and daughters, brothers and sisters, friends and neighbors.



"There are many people in a given community who don't realize that individuals from their hometowns are involved in the military, serving overseas, on ships off Somalia and Bosnia and throughout the world," said CDR Edward H. Lundquist, director of FHTNC. "The news stories we generate are directed to a service member's hometown. Our job is to help create this connection that there is a local involvement in these seemingly faraway places and otherwise difficult to grasp world events."

The story that FHTNC tells is simple, according to Lundquist. "The Navy isn't just big ships, submarines and airplanes, and the Marine Corps isn't just tanks and grenade launchers — it's people," said the Auburndale, Mass., native.

Getting the message out usually begins when a sailor or Marine first reports on board a command. Every command



Marine Cpl. Rikk Walters sorts through the stacks of mail that the FHTNC receives each day. The center handles more than 100,000 releases per month.

indoctrination should include a few minutes for filling out the familiar Fleet Home Town News form.

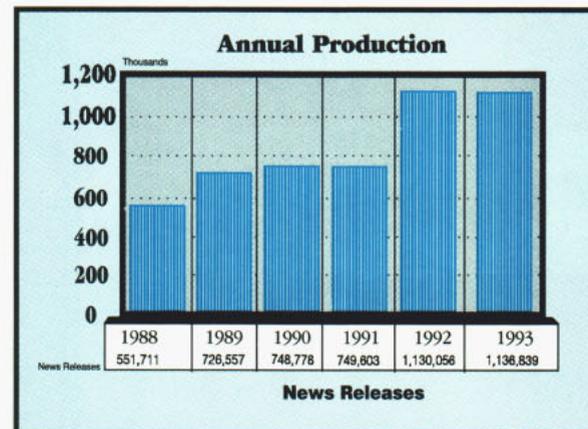
Accuracy on the form is very important,

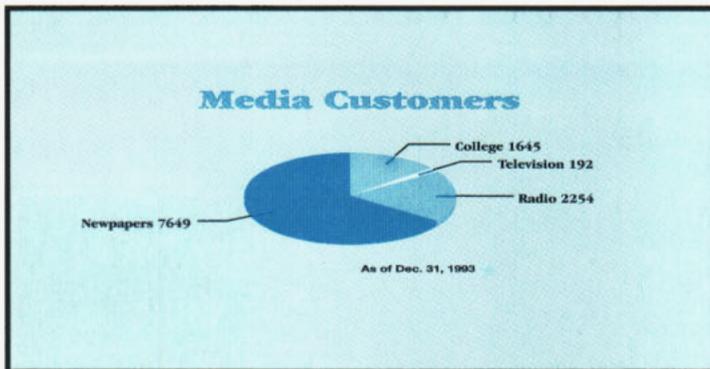
"The Navy isn't just big ships and submarines and airplanes, and the Marine Corps isn't just tanks and grenade launchers — it's people."

said Marine Cpl. Rikk Walters, supervisor in charge of screening. "We reject about 2 percent of forms submitted to us," explained the Rogersville, Penn., native. Some common problems include no signature, no social security number



IC3 Steven Okubo of Miami runs the news release inserter. The machine separates the releases, folds them, stuffs them in envelopes and seals the envelopes.





and illegibility.

When a properly completed form is sent to FHTNC, it is screened to determine the type of story it will be. Biographical information is entered into FHTNC's computer system and merged with either an existing story or one specially written for release.

Once a story is checked and double-checked, it is printed as a one-page release and mailed to newspapers, radio and television stations serving the member's hometown or to a college alumni publication.

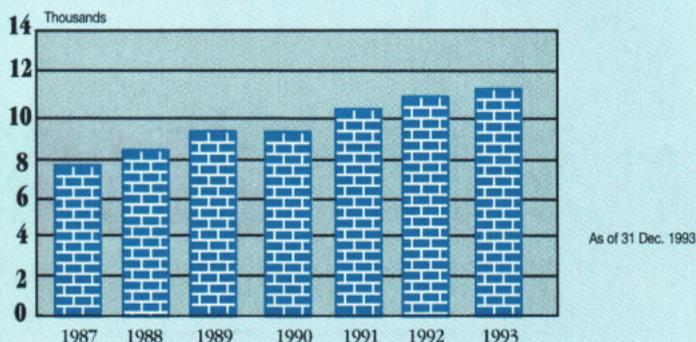
In 1993 alone, FHTNC sent out more than 1 million releases, telling the Navy and Marine Corps story through the actions and accomplishments of the men and women who serve.

"The stories we send out don't talk a lot about a ship or command. They don't talk about the commanding officer," Lundquist says. "They aren't the news. They aren't the story."

"The star of the story is the service member — the individual." †

Orr is a Norfolk-based writer for All Hands.

The total number of hometown newspapers and broadcasters has grown steadily



Reasons to submit "Hometowners":

- ☞ Advancements/Promotions
- ☞ Reporting aboard
- ☞ Completion of school
- ☞ Decorations/Awards
- ☞ Special qualifications
- ☞ Reenlistments
- ☞ Assumption of command
- ☞ Retirements

Common form mistakes:

- ☞ Not signed
- ☞ No social security number
- ☞ No hometown ties
- ☞ Not legible
- ☞ Confusing info
- ☞ No copy of citation
- ☞ Detached or transferred

✉ Send all forms and correspondence to:

**Director
Fleet Home Town News
Center
1877 Dillingham Blvd.
Norfolk, VA. 23511-3097**

Fleet Home Town News Release Form

Be sure highlighted blocks 3, 12 and 25 are completed on your commands FHTN forms.

1. From: Command/Address

2. Command Releasing Authority

3. RUC/UC/OPFAC

4. Circle Branch or Service: Active - Reserve, USN - USMC - USCG - USA

5. Date Reported this Command

6. Rank

7. Pay Grade

8. Date Entered Service MM/YY

9. Date Reported this Command

10. Sex: M, F

11. Married: Yes, No

12. Social Security Number

13. Your First, Mi., Last Name

14. Spouse's Name (If Married)

15. Your Father's First, Mi., Last Name

16. Your Mother's First, Mi., Last Name

17. Wife/Husband's Father's First, Mi., Last Name

18. Wife/Husband's Mother's First, Mi., Last Name

19. High School - Complete Name

20. College/University/Complete Name

21. College/University/Complete Name

22. Duty to Which Assigned/Job Title - If Designated a Plane Captain, etc. - List Type Aircraft, Etc.

23. Event Check Appropriate Box or List Complete Details Use extra paper or attach copy of citation, etc.

24. PRIVACY STATEMENT - AUTHORITY: 5 U.S.C. 301, and 14 U.S.C. 937 and 10 U.S.C. 8012 and 8034, and EO 9397. PRINCIPAL PURPOSE: To prepare news stories and news releases for distribution and publication by civilian news media to recognize the achievements of our service members. SPAN is used for positive identification. ROUTINE USE: Information may be disclosed to civilian news media representatives. Once published, information is considered "Public Domain." DISCLOSURE IS VOLUNTARY: Failure to provide the information may mean little or no public news release material can be produced, thus denying the individual public recognition for personal achievements.

25. I certify that the above information is correct and I have no objection to its publication.

26. Your Address (Number and Street)

27. Company Name

28. Company Publication

29. For Reserve Use Only - See Instructions on Back

30. Address (Number and Street)

31. Address (Number and Street)

32. Address (Number and Street)

33. State

34. State

35. State

36. ZIP Code

37. ZIP Code

38. ZIP Code

39. Position/Years with Company

40. FHTNC Use Only

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If you have any questions about how you can make this program work for your command review SecNavInst 5724.3 or call FHTNC at (804) 444-2221/DSN 564-2221.

Wishful

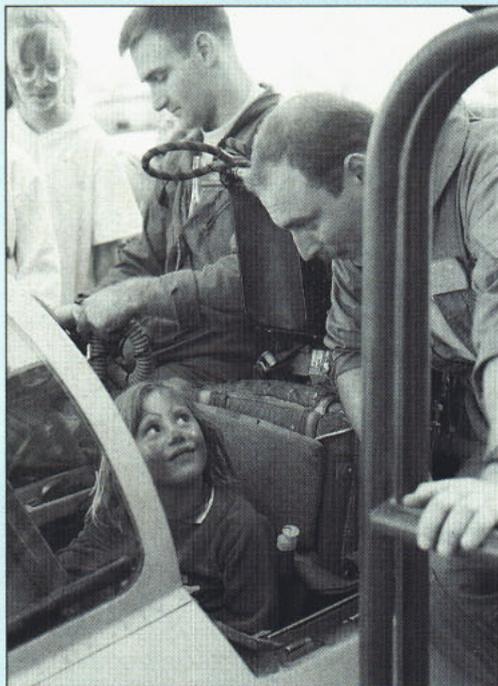
Sailors help make dreams come true

Photos by JO2 Ray Mooney

Late last year, sailors from "Top Gun," the Navy Fighter Weapons School at Naval Air Station Miramar, Calif., teamed up with the Koru Care Trust. The organization assists children with disabilities or life-threatening diseases, and spread a little sunshine to 26 special kids from New Zealand. The children got the opportunity to do what most kids don't; the chance to visit major tourist attractions in California and the opportunity to be a pilot at Top Gun. Here, *All Hands* takes a look at what put smiles on these kid's faces.

Mooney is a San Diego-based staff writer for All Hands. †

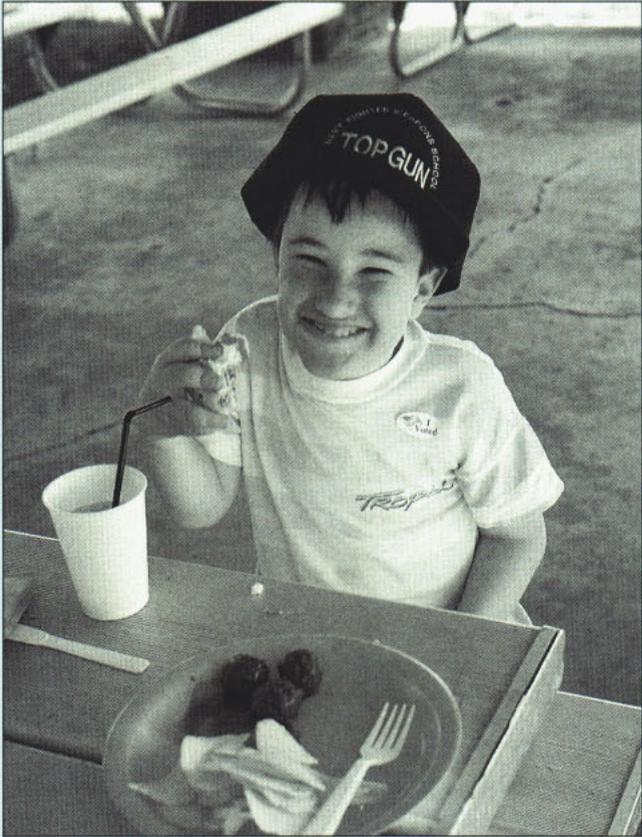
Right: Some of the visiting children take a break in the shade of the hangar.



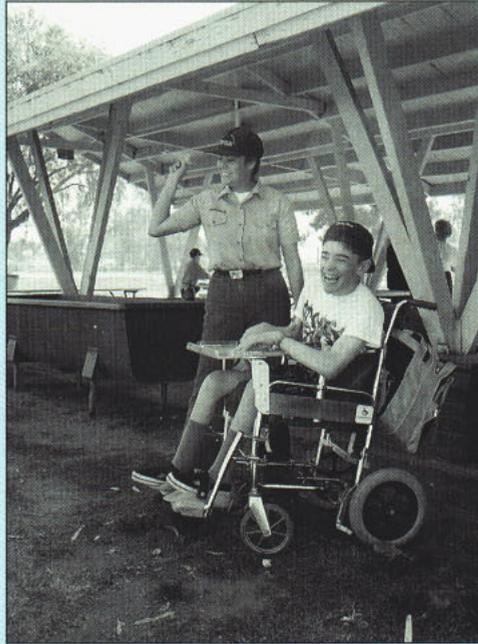
Above: Many events and programs were scheduled to entertain the children. ENS John Bayliss and LCDR Gary Galloway explain dog fighting to some of the youths from New Zealand.

Left: Top Gun pilots, Marine Capt. Jay Arnett (left) and LT John Milton (right) explain F-14 controls to the kids.

thinking



Left: Ten-year-old Peter Bradley munches on a burger at the barbecue held by the men and women of Top Gun.



Above: AN Debra Martinez, assigned to Top Gun, spends some quiet time with one of the children at Miramar.



Left: Casi the Clown was a big hit for the visiting group. "I'm sure they go through a lot of brutal tests and a lot of hard times. It's good to be able to see them relax and enjoy things and forget about their problems," said YNSN Brian J. Rogers, stationed at Top Gun.



Counting the days

Spouses, sailors learn to deal with reunion expectations, anxieties

Story and photo by JO1 Steve Orr



For sailors, their spouses and children, the reunion following a long deployment is many times a matter of fantasy vs. reality.

Fantasy: The sun shines brightly as the children, dressed in clean, colorful clothes and shouting, "Daddy, Daddy!" scamper down the pier and leap into the waiting arms of their father.

Reality: One kid is squalling because the other has just smeared ice cream on his new shirt, as Dad, who hasn't slept in two days, walks down the pier dragging a seabag full of dirty clothes.

Fantasy: Dad drives home, as Mom and the kids excitedly relate the events of the past six months.

Reality: Mom drives home and the kids complain about being hungry, while Dad rubs his temples and grumbles about the noise in the backseat.

Fantasy: Dad, Mom and the kids go to a nice restaurant and enjoy an evening of family time.

Reality: Mom hands the kids to Dad so she can have some time to herself.

Left: Lora Bonnot, a deployment specialist with the Norfolk NFSC, discusses intimacy and other homecoming concerns with the spouses of VAW 123.

Fantasy: The kids are asleep as Mom and Dad, snuggling cozily, prepare to get reacquainted on more intimate terms.

Reality: Exhausted, Dad falls asleep in the recliner with the TV on, while Mom sorts through his seabag and the kids squabble in the bedroom.

Some of the above scenarios may seem a bit extreme, but they do happen. Navy Family Service Centers (NFSCs) provide a number of programs to help avoid some of the disappointments related to end-of-deployment return and reunion, according to deployment specialist Kathleen Morris.

"We present return and reunion programs for both the spouse and the deployed sailor," Morris said. "Before we go out to the ships, we try to have a homecoming program for the families who are here. We talk about the programs we'll present to the husbands and fathers."

"We were curious about what the specialists were going to tell our husbands about the reunion," said Tabitha Riendeau, whose husband Kenneth is stationed on USS *El Paso* (LKA 117). "We were especially interested in things like the new dads' session and the intimacy sessions."

Specialists from the family service centers address a variety of issues, from how to hold a new baby to getting through that all-important first night back. Many sessions deal with changes that may have taken place in the family structure in the sailor's absence.

"It's important for a parent who's been away to discover what's in place and what's working and what's not working," said Morris. "It's important that he become reacquainted with the kids, because they've done a lot of changing. The re-

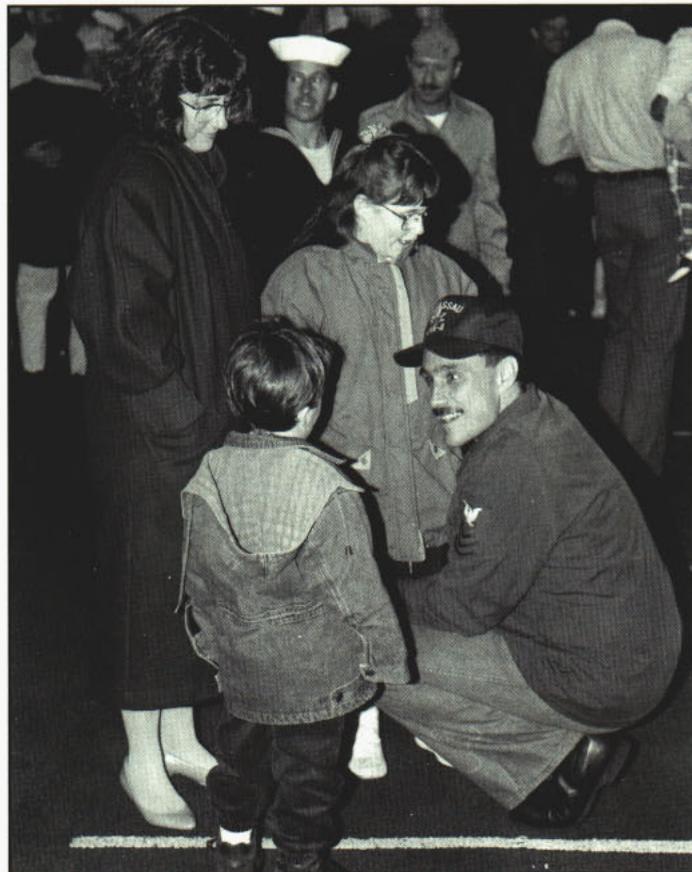


Photo by JO3 Ray Marinos

IC1 Stephen Magee, of Charleston, S.C., gets reacquainted with his family upon his return from a recent deployment.

"Some spouses have the idea that once their sailors are back, they can say 'I stand relieved -- here's the kids, here's the checkbook here's the car, here's the household duties.'"

**- Lynn Keroack,
deployment specialist**

turning adult must also realize that some concessions must be made before moving into the existing family situation."

The same advice is true for the spouse, according to Lynn Keroack, Little Creek NFSC deployment specialist. "Some spouses have the idea that once their sailors are back, they can say, 'I stand relieved -- here's the kids, here's the checkbook, here's the car, here's the household duties.' We try to let them know that he may not be ready to just take over."

This "change-of-command" is just one of the many concerns on the minds of wives and husbands as the reunion draws closer. Thoughts of seeing each other, and the anxiety of spending that first night together can heighten the anticipation on both sides.

"We discuss intimacy vs. sex. Sometimes, a couple may just sit and talk into the wee hours of the morning. Talk can be very intimate," Park said.

Most deployment specialists agree the best way to avoid disappointment at reunion time is to be mentally prepared in case things don't go your way. "We hope things work out the way you've planned," concluded Park. "But, we also like to ask, 'What if this or that happens?' -- be flexible." †

Orr is a Norfolk-based staff writer for All Hands.

Lessons in

Sailors, Marines learn infant-care skills

Story by JO1 Steve Orr

We see the pictures every time a Navy ship pulls back into port after a six-month deployment — the sailor in his dress uniform hugging his wife and kissing his new baby on the forehead. It's a scene that is played out hundreds of times whenever a battle group returns to its home port.

But what's going on behind this picture? Often, the new father is nervous about facing this miniature version of himself for the first time. Am I holding the baby the correct way? Does the child know who I am? Who's going to change the diapers now I'm home?

Fortunately for many sailors and Marines who are deployed but are expecting to see new babies when they return, help is available. Navy Family Service Centers (NFSCs) are offering a new father brief as part of their "Return and Reunion" program.

The centers send reunion specialists to ships as units make the journey home from deployment, according to Kathleen Morris, education specialist at Little Creek Amphibious Base NFSC in Virginia. "When we go on board a ship, we conduct several education programs dealing with the reunion experience," she explained. "The new dad's portion

Marines from MSSG 24 aboard USS *EI Paso* (LKA 117) attend a "baby shower" where they are given gifts and learn the intricacies of handling infants and their many needs.

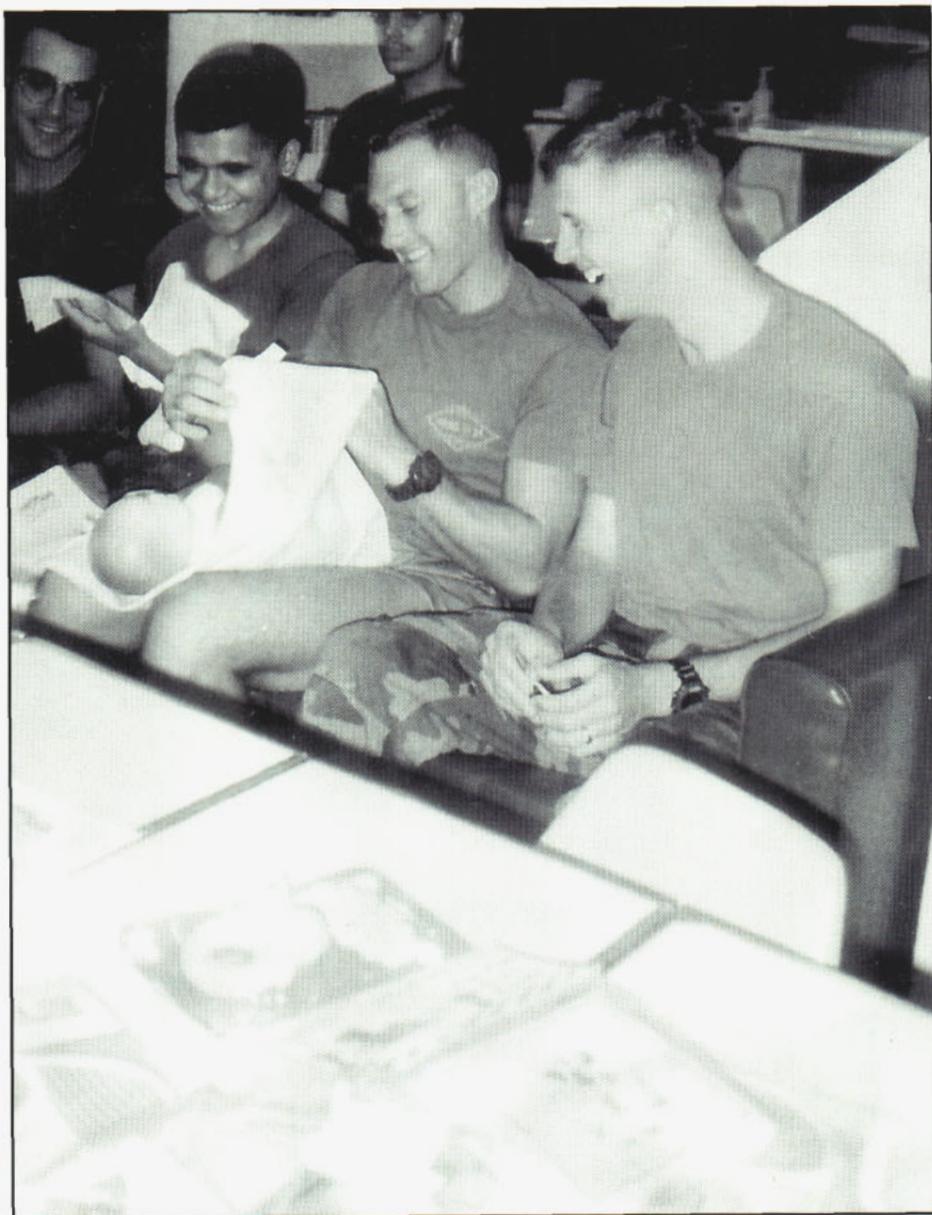


Photo courtesy of Navy Family Service Center, Little Creek, Va.

tenderness

Photo by J03 Ray Manaois



RM1 Ron Clark, a native of Laurinburg, N.C., meets his newborn daughter Katlin who was born while he was on deployment aboard USS *Nassau* (LHA 4).

is just one of the programs we provide.

"We invite dads whose children were born two weeks prior to deployment and those who will still be expecting when they get home. We usually have baby gifts, and the command will make a cake and provide ice cream," Morris said.

This "shower" gives new dads the chance to learn the do's and don'ts of infant-care from the NFSC specialist and from each other, said Machinery Repairman 2nd Class Kenneth Riendeau of USS *El Paso* (LKA 117). "We talked about what new fathers need to know — supplies, what kinds of foods babies eat, different bathing techniques, even

how to hold a child."

"Many of the new dads, especially those who already have children, share their knowledge and experience of baby care," Morris added. "All the fathers are encouraged to bring pictures. Some even bring ultrasound pictures."

One of the highlights of the new dads' shower is a lesson on how to hold a baby. While some specialists fabricate a child model from a towel, others prefer to use a baby doll.

"The last time we went out, we had the dads pass a baby doll around," Morris related. "The dads carefully handed the 'baby' from one to another, just

like they were cradling a real child. As I spoke with one group, a father in the audience was sitting there with this doll wrapped in a blanket, playing with it as if it were a real baby. It was wonderful."

The skills learned in this setting are important, Morris explained. "It's sometimes hard for a new father who's deployed to make the physical and visual connection that he's actually a parent," she said. "This is especially true of the younger men we talk to.

"We help fathers see that they may have already started the bonding process," Morris added. "Their wife was already pregnant when they left, and maybe they've already experienced some of the pregnancy before deployment. Depending on how far along the pregnancy was, dad may have already felt the baby move. During the shower, we try to get the fathers to talk about it."

"The session covered so much, it's hard to explain it all," said Riendeau, a native of Phillips, Maine. "We talked about how life changes when you have a baby. When I came home, my wife, Tabitha, was 8-and-a-half-months pregnant, and while coming home from deployment wasn't new (this was his third), seeing Tabitha so big was a shock. I think the new father's shower helped prepare me for it."

"It starts the new fathers thinking about their role when they get back with their families, and the importance of being a supportive father," Morris concluded. "It's one of the most enjoyable programs we conduct." †

Orr is a Norfolk-based staff writer for All Hands.

Welcome aboard!

Sponsorship is more than just a handshake



Story by JO1(SW) Jim Conner

Hey, I received PCS orders!" The next step in a smooth transition to your next job depends upon your new command: the assignment of a sponsor for you and the receipt of materials concerning your new duty station. With orders and your Welcome Aboard package in hand, it's fair winds and following seas for you and your family.

Sponsors play a key role in making a sailor's transition to his or her new command a smooth one. No one knows that better than Cindy Stewart, relocation counselor at the Navy Family Service Center (FSC), Washington, D.C. Part of her job is teaching sailors and Marines from various commands how to be good sponsors.

"With an effective sponsorship program, individuals and their families stand to gain assistance and personal support

necessary to ease the trauma associated with a new duty station," Stewart said. "As a result, commands can expect improved performance and greater productivity from new members who have been properly sponsored."

Naval District Washington's FSC put together a sponsor checklist broken into three sections for the newcomer — pre-arrival, arrival and post-arrival. The Navy has outlined requirements commands should meet for a successful sponsorship program in OpNavInst 1740.3.

"When sailors receive orders to a new command, it would be wise for them to check with their family service center to get all the information necessary about their new location," said Stewart. †

Conner is a staff writer for All Hands.

Sponsorship Checklists

Pre-arrival of Newcomer

Initial Communication

- Call or write newcomer at his or her command immediately (See sample sponsor letter in Op NavInst 1740.3).
- Include your phone number at both home and work (DSN and commercial).
- If there are family members, ask your spouse and children to write the new member's spouse and children.
- Find out how many children, and the ages.

Welcome Aboard Packet

- Contact your local FSC to obtain a Welcome Aboard packet.
- Mail Welcome Aboard packet to newcomer.
- If service member is married, include the employment section from the local paper.
- Visit the housing office for information on housing availability.
- Include a copy of the real estate section from the local newspaper.

Lodging

- Arrange for temporary lodging for the newcomer and his or her family.
- If a deposit is required, have the newcomer send a check or money order.

Travel

- Request flight information so you can meet the newcomer at the airport.
- If the newcomers are driving, designate a meeting place and time for you to meet them.
- Mail a map and detailed directions to the designated meeting place.
- Before newcomers depart, call them to confirm orders and verify travel plans have not changed.
- You are required to keep your department head and PSD informed of any change in travel and arrival plans of the newcomer.

Communication

- Keep constant communication going with the newcomer from the time of your sponsorship appointment until the new member arrives.

Arrival

- Meet the newcomer and/or family at arrival point.
- Escort the newcomer through the process of checking in.
- Help the newcomer locate the Personal Property Office to check on household goods and auto shipments.
- Provide a tour of the base, pointing out the commissary, exchange, family service center, PSD, credit union and other areas of interest.
- Escort the newcomer to the Housing Referral Office before renting or buying a house. (This is a must!)
- If newcomer is unaccompanied, escort to BEQ or BOQ for room assignment.
- Offer to take the newcomer to the laundry facilities or offer your washer and dryer.
- Other assistance:
 - Assist in getting children registered for school.
 - Arrange for pets to stay in kennel if needed.
 - Assist with vehicle registration and driver's license.
 - Have snacks available in temporary quarters.
 - Offer a ride to the commissary.
 - Invite the newcomer to dinner.
- Have a positive attitude:
 - Answer questions honestly about the command, but don't accentuate the negative.
 - Avoid opinions. Let the new person form their own.

Post-arrival

- Continue to assist the member any way you can.
- Continue to keep in contact with the newcomer.

Sailors can talk to sponsors via BuPers Access and SALTS

Story by Denise Vigneault

You can't avoid moving once you've joined the service, but you can make it easier by participating in the Navy's Sponsor Program. And participating just became easier because shore-based and deployed members can now communicate with their sponsors via Bureau of Naval Personnel (BuPers) Access and the Streamlined Automated Logistic Transmission System (SALTS).

"We found communication gaps existed between sponsors and those people headed for a deployed unit, or those who were handed short-fused orders," said Sonar Technician 1st Class (SW) Darryl McGee, sponsor program manager at BuPers.

Now shore-based service members can communicate with their sponsors by signing onto BuPers Access and entering their needs into the new "sponsor fo-

rum." Deployed sailors can do the same via E-mail on SALTS.

The sponsor program helped nearly 100,000 Navy members and their families last year. "We're proud of this number, but we still have a large number of junior sailors who have never heard of the program or used it," said McGee.

Relocation information for Navy members and their families is also available from the Relocation Assistance Program (RAP) staff members located at local Family Service Centers (FSC). RAP staffers also teach sponsor training workshops at FSCs.

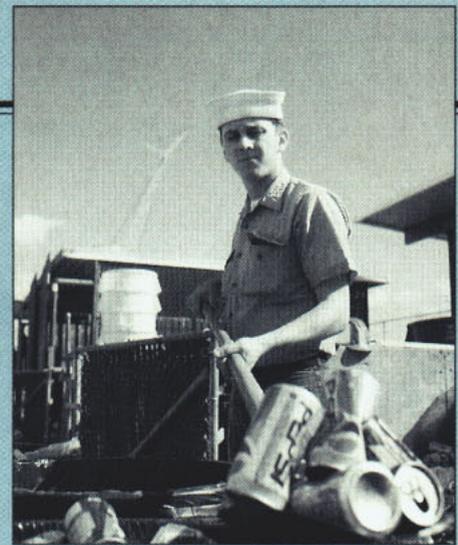
For more details, contact your command master chief, senior enlisted advisor or the nearest FSC. ↓



Vigneault is with the public affairs office, BuPers.

A a B b C c D d E e F f G g H h I i J j K k L l M m N n

The four Rs cut down on solid waste



Reduce

1. Reduce the amount of unnecessary packaging used by manufacturers by refusing to buy products sold with excess packaging.
2. Write to manufacturers and support legislation requiring industry to adopt practices that reduce waste toxicity. Consumers have the power to bring about changes that will save our world.

Reuse

3. Consider buying reusable products such as cloth diapers.
4. Maintain and repair durable products.
5. Reuse bags, containers and other items.
6. Borrow, rent, or share items used infrequently.
7. Sell or donate goods instead of throwing them out.

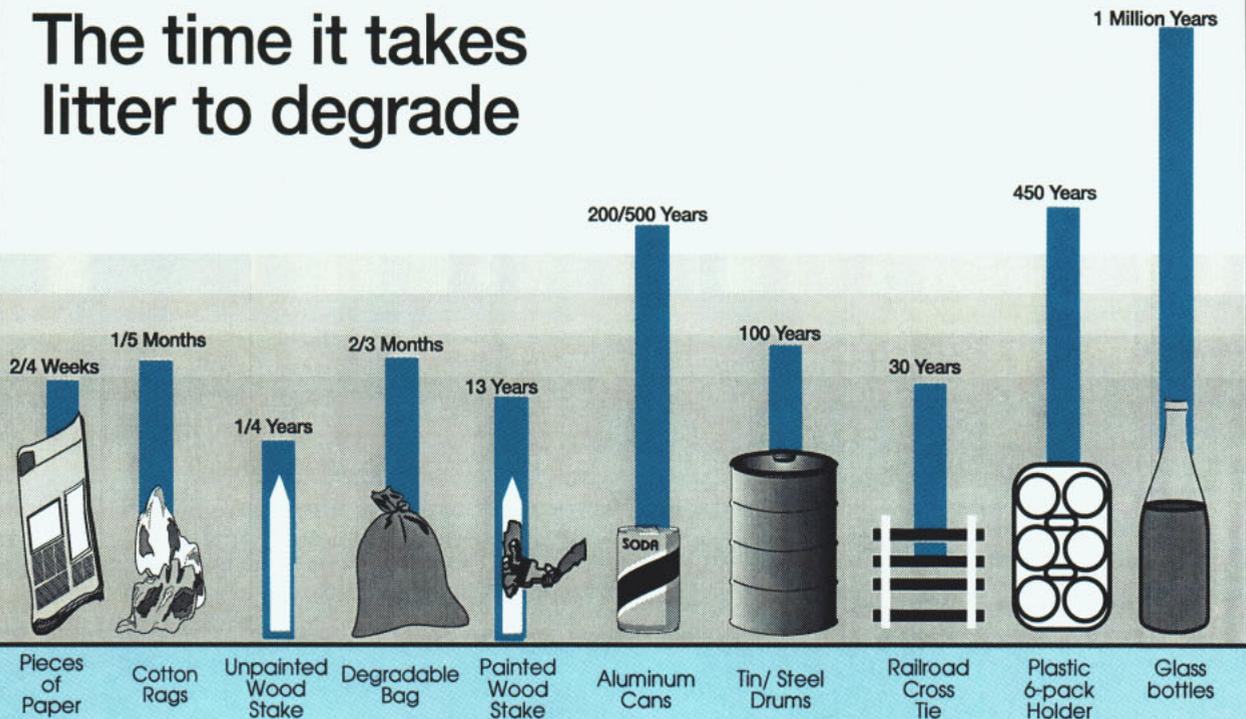
Recycle

8. Choose recyclable products and containers and recycle them.
9. Buy products made from recycled materials.
10. Make a compost pile for yard trimmings and some food scraps and use it to feed your garden (instead of spending money on chemical fertilizers).

Respond

11. Educate others on source reduction and recycling practices. Make your preferences known to manufacturers, merchants and community leaders.
 12. Be creative -- look for new ways to reduce waste quantity at home, work and in your community. †
- Courtesy of U.S. Environmental Protection Agency, Washington, D.C.*

The time it takes litter to degrade



Leavin' em



"I've got a neighbor whose oldest boy is named Satchel. I guess the name 'hand bag' was a bit too unwieldy."

Roye knows his comedy is funny, but he doesn't worry too much about how or why. "Once you start picking it apart and trying to find out what it is, it's done, it doesn't work," he explained. "It's like a frog. Once you've dissected it, it's not a frog anymore."

Story and photos by JO2 Ray Mooney

It's common for hospital corpsmen to have people in stitches, but Chief Hospital Corpsman (SW) Steve Roye can do it to hundreds of people at a time. He doubles up his audience with laughter whether it's in the classroom or on the stage.

Roye's sense of humor helps him reach students learning to be independent duty corpsmen at the Naval School of Health Sciences in San Diego. It also allows the Fort Worth, Texas, native to play to packed houses at The Improvisation, a nationally known comedy club.

"I won a military comedy competition out at Camp Pendleton, Calif., in July," Roye said. "The winner got 10 minutes at The Improv."

Roye was received warily by The Improv's professional comics when he showed up to do his routine, but won instant approval by knocking the audience out. "It was like the difference between night and day," Roye said. "When I came off stage the other comics were like, 'Hey, who are you?'"

The Improv invited him back and he has since done several shows, his following growing with every performance. "My first night, about 35 percent of the people there were mine," Roye said. "The second show, half the audience was mine." And by his third show, the house was packed with people just to see him. The headline act, Rich Hall from Saturday Night Live, didn't get the huge ovation Roye received.

"His performances are tremendous," said Mike Carano, general manager of The Improv. "He does a great job. He brings a great crowd in here that has

As long as we are on the subject, **ALL HANDS** would appreciate hearing some of your sea stories. Please mail to:
 Naval Media Center, Publishing Div., Attn: Editor,
 Naval Station Anacostia, Bldg. 168,
 2701 S. Capitol St., S.W.,
 Washington, D.C. 20374-5080.
 Fax: (202) 433-4747 or DSN 288-4747.

in stitches

obviously come to see him and they love him." Roye's performances turned slow-business Monday evenings into standing-room-only nights and The Improv promises him more time in the future.

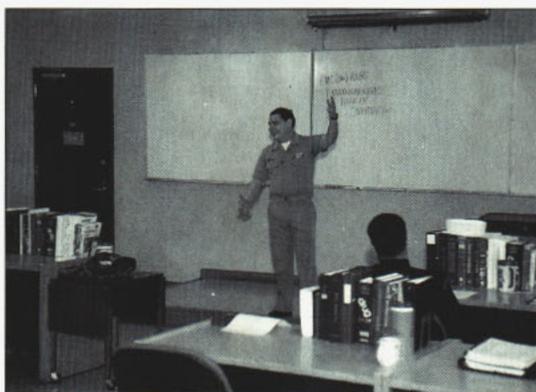
But Roye's commitment to students is his first priority. He just uses his unique communication skills to get his curriculum across.

"If information can be presented in a humorous manner the students will retain more, because the students are relaxed and the pressure is off," Roye said. "And it's just so much easier to remember something that you laughed at than something that came over in a monotone drone."

His students agree.

"They say 80 percent of what you learn as adults is what you relate to something else," said HM1 Tracy McMonigle, one of Roye's students. "Comedy is something everybody can relate to, whatever age they are. Pretty much everything he says sticks with you. Nothing ever gets boring with him in here."

Roye has worked seriously on his ability to make people laugh for about two years now, compiling material and taking advantage of time with students



HMC(SW) Steve Roye's stand-up comedy grew out of his teaching style. "Six hours of food sanitation classes would put anybody to sleep," he said. "So I started interjecting humor in my classes and people were staying awake."

to become comfortable with an audience. He also teaches at "Comedy Traffic School" which people attend to have traffic tickets removed from their driving records. He said those classes give him eight hours in front of people who don't want to be there, excellent training for an aspiring comic.

With only about 30 stage performances behind him, Roye has muscled

his way into stand-up comedy by being himself.

"I want to be me when I get up on stage," Roye said. "I don't want to be like some comics who go into character before they go up on stage. I'm pretty much a character already. I don't want to do anything that's not me.

"The kind of stuff I do is descriptive," Roye said of his comedy style. "I describe the mun-

dane in an excessive and exaggerated way." That translates into simple stories about common things delivered with pooched lips and goofy facial expressions. He kicks his natural Texas twang up a few notches for effect and reaches his audience with more than just words.

The Navy will have Roye in its ranks for another five years before he retires and devotes all his time to comedy. In the meantime he enjoys sharing his talent and skill with his students. "This is the best duty I've had in the Navy and it fits me. I'll teach as long as they let me. I love it." †

Mooney is a San Diego-based photojournalist for All Hands.

Steve Roye On... Names

Since I moved to California, I get asked the most ridiculous questions, like, "How come your name isn't Leroy or Bubba?" I'll admit that where I'm from there are a lot of people named Bubba and Leroy ... my mother's name is Bubba.

Police

The police out here don't have a sense of humor. I had been here for about a week,

I was having trouble with my car and got pulled over. The policeman comes up to the window and says, "Did you know your car was smoking?" I said, "Yes, and just as soon as I can, I'm going to get it started on that nicotine patch." He looked at me and ripped off his mirrored sunglasses. I looked up at him and he was wearing mirrored contact lenses. That's pretty serious.

People

One of my neighbors got a speeding ticket by that machine that takes a picture of you while you're speeding. He asked me what to do. I said how much was the ticket?

He said \$200. I said just send them a picture of the check. He did that. They sent him a picture of the warrant.

When I first moved to California, I tried to register my kids in school, but I forgot some of the paperwork they needed. The guy behind the counter said, "It's not a problem, you can just mail it in. Let me copy that address for you." And that's what he did. He got a pen and some paper and started to copy the address for me — from the bottom of a rubber stamp. I said, "It would really be quicker if you would just...." He said, "Sir, please be patient. This address is on here backwards."



A language all our own

Sailors through the centuries have created a colorful vocabulary of phrases and terms unique to the sea-going life. But how did these phrases begin and what do some of these terms mean? Sometimes those answers confound the saltiest of sailors.

That's why *All Hands* started a new column, "Taffrail Talk." In it we'll share definitions to some of those nautical terms. We hope that sailors who today are forging the Navy of the 21st century will feel part of the rich heritage on which the Navy is built.

Just the term "taffrail talk" has ties to the past. After the Navy transitioned from sail to steam, the railing around the ship's stern was called the taffrail. Off-duty sailors would gather there to shoot the breeze and relax, hence the term "taffrail talk."

If you have a term you'd like see us define, write us here at *All Hands*. We'll do the research and share the answer with your ship-mates.

Knot

The term knot or nautical mile, is used world-wide to denote one's speed through water. Today, we measure knots with electronic devices, but 200 years ago such devices were unknown. Ingenious mariners devised a speed measuring device both easy to use and reliable: the "log line." From this method we get the term *knot*.

The log line was a length of twine marked at 47.33-foot intervals by colored knots. At one end was fastened a log chip; it was shaped like the sector of a circle and weighted at the rounded end with lead.

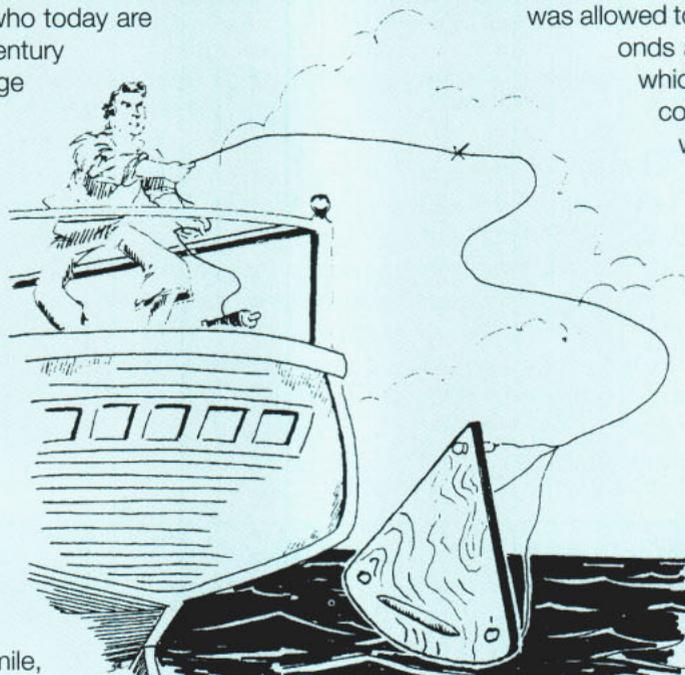
When thrown over the stern, it would float pointing upward and would remain relatively stationary. The log line was allowed to run free over the side for 28 seconds and then hauled on board. Knots which had passed over the side were counted. In this way the ship's speed was measured.

Mind your Ps and Qs

There are few of us who have not been told to *mind our Ps and Qs*, or in other words, to behave our best. Oddly enough, *mind your Ps and Qs* had nautical beginnings as a method of keeping books on the waterfront.

In the days of sail when sailors were paid a pittance, seamen drank their ale in taverns whose keepers were willing to extend credit until payday. Since many salts were illiterate, keepers kept a tally of pints and quarts consumed by each sailor on a chalkboard behind the bar. Next to each person's name a mark was made under "P" for pint or "Q" for quart whenever a seaman ordered another draught.

On payday, each seaman was liable for each mark next to his name, so he was forced to *mind his Ps and Qs* or get into financial trouble. To ensure an accurate count by unscrupulous keepers, sailors had to keep their wits and remain somewhat sober. Sobriety usually ensured good behavior, hence the meaning of *mind your Ps and Qs*. †





Most people equate Seabees with building. While that's an integral part of their mission, it is impossible to do it in a hostile environment without the ability to defend themselves.

To make sure their defensive skills stay sharp, Amphibious Construction Battalion 1, Assault Craft Unit 1 and Beach Master Unit 1 spent a week at Marine Corps Base Camp Pendleton.

"They're learning basically what a 'grunt' would do in the Marine Corps," said Marine Sgt. Mark D. Golden, an instructor at Camp Pendleton's School of Infantry. Those skills included basic infantry techniques, desert survival, field sanitation and weapons instruction.

"Our motto is, 'We build, We fight,'" said Equipment Operator 3rd Class David S. Blank. "If we have a project going on in the camp, we have to defend that project against the enemy."

Skills learned from the best are liable to be the best skills you can learn, according to Builder Constructionman Juanita G. McVeigh, from PhibCB 1. That's why these sailors go to Marines to learn to fight. "Who better to learn from than the ones who are actually out there doing it all the time?" she asked.

"We just get a few hours of this training, but they give us the best they can in those few hours."

Whether or not everyone enjoyed living in tents and eating MREs

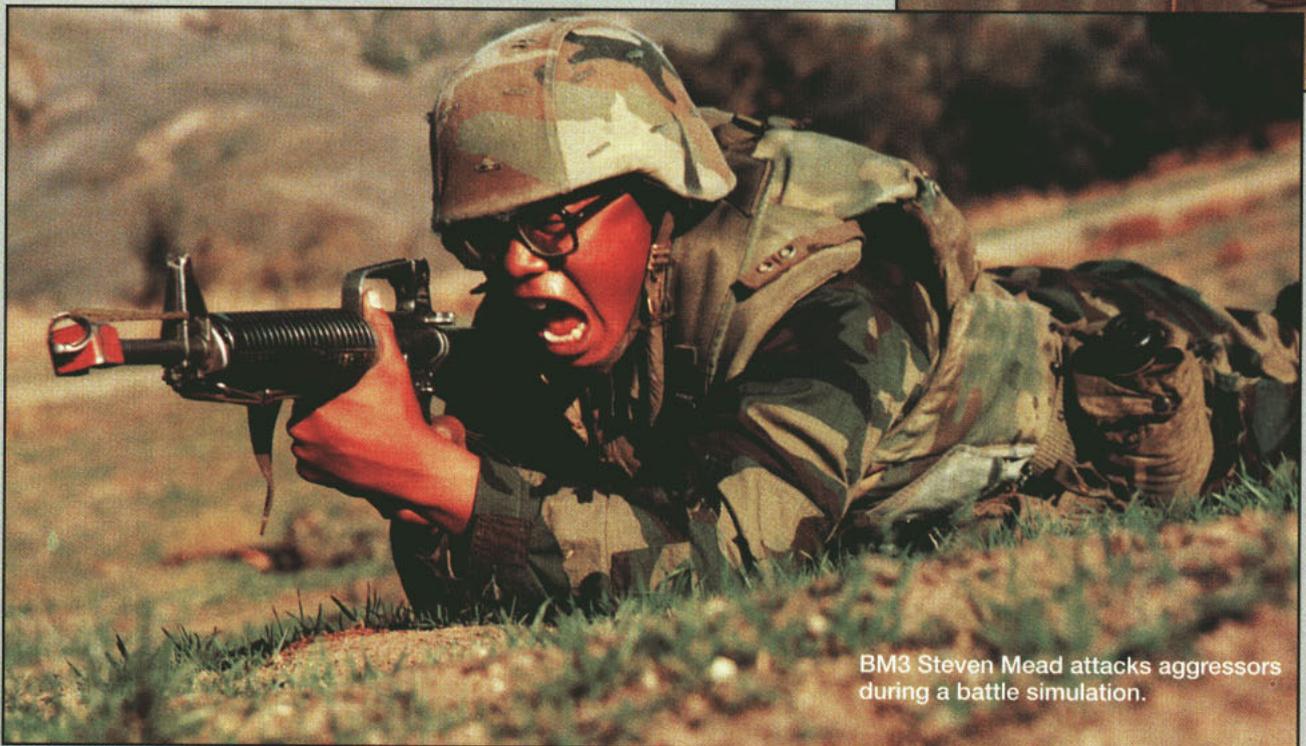
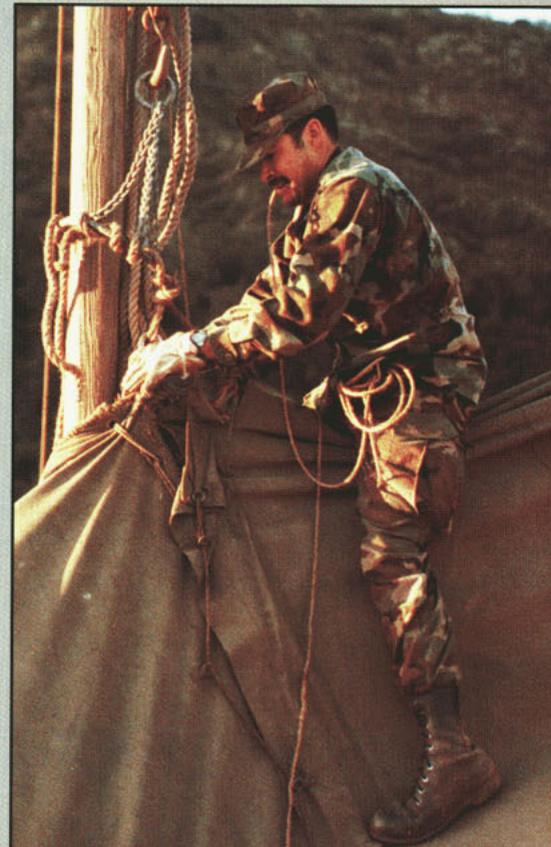
may be open for debate, but there is little doubt the training keeps the Seabees in business. "Seabees are supposed to build," said Engineering Aid 2nd Class Jon P. Botten of PhibCB 1. "If we can't fight, we can't build. And if we can't build, we're out of a job." †

Mooney is a San Diego-based photojournalist for All Hands. Banks is assigned to PhibCB 1, Coronado, Calif.

We build, we fight

Story by JO2 Ray Mooney,
photos by PH2 Ted Banks

Below: UT3 Orlando Valenzuela of Ventura, Calif., helps assemble a tent used to house PhibCB 1 at Camp Pendleton, Calif.



BM3 Steven Mead attacks aggressors during a battle simulation.

Haiti

Support Democracy

The multi-national joint task force charged with enforcing United Nations sanctions against Haiti's military regime is a full time job. Since the sanctions were reimposed Oct. 18, 1993, more than 3,500 merchant ships have been contacted to learn their destination as they transit the busy Windward Passage between Haiti and Cuba. More than 350 of those ships have been boarded and searched to ensure their cargo meets U.N. restrictions against the delivery of weapons, gasoline or petroleum products to Haiti.

U.S. Navy and Coast Guard ships are working in cooperation with vessels from the navies of Canada, Great Britain, Argentina, France and the Netherlands to ensure the U.N. Security Council-imposed sanctions are obeyed. †

*Right: The crew of **Black Eagle**, a commercial ship destined for Haiti, moves sacks of flour and wheat so the boarding team from USS **Ainsworth** (FFT 1090) can check the cargo. **Ainsworth** made her 100th boarding in Operation **Support Democracy**.*



Photo by PH1 Carol J. Cline

Photo by PH1 Mark Therien



Photo by PH2 Mark Therien



*Above: USS **Barry's** (DDG 52) boarding team returns to **Barry** after a boarding off the coast of Haiti.*

*Left: LT Terry Moscher of Baudette, Minn., USS **Barry's** boarding officer, inspects the documents of the Panamanian freighter **Coral I** on the bridge with the ship's master.*

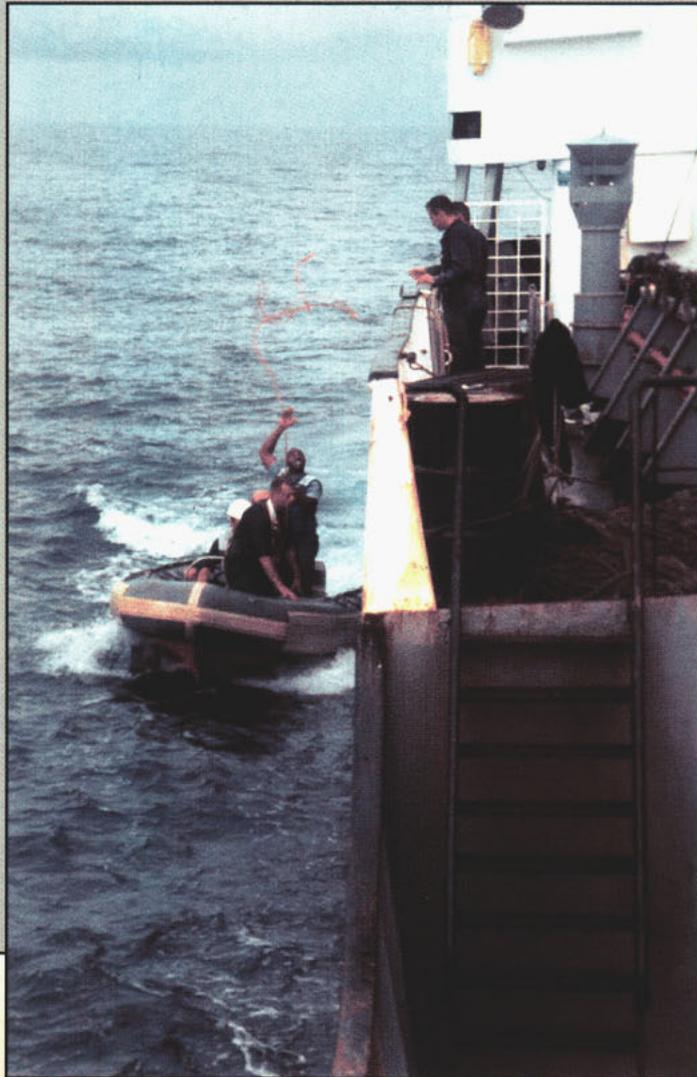


Photo by PH1 Carol J. Cline



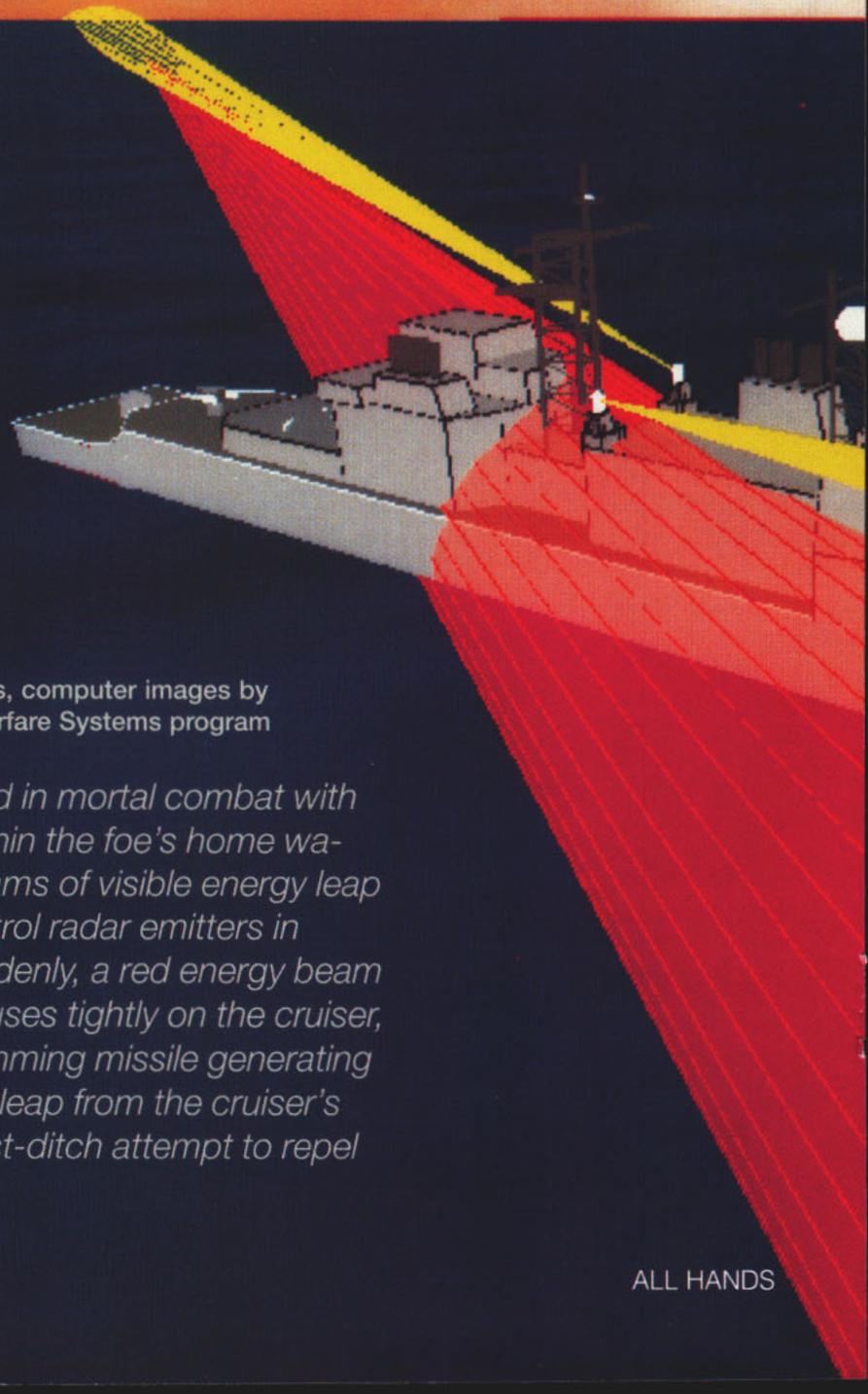
Photo by PH1 Alexander C. Hicks

Above: The RIB boat from USS Ainsworth comes along side Black Eagle to pick up the boarding team.

Left: USS Jack Williams (FFG 24) stands out from the stunning sunset as she patrols the area.

Sailing the Silicon

*Virtual ships battle in
computer reality*



Story and photo by JO2 Kevin Stephens, computer images by the Effectiveness of Navy Electronic Warfare Systems program

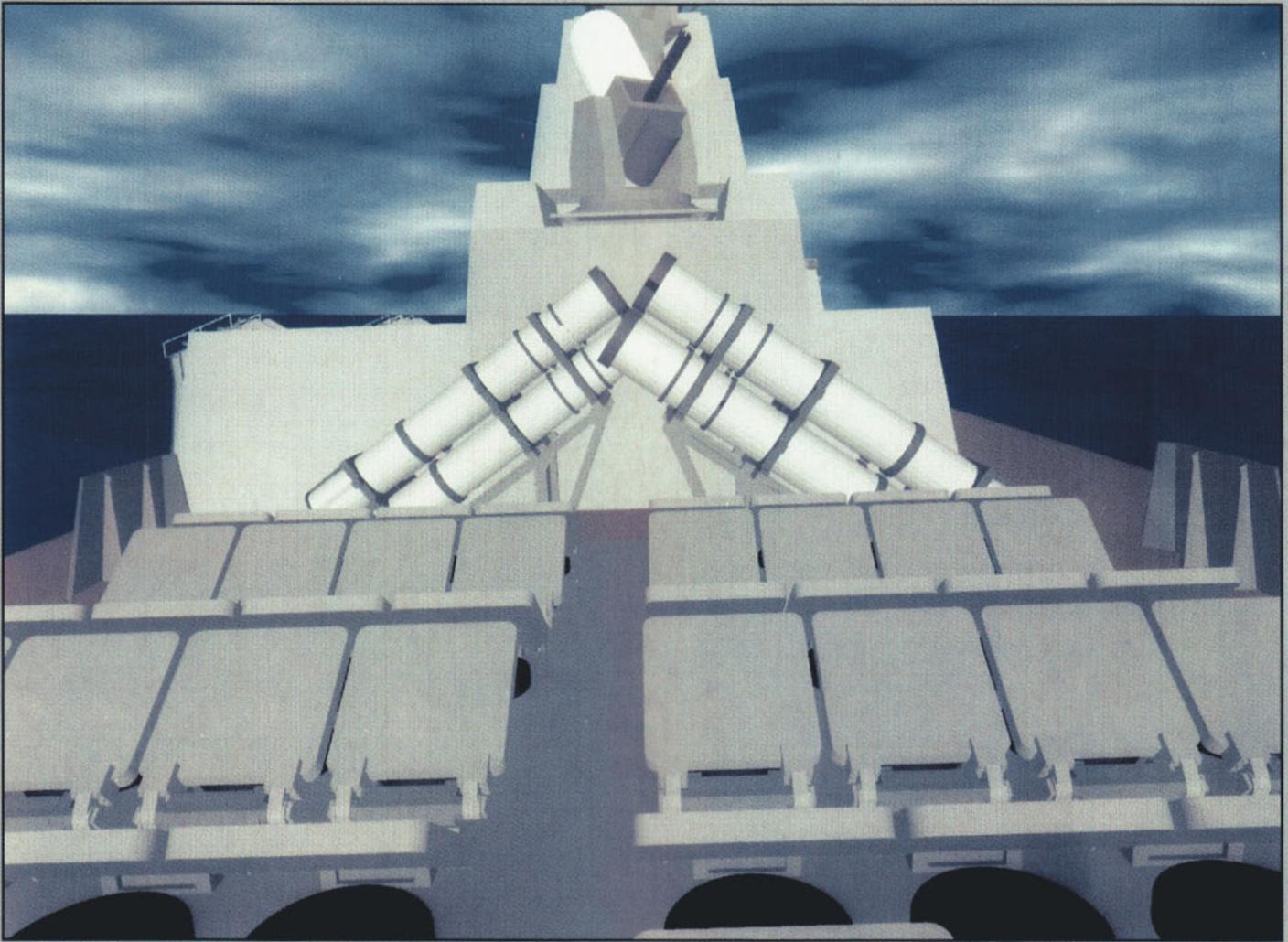
An Aegis cruiser is locked in mortal combat with enemy forces deep within the foe's home waters. Brilliant yellow beams of visible energy leap from the ship's fire control radar emitters in search of a target. Suddenly, a red energy beam sweeps the ship. The red beam focuses tightly on the cruiser, continuing to narrow as the sea-skimming missile generating it rushes closer. More yellow beams leap from the cruiser's close-in weapons in a desperate, last-ditch attempt to repel the deadly assault ...



Sea

“The idea behind virtual reality is that you immerse a person in a computer-generated reality ... which gives you the illusion that you could reach out and touch something.”

**- Brian T. Solan
NRL computer scientist**



Pitched naval battles now occur daily, but luckily, only within the silicon brains of computers at the Naval Research Laboratory (NRL), Washington, D.C. Scientists at the lab are examining computer simulation technology called virtual reality as a tool for expressing vast amounts of complex information in an easily understandable form.

"The idea behind virtual reality is that you immerse a person in a computer-generated reality. It would be three-dimensional, meaning you have separate information for both eyes which gives you the illusion that you could reach out and touch something," said Brian T. Solan, a computer scientist with NRL.

The lab's scientists foresee a day when advanced computer-based virtual environments will exist in shipboard command centers. Commanders will use them to draw upon vast national databases to model defenses against real-world threats and select the tactics most likely to en-



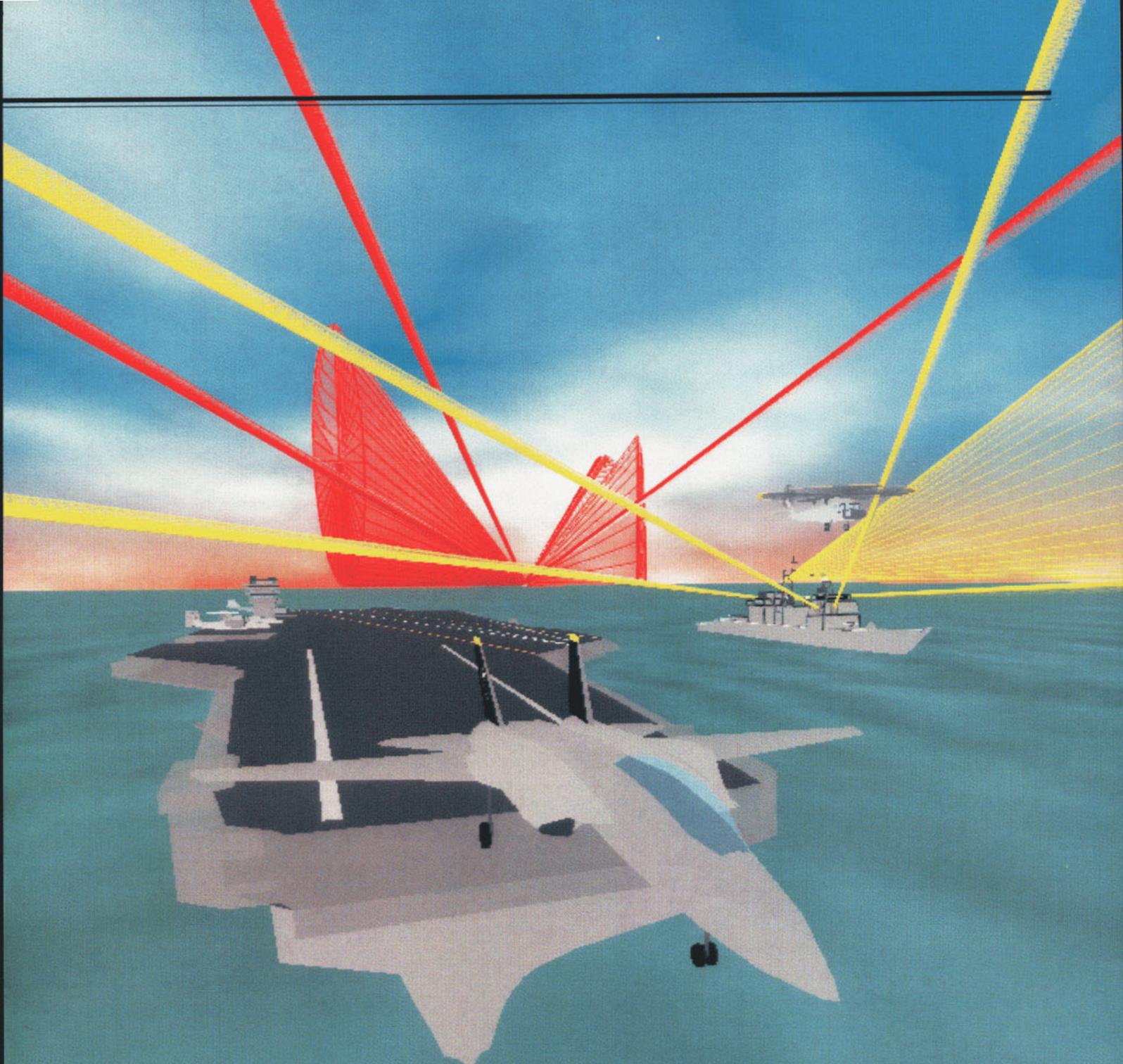
Preceding page: An enemy missile's tracking radar appears red as it homes in on a U.S. cruiser in a computerized battle simulation.

Above: Vertical launch tubes open on a virtual *Arleigh Burke* destroyer.

Left: Graduate student Cindy Tonnesen of Alexandria, Va., enters a computer world using virtual reality equipment at NRL.

sure victory. Such technology is still years away, but the initial steps have already been taken.

"Hopefully, we'll be able to transition some of these programs into the fleet where they could play 'What if?' games in a real hostile situation," said Solan. "Through the use of virtual reality a pilot could fly a simulated mission before he had to actually do it. Say you had to fly through a bunch of terrain and you want to know what it's going to be like. You can put on these goggles and fly the mission in real time."



A virtual F-14 catapults off an aircraft carrier operating near the Straits of Hormuz while the yellow beams from an *Aegis* cruiser's radar scan the skies. The red beams are from the radar of a hostile vessel. Geographic features in the virtual world are based on detailed Defense Mapping Agency information, along with real-world intelligence regarding foreign military abilities in a given location.

“Through the use of virtual reality a pilot could fly a simulated mission before he had to actually do it.”

Brian T. Solan

The scientists at NRL are designing these virtual environments using data from the National Security Agency, the Central Intelligence Agency and the Defense Mapping Agency, among others, to make their virtual world as close to the real world as possible. And they can add tricks to make the information easier to understand.

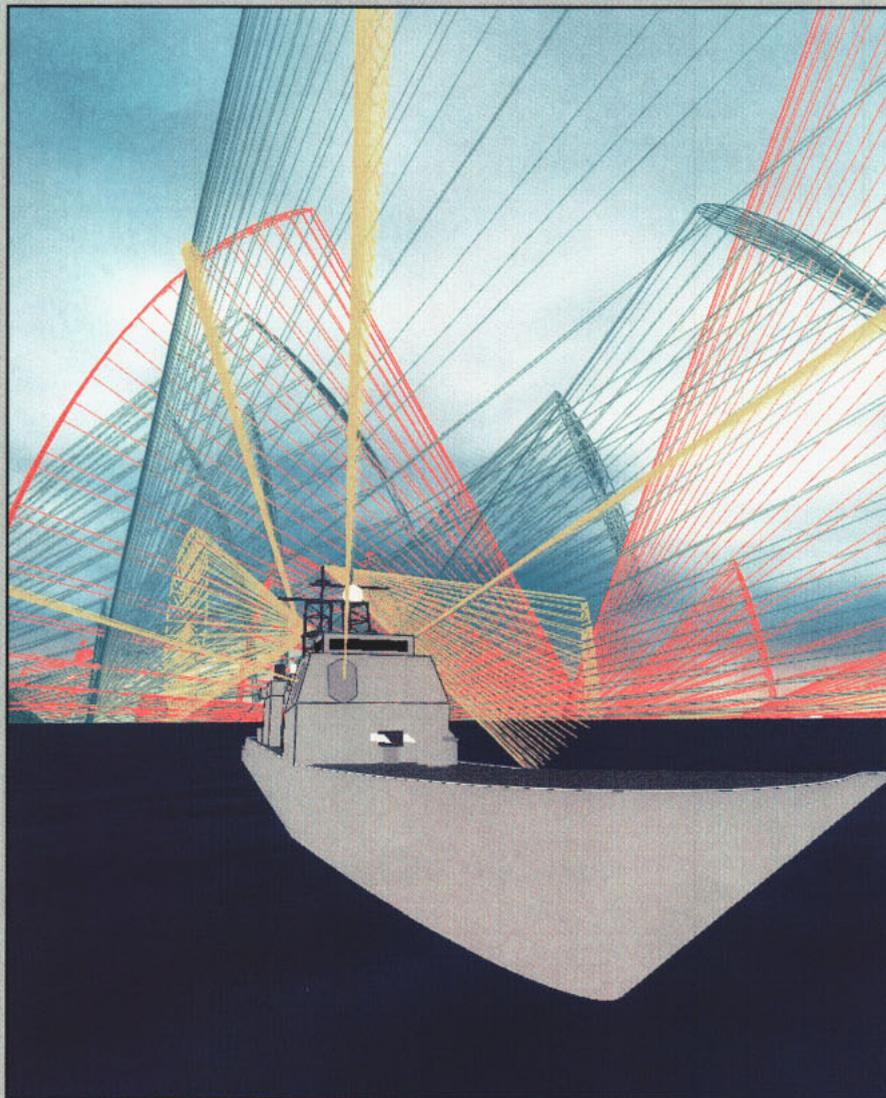
For example, radar beams emitted from a ship are made visible in the virtual world so that their range and pattern of coverage is easy for a mission planner to grasp and counter in his tactics. The virtual world also allows a mission planner to look around from any point of view instantly.

“Say, they’ve got a hostile ship firing missiles out there. They want to know: ‘What’s our radar coverage? What if we put up an E-2C *Hawkeye* here; how would that extend our radar coverage?’ Through virtual reality, the commander could instantaneously view the situation from the point of view of his ship, the E-2C overhead, or even the hostile ship,” said Solan.

By incorporating intelligence about the missile’s range and capabilities, the commander would know precisely how long he had before the missile could lock-up on his ship and which countermeasures would be most likely to defeat it. He could have the computer play out every possible defense almost instantaneously, incorporating all variables for his actual situation. The commander could then select the best defense for his ship.

“The computer is filling in all of the background information you need in order to do a realistic simulation. That’s where the interaction of the databases with the virtual reality program is key,” said Solan.

The cost of NRL’s research into virtual reality has been low due to some creative staffing approaches at NRL. “The cost of this has been minimal,” said Dr. Allen Duckworth, program manager of NRL’s Effectiveness of Naval Electronic Warfare Systems (ENEWS) group, responsible for the virtual reality program. Several ENEWS staffers work part-time on



Virtual reality-based computer simulations, in which electronic emissions are visible, will guide future mission planners both afloat and ashore.

the project, with the bulk of the job performed by college students who are willing to accept low pay to gain valuable experience. “We use cheap labor, mostly doctoral and cooperative students work on it,” said Duckworth.

The researchers at NRL expect advances in computer technology to drive advances in applied virtual reality. “With the speed of computers increasing tenfold every three or four years we’ll be able to do these simulations aboard ship. You’re going to be able to put massive amounts of data on disk. And coupled with the increased computer speed, you’re going to be able to do very realistic mission planning and rehearsals,” said Duckworth. †

Stephens is a photojournalist for All Hands.

INFORMATION WARFARE

Command and control: seabed to space

Story by JO2(AW) Laurie Butler

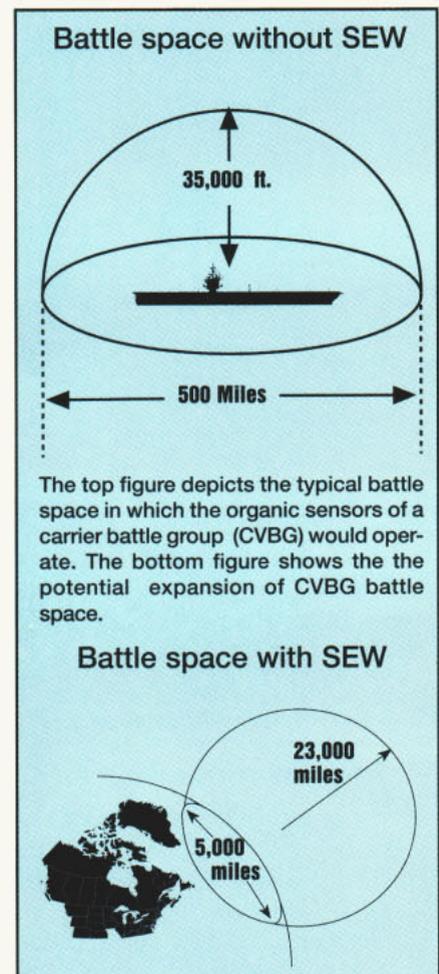
Information is data endowed with wisdom," said VADM Jerry Tuttle, who recently retired from the Navy as director of Space and Electronic Warfare (SEW). "The challenge is to not only handle and distribute information, but to present it in a manner someone can readily assimilate, understand and make a decision based on it."

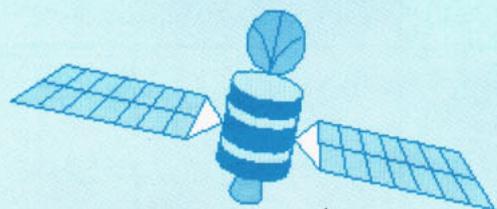
To help decision makers, the Navy is "re-wiring" its Command, Control, Communications, Computers and Intelligence (C4I) strategy from the seabed to the stratosphere. The Navy is embarking into the next generation of technology — the Information Age, as it streamlines command and control capabilities to command and control joint and multi-national forces from the sea.

Through the information warfare component of SEW, which is a complicated network of satellites and land lines linked together by computers, the Navy has developed two-way "information super highways" which provide commanders with real-time information at the touch of a button.

Afloat commanders can now transmit and receive voice, imagery, real-time data and video anywhere in the world. "This is permitting the exchange of tactically useful information as has never been done before," said ADM Henry Mauz, Commander-in-Chief, U.S. Atlantic Fleet, in a recent message to the fleet. "Each deploying battle group, amphibious ready group and tailored force package is being equipped with newer and more advanced tactical information systems and greater

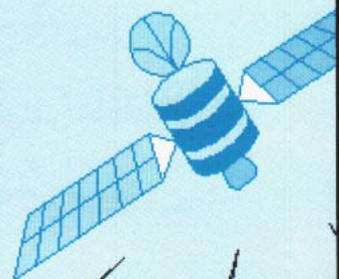
"We are working to give our people what they need, when they need it and in the format they need to accomplish their mission. This helps smart people make even smarter decisions."





Commercial

Satellites are the information transfer point relays from ship to shore. The different satellites are used depending on how much information is being sent and its destination.



Afloat Joint Task Force commanders have the ability to transmit and receive voice, file transfer, imagery, interactive, messaging, real-time data and video.



Amphibious Command Ship



Navy Satellite Communications Facility (NSCF) controls the satellites.

Air Force, Army and Marine components are the Joint Task Force commander's link to services and allies.



Naval Computer and Telecommunications Area Master Station (NCTAMS) serves as clearing house for messages going to and from ships.



Command and Control Center (CCC) links Joint Task Force commanders and "higher authority."

Super-High Frequency

Ultra-High Frequency



Battlefield management information can be transmitted directly into the cockpit of an aircraft.



Forward components have the same communications capabilities, though not as great, via portable satellites.



Amphibious
Readiness Group



Communications have been the key factor in past joint exercises, such as *Ocean Venture '93*, in which command and control of sea, air and land forces came from afloat commanders.

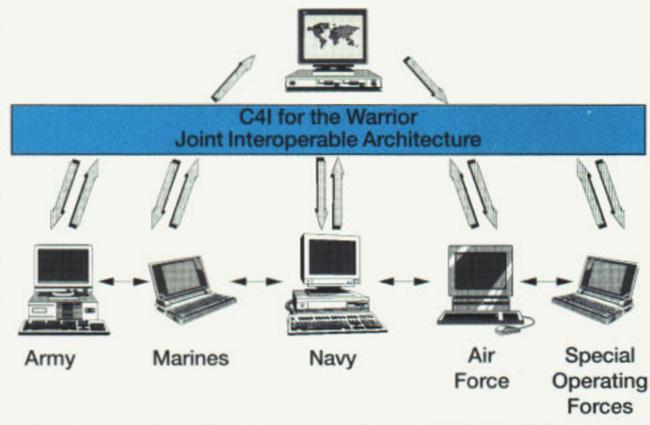


Carrier Battle Group

Information flow

Joint Task Force C4I for Tomorrow

C4I for the Warrior realizes the concept of a global system that directly links and supports the warriors - combat troops of all services - who engage in military operations.



connectivity than ever before."

The information exchange doesn't stop at the command and control level. From the pilot in the cockpit to the Marine in the trenches, "We are working to give our people what they need, when they need it and in the format they need to accomplish their mission," said CDR Jack Shankles, of the Navy's Space and Electronic Warfare Strategic Planning Division in Washington, D.C. "This helps smart people make even smarter decisions."

The Navy has been able to renovate its information management at a minimal cost by capitalizing on commercially-developed technology. "If we had done the research and development, we couldn't have afforded it," said Tuttle, "and there was no reason to. Our biggest challenge is to apply the technology we buy. By delivering an entire SEW suite for each deploying battle group, we have the latest technology on that deployment."

Prior to incorporating this new technology, a commander at-sea could receive messages from more than 33,000 commands ashore. The existing system provided no means for the at-sea commander to prevent this inundation of often redundant information short of turning his radios off.

The result, according to Tuttle, was that communications were driving operations, not vice versa. "It was the wrong type of communications," said Tuttle. "It was in paper and the wrong form [long and narrative] and it was a broadcast system."

"SEW has taken the area of responsibility from what used to be the horizon, with naval air, to basically a global situation awareness. It's not uncommon for the 7th fleet commander to be able to call up and see what's in the Mediterranean — real time." †

Butler is a photojournalist for All Hands.

Tuttle - a naval visionary



Photo by J02 Kevin Stephens

In an age where computers, SCSI interfaces and local area networks can intimidate even the strong of heart, VADM Jerry O. Tuttle was a pioneer — capitalizing on available technology and thrusting the Navy into the future.

As former director of Navy Space and Electronic Warfare (SEW), the admiral "rode the wave of technology," taking information management and command and control from pencil and paper to real-time information at the touch of a button.

When the admiral "transitioned" to civilian life in January, he left behind a legacy which he considers to be his greatest achievement — preparing his community for the future.

A former pilot and battle group commander, Tuttle created the Navy's SEW program in the late '80s. "We basically built the principles, the tenets and the concept of SEW," said the 38-year Navy veteran. With the foundation laid, the admiral spearheaded new command and control capabilities.

Tuttle maintains he was thrust into the field when he received orders to create SEW. "Nothing brings something into focus more than the night before the hanging," said Tuttle, who actually saw the necessity for SEW when he was a carrier group commander. "I might just as well have been sitting inside a 55-gallon drum. I had nothing in which to command and control a battle force. I was trying to do it with messages and you can't do it."

That's when the admiral created JOTS, "The Jerry O. Tuttle system," he quipped. "They call it the Joint Operational Tactical System." JOTS has since been implemented fleetwide, providing commanders a tactical picture and a better means to communicate with battle groups.

Tuttle's theories on SEW and information management have snowballed. "We've moved into planning, information as it pertains to pay, personnel records, supply and we're now moving into aviation maintenance. We'll be able to put all information in any hull of any type of ship up on a local area network and have a common microprocessor." †

VIDEO TELETRAINING

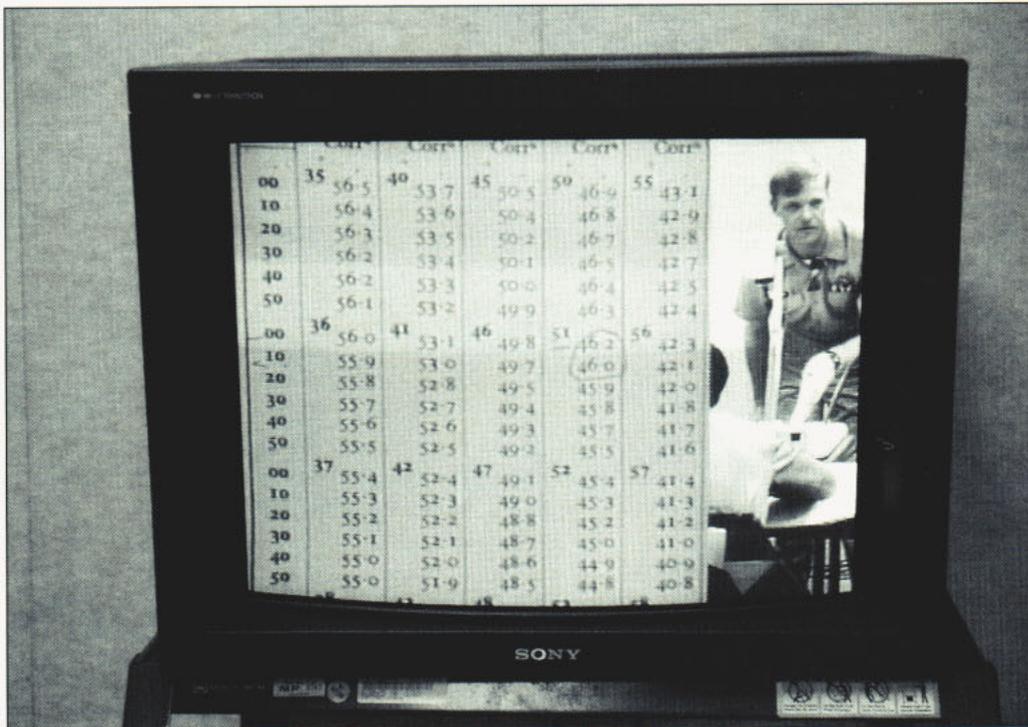
Interactive network links remote sites to classrooms

Story and photos by JO2 Ray
Mooney

Lack of transportation or funds shouldn't stand between sailors and proper training. Technology now in place at eight Chief of Naval Education and Training (CNET) centers with video-teletraining (VTT) helps the Navy train sailors in necessary courses without the bother and expense of long distance travel.

The CNET Electronic Schoolhouse Network (CESN) makes it possible for instructors to teach more students than just those seated in adjacent classrooms. They can also teach students gathered at remote sites thousands of miles away. VTT is an interactive network, transmitted via underground land lines, allows two-way audio and video communication between teacher and pupil.

"All we're doing is using video-conferencing equipment, the same any big corporation might purchase to conference between various locations," said Chief Fire Controlman (SW) Stuart M. Tobin from Marblehead, Mass., west coast network manager for CESN.



"We've just taken it into a classroom and used it for training."

State-of-the-art equipment includes robotic cameras with infrared sensors to track instructor movement, picture-in-picture capability on classroom monitors, and desk microphones that allow student comments and questions to be heard throughout the network. These innovations help to make the system as interactive as possible.

"You want to make the students at the remote sites feel as much a part of the class as you can," said Quartermaster 1st Class Terence Brew, an instructor at San Diego's VTT system. Instructors must remember to address the

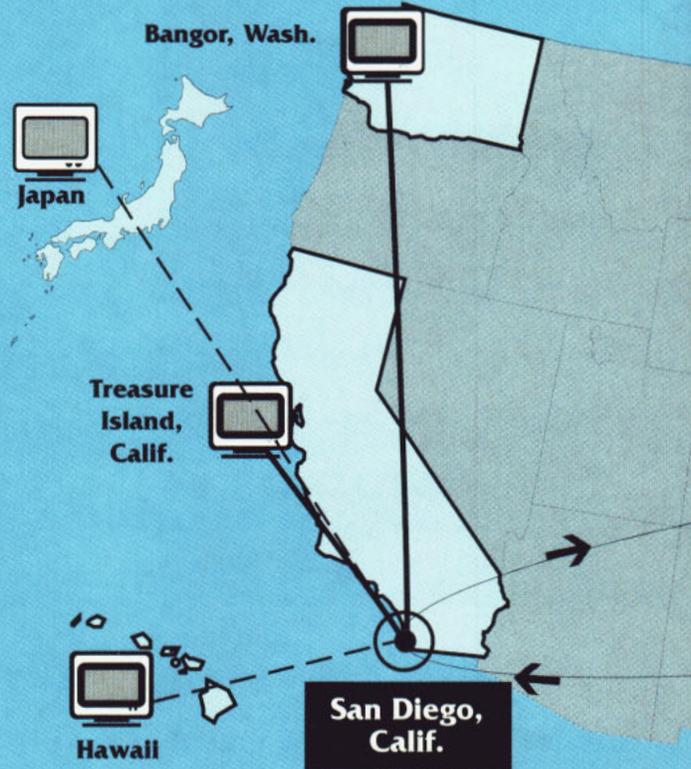
A Celestial Navigation class is transmitted to Treasure Island. The facilitator at FTC San Diego is QMC(SW) Roy Brown.

camera that sends their images out to the remote classrooms and to keep those students actively involved. "One of the things we really like to do is call the students by name at the remote sites. If we have them answer questions, it makes them feel a part of the class," the Northridge, Calif., native said.

"When the instructor in San Diego asks a question, sometimes it becomes a group discussion before we send the answer back," said Electronics Technician 3rd Class (SS) Christopher Stout, stationed aboard USS *Alaska* (SSBN

“Students who would normally not be allowed to get the training because of unavailability or lack of funding can get training at a local site,” ... Brad Simos, program manager.

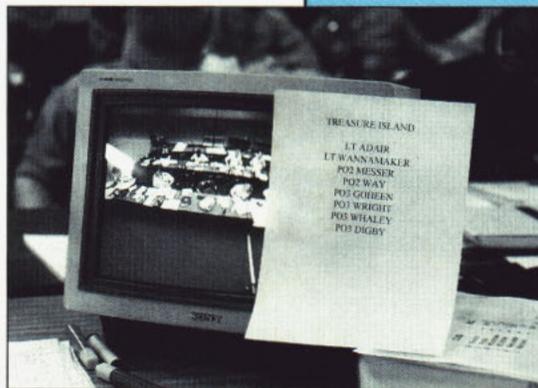
Map of Electronic



732) and taking the 3M Administration/Operations course from Bangor, Wash. “It’s more of a group effort.”

Stout, who hails from Lansing, Mich., said it’s tough not being able to go up to the instructor after class to ask questions, but that may be one of the strengths of the VTT program. “You have to ask your questions in class. It works better that way because then more people understand what’s going on. The problems you’re having, other people might be having those problems as well.”

The Navy’s VTT program began in 1989 in Dam Neck, Va., but has expanded to include both coasts. San Diego came on line June 1, 1993. Each coast has a central control point for the various sites on the CESN network, according to Tobin. On the west coast the hub in San Diego controls remote sites in



Above: Celestial Navigation is taught to students at FTC San Diego and Treasure Island, Calif. Students pictured in the monitor are at Treasure Island.

Treasure Island, Calif., and Bangor, Wash. In the east, Dam Neck controls sites in Newport, R.I., Norfolk, Va., Charleston, S.C., and Mayport, Fla.

Any combination of sites is possible, including west coast sites connecting

to east coast sites. With the connection made in the hub cities, an instructor in Florida could teach a course in the Pacific Northwest.

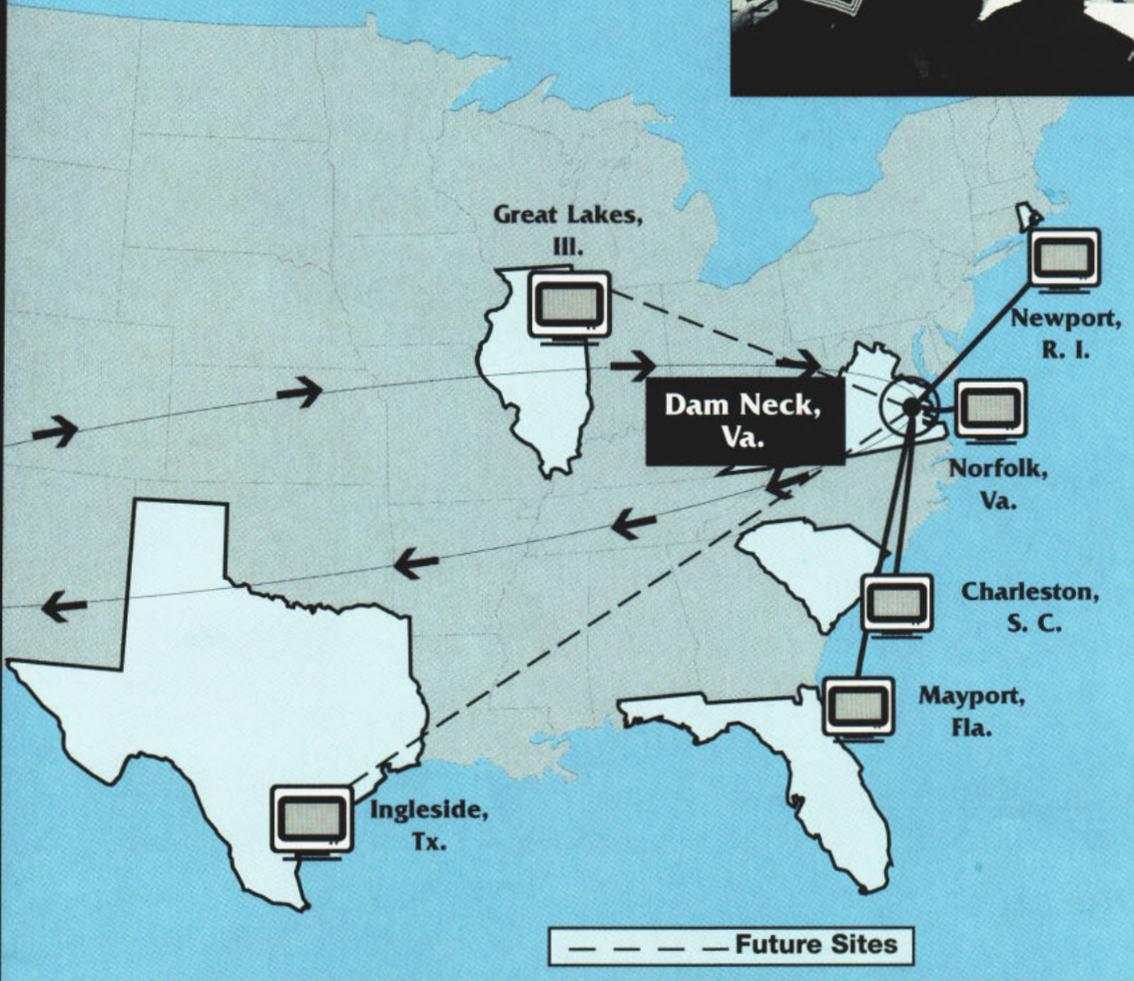
“This is a means of getting many more students through a course every time you put an instructor on to teach it,” Tobin said. Travel expense and per diem costs are lessened or avoided altogether if students take VTT courses instead of attending a conventional course that might require a TAD.

“The instructor doesn’t have to travel, the students don’t have to travel,”

Schoolhouse Sites



Above: ET2(SW) Kelly J. Hendrick teaches Material Management Maintenance Administration and Operations simultaneously to classes in San Diego and Bangor, Wash.



said Brad Simos, program manager for VTT in San Diego, "and students who would normally not be allowed to get the training because of unavailability or lack of funding can get training at a local site. The Navy overall is cost avoiding millions of dollars a year through this network."

Courses offered through VTT are relatively short, soft-skilled and lecture-based, according to Tobin. "We can't teach someone to rebuild a pump over TV," he said. What they can do is offer high-demand, backlogged courses that

don't require a lot of hands-on time or laboratory work. Research into new technology may expand VTT capabilities, however. Already the Navy Personnel Research and Development Center is experimenting with new technology, trying to lessen the sense of distance between local and remote sites by improving the communication equipment. They also are exploring ways to include courses that require more interaction between students and instructors.

VTT signals have been transmitted to a satellite communications station and

beamed to an aircraft carrier in the Mediterranean, according to Tobin. Piers in Norfolk are equipped with the proper cables to receive the VTT signal. Remote sites are under construction in Ingleside, Texas, and Great Lakes, Ill., and sites are planned for Hawaii and Japan.

Education on television has come a long way since Romper Room first taught us how to count. High technology is here, and the Navy is using it to keep sailors informed and educated. †

Mooney is a San Diego-based staff Writer for All Hands.



COMPRESSED VIDEO

High-technology brings football to the fleet

Story by Patricia Swift

Sailors on 10 Navy ships deployed in the Mediterranean, Arabian Gulf and the Indian Ocean recently received an unexpected bonus.

By being in the right place at the right time, they got to not only see Super Bowl XXVIII live, but also some major college bowl games. New technology known as compressed video made it all possible.

"Compressed video is the only way you can watch live television afloat," said Janet Quigley, afloat division head, at Naval Media Center, broadcast division, Washington, D.C. "It's sort of like digital video. It comes off the same satellite that

ships get their phone and radio service from." With the aid of a decoder, compressed video signals can be received.

According to Quigley, compressed video is relatively simple. The audio signal stays the same, but a computer looks at the video, frame by frame, and figures out the parts that change or move. Then, those action frames are merged into a digital stream. So, instead of trying to transmit the whole picture, the only thing that's sent are the frames that contain changed action. The resulting picture can appear a little jerky.

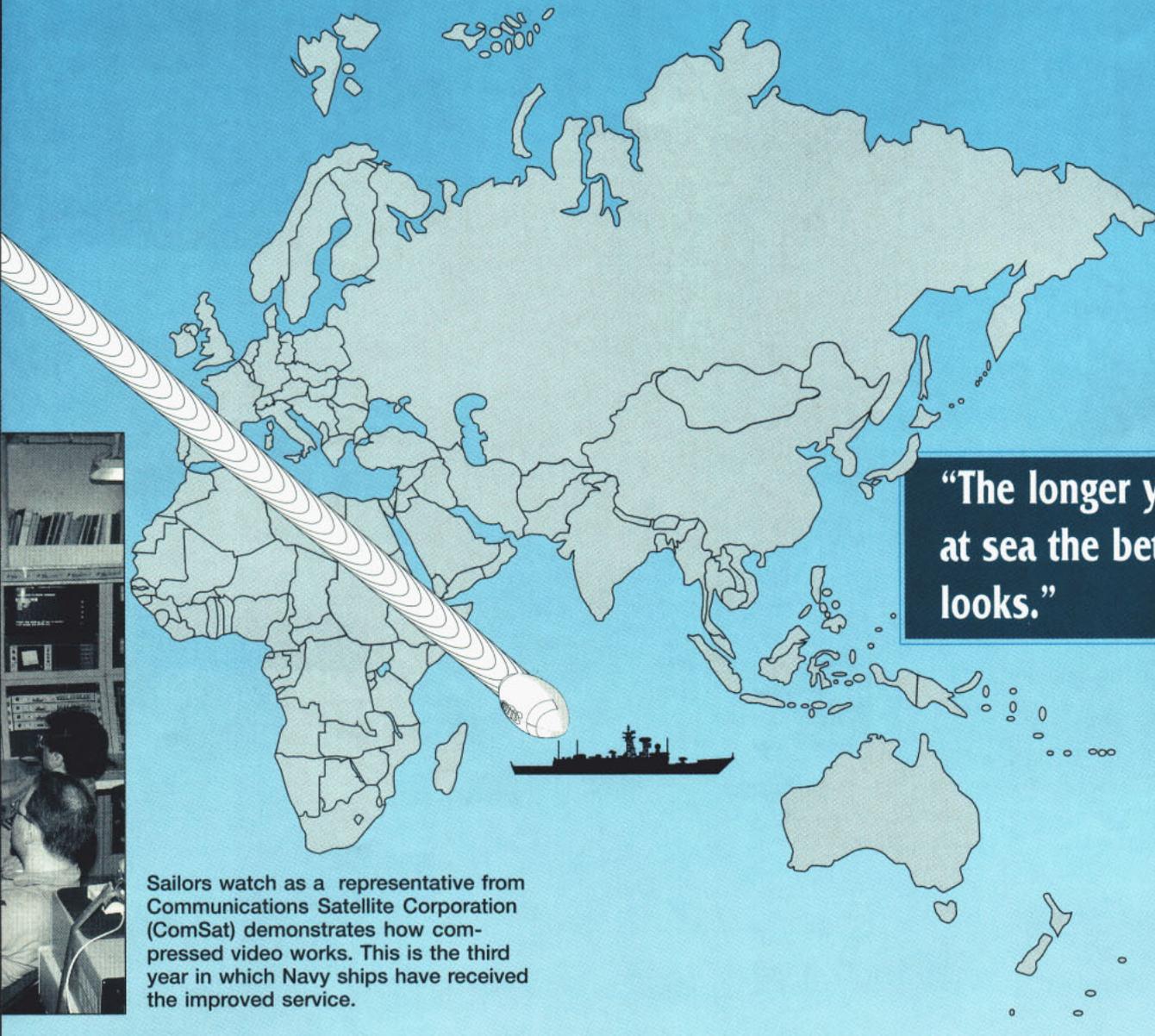
U.S. Navy photo



Although compressed video may not look as good as the TV everyone sees at home, it is live television — far better than watching a game three weeks after it's played.

And as the engineering formula goes, "The longer you're at sea, the better it looks." †

Swift is a staff writer for All Hands.



“The longer you’re at sea the better it looks.”



Sailors watch as a representative from Communications Satellite Corporation (ComSat) demonstrates how compressed video works. This is the third year in which Navy ships have received the improved service.

Ships with installed compressed video equipment:

- ☛ USS *Independence* (CV 62)
- ☛ USS *America* (CV 66)
- ☛ USS *New Orleans* (LPH 11)
- ☛ USS *Denver* (LPD 9)
- ☛ USS *Normandy* (CG 60)
- ☛ USS *Monterey* (CG 61)
- ☛ USS *Scott* (DDG 995)
- ☛ USS *Hayler* (DD 997)
- ☛ USS *Mobile Bay* (CG 53)
- ☛ USS *Guadalcanal* (LPH 7)



Ships were selected to receive the compressed video based on specific criteria:

- If the ship was equipped with an InMarSat phone system;
- Ship location;
- A nomination from type commanders from CinCLantFit, ComUSNavCent and PacFit; and
- Crew size.



How ships receive compressed video

The broadcast signal of AFRTS located in California, bounces its signal to a satellite in space. The signal is picked up from that point by a receiver in Southbury, Conn. It sends the signal into the footprint which enables the ships to pick up the signal.

Building

The people behind the process

Story and photos by JO2 Kevin Stephens

Many sailors stalk away from Navy advancement exams with a dazed expression, questioning aloud beings unseen by their shipmates, "How did they come up with those (expletive deleted) questions?"

On the next few pages, we are going to identify the much-maligned "they" who are part of the process that create advancement exams and explain how it all happens.

The first step begins at the Navy Occupational Development and Analysis Center (NODAC) in Washington, D.C., where Navy occupational standards are developed. NODAC compiles lists of tasks, representing the minimum skills sailors in a given rating should be able to perform and breaks down the tasks by paygrade.

For example, an occupational standards list for a hull maintenance technician 3rd class will contain all the skills that an HT3 should possess to be effective in his job. The occupational standards list for HT2 will include all of the standards for HT3 and also the more advanced skills required of the next senior paygrade. The list of tasks grows with each advancement in rate.

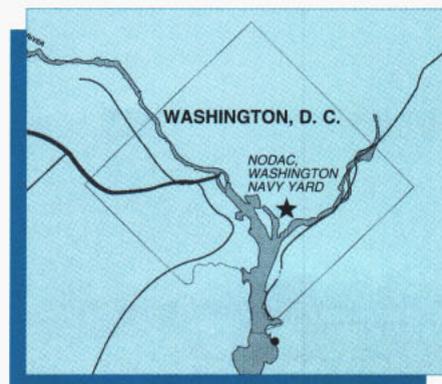
When NODAC finalizes a rating's occupational standards, the new standards are sent to the Naval Education and Training Program Management Support Activity (NETPMSA) in Pensacola, Fla. These become the key building blocks for training manuals, Personnel Advancement Requirements (PARs) and the Bibliography for Advancement Study which all support the Navywide Enlisted Advancement System.

Because the standards tell the exam writer only the minimum skills a sailor must perform, writers must raise the skill level of exam questions to the maximum level to ensure that only the best of the fully qualified get selected for advancement. †



ATC(AW) Michael Lacey,
Project Manager, NODAC

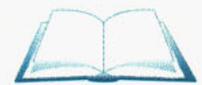
Oversees the entire process of developing a rating's occupational standards from start to finish.



Barbara Clark,

Director, Observation and Interview/Research Division, NODAC
Assigns and supervises the project managers doing the extensive research, interviews and observations necessary during development of occupational standards. At this point, project managers look at a rating's past occupational standards, seek input from senior sailors in the given rating, and go out to the fleet to observe and interview sailors working in the rate.





the best exam



Linda Barnes,
 Director, Task Inventory Booklet
 Division, NODAC
Supervises project managers once they have completed their research. While in her division, project managers formulate, draft and prepare a survey booklet asking sailors around the fleet about the tasks performed in their rating.



Margo Harnsberry,
 Occupational Analyst, NODAC
Reviews the survey booklets prepared by the project managers before they are shipped ensuring information gathered will be scientifically valid. Also analyzes results of the surveys when they come back.

MARKING INSTRUCTIONS
 Do not use ink, ballpoint or felt tip pens. Make black marks that fill the circle. Erase if you change your mark to make. Do not make any stray marks on this form.

INCORRECT MARKS: (Diagrams showing partial or multiple marks in a circle)
CORRECT MARKS: (Diagrams showing a single solid black circle)

TASK STATEMENTS
 PLEASE READ THE FOLLOWING INSTRUCTIONS BEFORE BEGINNING

The following statements contain tasks performed by personnel in your rating. Read each statement and complete Columns (1) and (2) as follows:

a. Column (1). When you perform your present job, WHAT IS YOUR TASK INVOLVEMENT? Fill in only ONE response circle.

Fill in circle (1) if you have NO INVOLVEMENT in the task. DO NOT fill in a circle in Column (2); go to the next task.
 Fill in circle (2) if you DO the task and then respond to Column (2).
 Fill in circle (3) if you SUPERVISE personnel performing the task and then respond to Column (2).

NOTE: If at times you do a task and at other times you supervise personnel performing the same task, decide which way you spend more of your time on the task, doing or supervising. Then, fill in the circle for either DO or SUPERVISE in Column (1).

b. Column (2). Compared with all of the tasks you perform in your present job, HOW MUCH TIME DO YOU SPEND DOING OR SUPERVISING THIS TASK? Fill in only ONE response circle.

Indicate the amount of time you spend doing or supervising each task compared with the time you spend on all tasks, using the following relative time spent scale.

1 VERY LITTLE 4 AVERAGE 7 MUCH
 2 LITTLE 5 ABOVE AVERAGE 8 VERY MUCH
 3 BELOW AVERAGE

MARKING EXAMPLE
 For the task, ADJUST A PULSE ANALYZER GROUP, your entries in Column (1) and Column (2) could be:

(1) TASK INVOLVEMENT: (1) NO INVOLVEMENT, (2) DOING THE TASK, (3) SUPERVISING THE TASK

Relative Time Spent Scale: 1 (Very Little), 2 (Little), 3 (Below Average), 4 (Average), 5 (Above Average), 6 (Much), 7 (Very Much)

NOTE: For tasks that you spend time both DOING and SUPERVISING, fill in the one response circle in Column (2) that indicates your total time spent on those tasks.

BE SURE TO READ EACH TASK STATEMENT

MARKING INSTRUCTIONS
 Do not use ink, ballpoint or felt tip pens. Make black marks that fill the circle. Erase if you change your mark to make. Do not make any stray marks on this form.

INCORRECT MARKS: (Diagrams showing partial or multiple marks in a circle)
CORRECT MARKS: (Diagrams showing a single solid black circle)

TASK STATEMENTS:

COLUMN (1): What is your involvement in this task?
COLUMN (2): How much time do you spend on this task relative to the time you spend on all other tasks in your job?

TASK INVOLVEMENT: (1) NO INVOLVEMENT, (2) DOING THE TASK, (3) SUPERVISING THE TASK

RELATIVE TIME SPENT DOING OR SUPERVISING THE TASK: 1 VERY LITTLE, 2 LITTLE, 3 BELOW AVERAGE, 4 AVERAGE, 5 ABOVE AVERAGE, 6 MUCH, 7 VERY MUCH

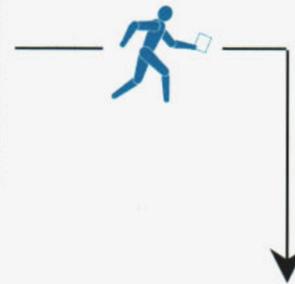
- REPLACE COMMODES AND URINALS
- REPAIR FLOSHMETERS
- FABRICATE GASKETS
- REPLACE GASKETS
- CLEAN AND REPLACE SHOWER FIXTURES
- REPLACE BIB WASHERS
- INSTALL SINKS
- WATER-TEST SINKS
- REPAIR SINKS
- CLEAN DECK DRAINS
- INSPECT DECK DRAINS
- REPLACE DECK DRAINS
- REPLACE PIPING
- FABRICATE PIPING
- REPLACE PIPE FITTINGS
- REPLACE FLANGES
- REPLACE FLANGES
- REPLACE STEAM TRAPS
- INSTALL ORIFICE PLATES
- CLEAR CLOGGED PIPING
- REPAIR PIPING ASSEMBLIES
- REPLACE VALVES (FLANGED, THREADED)
- TEST REPAIRED PIPING AND TUBING
- INSPECT REPAIRED PIPING AND TUBING
- INSPECT VALVES
- REPLACE VALVES
- REPLACE COMPONENTS OF VALVES
- BENCH-TEST VALVES
- BENCH-TEST PIPING
- REMOVE INSULATION AND LAGGING MATERIALS
- INSTALL INSULATION AND LAGGING MATERIALS
- INSPECT BRACKETS, PIPING AND LIMCS FOR DETERIORATION
- CLEAN STEAM AND HOT WATER CONVECTION HEATERS
- INSPECT STEAM AND HOT WATER CONVECTION HEATERS
- REPLACE COMPONENTS OF STEAM AND HOT WATER CONVECTION HEATERS
- ALIGN SEWAGE PUMPS FOR PROPER OPERATION
- TEST SEWAGE PUMPS
- CLEAN SEWAGE PUMPS
- LUBRICATE SEWAGE PUMPS
- REMOVE COMPONENTS OF SEWAGE PUMPS
- REPLACE COMPONENTS OF SEWAGE PUMPS
- INSPECT COMBINATOR FOR CORRECT ROTATION
- INSPECT COMBINATOR BELTS FOR TIGHTNESS

Task surveys, like this one for Hull Maintenance Technicians, are the key to developing accurate Navy occupational standards. The results of the survey will detail exactly what duties are performed by sailors in a given rating at each paygrade. This information forms the basis for your PARs, training manuals and advancement examinations. When you get your survey, take the time to fill it out.

TRAINING

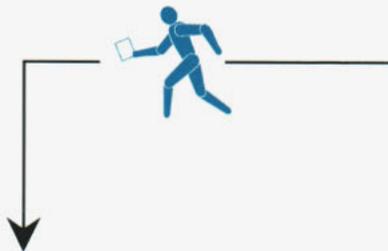
Tammy Gene Heppner,
Statistician, NODAC

Determines how many surveys must be sent out to get an accurate and representative look at the rating. She also tracks surveys as they come in to determine that they are getting a sufficient number of responses.



EM1(SW) Charles Fox,
Mail Outprocessing Petty
Officer, NODAC

Mails the survey booklets to the fleet and tracks their return.



Georgette Price,
Dept. Head, Automated Data
Processing, NODAC

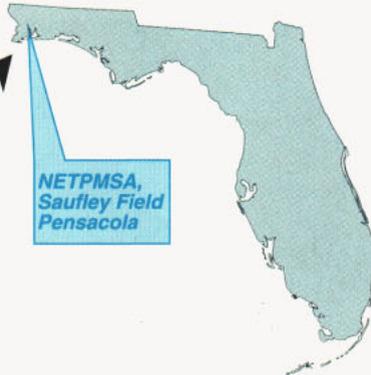
When the survey booklets return, her shop scans them into computers that compile the data into a usable form.



Romeo Magpuri,
Director, Occupational Standards Division,
NODAC

Supervises the project managers in the final phase of occupational standards development. Once the results of the survey are known, preliminary occupational standards are forwarded to parties with a significant interest in them. For example, fleet CinCs, training commands, warfare branch sponsors, etc. These organizations fine-tune the information. It is then returned to NODAC for publication and distribution to the fleet. Among the first to receive the new standards is NETPMSA, where they will be used in the Navywide Enlisted Advancement System.





NETPMSA,
Saufley Field
Pensacola



Photo by Walter Calhoun

MLCM Dennis Shaffer,
Engineering Branch Supervisor,
NETPMSA

Checks the work of the exam writer. There are different branches for different types of ratings, such as engineering, admin, etc.



Photo by Walter Calhoun

HTCM Henry Clifford,
Hull Maintenance Technician
Exam Writer, NETPMSA

Exam writers, using the Navy occupational standards to focus on broad skill areas, compile questions for advancement tests.



Cathy Lipham,
Instructional Systems Specialist,
Deborah Raskiewicz
Editorial Assistant, NETPMSA

After the exam writer compiles 150 questions, the instructional systems specialist and editorial assistant review it again for typographical errors, numbering problems and overall accuracy.



Photo by Walter Calhoun

Christa Holmes,
Supervisor, Instructional Systems
Specialists, NETPMSA

Reviews each question and answer on the exam to ensure they are supported by the rating's bibliography, a list of publications that contain the information important to the rating. Holmes also ensures that the exam contains the correct mix of questions rated as too easy or too hard from previous exams. Once she is finished with her review, the exams are published and distributed to the fleet. †



Photo by Walter Calhoun



After completing all his requirements and studying from the bibliography, HTFN Joe Sailor takes the HT3 exam.

Stephens is a photojournalist for All Hands, Calhoun is a photographer at NETPMSA.

What's your next move?

Navy offers sailors education, commissioning opportunities

Story and photos by JO2(AW) Michael R. Hart

More than 200 sailors — from seamen to master chiefs — apply to be Navy nurses through the Medical Enlisted Commissioning Program (MECP) every year. Although many strive to reach that goal, an average of 50 of the most qualified sailors will be accepted, according to CAPT Mary Anne Gardner, MECP and Nurse Corps Officer Community manager.

MECP is a full-time undergraduate education program that gives selected sailors the chance to earn a bachelor's degree in nursing and a commission as a U.S. Naval Reserve Nurse Corps officer.

One sailor taking advantage of MECP is Aviation Electrician's Mate 2nd Class (AW) Rozetha L. Blackmon, a sophomore at Howard University, Washington, D.C.

Blackmon said she has always had a love for medicine, even though she's been an aviator for six years. "I've been taking classes toward my nursing degree since I joined the Navy. When MECP opened to all ratings [it was previously open only to corpsmen], it was right up my alley," she said. "I only regret that I waited so long to apply."

"The program is very competitive, so you've got to be able to stand out," said Gardner. "Once the applications reach the Bureau of Naval Personnel (BuPers), they are screened by one of the toughest boards." Even top-shelf sailors aren't guaranteed acceptance the first time around, she added.

Hospital Corpsman 1st Class Todd Larson (above), a sophomore at the University of Maryland, was accepted into the

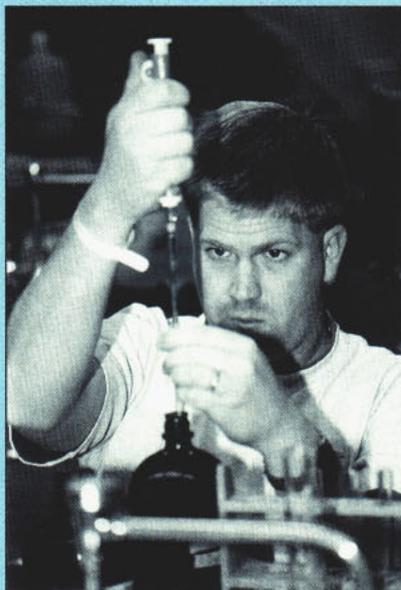
program on his second try. "I'm testimony that if you persist in pursuing your goals, you can always make it," Larson emphasized. "Earning a bachelor's and getting a commission is important to me."

Both Larson and Blackmon agree the program is tough.

Carrying an average of 16 credit hours a quarter, each is taking classes such as chemistry, biochemistry, nursing, anatomy and physiology. But they said the long hours of class and study are worth their effort.

"You can't ask for anything better," said Larson. "The program allows me to concentrate solely on my schoolwork. That way, I can give that knowledge back to the Navy. It's great!"

Blackmon and Larson will graduate in the spring of 1996. "I'm definitely looking forward to it," said Blackmon. "I'll be able to help my shipmates in a field that I love — doing something that I really enjoy. It will be more than just a job. I have a true compassion for nursing." *Hart is a staff writer for All Hands.*



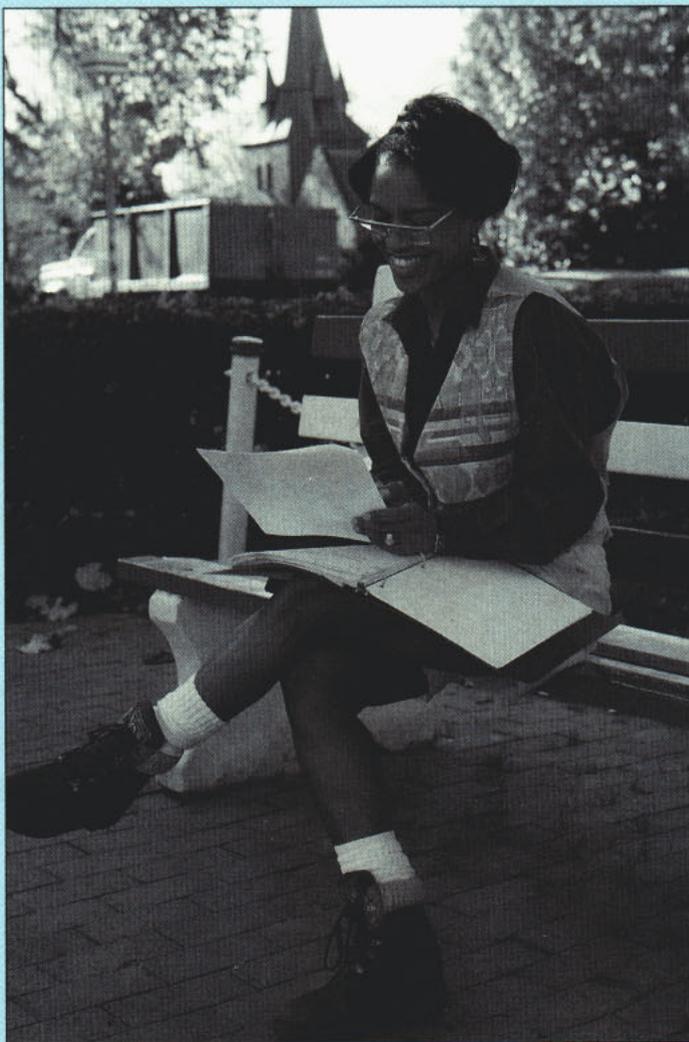
- * 27 MECP graduates in 1991.
- * 50 graduates in 1992.
- * 53 graduates in 1993.
- * 55 expected graduates in 1994.
- * An average of 50 students are selected annually from an average of 200 applicants.
- * 51 percent of the applicants in 1992 were hospital corpsman or dental technicians. That figure dropped to 37 percent in 1993.

* Ask for help from your peers and senior petty officers.

* Double check the exam's location and time prior to the test date.

“I’ll be doing something that I really enjoy. I have a true compassion for nursing.”

— AE2(AW) Rozetha L. Blackmon, MECP candidate



AE2(AW) Rozetha L. Blackmon, sophomore at Howard University, Washington, D.C., takes a few moments to study between classes. Enrolled in the Medical Enlisted Commissioning Program, Blackmon looks forward to her graduation and commissioning in the spring of 1996.

Is MECP for you?

Procedure Guidelines

Selectees will be ordered on a permanent change of station (PCS) basis to the Naval Reserve Officers Training Corps (NROTC) unit nearest the college or university they will be attending.

After completing requirements for a Bachelor of Science degree in nursing (BSN), the candidate will be commissioned an ensign and sent to the next available class at Officer Indoctrination School.

The Nurse Corps officer must obtain a nursing license from a state, U.S. territory or the District of Columbia.

Appointment as a Nurse Corps officer may occur before licensing; however, the licensing examination must be taken at the first available opportunity following graduation.

Pay and Expenses

MECP students receive full pay and allowances in their enlisted pay grade and are eligible for advancement.

Tuition, fees, books and other expenses while in the MECP are paid by the student. Eligible students may use the Veterans Educational Assistance Program (VEAP) or Montgomery GI Bill educational benefits toward these expenses.

Military Eligibility Requirements

- * United States citizen.
- * Enlisted member of the Navy, Naval Reserve or Training and Administration of Reserves (TAR) on active duty and completed at least three years active service as of the date of application.
- * At least 18 years old and able to complete the educational requirements and be commissioned before 35th birthday.
- * Meet Navy body fat/physical standards.
- * Have no record of conviction by courts-martial, nonjudicial punishment or civil court for other than minor traffic violations during the four years preceding fiscal year the selection board is held.
- * Recommended by the commanding officer.

Education Requirements

- * A high school graduate. Qualifying general equivalency diplomas (GED) are acceptable.
- * Enrolled in, or accepted for transfer to, a college or university and its nursing school accredited by the National League of Nursing (NLN).
- * Able to complete BSN requirements within 36 consecutive months from date of enrollment into the MECP.
- * Have a cumulative grade point average (GPA) of 2.5 on a 4.0 scale and have completed 45 quarter or 30 semester credit hours in undergraduate courses such as English, mathematics, psychology, sociology, chemistry, biology, anatomy, physiology and other courses that can be credited toward a BSN.

Obligation

Before detaching from their present command, each MECP selectee obligates six years of active service, which may be met by extending or reenlisting. After successfully completing BSN degree requirements, the appointee obligates four years of active duty service — superseding what remains of the six-year obligation.

For more information, refer to BuPersInst 1131.3.



The big switch

Turn your military experience into college credit

Story and photos by JO2(AW) Michael R. Hart

You can earn college credit for your military experience. That's right, there is a way to use your training — from boot camp to "A" and "C" school — as a bridge toward earning your degree.

Take the first step and go to your educational services office (ESO) and complete the Application for the Evaluation of Learning Experiences During Military Service (DD 295). Many commands offer workshops on filling out the DD 295, according to Ray Carver, a Navy Campus education services specialist at Naval Station Anacostia, Washington, D.C.

You will use the American Council on Education's (ACE) "Guide to the Evaluation of Educational Experiences in the Armed Services" to determine how many hours are recommended for your military experience. After completing DD 295, send the form to as many schools as you choose. It's up to the individual school to accept your credits.

"Using this program gives you a jump start toward your degree, and it saves sailors a lot of time and money," said Carver. "For example, a fire controlman 2nd class would be recommended for 26 semester hours — 12 for being a petty officer 2nd class and 14 for completing "A" school. It's a great opportunity, because you could possibly complete a full year's requirements without taking a class."

One sailor who's taken advantage of the opportunity is Machinist's Mate 2nd Class Darryl G. Funk, a drug and alcohol counselor at Naval Station Anacostia, who received 45 credit hours for his military training.

Above: MM2 Darryl G. Funk

Right: Ray Carver, a Navy Campus educational services specialist at Naval Station Anacostia, Washington, D.C., discusses an ACE Guide entry with CTMC Jerome Whitlow during a military credits workshop.

The University of the State of New York, where Funk earned a bachelor's in liberal studies, accepted the 45 semester hours recommended through the ACE Guide and the credits from his previous college experience.

"It was a big step for me, like a dream come true," said the Portland, Ore. native. "I'd been working on my bachelor's for 10 years at six different colleges and universities, and the ACE program allowed me to pull all those credits together. That's sometimes hard because one institution might not accept credits from another college or university."

Currently working on a master's degree in social work at Howard University in Washington, D.C., Funk encourages any shipmate who'll listen to have their military training evaluated. "It definitely made a difference in my life. Funk said. "It's one of the best programs the Navy offers." †

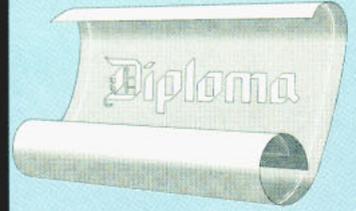
Hart is a staff writer for All Hands.



There's credit for everybody

* All 98 Navy ratings are recommended for college credit in the American Council on Education's (ACE) "Guide to the Evaluation of Education Experiences in the Armed Services."

- * Four semester hours are recommended for Navy boot camp.
- * Twelve NEC's are listed in the ACE Guide.
- * The ACE Guide is updated yearly.



Consider this when selecting a college



- * Are the schools accredited?
- * Where is the university/college located?
- * How much is tuition?
- * Do they offer a curriculum that interests you?
- * Does the university have campuses overseas?
- * If you're transferring credits, will they accept all or just some of your hours?
- * How does the institution rate among similar colleges?
- * How much are books?
- * Does the bookstore buy back used books? Do they sell used books?
- * Are night classes available?
- * What types of financial aid are you eligible for?

Education loans available to sailors, Marines

The All Ahead program for the Navy and Marine Corps is a private, credit-based education loan program accessible to Department of the Navy civilian, active duty, reserve, retired and former members of the Navy and Marine Corps who need assistance paying for college, graduate school or private high school.

All Ahead may be used to supplement other forms of financial aid or used alone to finance the entire cost of attending an approved school of your choice.

For information about eligibility, application forms, disbursement or borrower obligation and responsibilities, call 1-800-767-5626. †



Bearings

Reserve frigate aids Cuban refugees

A U.S. Navy frigate transiting the Florida Keys recently rescued 17 Cubans from a 15-foot sailboat 90 miles southwest of Key West, Fla.

"We happened to be in the area when the radio distress call came from a merchant vessel [which had spotted the dis-

trressed sailboat]," said CDR Ralph Malone, commanding officer of the training frigate, USS *Jesse L. Brown* (FFT 1089), and an Abilene, Texas native. "We began searching the area — on a dark, moonless morning — and got a faint radar blip after about an hour."

little heads started popping up from all over the boat." Once aboard *Jesse L. Brown*, the ship's independent duty corpsman, Senior Chief Hospital Corpsman Reinaldo Crawford, examined the refugees to ensure they were in good health. "What



we found was that they were dehydrated and had to be treated for exposure to the weather," said Crawford, of Hampton, Va.

The refugees were transferred to the Coast Guard cutter *Chincoteague*, and were later turned over to immigration authorities. The Navy frigate then lowered its whale boat to investigate the "suspicious" boat, which was running with periodic lighting. "They were in a 15-foot boat with a broom handle-like object for a mast and a burlap sack for a sail," said LT Brendan McCall, weapons officer aboard *Jesse L. Brown* and native of Silver Spring, Md. "When we approached the small craft, I believed there were about 9-10 people, but then these

Story and photo by Rod Duren, assigned to Naval Station Mobile, Ala.

Brothers reunite after 10-year separation

The difference between service in the Army and in the Navy had been a wide gulf for Aviation Support Equipment Technician 2nd Class



Tomas N. Tolentino and his brother Staff Sgt. Joseph Tolentino. A gulf 10 years wide.

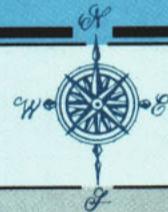
Joseph's Army unit, the 46th Combat Support Hospital, was deployed to Somalia when he learned that Tomas' ship, USS *Abraham Lincoln* (CVN 72) was enroute and would be operating off the coast. With some help from his chain of command, Joseph was able to catch a ride on a helicopter that was ferrying a senior medical officer to the *Lincoln* for a tour.

Upon arrival, Joseph's group was escorted to the ship's medical dept., where Tomas was summoned to meet his brother. "I was a little worried," said Tomas. "When they told me my brother was waiting for me in medical... I thought he had gotten hurt on the way over."

After spending a little time getting reacquainted, the two made their way up to *Lincoln's* observation deck where Tomas explained flight operations to his usually land-locked brother.

The two say they will cherish memories of their unusual reunion at sea.

Story by YN3 Greg Maragos, photo by PHAN Russell Cramer; both assigned to USS *Abraham Lincoln* (CVN 72).



NAS Alameda man saves woman from burning car

Tyreed Reed had just dropped his wife off at work and was heading for his own job as a ship's surveyor at NAS Alameda, Calif. His wife usually drove herself, so perhaps fate had placed Reed alongside a small car that suddenly veered off the road and crashed.

"I looked in my rearview mirror and saw that the car had crashed into a tree and burst into flames," said Reed.

Reed turned around and headed for the burning vehicle. He tried to open the car's doors but couldn't. "I couldn't see



"You don't think about yourself at a time like that," said ship's surveyor Tyreed Reed after rescuing a woman from a burning car.

anything so I reached through the broken window on the driver's side and felt this head of hair slumped forward," he said.

A passing motorist stopped and managed to open the driver's door, but then tried to pull Reed away fearing an explosion. "After I had touched this person, I knew I couldn't leave," Reed said. Reed convinced the man to stay and the two finally freed the woman.

The woman's head was bleeding heavily, so Reed kept her talking until the paramedics arrived in an attempt to prevent the onset of shock.

Story and photo by David Kashimba, assigned to NAS Alameda, Calif.

Brunswick naval officer prosecutes modern-day pirates

Pirates. The very word conjures up visions of sailing ships, cannons firing giant metal shot, Jolly Roger flying from the mast and colorful characters walking the decks. When those pirates attacked other ships, naval vessels had to hunt them down and put them out of business.

But now it's 1994, and one naval officer, LT Anthony Antonellis, who recently completed an assignment with the Department of Justice, helped prosecute several pirates who plundered old sailing ships of Civil War relics.

Antonellis, now the officer-in-charge of the Navy Legal Service Office in Brunswick, Maine, was a key member of the prosecution team on two of the largest archeological protection cases in the United States. In one, three men dug over 200 holes at Yorktown Battlefield in search of relics. They were eventually apprehended because a woman spotted them and reported them to police.

The other case revolved around two Civil War era ships, USS *Cumberland*

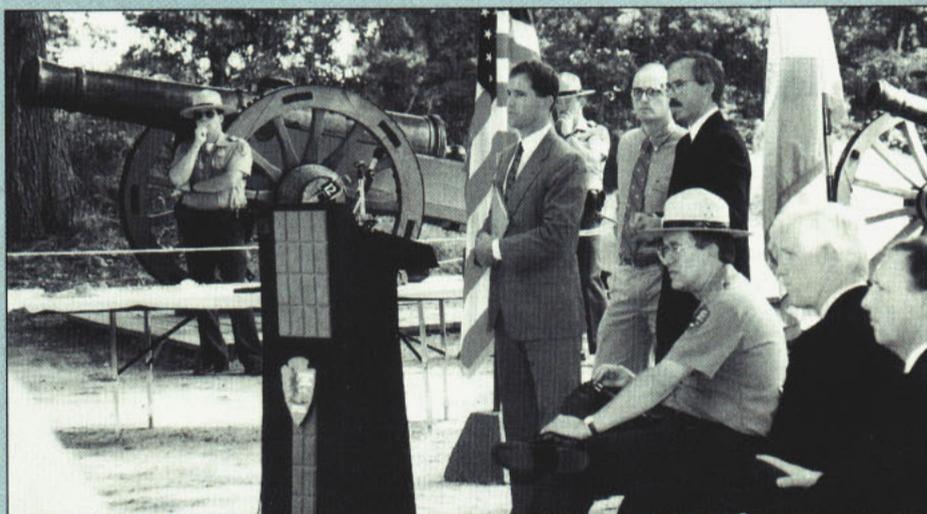
and confederate raider, *Florida*. Two pirates had "harvested" the ships, pulling up a "treasure trove" of artifacts with clam tongs, in violation of the Archeological Resource Protection Act.

"Those who are just looking for a quick sale," said Antonellis, "use clam tongs to rip the ships apart and drag up what they can. They will sell buckles, bullets, shot balls, anything that can satisfy a huge appetite among Civil War collectors. They'll even take brass and melt it down to make new belt buckles."

According to Antonellis, only recognized scientific or archeological investigators are allowed to take artifacts from the sunken ships that still belong to the U.S. Navy.

"These are the most interesting cases that I've handled," he said, "mostly because they are a violation of history, stealing and privatizing history."

Story and photo by LCDR Mike L'Abbe, assigned to Naval Air Station Brunswick, Maine.



LT Anthony Antonellis (right of podium) prepares to discuss with local media the prosecuting of archeological pirates. With him are members of the National Park Service and the Justice Department.

Shipmates



Dr. Deh Bin Chan, a Senior Environmental Engineer at the Naval Facilities Engineering Service Center, Port Hueneme, Calif., received a *Popular Science Magazine* 1993 "Best of What's New Award" for Environmental Technology. Chan, a long time resident of Camarillo, Calif., received the award for helping to develop a treatment method for contaminated soil.



Aviation Electronics Technician 1st Class Peter J. Casper of the Naval Air Warfare Center, Warminster, Pa., received the Commanding Officer and Executive Director Aviation Support Award for outstanding contributions to the technical research, development and evaluation mission through personal effort. The Ironton, Mo., native installed a turn-rate gyro system and a NavCom upgrade for an ocean water laser project.



Boiler Technician 2nd Class (SW/AW) Jacinto G. Evangelista was nominated as the Enlisted Recruiter of the Year for Commander, Navy Recruiting Command. "I feel that my applicants are the Navy's future, the future that continues to accelerate at an unbelievable pace," said the native of Manila. "I make it a point to be friendly and make my applicants feel secure and informed with their decision about the Navy.



LCDR Dervilla Mairin McCann of Naval Hospital Camp Pendleton's Internal Medicine Department, was chosen to augment the White House medical staff assigned to treat President Bill Clinton, his family and staff. McCann, a native of Portland, Maine, begins her new tour of duty in May as the only cardiologist assigned to the President and will join a team of Navy, Army and Air Force medical personnel.



Yeoman 1st Class David Little of Monroe, Mich., was nominated as the First Class Petty Officer of the Quarter aboard USS *Theodore Roosevelt* (CVN 71). He was honored for reorganizing and upgrading his department's technical manuals, resulting in the ship receiving an "Excellent," the highest grade in the annual Navy-wide Operational Reactor Safeguard Examination.



LCDR Franklin B. Carver was recognized for his achievements in Navy Recruiting as Campus Liaison Officer of the Year. Carver, a native of Fayetteville, N.C., was instrumental in establishing a referral network at Ohio University in Athens, Ohio, which accounted for 74 potential applicants for the District's Navy Officer Programs Team.

ALL HANDS

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All Hands (USPS 372-970; ISSN 0002-5577) (Number 924) is published monthly by Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Second-class postage paid at Washington, D.C. 20374, and additional mailing offices.

Subscriptions: Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. Price: \$20, U.S. and FPO; \$25 foreign; \$3.50 single copy domestic; and \$4.88 foreign copy. Make checks/money order payable to "Superintendent of Documents, GPO."

Postmaster: Send address changes to *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080.

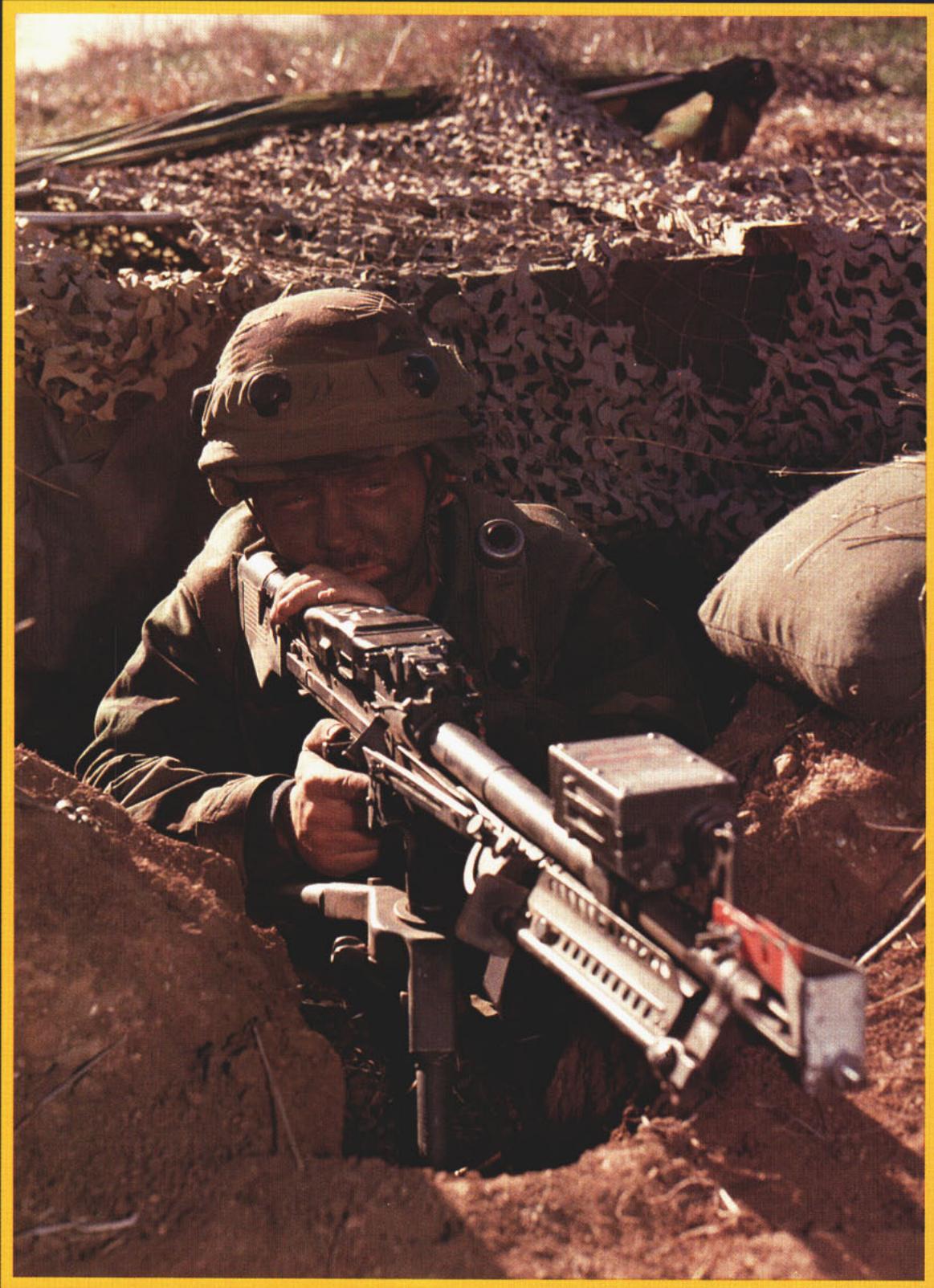
Editorial Offices: Send submissions and correspondence to: Naval Media Center, Publishing Division, ATTN: Editor, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Phone (202) 433-4171 or DSN 288-4171. Fax (202) 433-4747 or DSN 288-4747.

E-mail: pubs%print@nbs-onet.navy.mil
Message: NAVMEDIACEN WASHINGTON DC //32//

Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing this publication have been approved by the Navy Publications and Printing Committee. ClipArt Images from CorelDraw 3.0 were used in the preparation of this magazine.

May 1994

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
1 Office of Information established (1941)	2 Boards convening: - NJROTC Inst Cert - Surface DEPT HD - Res Av OIC Scrm	3 First Navy firing of a high-altitude rocket, <i>Viking</i> , at White Sands (1949)	4 Navy's first official seal established (1780)	5 CDR Alan Shepard Jr., became the first American in space (suborbital flight) (1961)	6 Decommissioning: USS <i>McCandless</i> (FFT 1084)	7 Battle of the Coral Sea (1942)
8 Mother's Day VE Day (1945) Anniversary of naval aviation (1911)	9 LCDR Richard E. Byrd made the first flight over the North Pole (1926) Boards convening: - Sub CO/XO Scrm - Active O-4 (Line)	10 Submarine <i>Triton</i> completes 84 days, circumnavigation of the world submerged (1960)	11	12	13 Military Spouse Day Navy Nurse Corps established (1908)	14
15	16 Boards convening: - NavRes O-5/O-6 CEC/CHC/SCNC/ JAG/DC/MC/MS	17 USS <i>Stark</i> (FFG 31) hit by two Iraqi missiles (1987)	18	19 First U.S. Navy destroyer, <i>Decatur</i> , is commissioned. (1902)	20	21 Armed Forces Day
22 Anniversary of Marine Corps Aviation (1912)	23 Board convening: - NFO to Pilot	24 Armed Forces Radio Service (AFRTS) established (1942)	25	26 Decommissioning: USS <i>Sylvania</i> (AFS 2)	27 Decommissioning: USS <i>Ainsworth</i> (FFT 1090)	28
29	30 Memorial Day	31 Decommissioning: USS <i>Pyro</i> (AE 24); USS <i>Pledge</i> (MSO 492) Board convening: Aviation CMD Scrm Due: O-1 FitReps	Decommissioning dates provided by NavSea Surface Ship Programs Division (PMS 335) and are subject to change.			



Seabees build fighters