

ALL HANDS

MAGAZINE OF THE U.S. NAVY

⚓ *Ike Sailors –
Players in
the toughest
game*

⚓ *Navy tugs –
The chief is
the skipper*

⚓ *Agile Provider
hits the beach*



SEPTEMBER
1994

ON THE COVER



1. ABH3 Gayle R. Crespo
2. EM1 Mark D. Leitz
3. EW2 Richard S. Schumann
4. ABF3 Morris F. Montgomery

5. ABHC Mark R. Hopkins
6. PN1 Lloyd E. Kimble
7. SM2 James A. Feher
8. AA Mervin T. Branch
9. AO2 Gary A. Einfalt

10. SN James R. Friedl
11. LTJG Brian T. Woodard
12. RM3 Sharon A. Morris
13. EM3 Eveglio C. Balan Jr.
14. LCDR Michael D. Turck
15. RMSN Craig F. Fields

16. HMC Christine U. Preston
17. MS1 Dylan E. Hendrix
18. LCDR Roy W. Chesson
19. RP2 Thomas C. Dickerson
20. TM1(SW) Alva M. Simmons



Photo by JOC Steve Orr

Another day at the office

BM2 Keith Smith, deck petty officer aboard the tugboat *Dahlonaga* (YTB 770), adjusts a line after tying up at Naval Base Norfolk. *Dahlonaga's* crew works countless hours — through the heaviest rain or smoothest waters. Read about these shipmates on Page 10.

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On the Covers

Front cover: Some of the Sailors who make USS *Dwight D. Eisenhower* (CVN 69) a potent air warfare platform. For more on the Sailors behind a launch, see Page 20. Digital imagery by PHAA John Lemire.

Back cover: SN David J. Belcher of Cleveland, stands lee helm watch on the bridge aboard USS *Saratoga* (CV 60). The carrier provided air support for Operations *Provide Promise* and *Deny Flight* in the former republics of Yugoslavia. (Photo by JO1 Kevin Stephens)

Charthouse

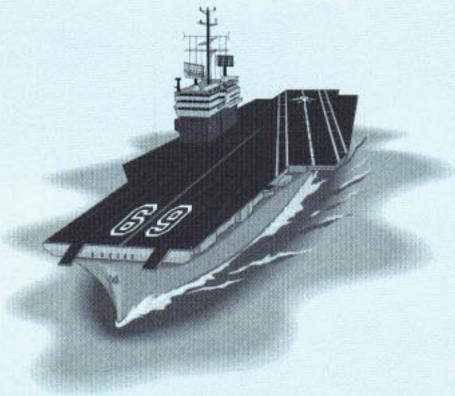
OPPORTUNITY

The right Sailors for the job on board combatants

Women officers and enlisted personnel have begun reporting aboard combatant ships as permanent crew members. The aircraft carrier USS *Dwight D. Eisenhower* (CVN 69) and Carrier Air Wing 3 were the first to welcome them.

CDR Bob Hillery, head of sea special assignment branch at Bureau of Naval Personnel said, "Detailers are working the other seven combat ships, including the carrier USS *Abraham Lincoln* (CVN 72), scheduled to embark women in 1994. We are also working the initial embarkation of women aboard USS *Sacramento* (AOE 1) and USS *Camden* (AOE 2)."

Sacramento and *Camden* were part of the expansion of opportunities for women in the armed services announced by the Secretary of Defense in April 1993, prior to the repeal of the combat exclusion law. All embarkations are designed to main-



Correction

In the July 1994 issue of *All Hands*, Temporary Lodging Expenses (TLE) were listed as taxable income. In fact, TLE is non-taxable income.

tain readiness by getting the right Sailor to the right job. More than 120 women are scheduled to embark aboard *Sacramento* and *Camden*.

"The most important aspect of the process is matching the best qualified Sailor — man or woman — to the appropriate job," said Hillery. "We won't move anyone who is already aboard a ship just because of the change in the law. We fill vacancies, and will continue to do so."

CAREER

EAWS quals change

The Chief of Naval Operations' Master Chief Petty Officer Advisory Panel recently revised the requirements Sailors must meet to qualify for the Enlisted Aviation Warfare Specialist (EAWS) pin.

Only those Sailors permanently assigned to an operational naval aviation command and working in a billet which is routinely, directly and actively supporting naval aviation may participate in an EAWS program.

For more information on this change see NavAdmin 094/94.

Officer Selective Early Retirement planned

The officer SER boards are tentatively scheduled for late November and early December. The boards will consider:

- Captains with two years time in grade (TIG) as of Dec. 1, 1994, and 19 years of service (YOS) as of July 1, 1994.

- Commanders and limited duty officer lieutenant commanders with one year TIG and 19 YOS as of July 1, 1994.

- Chief warrant officers in pay-grades W-3 and W-4 with one year TIG as of December 1, 1994, and 19 YOS as of July 1, 1994. All officers will have at least 20 YOS at the time of their retirements.

The Navy is considering eliminating the option for officers to submit retirement requests up to two years in advance of retirement. Any possible changes to the officer SER process will not affect officers with previously approved voluntary retirements.

ENCORE policy updated

First-term Sailors wishing to reenlist in CREO 1 and CREO 2 ratings must simply notify the Bureau of Naval Personnel (BuPers) of the intent to reenlist.

Requests must be approved by the commanding officer and notification will be made via the ENCORE system. Early notification of intentions of CREO 1 and CREO 2 personnel is critical to ensure first-term billets can continue to be filled in a timely manner.

Sailors wishing to reenlist in CREO 3 ratings should still request authority under the present system. Approval criteria for CREO 3 requests vary by rating and range from E-4 selectees to E-5s who have not passed the E-6 exam. Sailors in CREO 3 ratings who do not receive in-rate approvals are given the option to convert to undermanned ratings. Chances for ENCORE approval may be improved by submitting requests at the earliest possible date (usually 12 months prior to EAOS).

To speed answers to Sailors, ENCORE requests for CREO 3 ratings will now be reviewed twice a month vs. monthly. This ensures Sailors will not have to wait longer than 15 days before receiving an answer. All ENCORE requests to BuPers will contin-



ue to receive an acknowledgement message within 24 hours of receipt at BuPers.

For more information, check BuPers Access for both the reenlistment criteria for each rating and any "A" school availability updates. Also read the quarterly BuPers manpower and personnel policy update that addresses all first-term issues.

Decision-makers at BuPers will take any fleet call concerning career information and ENCORE questions. Points of contact for the program are as follows: Policy (Pers 322E) - DSN 224-5442 or (703) 614-5442; USN In-rate (Pers 254) - DSN 227-3800 or (703) 697-3800; "A" Schools (Pers 291) - DSN 224-1143/4 or (703) 614-1143/4; Conversions (Pers 292) - DSN 223-1339 or (703) 693-1339; TAR Program (Pers 913) - DSN 288-8659 or (202) 433-8659.

COMMUNICATIONS

Keep in touch with the folks

The Navy-Marine Corps Military Affiliate Radio System (MARS) is an organization of stateside amateur radio operators ("hams") who donate their short wave radio equipment and free time to running phone patches and telegram-like messages (MARS-Grams) for service members. There is no charge. More than 400 Navy, Military Sealift Command, United States Coast Guard and National Oceanographic and Atmospheric Administration ships have MARS licenses and participate in this program.

If your ship has not yet discovered this quality-of-life program, contact David Vittum or LT David Saip at DSN 251-2236 or (301) 238-2236, and they will put you in touch with MARS

ADM Boorda — For the Record

I want to be sure that everyone, from the most junior E-1 to the most senior person in your unit or command, understands our policy with regard to hazing, why it is the way it is and what happens when somebody is silly enough or stupid enough to forget it.

The policy is clear. There are to be no hazing incidents in our Navy. If the policy is violated, those in charge will take quick action to fairly investigate and, if individuals are found guilty, there will be appropriate punishment.

Now, as clear as that is, you'd think we would not have hazing incidents. You would be wrong. On May 31, a fireman was the victim of hazing. Four petty officers and three other junior enlisted personnel were involved in the incident. He was not hurt and it was neither a sexual harassment nor an equal opportunity issue. It was, in plain terms, just dumb. ... an unauthorized and silly initiation that made no sense.

The end result of this: two other

petty officers did what they should have done. They saw the hazing and stopped it. They informed their officer who immediately informed the chain of command. Four petty officers are now one rate junior to where they were before the incident. They lost a half month's pay for two months and they have 45 days restriction and 45 days extra duty to think about all of this. The three nonrates who did not participate but did observe received warnings at mast. The fireman is fine and no retribution has occurred.

Bottom line: No winners here — a fireman harassed and embarrassed for no good reason. Four petty officers busted, fined, restricted. Three young Sailors went to mast and got a warning. The message is real clear. No more of this stuff in our Navy.



members in your home port area.

Retirement/fleet reserve requests go electronic

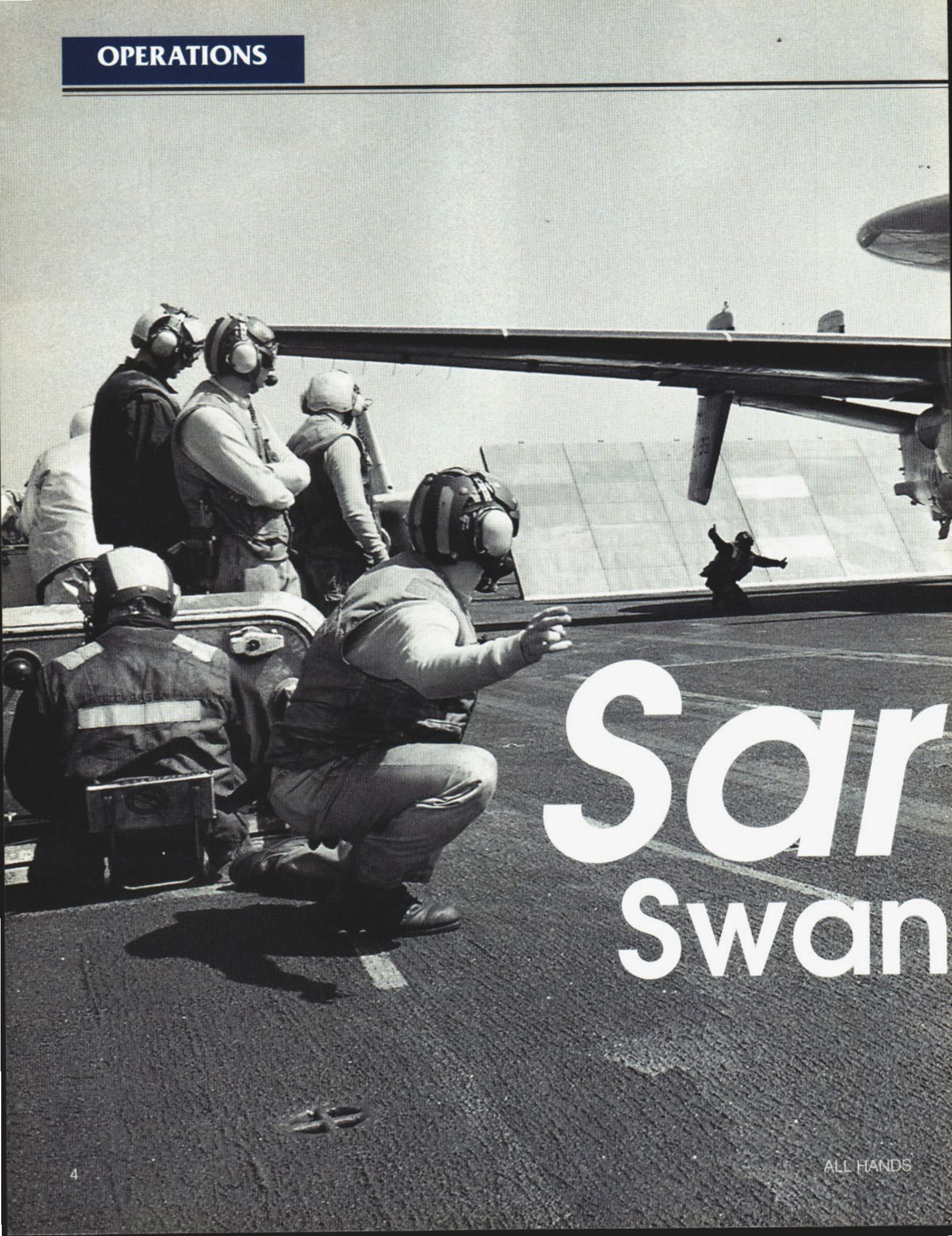
Navy personnel can now submit retirement requests electronically and receive positive feedback that the request was received.

This is the first step in automating the retirement process from request submission and statement of service calculation to final approval of the request. The goal upon automation of the retirement process is for members to receive retirement orders six

months prior to retirement/fleet reserve dates.

Additional information is available in NavAdmin 078/94. †



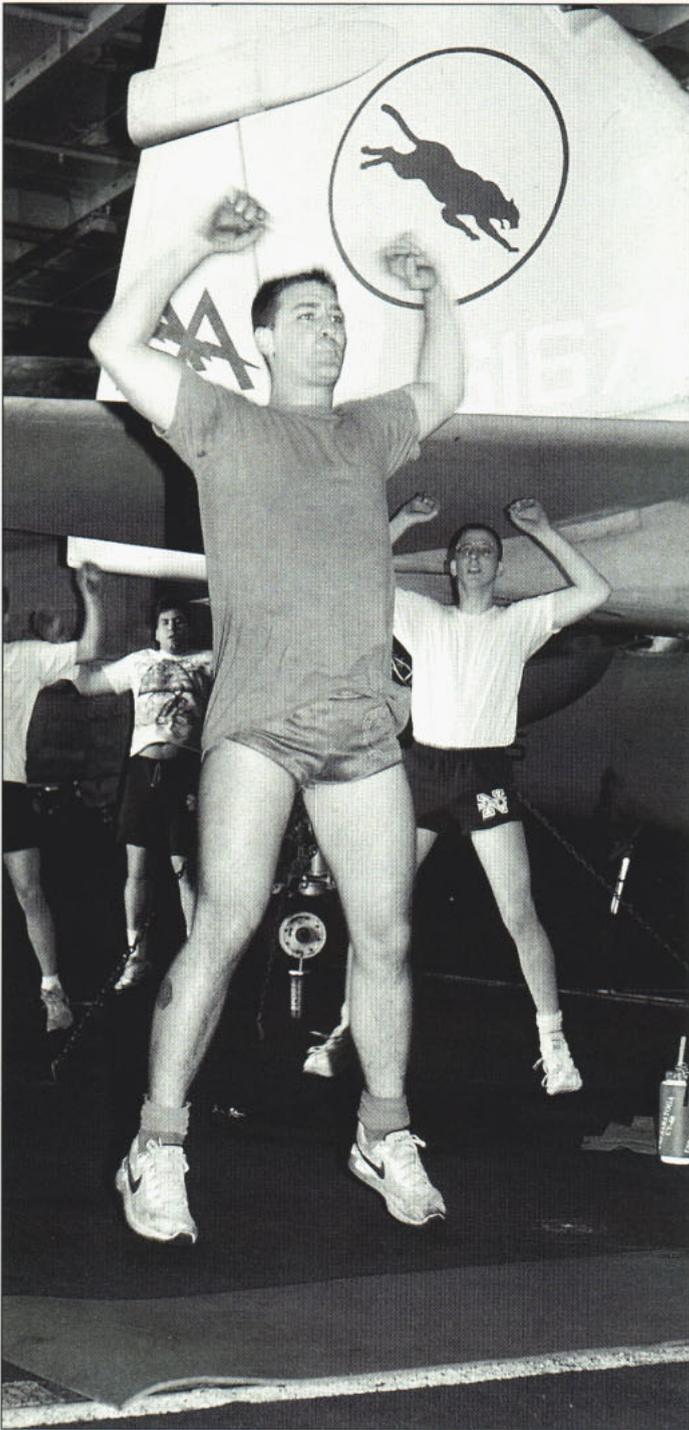


Sar Swan



atogga's Song

Photos by JO1 Kevin Stephens



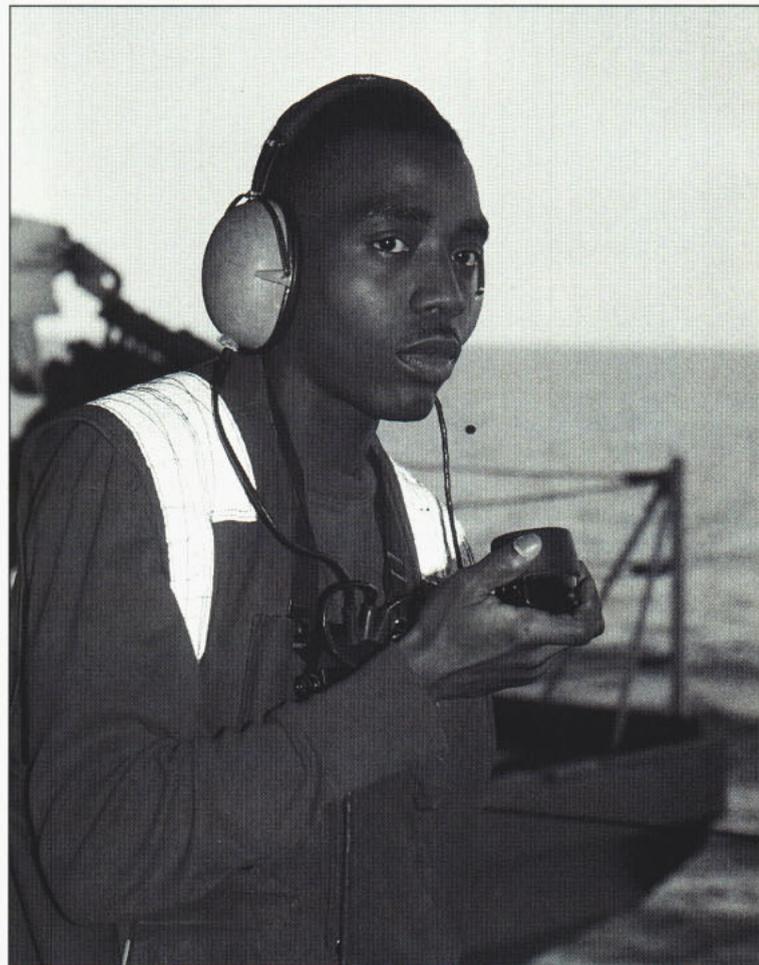
▲ BM2(DV/PJ) Thomas S. Etheredge of Pampa, Texas, makes 'em sweat during a hangar bay PT session.

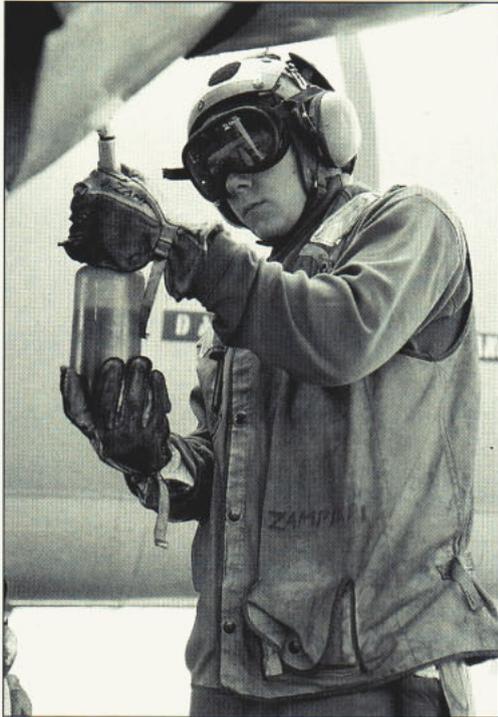
➤ AN Clinton Augustine from New York City operates aircraft elevator No. 4 during flight ops in the Adriatic.

◀◀ An E-2C *Hawkeye* from the "Tigertails" of VAW 125 is milliseconds from launch on USS *Saratoga*.

The 38-year-old aircraft carrier USS *Saratoga* (CV 60) was decommissioned in August shortly after completing a final six-month deployment. The ship's swan song cruise extended to the Mediterranean from the ship's Mayport, Fla., home port.

Going out with a roar, *Sara* and Carrier Air Wing 17 provided vital support to NATO and the United Nations while in the Med. The carrier took up station in the Adriatic, continuously sending its planes over the beach in support of Operations *Provide Promise* and *Deny Flight*. *All Hands* joined *Sara* in the Adriatic to get a glimpse of the carrier's activities on its farewell cruise. †





◀ AN Daniel Zampirri of Hatfield, Pa., drains oil from an E-2C *Hawkeye* reconnaissance plane.

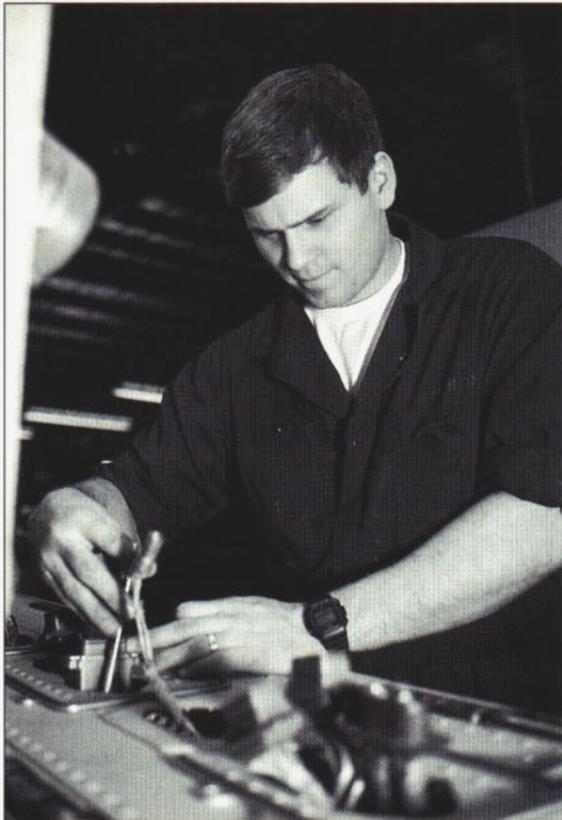
▼ AME2 Jeffrey Glean of Brooklyn, N.Y., removes a liquid oxygen bottle from the nose of an E-2C *Hawkeye*.

▼▼ Catapult crewmen rush to prepare for the next launch even as an EA-6B *Prowler* roars from *Saratoga*.



Putting the purr

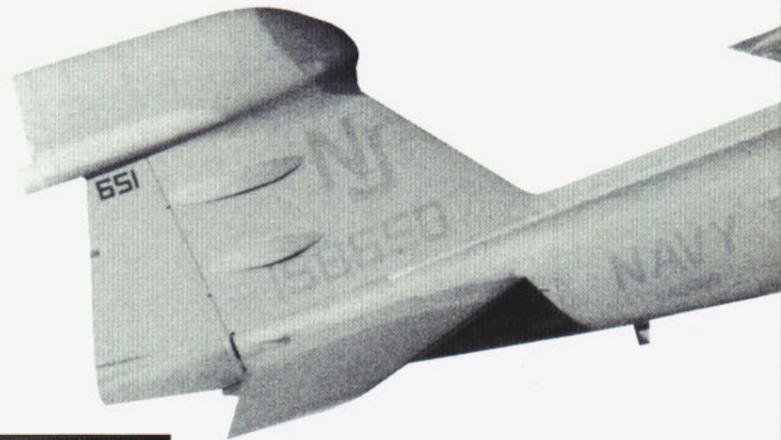
Story by LCDR Tim O'Leary, photos by JO1 Ray Mooney



▲ AT3 Mark Simpson, from Flagstaff, Ariz., works on the wiring of an AQQ-99 pod inside VAQ 129's pod shop.

Only 30 enlisted men and women maintain the Navy's inventory of jamming pods, which are the main batteries for the EA-6B *Prowler*. Without the *Prowler*, Navy attack aircraft would have to tough it out alone against enemy defenses.

The EA-6B *Prowler* is the Navy's only aircraft specifically designed and built for tactical electronic warfare. On a strike, the *Prowler* clears a safe path for the attack aircraft by jamming and destroying



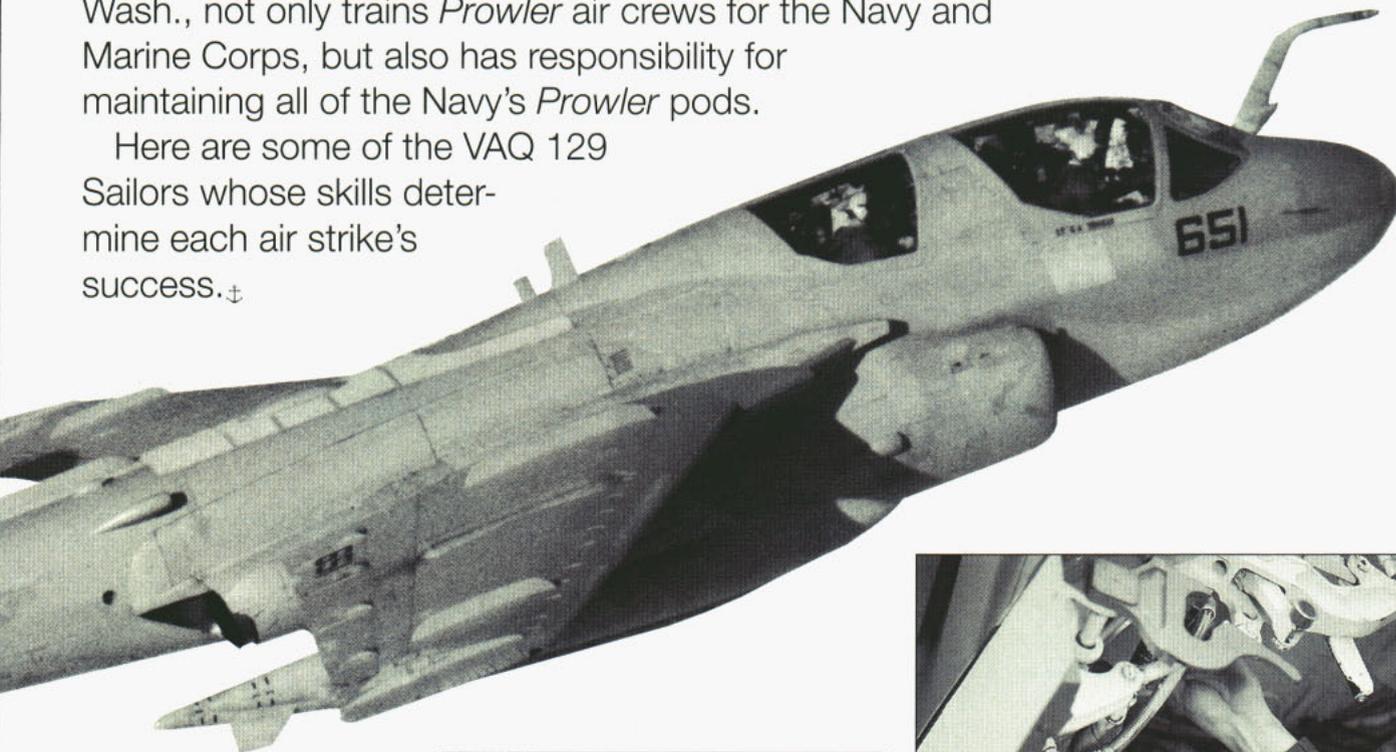
◀ AD3 Andrew Dezara, from New Orleans, works his mechanical magic on an EA-6B.

in the *Prowler*

enemy radars and communications.

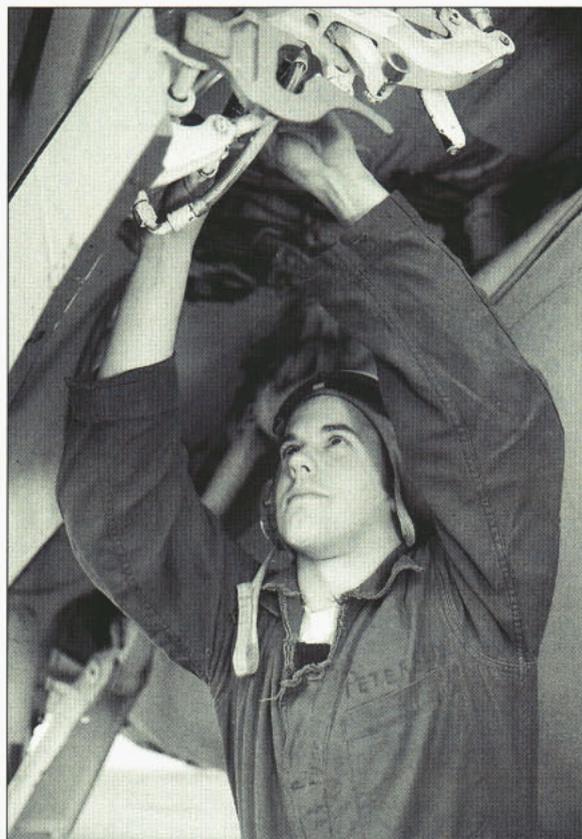
VAQ 129, a fleet replacement squadron at NAS Whidbey Island, Wash., not only trains *Prowler* air crews for the Navy and Marine Corps, but also has responsibility for maintaining all of the Navy's *Prowler* pods.

Here are some of the VAQ 129 Sailors whose skills determine each air strike's success. †



► ATAN Bobbie Lea Stahlman, from Punxsutawney, Pa., works on a *Prowler* inside VAQ 129's hangar.

►► AD3 Shawn Peterson, of Seattle, disconnects the landing gear door on one of VAQ 129's *Prowlers*.



O'Leary is the managing editor of *All Hands* and *Mooney* is a San Diego-based photo-journalist for *All Hands*.

In rain or shine...

*No matter the weather,
it's just another day for
a tugboat crew*

Story and photos by JOC Steve Orr

YTB-758



It's sunrise, though the cloudy skies barely let a ray through. The wind has been gradually increasing for the past few hours. There's a heavy chop on the Elizabeth River, and the rain can't decide whether to sprinkle or downpour, so it alternates between the two.

Inside the engine room of the tugboat *Dahlonaga* (YTB 770), Engineman Fireman Apprentice Michele Stefek drops a sounding tape into a fuel tank, checking levels as part of the morning's light-off sequence. The Thrall, Texas, native steadies herself as the tug rocks in time with the wave action outside the 108-foot-long boat. Weatherwise, it's shaping up to be a nasty day.

"I knew I would be an engineman when I first joined the Navy," said Stefek as she wipes excess fuel from the sounding tape, "but I had no idea I'd end up on a tugboat. I think it's really exciting — I like the responsibility of working in the engine room of a tug."

Outside on the weather deck of *Dahlonaga*, Boatswain's Mate 2nd Class Keith Smith wipes the rain from his face as he moves from one line to another, checking his charges. He's the deck petty officer, and these lines are his responsi-

▲ BM3 John Jemison (right) of Birmingham, Ala., helps EN3 Chandrapaul Angab of Bronx, N.Y., attach a fuel hose to the tug.

➤ SR Gina Mueller casts off a line en route to a refueling evolution.

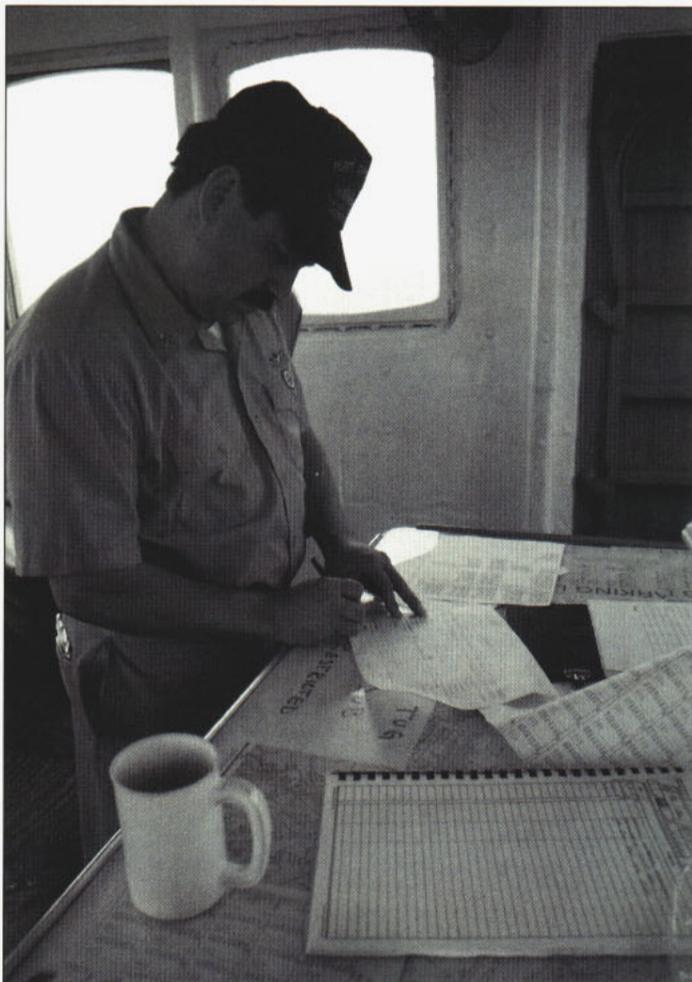
◀ One of the many tugs from Port Ops eases USS *George Washington* (CVN 73) out to sea.



OPERATIONS

► ENFA Michele Stefek conducts fuel soundings in the noisy engine room of *Dahlongega* as the crew prepares for the day's duty.

▼ YTB 770 Tugmaster, BMC(SW) Bobby Gunther, reviews the day's schedule in the tug's pilothouse.



bility. "I control everything that happens on deck," the Cleveland, Ohio, native said firmly. The lines are ready for the day's work, and so is he.

Inside the tug's cramped combination galley/lounge, Smith goes over the day's work schedule with the 11-person crew. The boat's skipper, tugmaster BMC(SW) Bobby Gunther, isn't on board yet. He's attending the morning briefing at Port Operations, Naval Base Norfolk. He'll arrive after getting last-minute instructions and updates from Port Ops chief bos'un and his staff.

"Normally, we'll get a job sheet each morning outlining our assignments for the day," Smith said. Today's workload is typical for the Navy tow truck – two berth shifts (moving a ship from one pier to another), a refueling run to Craney Island, then bringing in a ship that's returning from sea. This is in addition to the normal maintenance and training common to any command. The only complication may be

the weather, so Smith stresses the importance of following safety rules to the assembled crew.

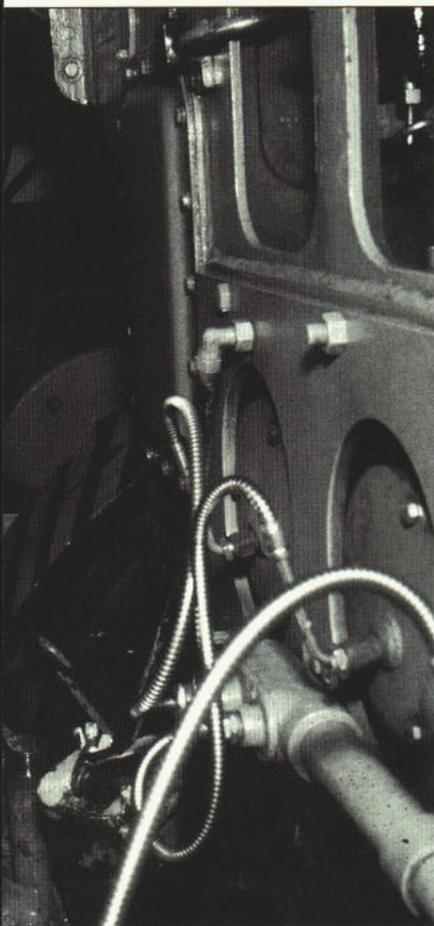
There's a break in the rain. Gunther comes aboard and immediately briefs his second-in-command, the tug's Chief Engineer (CHENG) EN2 Neil Staltes of Fairhaven, N.Y. The crew will follow the schedule already set by Port Ops. The CHENG relays the information to the rest of the crew.

"Tugs are set up like their own little ship," explained Smith. "The tugmaster is like the commander of the vessel. The chief engineer acts as the executive officer. I'm basically the deck officer, in charge of the deck crew and line handlers. The engineers run the engine room and answer to the CHENG, who answers to the tugmaster."

The call comes over the radio — it's time to move USS *Platte* (AO 186) from one berth to another. A sharp blast on the tug's horn tells the crew it's time to start the engines and cast off. As Stefek disappears into the engine rooms to carry out her duties, Seaman Recruit Gina Mueller hops from the tug to the pier to undo lines. It's not an easy task, but the Park Island, Ill., native deftly heaves the line into waiting hands on the tug. "The lines can get pretty heavy, especially when they are wet," she said. "It's challenging."

In a matter of moments *Dahlongega*, along with four other tugs, is under way, steaming to the first job of the day.

Rain splatters on the pilothouse window. Wipers try to keep up. "Sometimes, we come in to work and the day is a piece of cake," explained Gunther as he maneuvered the



▼ BM2 Keith Smith of Cleveland, Ohio, works a line during the berth shift of USS *Cape St. George*.



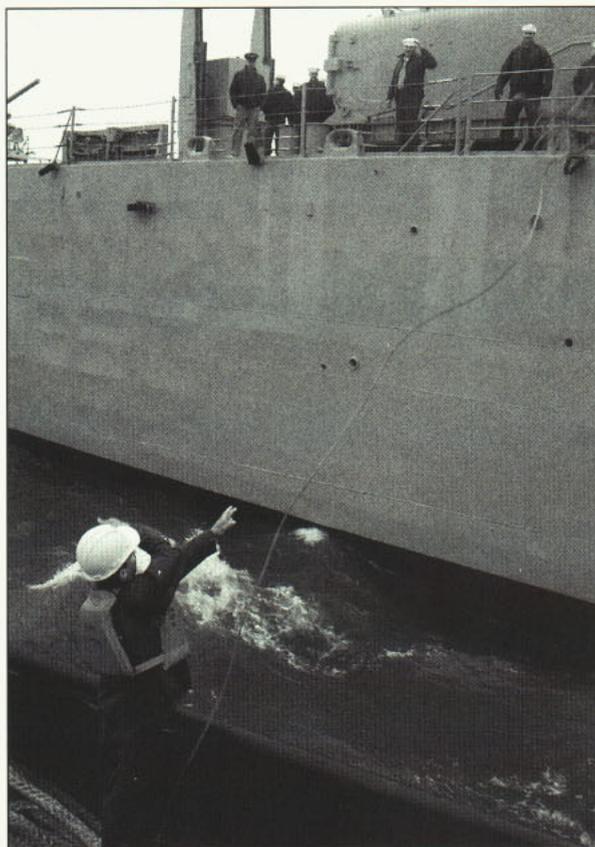
tug into the river. "We'll sit piersonside for three hours at a stretch, just doing PMS and training, and maybe go out one or two times.

"Then there are days we pull out at dawn, and we won't come back in until it's time to go home." The St. Louis, native paused a moment to wipe condensation from the inside of the window. The outside air is cold, and the plexiglass slowly begins to fog again. "When we transport ammo barges to Yorktown we may stay away overnight."

As small as *Dahlongea* is, the tug still has berthing for the crew, heads with showers and staterooms for both the tugmaster and the chief engineer. There is also a small galley with a stove and microwave and an adjoining lounge area.

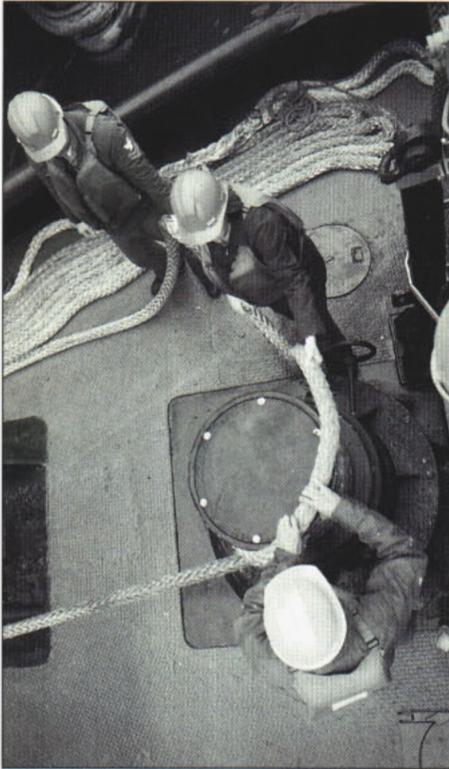
Wearing bright orange life vests and blue hard hats, the deck crew and line handlers are packed into the lounge as YTB 770 approaches *Platte*. In minutes, the able Sailors have darted out on deck, tied up with the oiler and returned to the lounge, soaking wet and cold. The rain is too heavy, the seas too rough and the wind too strong for the crew to remain outside.

"We take special precautions when the weather is bad," Gunther said. "The deck crew gets out, does their job, and gets back in. Fighting the wind and the currents can cause some problems. You want to go one way, and the wind wants to push the boat another. These tugs have a lot of power, but if the ebb tide is going in the opposite direction, the tug really has to fight to stay in position."



▲ BM2 Keith Smith throws a line over to USS *Mississippi* to help guide the cruiser back into port.

OPERATIONS



▲ Three *Dahlonaga* crew members tie up a line as part of the day's evolution with USS *Cape St. George*.

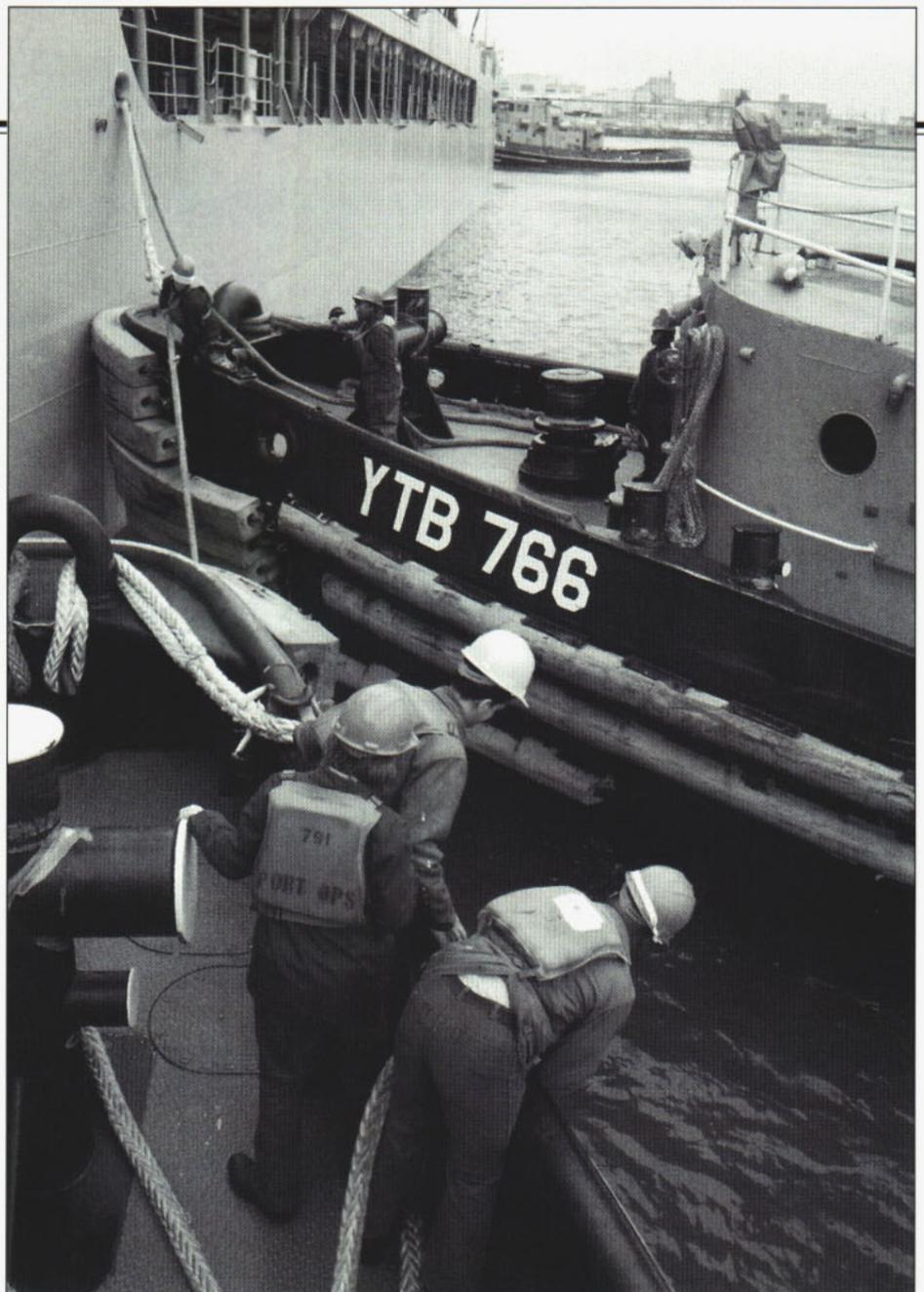
➤ *Dahlonaga* and *Wapakoneta* (YTB 766) tie up to USS *Platte* in preparation for its berth shift.

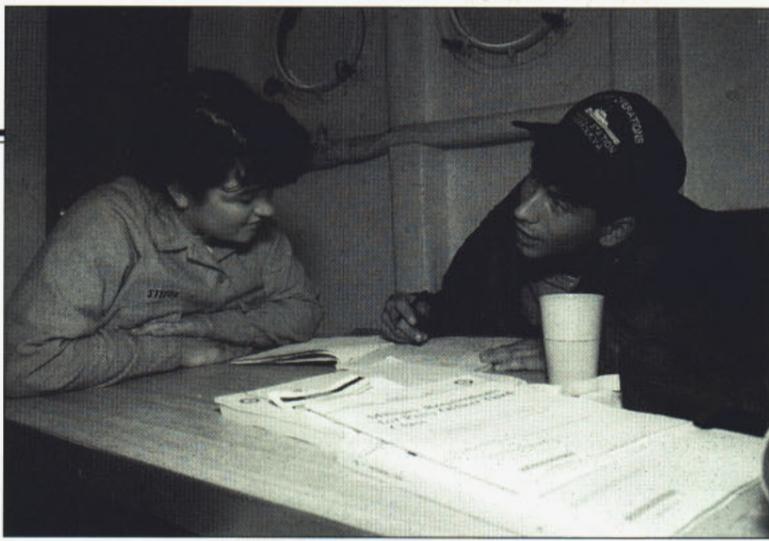
➤ BMC(SW) Gunther and EN2 Neil Statles, of Fairhaven, N.Y., at the controls of YTB 770.

The radio crackles with an instruction to Gunther from the pilot on board *Platte*. Gunther quickly signals with two short blasts of the horn and makes an adjustment in the tug's position. The pilot is in charge of this operation. The tugmasters take their cues from him. Toots, honks and whistles cut through the wind and the rain. Despite the conditions, the berth shift goes smoothly.

Things don't go so smoothly on the second berth shift of the day. *Dahlonaga's* crew arrive on the scene in time to see three 8-inch lines part as other tugs from Port Ops struggle to move USS *Cape St. George* (CG 71) into place. YTB 770's deck crew quickly ties a head line to the cruiser and ducks back inside the skin of the tug. Water is splashing over the gunwales as Gunther maneuvers the tug into position. The cruiser's anchor looms just yards from the pilothouse.

The dangers facing a tug crew can range from





◀ ENFA Stefek and EN2 Stales, the tug's CHENG, work on damage control PQS.
 ▼ As a heavy fog rolls in, tugs from Port Ops meet USS *Mississippi* returning from sea.

water-slick decks to parting lines. *Dahlonaga's* tugmaster glances over his shoulder at his tug's most recent battle scar — a damaged pilothouse window and door covered with tape and plastic. It's the result of a close encounter with a ship's anchor. The winds and currents weren't very cooperative that day.

"I was standing right next to that spot when the anchor came through the window," Gunther recalls. "But you can't let something like that rattle you. You have to say, 'Just shake it off,' because you still have a job to do."

Within the hour, USS *Cape St. George* is safely tied up in its new berth. *Dahlonaga* heads to Craney Island to fuel up. Some members of the crew take advantage of the lull, grabbing a bite to eat and working on their damage control PQS. Down in the engine room, Stefek and the other enginemen keep an eye on the propulsion system, taking readings and monitoring the gauges. The tug is continually rocking, but the crew is used to the movement.

Even topping off the tug's fuel tanks doesn't diminish the constant side-to-side motion. The rain and wind don't slack off much as *Dahlonaga's* crew works into the late afternoon. Fog is forming on the river as the tug heads for the last job of the day. USS *Mississippi* (CGN 40) is returning from sea, and will need five tugs to get safely to the pier.

Visibility on the river is bad. Gunther, maneuvering *Dahlonaga* at the bow of *Mississippi*, can barely see the tugs at the cruiser's stern. However, as the tugs push and pull *Mississippi* closer to shore, the fog begins to dissipate. It makes the move to the pier much easier. As Sailors on the pier tie off the cruiser, the pilot relieves each tug.

It's been a long day for the *Dahlonaga* crew. The weariness is evident in the faces of the enginemen, the line handlers — even the craftmaster. Tug boat duty is not easy



but, said Gunther, it is satisfying. "It's fun working on a tug. It's just a really challenging job."

And it's a great learning experience, according to Stefek. "Working in the engine room, I'm just amazed at how much I've learned. If I stay on the tug, I'd like to become the chief engineer, eventually."

But there's more than just learning the skills to keep a tugboat running smoothly. It's creating a crew that meshes and works well together. Just as the tugs must work in unison to move a ship from one berth to another, the crew must work together to accomplish their mission.

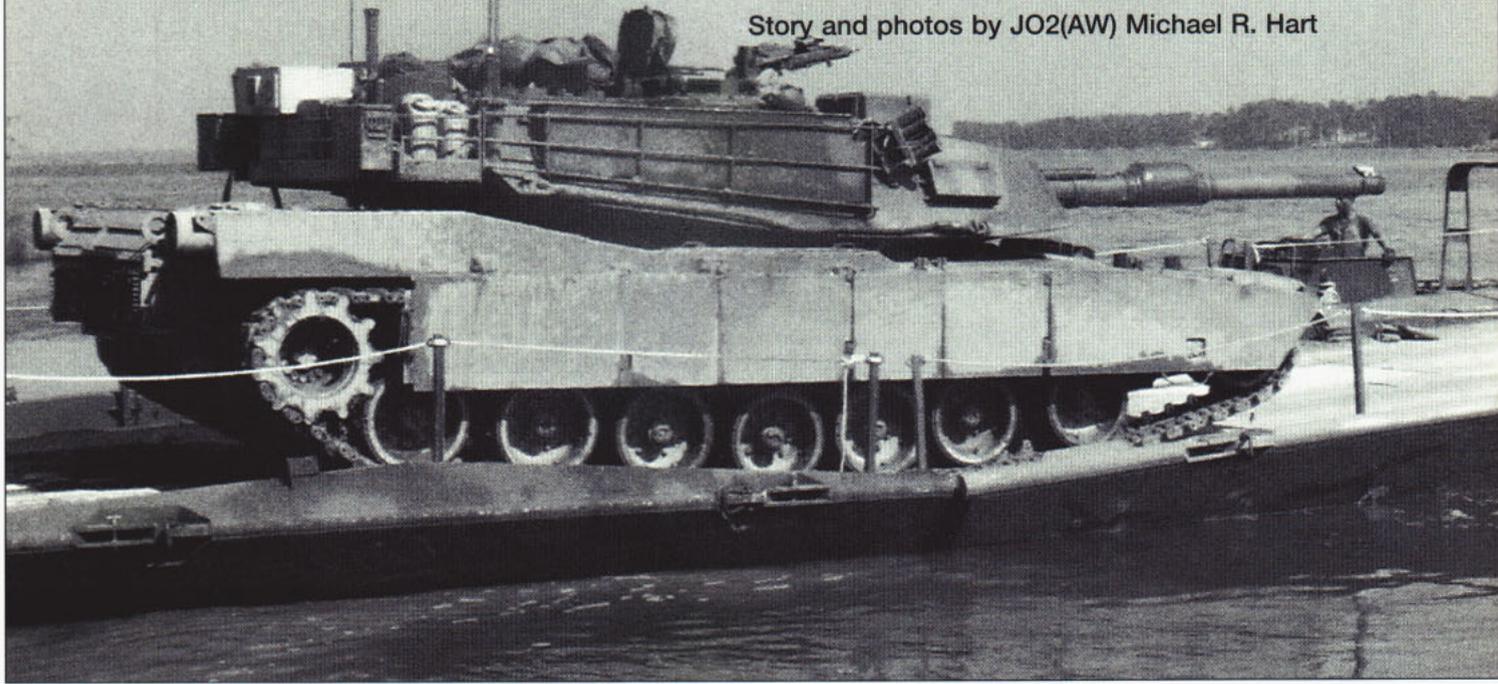
"The most valuable lesson I've learned while working on *Dahlonaga*," concluded Mueller, "is how to work as part of a team." †

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

For more information on how to become a tugmaster, read the upcoming November issue of *All Hands* and contact your command career counselor.

Agile Provider '94: Exercising excellence

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



They came from all directions, some completing air and amphibious assaults, while others stalked through the woods on patrol. They stormed the beach at daybreak like so many ants on a hill. As the days crept by, they took over whole cities, engaged in heavy gunfire, made river crossings and completed many other missions associated with war.

There was only one twist to this whole scenario, however. It was a training exercise — *Agile Provider* 1994, which took place at different sites in North and South Carolina, Florida, Georgia, Arkansas, Virginia and Puerto Rico.

The exercise combined Sailors and Marines from 29 Navy and 32 Marine Corps units with soldiers and airmen from units as far-reaching as Arizona. The joint U.S. team also trained with

Coast Guardsmen, along with military members from France and the Netherlands. The approximately 44,000-plus U.S. and foreign service members were given enough ships, boats, weapons,

***“Some day ... I’ll
have to put this
training to use —
and I’ll be ready.”***

— HM3 Pamela Harris

ammo, tanks, camouflage and other supplies to endure two weeks for extensive training in real-life scenarios such as command and control, forcible entry and air and special operations.

“This training has been fantastic — very intense,” said explosive ordnance disposal (EOD) technician Machinist’s Mate 1st Class (DV) T.P. Bernik, of North East, Pa., after a break at Marine Corps Base, Camp Lejeune, N.C. During the exercise, Bernik and other members of EOD Mobile Unit 6, Charleston, S.C., took over a hostile missile site which was heavily booby trapped and land-mined, and also “safed” (identified and detonated possible explosives) a bridge with help from the Marines.

Hospital Corpsman 3rd Class Pamela S. Harris, of Jackson, Miss., agreed with Bernik’s assessment of the exercise’s training scenarios. A clinical assistant stationed at Headquarters Battalion, 2nd Marine Division, Camp Lejeune, N.C., Harris has been to the field many times. “Even so, I always learn something new ... better ways to do



▲ Marine combat engineers from the 8th Engineer Support Battalion, Bridge Co., Camp Lejeune, N.C., help transport tanks across the New River during river operations.

things," she said. "My unit is here to treat any type of injury — tick and snake bites, heat exhaustion, rashes, sprains, etc. We also do preventive medicine (vaccinations) and field sanitation.

"No matter how many times you come to the field it's always worth it," Harris said. "Some day, sooner or later, I'll have to put this training to use — and I'll be ready." †

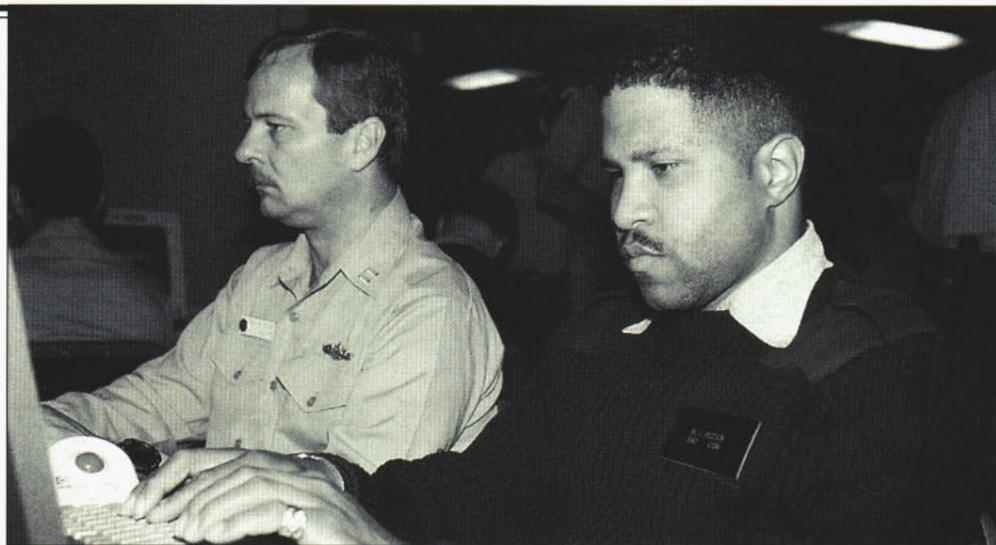
Hart is a staff writer for All Hands.

► These Dutch Marines, with steady hands and watchful eyes, are poised and ready to fire during an urban warfare exercise at Camp Lejeune, N.C.





A Dutch Marine sets his position at a second-story window during an urban warfare exercise with U.S. Marines. This training was part of the *Agile Provider* exercise held at Marine Corps Base, Camp Lejeune, N.C.



◀ RM2 Lamark Rozier, a Philadelphia native, compiles and transfers message traffic during *Agile Provider* while temporarily assigned aboard USS *Mount Whitney* (LCC 20). LT Rick Strickland, of Kent, Wash., gathers strike data for the operation.

▲ Sailors aboard a landing craft transport vehicles across New River during riverine operations. The 116-ton, five-man craft is also used to transport cargo and troops.



▲ Marines from the 2nd Marine Expeditionary Force (Forward), Camp Lejeune, N.C., stormed the beach at the break of dawn during one of the first phases of the *Agile Provider* training exercise.

◀ MM1(DV) T.P. Bernik, a North East, Pa., native stationed at EOD Mobile Unit 6, Charleston, S.C., prepares to detonate an explosive device as part of his training in *Agile Provider*. "This is some of the best and most intense training I've ever had."

THE CREW BEHIND THE LAUNCH ...

The aircraft carrier is America's most mobile and capable military platform. It can be on station as a ready airfield in any weather — day or night — anywhere in the world.

However, a ship is only as capable as its crew. The following pages are an *All Hands* salute to the crew of USS *Dwight D. Eisenhower* (CVN 69), one of 12 carriers currently in the fleet. It takes more than just flight deck personnel to launch the carrier's most potent weapon — the air wing. Each department has a vital role to play in supporting the carrier's mission. The crew depicted here are just a few of the 5,000 men and women needed to make ships like *Ike* our first line of defense.

DECK DEPARTMENT:

Responsible for seamanship evolutions including mooring; docking; anchoring; getting under way; towing; fueling; and transferring personnel and cargo at sea.

EXECUTIVE DEPARTMENT: Responsible for the preparation and publication of administrative policies, procedures and regulations. Coordinates the administration of training, retention, public affairs, special services and printing and reproduction.





MARDET: The Marine detachment is responsible for the ship's security and its weapons. For Marines, sea duty is a return to their origins. In 1775, virtually every Marine went to sea. Today's Marines continue to carry on the tradition as "Soldiers of the Sea."

OPERATIONS DEPARTMENT: Plans and coordinates the scheduling of the ship and its assigned aircraft. Also responsible for collection, analysis and dissemination of combat and operation information and intelligence.

ENGINEERING DEPARTMENT:

Responsible for the operation, maintenance and repair of auxiliary machinery and piping; and control of damage such as fire and flooding.





SUPPLY DEPARTMENT: Responsible for procuring, receiving, storing, issuing and accounting for supplies, repair parts and the operation of the general mess and the ship's stores



LEGAL DEPARTMENT: Advises the CO and XO concerning the interpretation and application of the UCMJ and other regulations to maintain discipline and administer justice.



DENTAL DEPARTMENT: Responsible for preventing and controlling dental diseases and giving instructions on dental hygiene.





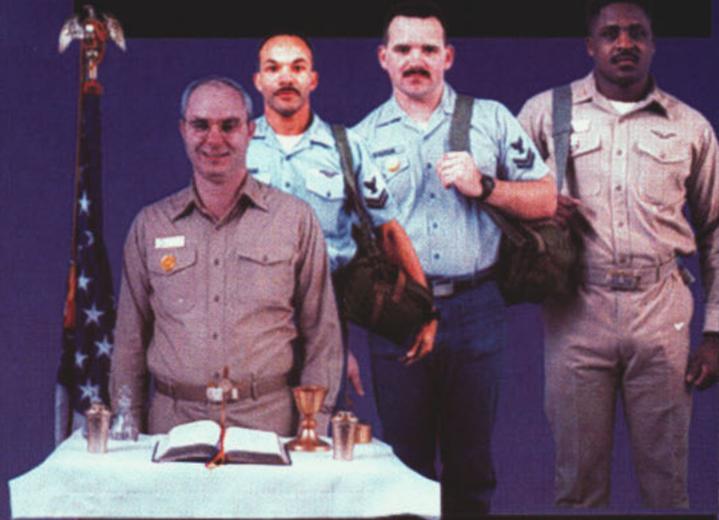
AIR INTERMEDIATE MAINTENANCE DEPARTMENT:

Responsible for the intermediate level maintenance and repair of embarked air wing aircraft, including jet engines, air frames and installed avionics.

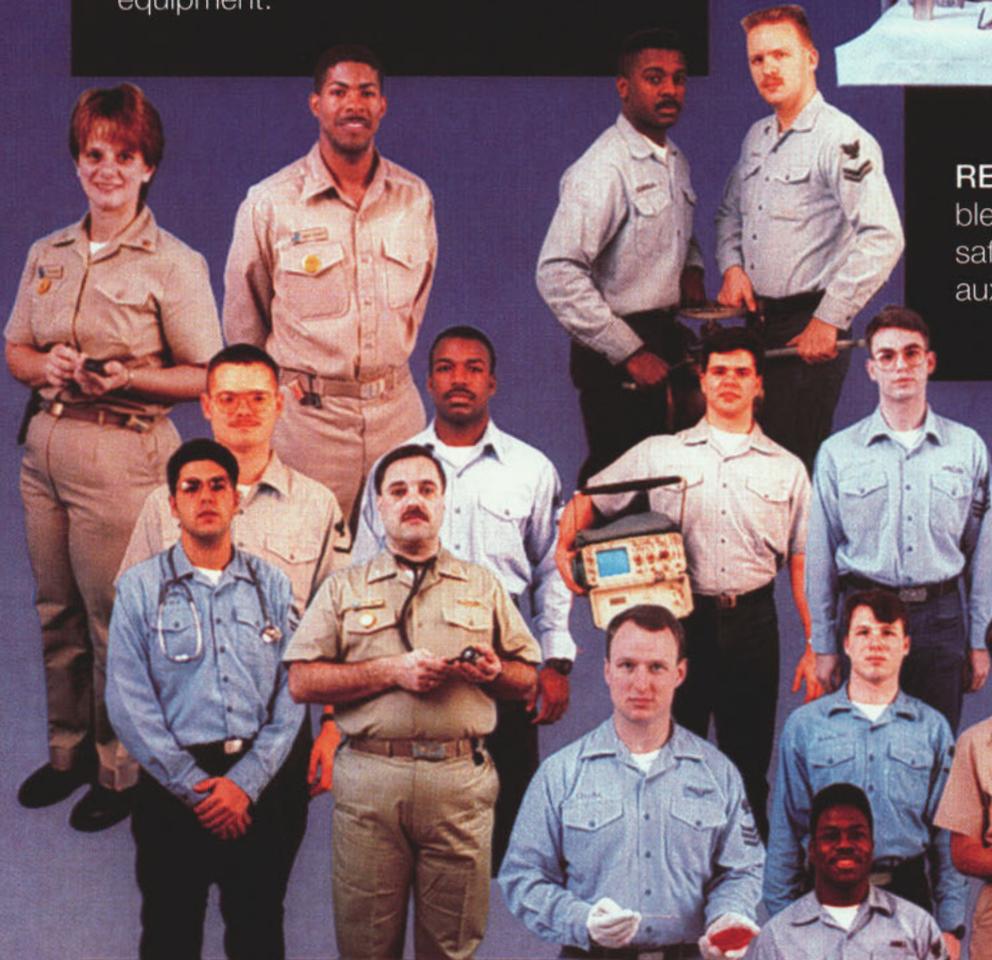
WEAPONS DEPARTMENT: Responsible for the employment and maintenance of ordnance equipment, assigned spaces and the ship's armament.



NAVIGATION DEPARTMENT: Responsible for the safe navigation and piloting of the ship. Ensures operational status and illumination of navigational equipment.



RELIGIOUS MINISTRIES DEPARTMENT: Responsible for the development, organization, administration and implementation of the ship's religious program.



MEDICAL DEPARTMENT: Responsible for maintaining the health of the crew, preventing diseases, conducting inspections, providing emergency medical care and the administration of an effective industrial health program.

REACTOR DEPARTMENT: Responsible for the operation, maintenance and safety of the propulsion plants and their auxiliary systems.



AIR DEPARTMENT: Responsible for the supervision, safety, direction, launching, landing, shipboard handling, security and fueling of aircraft.



COMMUNICATIONS DEPARTMENT: Responsible for the organization, management and coordination of external electronic communications systems and the internal distribution of all message traffic.

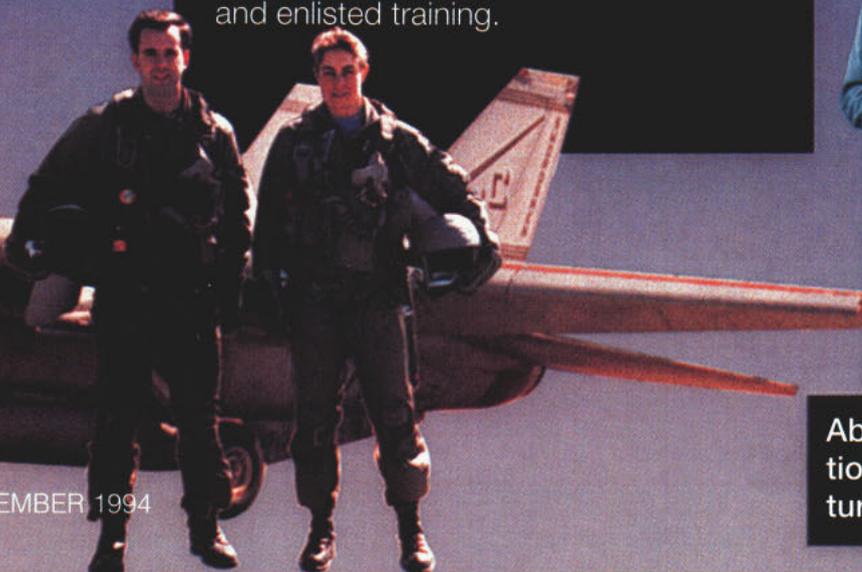


SAFETY DEPARTMENT: Responsible for coordinating department and functional safety programs into an integrated Navy Occupational Safety Hazard (NavOSH) program.



3-M/QUALITY ASSURANCE DEPARTMENT: Coordinates direct supervision of the Material Maintenance Management (3-M) system and quality assurance inspections throughout the ship to ensure every piece of equipment is properly maintained.

TRAINING DEPARTMENT: Responsible for the development, procurement, coordination and supervision of officer and enlisted training.



About these images ... For more information about the people on these pages, turn to Page 28.

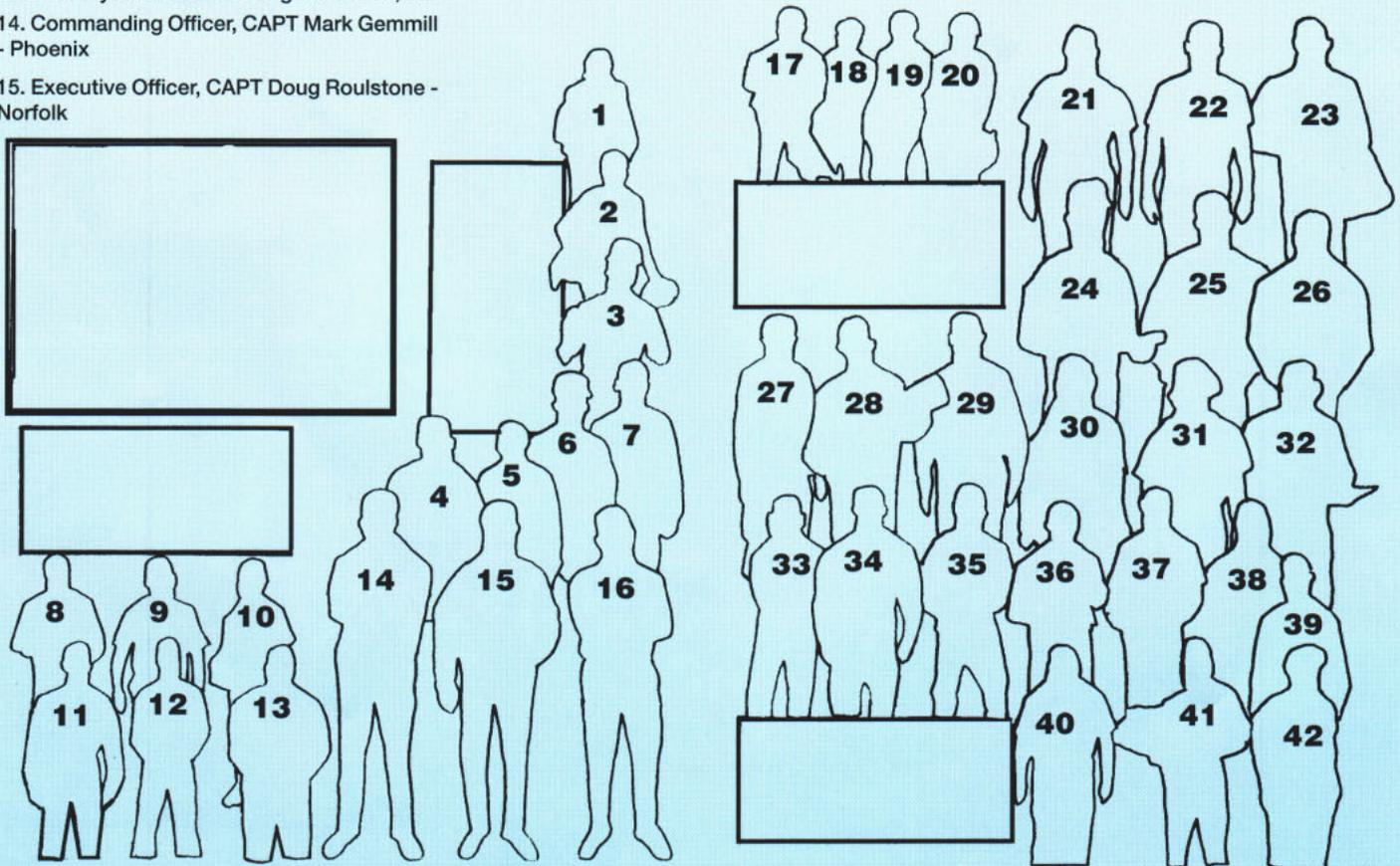
Who they are ...

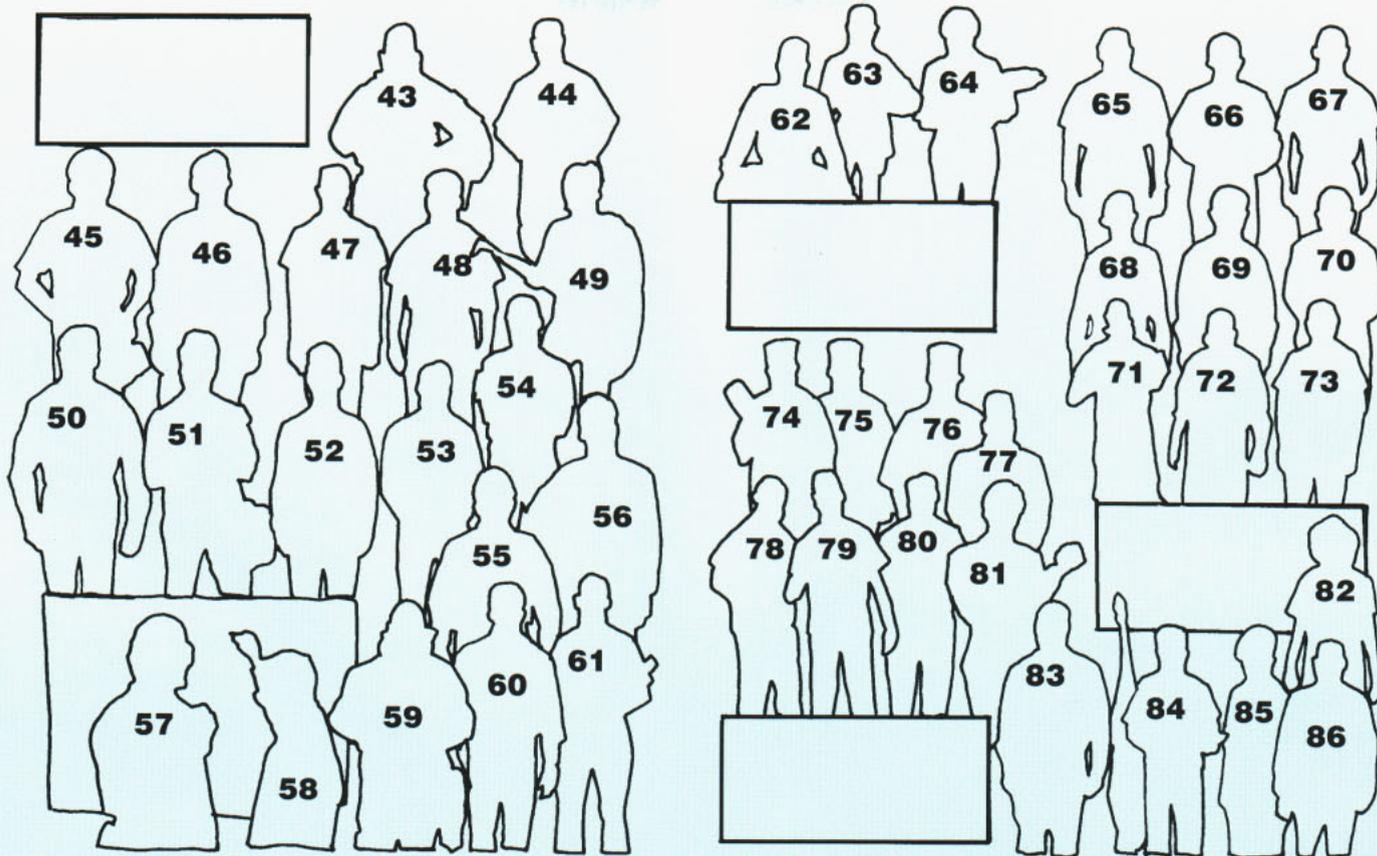
The images on the preceding pages were digitally enhanced from original photographs taken on USS *Dwight D. Eisenhower* (CVN 69). The names and hometowns of the individuals are shown in the following silhouettes.

All Hands wishes to thank the crew of *Ike's* photo lab and public affairs office, especially LT Bob Ross, *Ike's* public affairs officer, for coordinating this project.

A very special thanks goes to the Naval Media Center's Electronic Imaging Branch, especially to PHAA John Lemire, PH2 Michael Harrison and PH1 Kevin McDaniels who collectively spent more than 300 hours scanning, enhancing and laying out the images.

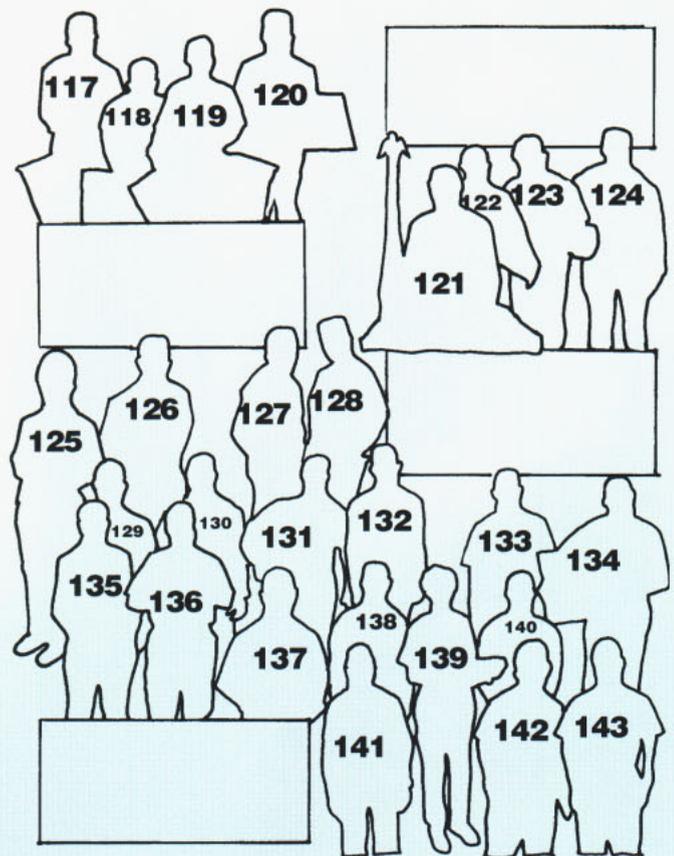
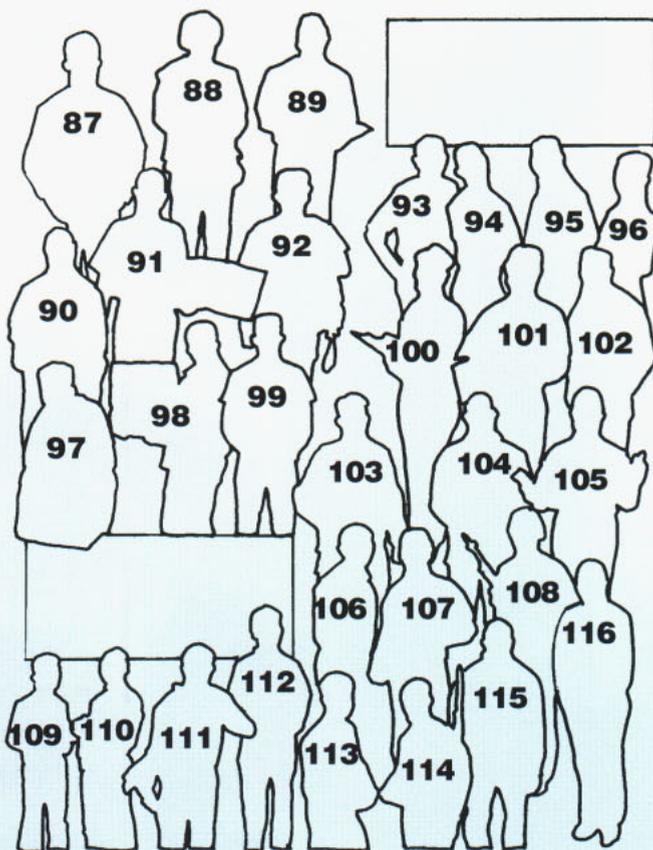
1. BMSN Joseph K. Brown - Chicago
2. LT Kathleen Bense - Rydal, Pa.
3. SA Michael A. Mitchell - Charleston, S.C.
4. SR David M. Gibbs - Franklin, Ohio
5. BM1 Antoinette C. Shuler - Andalusia, Ala.
6. SN James R. Friedl - Houston
7. SN Ryan N. Connelly - Joliet, Ill.
8. PN1 Lloyd E. Kimble Jr. - Little Rock, Ark.
9. ASCS Zeke Brkic - Cleveland
10. YN1 Meredith A. Johnson - Point Pleasant, N.J.
11. PN3 Stephen R. Clayton Jr. - Tampa, Fla.
12. J02 Matthew A. May - Muscatine, Iowa
13. PN2 Bryan K. Greene - Virginia Beach, Va.
14. Commanding Officer, CAPT Mark Gemmill - Phoenix
15. Executive Officer, CAPT Doug Roulstone - Norfolk
16. Command Master Chief, DCCM Bob Conklin - Paterson, N.J.
17. LCPL Kyle J. Henkle - Toledo, Ohio
18. CPL Mario A. Marroquin - Harvey, La.
19. LCPL Harold N. Sheets - Springboro, Pa.
20. LCPL Shawn A. Wise - Trenton, Ohio
21. FCC Edward A. Turner - Rochester, N.Y.
22. ET3 Richard A. Molen - Clarkston, Mich.
23. ET1(SW) Lewis D. Golay - Losteques, Venezuela
24. OS3 Richard C. Joseph - Church Point, La.
25. OS2 Kevin T. LaPalme - Lake Ronkonkoma, N.Y.
26. AW1 Tracy P. Hoskins - Dorchester, Mass.
27. AG1 James M. Clontz - Candler, N.C.
28. PH1(AW) Todd A. Bent - Cedar Rapids, Iowa
29. LCDR Richard J. Kren - Parma, Ohio
30. SN Yung Highfill - Hong Kong
31. OS2 Donald E. Beekman - Latham, Ohio
32. OS1 Alphonso L. Lewis - Paterson, N.J.
33. AC2(AW/SW) Michael A. Coulter - Piedmont, Okla.
34. ACAN Roggie Norman - Plymouth, N.C.
35. OS3 Phillip I. Neighbarger - Newark, Ohio
36. ET2 Michael P. Lau - York, Pa.
37. CTA2 Anthony A. Brack - Tallahassee, Fla.
38. DS3 Russell D. Vanderklay - W. Sayville, N.Y.
39. LCDR Michael S. Trench - La Salle, Ill.
40. YN2(AW) Willie I. Williams - Sneads, Fla.
41. EW2 Richard S. Schumann - N. Miami Beach, Fla.
42. OS3 Sharon Johnson - Baton Rouge, La.





- | | | |
|---|--|---|
| 43. DC2 Tie L. Burtlow - Sterling, Ill. | 56. EM3 Evegelio C. Balan Jr. - Virginia Beach, Va. | 70. AKC (AW) Miguel H. Galindo - Elsa, Texas |
| 44. HT1 (SW) Clarence E. Thomas - Quincy, Fla. | 57. DC3 Daniel J. King- Silverlake Village, Ohio | 71. AD2 Karl Jones - Cross City, Fla. |
| 45. MM1 Henry R. Ray - Dalzell, S.C. | 58. DC3 Gerald A. Dick - Kirtland, N.M. | 72. MR3 Jackie D. York - Nicholasville, Ky. |
| 46. AR Lachlan S. McIntosh - Lewiston, Idaho | 59. DC2 C. Davis - Brooklyn, N.Y. | 73. DP2 Gary J. Shaffer - Delphos, Ohio |
| 47. MM3 Daniel E. Neighbors - Springdale, Ark. | 60. MR3 Jim Bartholomew - Columbus, N.C. | 74. MS1 Dylan E. Hendriex - Rubonia, Fla. |
| 48. MMFN Christopher M. Drost - Haugen, Wis. | 61. HT2 John P. Jones - Hamilton, Ala. | 75. MSSA Michael F. Shea - Hazelwood, Mo. |
| 49. HT2 Barbara A. Anderson - Williamsville, N.Y. | 62. SHSA Korris N. Hackler - Chicago | 76. MS3 Cesar V. Candelario - Chicago |
| 50. MM2 Eric J. Tuchscherer - Fremont, Wis. | 63. PC2 Eric D. Hausman - Alton, Ill. | 77. MS2 Lythe L. Dozier - Chattanooga, Tenn. |
| 51. DC1 Cynthia C. Fentress - Memphis, Tenn. | 64. MSCS Joyce E. Kanlan - Skokie, Ill. | 78. DTCS James A. Elmore - Kinston, N.C. |
| 52. FA Shane M. Johnson - Alexandria, Va. | 65. AK3 Alex C. Bellamy - Hope Mills, N.C. | 79. DNSN Gerald F. Rollins - Cameron, N.C. |
| 53. MMFN Marcus L. Wilkerson - Powell, Tenn. | 66. AK2 Gary W. Moskos - Cannelton, Ind. | 80. LCDR Michael D. Turck - Anderson, Ind. |
| 54. IC2 Lamech Bryant - St. Louis | 67. AK3 Walter E. Ligon - Kinston, N.C. | 81. DT1 Patricia K. Stevenson - Philadelphia |
| 55. MM1 Joseph F. DeMun Jr. - Baltimore | 68. LCDR Walter F. Wright - Jacksonville Beach, Fla. | 82. LN2 Grace A. Lebert - Lake Charles, La. |
| | 69. DKCM Rene G. Angeles - Pampanga, Philippines | 83. AC3 Bakari P. Dale - Birmingham, Ala. |
| | | 84. LN1 Kevin M. Steinbacher - Cogan Station, Pa. |
| | | 85. RM3 Sharon A. Morris - Virginia Beach, Va. |
| | | 86. MA3 Andrew M. Collins - Culloden, W. Va. |

OPERATIONS



- 87. AT1 William H. Collins - Pottstown, Pa.
- 88. LT Ellen E. Moore - Pittsburgh
- 89. AZ2 Raine S. Dishmon - Ruffin, N.C.
- 90. AMS2 Herbert Jones - Saginaw, Mich.
- 91. AT1 Tracey F. Settle - Winston-Salem, N.C.
- 92. PR2 Jeffrey L. McFalls - Honeybrook, Pa.
- 93. AS3 William F. Stephens - Midwest City, Okla.
- 94. AS3 Darrell W. Kepner - S. Williamsport, Pa.
- 95. AS2 Nathaniel C. Pipkin - Memphis, Tenn.
- 96. ASAA Allen M. Peralta - Barrigada, Guam
- 97. AO3 Ahmad Q. Khaliq - Ft. Smith, Ark.
- 98. AMHAN Jeffrey T. Mattox - Winston, Ore.
- 99. AZ2(AW) Steve C. Wilson - N. Little Rock, Ark.
- 100. AZ3 Robin B. Brown - Virginia Beach, Va.
- 101. AE2 Benjamin S. Gajeton Jr. - Virginia Beach, Va.
- 102. AE2 William E. Clark Jr. - Philadelphia
- 103. AO2 Harold R. Upton - Beltsville, Md.
- 104. AA Mervin T. Branch - Sugarland, Texas
- 105. AS2 William F. Sader - Perry, Ohio
- 106. AOAN Ronald E. Ashford - Birmingham, Ala.
- 107. MM1 Noel B. Corwin - Columbus, Ohio

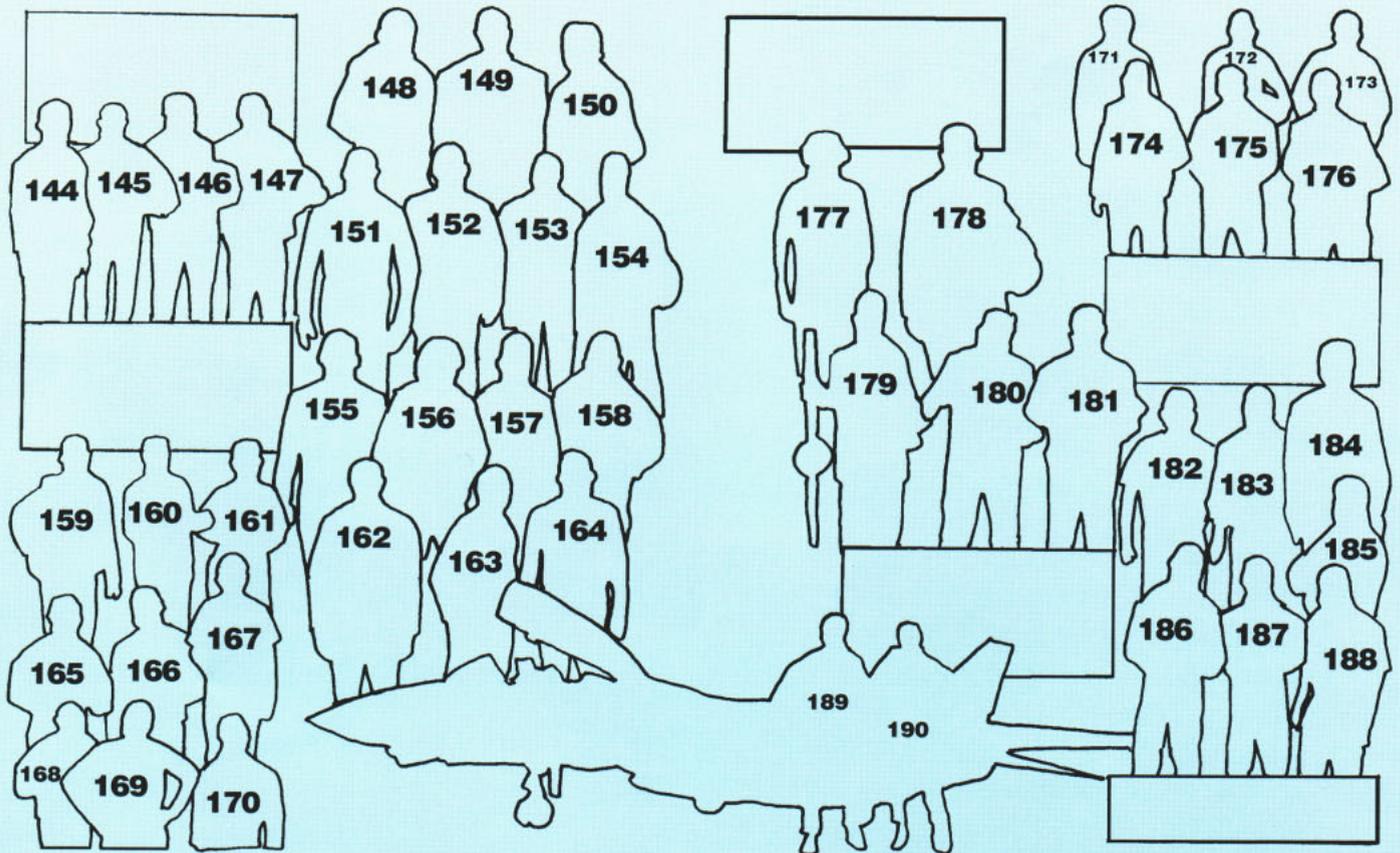
- 108. TM1(SW) Alva M. Simmons - Fond du Lac, Wis.
- 109. TM2 Billy D. Cross - Lewisville, Texas
- 110. AOAA Rodney L. Byrd - Midlothian, Texas
- 111. AO2 William T. Lewis - Blackstone, Va.
- 112. ENS Danielle A. Picco - Annandale, Va.
- 113. AN Christopher J. Shue - Monroe, Maine
- 114. GMG3 John L. Luckett Jr. - Grand Rapids, Mich.
- 115. GMG1 Alfred E. Lane - Harrisburg, Pa.
- 116. AO2 Carleen J. Spicer - Springville, Iowa
- 117. SM2 James A. Feher - Casselberry, Fla.
- 118. QM3 Jeffrey A. Clouser - Nevada, Iowa
- 119. SM2 Jennifer F. St. Onge - Ft. Bragg, Calif.
- 120. QM3 Frank P. Bethley - San Francisco
- 121. LCDR Mark E. Farris - Somerset, Ky.
- 122. RP2(AW) Calvin Littlejohn - Forest City, N.C.
- 123. RP2 Thomas C. Dickerson - Cordele, Ga.
- 124. RPC Melvin Smith - Chattanooga, Tenn.
- 125. ETCS Deborah M. Warren - Mulvane, Kan.
- 126. LTJG Brian T. Woodard - Ft. Washington, Md.

- 127. MM2 Anthony C. Carrol - Chicago
- 128. MM2 Gary V. Bogue - Schaghticoke, N.Y.
- 129. MM3 Ricky L. Parker - Baker, Calif.
- 130. MM3 Carl M. Woods - Lithonia, Ga.
- 131. ET2 Jason T. Ridley - Johnson City, Tenn.
- 132. EM1 Jeffery J. Seymour - Poughkeepsie, N.Y.
- 133. EM1 Paul E. Porter - San Antonio, Texas
- 134. ET1 Hakim A. Diaz - Worcester, Mass.
- 135. HM2 John E. Yoch - Coatesville, Pa.
- 136. CAPT David W. Yacavone - Newark, N.J.
- 137. HM1(AW) Roger M. Grose - Rawson, Ohio
- 138. HM3 Michael A. Barlow - Gloucester City, Va.
- 139. HMC Christine U. Preston - Bethesda, Md.
- 140. HM1 Andrew A. Raymond - Rockville, Md.
- 141. HM3 Marvin L. Jones - St. Louis
- 142. LT Fortunato Picon - Florida, Puerto Rico
- 143. LCDR Joseph R. Notaro - Trenton, N.J.

- 144. ABHC Mark R. Hopkins - Keller, Va.
- 145. ABH2 Louis K. Peterson - Baker, La.
- 146. ABHC Lincoln Walker - Brooklyn, N.Y.
- 147. ABH1 James R. Wiggins - Griffin, Ga.
- 148. ABH1 Thomas E. Hughes - Detroit
- 149. AA Anthony W. Smith - Alliance, Ohio
- 150. ABH2 William L. Gholston - Montgomery, Ala.
- 151. ABF3 Morris F. Montgomery - Memphis, Tenn.
- 152. ABF1 Gary W. Hale - Corsicana, Texas
- 153. ABFC(AW) Paul J. Wallace - Philadelphia
- 154. ABH3 Gayle R. Crespo - Cranston, R.I.
- 155. LCDR James P. Neary - Charleston, W. Va.
- 156. AN Bradley E. Hodges - Hot Springs, Ark.
- 157. CDR Robert D. Littlefield - Mountain View, Calif.
- 158. AN Hosea H. Goodwyn - Hopewell, Va.

- 159. RM2 Kevin L. Roy - Lake Charles, La.
- 160. RMSN Craig F. Fields - Jamaica, N.Y.
- 161. RM3 Barton C. Meyer - Sellersburg, Ind.
- 162. ABE1 Richard C. Spinner - Bedford, Va.
- 163. ABH2 Raymond A. Fleming - Chicago
- 164. LT Alfredo L. Almeida - Cumberland, R.I.
- 165. RMSN Jimmy W. Hale - Oakwood, Ga.
- 166. RM1 Dennis J. Parshall - Gig Harbor, Wash.
- 167. RM3 Karl J. Bressler - West Fork, Ark.
- 168. RM2 Charles R. Huffman - Greenville, S.C.
- 169. RMC Duane A. Carter - Darby, Pa.
- 170. RM3 John R. Weidley - Altoona, Pa.
- 171. EM1 Mark D. Leitz - Janesville, Wis
- 172. ET2 Kevin L. Condran - Middletown, Pa.
- 173. BM2 James G. Jenkins - Ava, Mo.
- 174. ABEC William J. Gowans - San Jose, Calif.
- 175. YN2 Rodney E. Smith - McAlester, Okla.
- 176. AO1 Perry D. Hatton - Winchester, Ky.

- 177. ABEAN Joseph S. Botner - Beattyville, Ky.
- 178. ABECS Joseph M. Flanigan - Wyandotte, Mich.
- 179. IC2 Allen L. Henson - Connelly Springs, N.C.
- 180. ABEAN Vern A. Jensen Jr. - Toledo, Ohio
- 181. LCDR Roy W. Chesson - Elizabeth City, N.C.
- 182. IC1 Thomas M. Barlow - Deland, Fla.
- 183. YN2 Will A. Garner - Memphis, Tenn.
- 184. DPCS John G. Murphy - St. Petersburg, Fla.
- 185. NCCM George E. Mazurek - Sigel, Pa.
- 186. SK2 Courtney E. Hamilton - Battle Creek, Mich.
- 187. PN3 William E. Walker - Tallulah, La.
- 188. AO2 Gary A. Einfalt - Gering, Neb.
- 189. LT Matthew Letourneau - Dale City, Va.
- 190. LCDR Janet Marnane - Stamford, N.Y. †



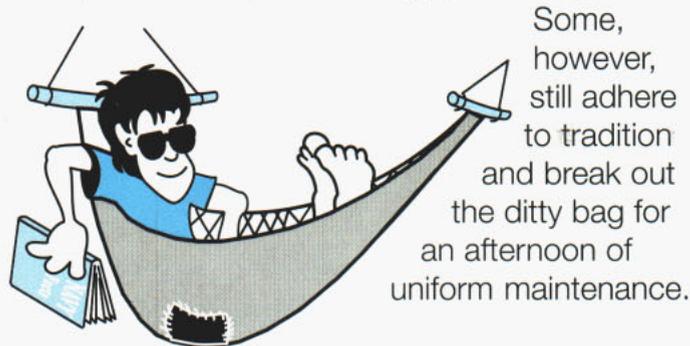


ROPE YARN SUNDAY

On the day the tailor boarded a sailing ship in port, the crew knocked off early, broke out rope yarn and mended clothes and hammocks. One afternoon per week at sea, usually a Wednesday, was reserved for mending. Since it was an afternoon for rest from the usual chores, much like Sunday, it was dubbed rope yarn Sunday.

The Navy adhered to the custom until the years immediately after World War II. Sailors used Wednesday afternoon for personal errands like picking up their laundry and getting haircuts. Of course they paid back the time by working half-day on Saturdays.

Today, uniforms require less attention so rope yarn Sunday has been turned to other purposes, mainly early liberty or catching up on sleep.



Some, however, still adhere to tradition and break out the ditty bag for an afternoon of uniform maintenance.

CHARLEY NOBLE

Charley Noble is the enlisted Sailor's name for the galley smokestack or funnel. The funnel is said to have been named after a stern old merchant captain who discovered that the galley's smoke stack was made of copper and therefore should receive a daily polishing. In today's Navy, it is customary to send green recruits to find Charley Noble, a hunt which causes endless amusement for the ship's veterans.

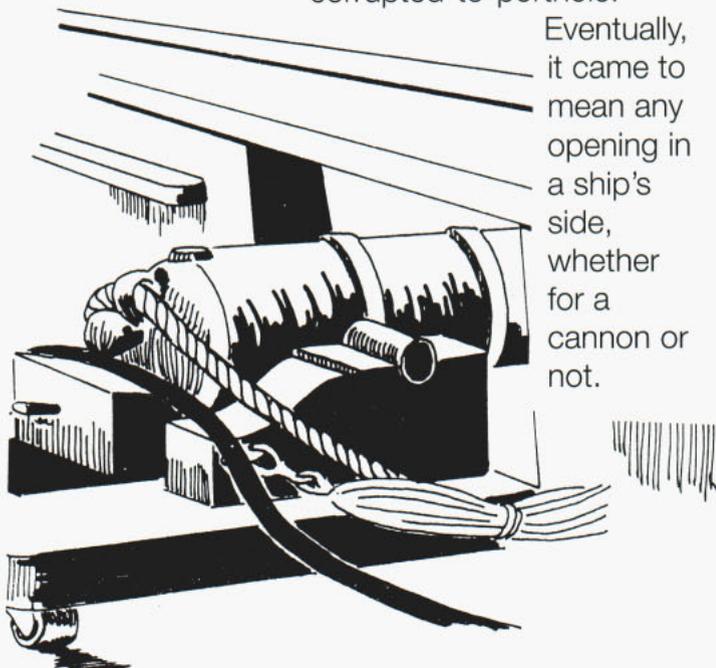
PORTHOLES

Sometimes, novice seamen will ask, "How come holes on the starboard side are called portholes instead of starboard holes?" Many old salts are ready with explanations, but actually the name porthole has nothing to do with its location. The word originated during the reign of Henry VI of England (1485). It seems the good king insisted on mounting guns too large for his ships and therefore the conventional methods of securing the weapons on the forecastle and aftcastle could not be used.

A French shipbuilder named James Baker was commissioned to solve the problem. And solve it he did by piercing the ship's sides so cannons could be mounted inside the fore and after castles. Gun ports and covers were fitted for heavy weather and when the cannons were not in use.

The French word "porte," meaning door, was used to designate the revolutionary invention.

"Porte" was Anglicized to "port" and later corrupted to porthole.



Eventually, it came to mean any opening in a ship's side, whether for a cannon or not.

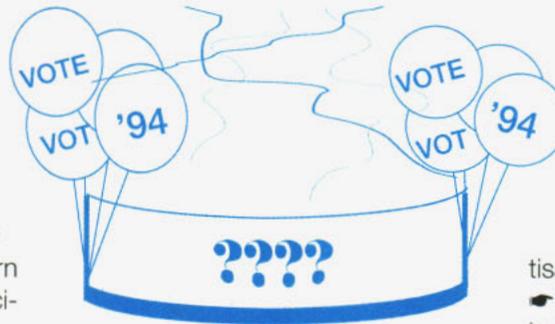


Guide to Political Activity



Hatch Act Reform Amendments of 1993

Most federal workers and members of the armed forces now have a greater opportunity to participate in the election process because of recent changes to the Hatch Act. The Hatch Act Reform Amendments provide the "mays" and "may nots" that govern military and federal employee participation in political activities.



Federal employees:

- May be candidates for public office in non-partisan elections.
- May register and vote as they choose.
- May assist in voter registration drives.
- May express opinions about candidates and issues.
- May contribute money to political organizations.
- May attend political fund-raisers.
- May attend and be active at political rallies and meetings.
- May join and be an active member of a political party or club.
- May sign nominating petitions.
- May campaign for/against referendum questions, constitutional amendments, and municipal ordinances.
- May campaign for or against candidates in partisan elections.
- May make campaign speeches for candidates in partisan elections.
- May distribute campaign literature in partisan elections.
- May hold office in political clubs or parties.

- May not use their official authority or influence to interfere with an election.
- May not collect political contributions unless both individuals are members of the same federal labor organization or employee organization and the one solicited is not a subordinate employee.
- May not knowingly solicit or discourage the political activity of any person who has business before the agency.
- May not engage in political activity while in any government office.
- May not engage in political activity while wearing an official uniform.
- May not engage in political activity while using a government vehicle.
- May not solicit political contributions from the general public.
- May not be candidates for public office in partisan elections.

Members of the armed forces

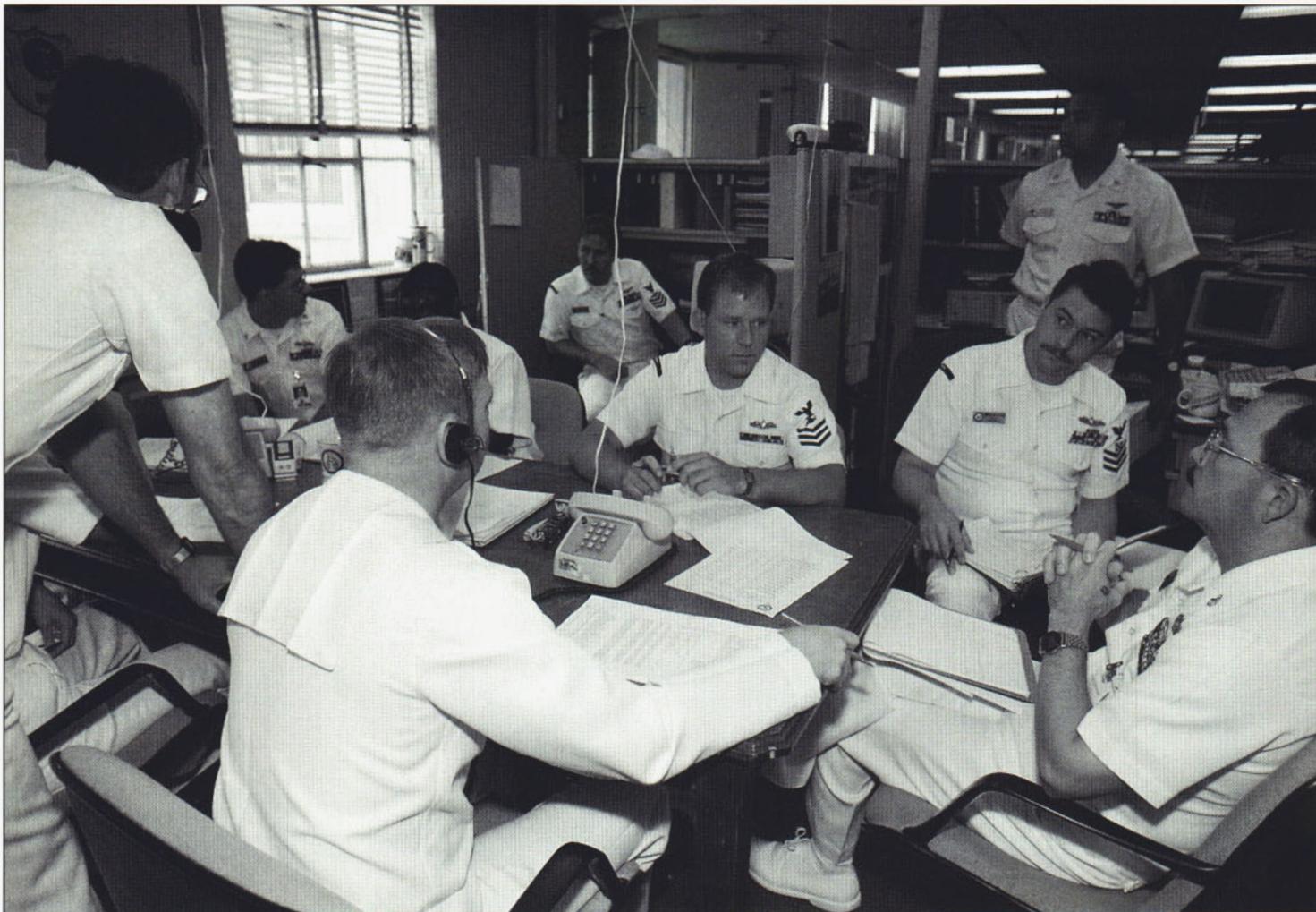
- In addition to the rules for other federal employees, members of the armed forces:
 - May not allow or cause to be published partisan political articles.
 - May not serve in any official capacity

or sponsor a partisan political club.

- May not participate in any media or group discussions as a partisan advocate.
- May not conduct a political survey.
- May not march or ride in a partisan political parade.
- May not display a large political sign, banner or poster on private vehicle (bumper stickers are okay).
- May not participate in any partisan effort to transport voters to polls.
- May not attend partisan political events as an official representative of the armed forces.

It is important to realize that certain federal employees continue to be covered under the old law. These include the Federal Election Commission, the Federal Bureau of Investigation, the Secret Service, the Central Intelligence Agency, the National Security Council, the National Security Agency, the Defense Intelligence Agency, the Merit Systems Protection Board, the Office of Special Counsel, the Office of Criminal Investigation of the Internal Revenue Service, the Office of Investigative Programs of the United States Customs Service, and the Office of Law Enforcement of the Bureau of Alcohol, Tobacco and Firearms. Other employees may still be covered by the old law. If you have any questions contact your JAG, legal officer or the Office of Special Counsel at 1-800-85-HATCH. †

Reprinted from Voting Information News.



Much planning goes into determining which ships and squadrons will be decommissioned, and when. Sailors assigned to those units can rest assured — just as much thought goes into getting them new orders.

Detailing by bulk

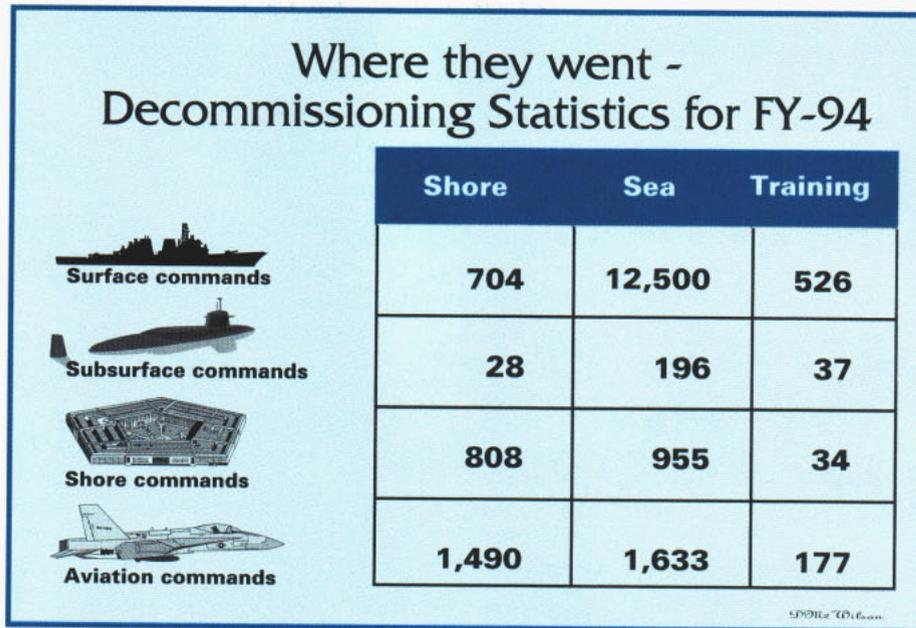
Story and photo by JO2(AW) Laurie Butler

The room is tense with anticipation. Months of planning have gone into making this day a success. The game plan is mapped out in front of the decision makers in Washington, D.C. It is time to make that all important call. ...

"Smitty, you still want those orders to the carrier? Fine, you still have them. Now put Harris on the phone. ..."

This process, called a decommissioning reassignment

◀ Looking more like a command and control center than a conference call, the detailing process begins for Sailors assigned to USS *Kansas City* (AOR 3). Two phone lines connect *Kansas City*'s 443 Sailors in Oakland, Calif., to detailers in Washington, D.C. Usually the CO, XO, command master chief or command career counselor from decommissioning units are sent to BuPers to work alongside the detailers and the decommissioning conference coordinators.



conference call, will be repeated until all Sailors assigned to a decommissioning unit, or their representatives, have negotiated orders over the phone with their detailers.

"The concept of the decom conference is to weigh the requirements of the fleet, the individual ship and the individual Sailor, so that as often as possible, nobody loses," said CDR Robert Hillery, head of sea special assignment branch at the Bureau of Naval Personnel (BuPers). "Fortunately, with the support we get from the detailers and the understanding of the Sailors in the fleet, we are able to come up with win-win situations."

With more than 110 ships, submarines and squadrons decommissioning this fiscal year, displacing more than 20,000 Sailors, those win-win situations don't happen by chance. To keep up with the steady volume, BuPers has redefined its decommissioning detailing process.

"We go out on the road to train the ships and squadrons on what to bring to the table when they come back here," said Hillery, who is from Brunswick, Maine. "We are also looking at what the fleet requirements are for about a year out, vice six to nine months. This allows us to go back to the command and get the Sailors' expecta-

tions moving in the right direction. They know what's on the plate before the conference."

The lead time before a decom conference is driven by fleet requirements for the ship. "The window is anywhere from lots of time, to the shortest, which is about three weeks," said Hillery.

The Bureau tries to hold conferences for decommissioning ships before they go on deployments, which usually fall into the "lots-of-time" window. "The crystal ball gets a little fuzzy," said Boatswain's Mate 1st Class (SW) Robert

Gleason, a BM detailer from Lakewood, Colo. "But we do this so the Sailors know what's going on before they deploy. It improves their planning, it improves the family's planning, so we've helped them."

Hillery said many Sailors he's heard from who are assigned to decommissioning units are worried about their career options. He advises them to "Relax. This is a never-ending train — it doesn't stop. Somebody else is rolling from somewhere next week. The bottom line is, we handle every single Sailor as an individual." †

Butler is a photojournalist for All Hands.

What you need to know before a decom conference:

- ✓ Update your duty preference sheet after careful planning. In most cases, you will receive verbal orders during the conference, so don't stray from your original choices.
- ✓ Be flexible and realistic. While detailers will try to meet your requests, your skills, when matched to fleet requirements, may limit your options. In any case, your detailer will try to offer you three choices.
- ✓ Your orders will be cut shortly after the conference.

How's the chow?

Ney judges do more than just sample the goods

Story and photos by JO1 Ray Mooney and JOC Steve Orr

The sun is barely peeking over the horizon. The world is still asleep, but four intrepid world travelers are already showered, dressed and on the road.

In the next few weeks, this small group will visit places where the temperatures range from sub-freezing to hot and humid. They'll sample some of the best food the Navy has to offer, then inspect dim, dark corners on their hands and knees.

When they're finished, the team will board a plane and wing to their next far-flung destination, to repeat the same scene more than a dozen times.

This group of travelers is the Ney Finalist Evaluation Team, a group of four who crisscross the globe during a two-month period every year, inspecting and evaluating the top afloat and shore galleys in the Navy.

The CAPT Edward F. Ney Memorial Awards recognize food service excellence in the Navy. Ney served as the Head of the Subsistence Division of the Bureau of Supplies and Accounts throughout World War II. He handled the problems associated with setting up a food procurement system for a rapidly growing Navy. His efforts contributed to the high standard of Navy rations during the war which resulted in increased morale, comfort and well-being of sailors. Today, this remains the main criterion for earning the award.

Getting to the finals in the Ney competition is no easy task, according to CDR Mary Lynn Slough, the evaluation team leader.

"Although this competition is yearly," said the native Kentuckian, "galley crews must work year-round to maintain the level of excellence expected from them. There's no way a command can, in a day or in a week, begin to prepare for this competition.



A LCDR Brian P. Murphy of San Diego, the medical representative of the Ney Finalist Evaluation Team, talks to MS2 Rory C. Bacon during lunch preparation. Bacon, a native of Detroit, Mich., later received a certificate of appreciation and a Ney lapel pin from the International Food Service Executives Association, a co-sponsor of the Ney Memorial Award program, for consistent performance beyond the call of duty.

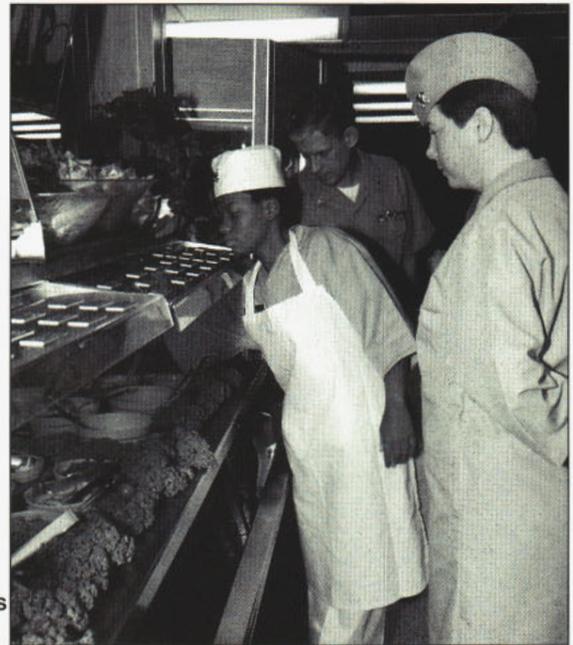
"We look at 20 activities in 10 categories during a 2-month period," Slough continued. "These activities were nominated by their type commanders and major claimants and evaluated on-site by type and fleet commanders. A semiannual evaluation narrows the field to just 20 finalists — 12 afloat commands and eight shore activities."

At the crack of dawn, the evaluation team members descend on each Ney finalist, pencils sharpened and flashlights in hand. Using a universal checklist, the team gets to work looking at different aspects of a command's food service department. Storerooms, deep freezers and dry stores are inspected and inventory and financial records are checked. Attention to safety and sanitation is especially keen. Crews are observed in food preparation and evaluated on proper food handling procedures.

And, oh yes — evaluation team members also get to eat the food.



▲ LCDR Brian P. Murphy uses a flashlight to inspect galley deck cleanliness aboard USS *Canopus* (AS 34).



► CDR Mary Lynn Slough, a native of Kentucky, and MS3 La-Wanda Hill of Memphis, Tenn., inspect the salad bar on *Canopus*.

"Presentation is very important. Even though these are Navy ships and commands, we have to approach them as if they were five-star restaurants," explained Slough.

Of course, the individual Sailor may have his or her own opinion on how well the galley operates. "As we lunch on board an activity, we will randomly speak with crew members," Slough said. "We ask them how the food is day-in and day-out. Very few hesitate to give their opinions."

"Commands are judged using our universal checklist," adds Fred Dunsmoor, part of the evaluation team and a member of the International Food Service Executives Association. "All commands have access to the checklist. It's a matter of taking advantage of it, and using their own initiative, imagination and ingenuity."

Evaluation team members have recently seen some innovations to include the installation of "Healthy Bars," stocked with fresh fruits and vegetables, and unique galley motifs.

"The idea is to give the crew a wide variety and a good selection at each meal," Slough says. "Many times, the meal is the best part of a Sailor's day."

It takes a lot of hard work to become a Ney competition finalist, according to Dunsmoor. "When you get to this level it's hard, because the finalists are very, very close. Everyone at this level is already a winner. What we're trying to do is select the winner of the winners." †

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

CAPT Edward F. Ney Award Winners

Ashore Commands

Small — Naval Computer and Telecommunications Area Master Station, Eastern Pacific

Medium — Naval Station Mayport, Florida

Large — Submarine Base, Pearl Harbor

Reserve — Naval Air Station South Weymouth.

Afloat Commands

Submarine — USS *Michigan* (SSBN 727) (Blue)

Small — USS *Scott* (MCM 8)

Medium — USS *Briscoe* (DD 977)

Large - USS *Essex* (LHD 2)

Tender/Repair Ship — USS *Canopus* (AS 34)

Aircraft Repair — USS *George Washington* (CVN 73)

MG W.P.T. Hill Memorial Award Winners

Best Mess Hall — Marine Corps Air Station, Yuma, Ariz., Mess Hall 710, Commander, Marine Corps Air Bases Western Area

Best Field Mess — 8th Engineer Support Battalion, 2nd Force Service Support Group, Camp Lejeune, N.C., II MEF, Marine Forces Atlantic

Best Reserve Field Mess — Headquarters and Service Company, 6th Engineer Support Battalion, Marine Reserve Forces, Portland, Ore.

Winning in more ways than one

All - Navy volleyball team: first in teamwork and on the court

Story by JO2(AW) Michael R. Hart

As she lofts the ball up to serve during the opening match of the women's armed forces volleyball tournament championship, pitting the All-Navy volleyball team against the Marine Corps' best, her body uncoils and smacks the ball with an unforgiving force —

like a boxer connecting with an overhand right.

That serve was the beginning of a severe spiking the Navy gave the Army, Air Force and Marines as they cruised to the tournament championship in Camp Lejeune, N.C.

But don't be mistaken. As this talented team served, set and spiked their way toward a first-place finish,

winning might have meant everything, but it certainly wasn't the only thing.

According to head coach Morris Davis, in addition to capturing the first-place trophy, "building cohesiveness and teamwork are extremely important. One of the things I talked about at training camp was developing an outstanding team with an equally outstanding attitude," he said.

And that's exactly what he did. The team, composed of players who've competed on levels ranging from NCAA Division I universities, such as the U.S. Naval Academy and Pennsylvania State University, to intramural, thrives on and understands the importance of teamwork.

"It's extremely important — especially in volleyball," said setter and captain, Heidi Fleming, a former Naval Academy and 1990 All-Navy and All-Armed Forces volleyball player. "Every player is essential. It's like a ballet out there. Everybody has a position and specific moves to do in each play."



Sailor has visions of Olympic track team fame

Story and photo by JO1 Ray Mooney

This guy runs with the big boys, blazing around two laps fast enough to place him among the best in the nation. He may be among the best in the world.

Radioman 3rd Class Carlos Ward is an 800-meter runner who dreams of the Olympics. His credentials include winning his event at the annual All-

Armed Forces track meet, not just once, but for the last three years.

"If that's not an eye opener, I don't know what is," Ward said. Last year's victory placed him on the team representing the United States in France for an all-military competition. He was the only Navy member chosen to compete against military

teams from around the world.

"I didn't perform as well as I would have liked," said Ward. He had tendonitis in his knees and wasn't at his best, but ran anyway. "It was a learning experience and was really good exposure."

International exposure and competition are nothing new to Ward. He competed in what was Czechoslovakia while attending Lamar University in Texas. During that time, in 1987, Ward was ranked sixth in the nation in the 800 meters. He has slipped a bit since then, last year ranking 12th after a meet at Florida State University. No matter. The 30-year-old Ward relentlessly continues to press toward his goal of competing in the Olympics.

Visions of competing for the U.S. Olympic track team dance in his head like a beautiful dream. "I've never been so close to the Olympics in all my years of running," Ward said. He needs to shave half a second off his

"Besides being students of the game, these women can flat out play," said Davis. "With this year's team I can go anywhere on the bench and not have a problem putting anybody on the court. All of them are extremely good ball players. When I make a substitution I don't have any worries," said the second-year coach.

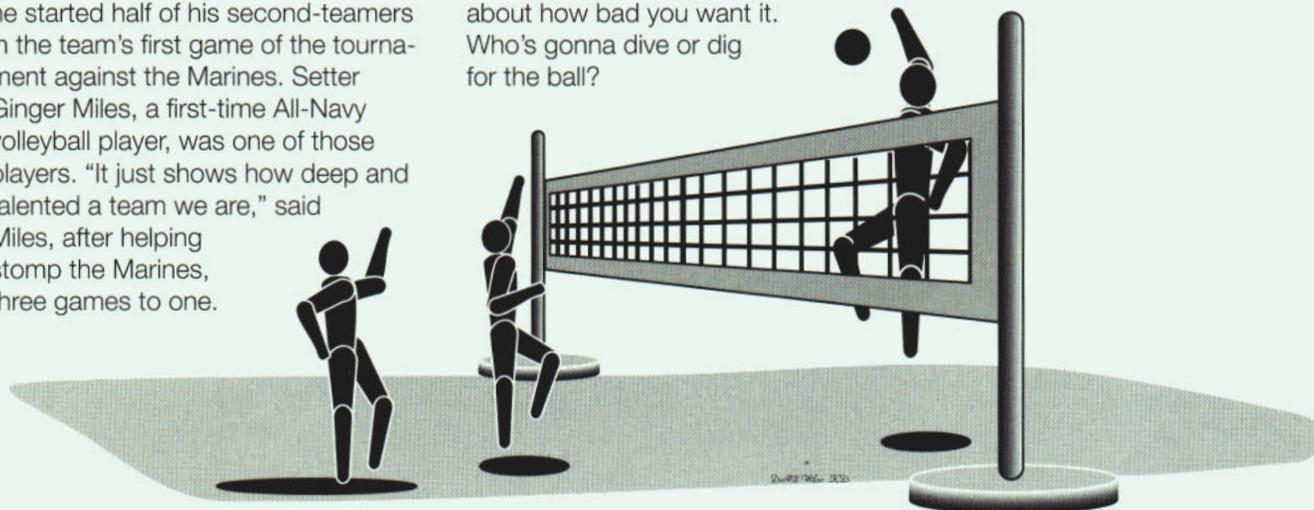
Davis backed up those words when he started half of his second-teams in the team's first game of the tournament against the Marines. Setter Ginger Miles, a first-time All-Navy volleyball player, was one of those players. "It just shows how deep and talented a team we are," said Miles, after helping stomp the Marines, three games to one.

"Our bench is just as strong as the first team," said right-side hitter Mary White, a six-year All-Navy volleyball player.

But Davis said it's not just talent. These players have an inner strength as well ... an attitude. "What we yell on the court is 'Navy attitude,'" said the St. Thomas, V.I., native. "Defense isn't skill or technique — it's about how bad you want it. Who's gonna dive or dig for the ball?"

Who's gonna hit the floor for it? Anybody can hit a ball coming straight on. This team is willing to do the little things it takes to win. Without that attitude you *can't* win." †

Hart is a staff writer for All Hands.



best time to make the trials next year. "I know it's there. It's just a matter of time."

LCDR Bob Hertan, the All-Navy track coach, agrees. "If he trains intensely at the level he needs to, he'll be at the trials," said Hertan, an aerospace physiologist from Carlsbad, Calif. "Carlos has both ability and potential. He's been ranked in the top 20 in the nation for two years in a row."

Ward, a Houston native with six years in the Navy, has achieved professional athlete status and travels around the country, and even to Canada, to compete in track meets.

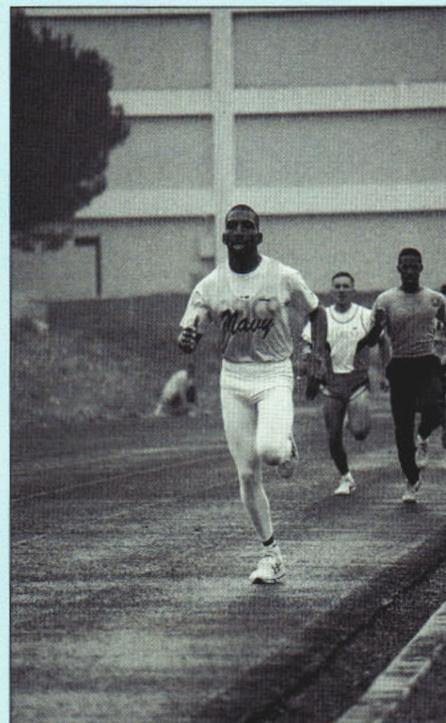
His performances in military track competitions, however, generally only take a month out of the year. Although the Navy track commitment is short (a three-week All-Navy camp in May followed by the All-Armed Forces meet), Ward feels he owes the program a lot. "If the Navy didn't have a

track and field camp, I don't think I would be where I am now. I might still be running, but having a camp has helped a great deal."

Ward hopes to make track a career following this tour in the Navy. "I'm at that stage now where I don't have a choice. I have to train to compete with the top guys in the country and in the world," he said. Running is Ward's life and he has devoted too much time and energy to switch lanes now. †

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

➤ **RM3 Carlos Ward, an 800-meter runner, trains, trains, trains to keep his sights on his Olympic dreams.**

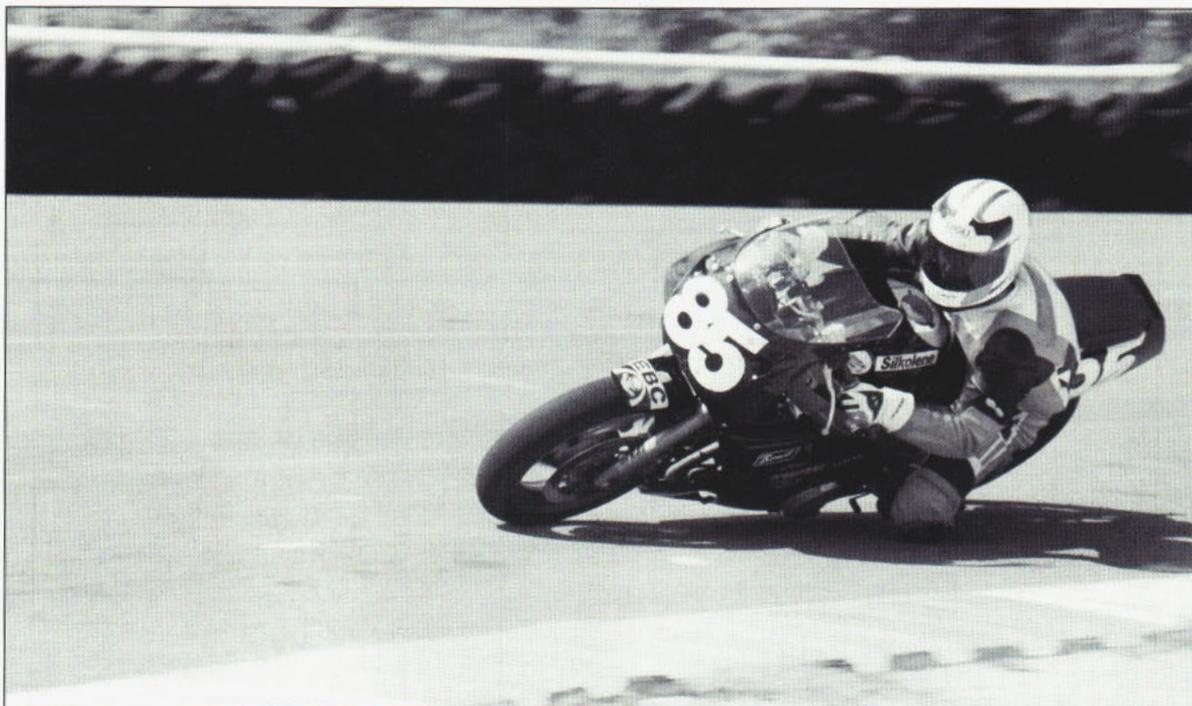




The 120-mile-per-hour petty officer

Sailor speeds to victory in Hawaiian motorcycle race

Story and photos by JO2 Robert Benson

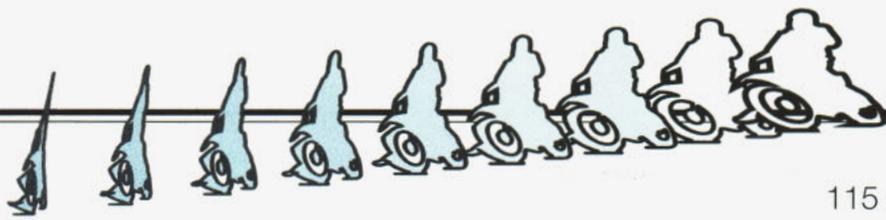


There are three keys to winning a motorcycle race," said Photographer's Mate 2nd Class Brad Dillon, after he and his civilian teammate, Russell Kagawa, recently won the 600cc division, finishing 7th overall at the Woody's Hot Dog Hawaii 4-hour Challenge in Pearl Harbor.

"You need a well-prepared bike, a well-prepared crew and a well-prepared strategy. Some teams try to ride hard and build a lead, while other teams

will make fewer pit stops by being somewhat conservative on the track," said Dillon, who is assigned to Fleet Imaging Command Pacific, Barber's Point, Hawaii.

The 26-year-old Dillon, riding a Yamaha FZR600, attributed his win to outstanding preparation and strategy, a strategy which called for very few, but very quick pit stops. His pit crew, made up of family and friends, refueled his bike, performed a safety check and switched riders in less than 30 seconds.



115 mph and came out of it accelerating to 120 mph. That's an exhilarating feeling — it's just man and machine," Dillon said.

"This is one of the best days of my life," said Dillon, speaking of the race which fielded

He points to a 1992 race as his most exciting. "The most awesome thing I've ever done in my life

17 teams from Hawaii and California. "Everything went perfectly."

The race started shortly after noon. Four hours later Dillon and his partner had completed nearly 260 miles and 185 laps around the eight-turn, 1.4-mile course.

Dillon earned his championship after being drawn to motorcycle racing in 1990. "I've never competed in any other sport that's so challenging," he said. "What I like most about racing bikes is the feeling of control. During the race we went into turn two going about

"To be racing in the middle of the night going around a three-quarter turn doing 120 mph with your knee inches from the ground ... you start thinking you're the baddest in the world."

— PH2 Brad Dillon

was competing at a 24-hour race at Willow Springs Raceway in Southern California." he said. "Racing in the middle of the night going around a three-quarter turn doing 120 mph with your knee inches from the ground and the only illumination coming from the bike's headlights — you start thinking you're the baddest in the world," said Dillon. "Then one

of the pros comes shooting by on a bigger bike and you quickly regain reality."

Dillon won't be taking another shot at a motorcycle racing title for a while, instead choosing to take time off to save money. "But I'll be back," he said valiantly. †

Benson is assigned to Naval Base, Pearl Harbor.



◀ ◀ PH2 Brad Dillon leans his bike into turn eight at approximately 80 mph at the Woody's Hot Dog Hawaii 4-Hour Challenge held near Barbers Point, Hawaii. Dillon won his division and placed 7th overall at the race, which fielded 17 of the best teams from Hawaii and California.

▲ PH2 Brad Dillon (left) said it's an exhilarating feeling of control when racing a motorcycle. "It's just man and machine."



It's all in the family

Family members work together aboard Yellowstone

Story and photos by PH1 Reymundo Arellano

Family separations are part of Navy life. But for some Sailors on board USS *Yellowstone* (AD 41), separation is measured in decks.

"When everybody's homesick, missing parents," said Disbursing Clerk Seaman Lisa Carter, "all I have to do is go up a flight of stairs and I can see my mother — every day!"

Carter and her mother, Yeoman 2nd Class Gwendolyn Carter, are both crew members on board the repair ship *Yellowstone*.

When DKSN Carter was up for orders, her mother contacted the disbursing clerk detailer and arranged for her daughter to be stationed on the ship. "I was happy about the idea," said DKSN Carter. "I figured if I had to be on a ship, what better place than on a ship with your mother?"

"We have always been close," YN2 Carter said. "The only thing I wanted to do was be close to my baby."

The Carters aren't the only family members who are stationed together on

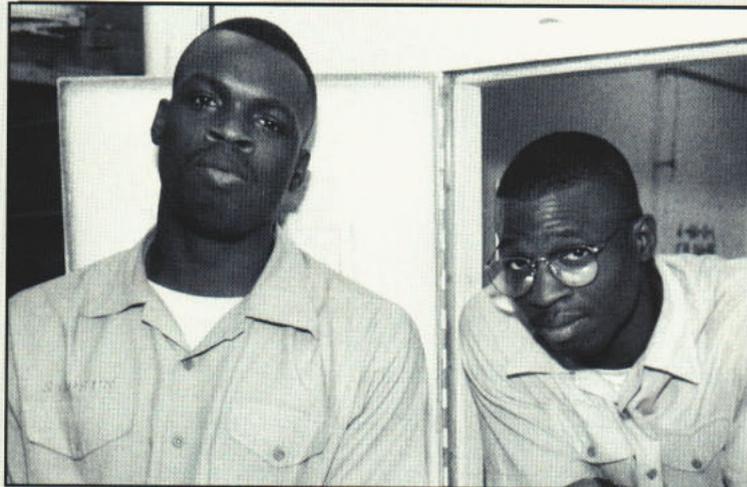
Yellowstone. Down in the laundry spaces you might do a double take when you encounter Ship's Serviceman Seaman Morris J. Simpson and his identical twin brother, SHSN Marcel D. Simpson.

"We went to boot camp, AT (apprenticeship training) and our first command together," said Marcel.

The Simpsons entered the Navy under the Buddy Program which ensures joint orders through apprenticeship training for individuals enlisting together.

◀ YN2 Gwendolyn Carter and her daughter, DKSN Lisa Carter, enjoy a moment together while in port in Haifa, Israel.

► SHSN Marcel D. Simpson (left) and his twin brother, SHSN Morris J. Simpson, both work in the ship's laundry.



▼ GM1 Reginald McNeil and his sister SR Monique Plair, are both crewmembers on board USS *Yellowstone* (AD 41).

"While we were in boot camp our CC (company commander) didn't know that we were twins at first. He thought we were the same person," Morris recalled with a chuckle.

The brothers have been on *Yellowstone* since July 1993 and enjoy having each other's company. "Close to the middle of a cruise," said Marcel, "people get homesick, but I have my brother here to talk to."

Yellowstone provides maintenance and logistics support to the ships of the 6th Fleet. Part of this support comes from yet another family team.

"I have a younger sister on board," said Gunner's Mate First Class Reginald McNeil. "She [Seaman Recruit Monique

Plair] recently reported from boot camp and AT."

McNeil, an 11-year Navy veteran, said he is pleased to have his younger sibling nearby and having an older, more seasoned Sailor as a brother has its advantages, according to Plair.

"It helps a lot," she said. "He helps me with my military requirements and getting all my courses done, so that makes it a lot easier."

These Sailors all say they are lucky to have a family member so close. When asked what was the best part of having another family member with her, Plair summed it up best. "Just knowing I have somebody there ... When I'm so far away from home, I still have home here." †

Arellano is assigned to Fleet Imaging Command, Atlantic.



USS *Yellowstone* (AD 41)

Commissioned: May 31, 1980
 Length: 642 feet
 Speed: 20 Knots
 Complement: 1,681
 Guns: Two 20mm MK 67

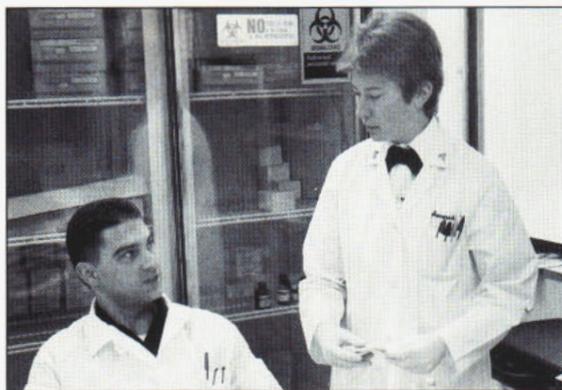
The first U.S. destroyer tender of post-World War II design. Services can be provided simultaneously to six guided-missile destroyers moored alongside. Four of the class were involved in the war with Iraq in 1991.

Bearings

HM3 SERVES COUNTRY

AND LOCAL COMMUNITY

When Hospital Corpsman 3rd Class Laura Middendorf joined the Navy and became a laboratory technician, she said she missed the close relationships she had forged with students and co-workers during the two years she



▲ HM3 Laura Middendorf talks to a civilian lab technician in NMCO's immunochemistry lab. Middendorf volunteers her free time to offer encouragement to AIDS patients and also volunteers at the Marine Mammal Center, Sausalito, Calif.

taught high school. So she became involved with local community service programs.

Now a training petty officer at Naval Medical Center Oakland's (NMCO) immunochemistry laboratory, Middendorf volunteers her time through the Volunteer Centers of Alameda County, Calif.

"I feel good about what I'm doing," said Middendorf. "It's definitely helping me regain the sense of optimism and compassion I'd lost while working only in the lab.

"I went to NMCO's social services office to find some type of volunteer work, and they put me in touch with the Alameda County volunteer organization," she said. Then, after going

through a series of interviews, she decided to work with AIDS patients through "Project Eden."

The next step was completing a 40-hour training session where she learned different ways of moving AIDS patients with restricted movement, and familiarized herself with their medications and the different symptoms they exhibit.

Middendorf is now forming a special bond with her patient. "The elderly man I work with doesn't have any family here. He doesn't speak a lot of English, mainly Spanish, and since my Spanish is pretty bad, it gets quite interesting. He really likes to sit around and talk,"

the Decatur, Ind., native said. "He'll tell me the same stories over and over again, which is good, since I usually don't understand them the first or second time anyway."

Middendorf is also involved with the Marine Mammal Center in Sausalito, Calif. "I help the crew work with harbor seals, elephant seals and sea lions," Middendorf said. "We do force feedings, tubings, start IVs, give injections, a lot of cleaning ... It definitely gets the adrenalin going."

Despite the drawbacks and extra work due to a shortage of volunteers, Middendorf has managed to maintain her drive and enthusiasm for her activities because she said she "wants to help make the world a better place." †

Story and photo by JOSN Ed Bockstruck who is assigned to Naval Medical Center, Oakland, Calif.

Pilot battles G-forces on the ground, in the air

We all have our share of ups and downs in life, but for LCDR Douglas D. Nordmeyer, those ups and downs happen just a bit more often. Nordmeyer, the officer-in-charge of Naval Reserve Carrier Airborne Early Warning Squadron (VAW) 78, Norfolk, and an E-2C Hawkeye pilot, is also a medal-winning downhill international skier.

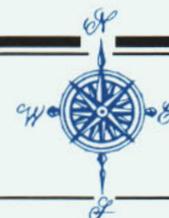


"The Navy has always encouraged me to continue competing," said the 16-year Navy veteran.

The 39-year-old downhill skier competes in races in France, Italy and Germany. He recently qualified to represent the U.S. Navy at Bad Reichenhall, Germany, in the 1994 Conseil International Du Sport Militaire (CISM). The best military athletes from 100 countries compete in the CISM summer and winter sports.

Nordmeyer trains on dry land by roller blading and bicycling. When he can, he travels to West Virginia to ski. Nordmeyer will compete in the Alpine ski competition hosted in Andermatt, Switzerland, in 1995. †

Story and photo by JO1 Milinda D. Jensen-Salcetti, a reservist assigned to Naval Air Reserve Norfolk public affairs office.



8TH GRADE STUDENTS LEARN ROPES AT SEABEE GALLEY

It's not just a job, it's an adventure" was a well-known advertising slogan for the Navy's recruiting program. It's also something two 8th graders from the E.O. Green School have found in the simmering kettles, hissing steam tables and churning mixers of the Naval Construction Battalion Center's (CBC) general mess.

As participants in the Work Opportunities Program, Virginia Habel and Sopisey Tan spend two hours of their school day working alongside the galley staff learning general food preparation and presentation skills, and the standards required by the Navy for food service areas.

The concept of student aides is not new to CBC and the staff at the galley is making an extra effort to give their students valuable lessons they will be able to use down the road.

"The main thing we expect here is effort. They (the students) are here to learn," explained Mess Management Specialist 1st Class James Wright, work opportunities student coordinator for the CBC general mess. "I am trying to give them a well-rounded experience, so when they go out into the community they will be professionals."

Variety seems to be the spice of Wright's teaching philosophy. Learning a variety of different skills in various aspects of day-to-day operation holds the students' interest and keeps them out of a mundane routine. "I teach a variety of things like garnishing, napkin folding, etc. ... We are at the point where we are ready to put them into more challenging areas," Wright said. "I'm trying to get feedback from them so they won't get stuck in a rut."

Holding the girls' interest is not a



▲ E.O. Green School's Work Opportunities Program students Sopisey Tan (left) and Virginia Habel (far right) prepare chili for CBC galley patrons while under the watchful eye of MS1 James Wright (center).

problem according to Wright. The two students have impressed him with their professional attitudes and willingness to try new ideas. "I have really been impressed with them. In some respects I get a better response from them than I do from the sailors under me," Wright explained. "They are interested and that is what impresses me most. One of the girls [Habel] surprised her mom and dad by fixing a garnish she learned here."

"Our friends think we're lucky," Habel said as she described her galley assignment. "Working here is a lot more fun than working in an office and we get to eat." Tan agreed with her classmate, but admitted when they first learned of their work assignment they were a little apprehensive of what it would be like to work in a Navy galley. "I was surprised," she said. "I wasn't sure what to expect, but it

turned out to be fun."

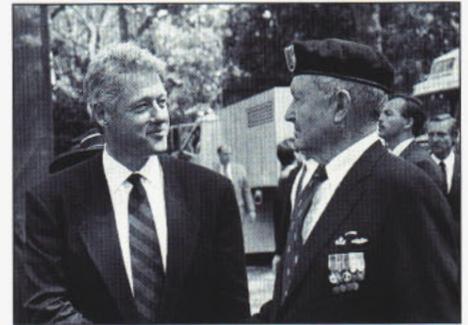
As the school year wound down, Habel and Tan looked forward to summer vacation and the galley staff prepared to say goodbye to its proteges. "I'm not sure if our participation in the program will continue," said Wright. "I hope it does because it has been a challenge for us as well as the students." †

Story by JO3 Sarah E. Burford and photo by PHAA Ben Glade. Burford and Glade are assigned to Naval Construction Battalion Center, Port Hueneme, Calif.



Bearings

Commander-in-chief addresses WWII veterans and troops



Inouye, both World War II veterans of the Italian Campaign were also in attendance at the ceremony. †

Story by JO2 Bruce Moody and JO2 Jody Popich who are assigned to PAO, U.S. Naval Support Activity, Naples, Italy.

President Clinton recently paid a visit to service members of the Naval Support Activity and Allied Forces South during his D-Day commemoration trip to honor those who are buried at the Sicily-Rome American Cemetery in Nettuno, Italy, in June. Close to 10,000 people attended the ceremony.

"I want to thank all of you for the job you did today," he said. "I was personally very moved, and what you did meant an awful lot to the Ameri-

can veterans who were here and their family members and to the countless thousands of others back in the United States who were watching this on the television and reliving their own experiences here at this hallowed place.

"I know this whole event would not have been possible without your efforts. You should be very proud of it, and I am personally very grateful and proud of you. Thank you."

Senators Bob Dole and Daniel

Base turns to for families

More than the furniture and kitchenware belonging to military members and DoD civilians burned in a warehouse fire on Naval Station (NavSta) Rota, Spain, this spring. Thirty-eight families and individuals lost the things that make a house a home.

"We connect with objects. We define ourselves with what we have, so when we begin to define what we've lost, there is a great sense of personal loss," said Cathy Adams-Bomar, chief of counseling at the NavSta's Family Service Center.

Adams-Bomar was among the

many community representatives to meet with people who lost household goods in the fire. About 60 people gathered with Base Commander CAPT Richard G. Simms, who told the victims, "We are here to serve you."

According to ENS Blake Edwards, disbursing officer at PSD, his people provided a quick turnaround when

uniform items, Navy Exchange Officer LCDR Ed Clemente, offered a special uniform delayed payment option and priority on tailoring. Clemente also announced free home layaway with a liberal payment plan, free delivery on major purchase items and priority processing of unique catalogue orders where possible for families affected by the fire.

"I think the Exchange is being wonderful," said Deborah Cartafalsa. The mother of two and wife of a member of VQ 2 said her family lost more than 5,000 pounds of household goods in the fire.

According to Adams-Bomar, anger and stress are all part of the grieving process and the families were told to expect those feelings. While 29 of the 38 families are inbound to Rota, Adams-Bomar said the nine who are outbound need just as much help. "They probably lost some good †

Story and photos by JOC(SW) Terry Briggs who is assigned to PAO, NavSta Rota, Spain.



issuing checks to fire victims. "If we got a claim by 1 p.m., it was ready two hours later. If we got [a claim] after 1 p.m., it was [usually] ready by 10 a.m.," he said.

Realizing that military members probably lost most of their



Junior high students and sub cruise the infobahn

Kids say the darndest things. Just ask Radioman 1st Class Jay Dunn.

The 28-year-old submariner is assigned to *Toledo*, a U.S. Navy submarine currently under construction at Newport News Shipyard in Virginia. He recently established a communication link-up with a school in the sub's namesake city of Toledo, Ohio.

Through a computer, Dunn and his fellow crew members talk to students at Toledo's Byrnedale Junior High School three times a month. Transcripts from the conversations show a wide variety of questions ranging from personal to technical.

School: "What does being under water for a long period of time do to you psychologically?"

Sub: "When we apply for sub assignments, we undergo a psychological test to determine if we're fit to be on a sub. I think it's exciting and fast-paced. It's like being an astronaut. You're far from home but with a job to do to keep you busy."

School: "What do you do with the waste from the toilets when you're underwater?"

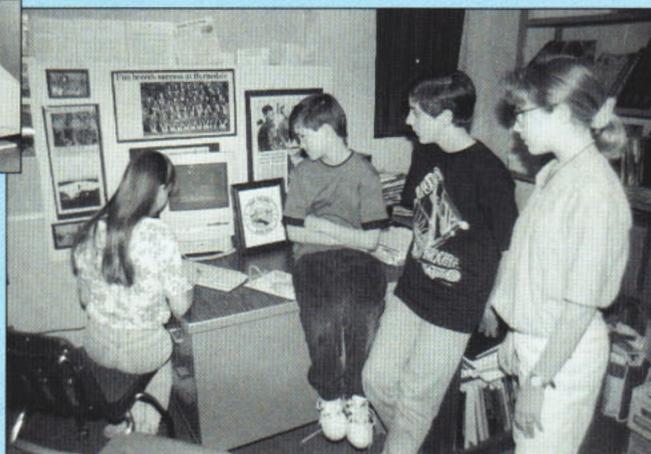
Sub: "We're allowed to dispose of our waste just like the fish do, but we must be a certain distance from the shore. Our trash and other things are disposed of with the environment kept in mind. We don't dispose of any plastics at sea."

Other questions include: "Do you get cable? Are you ever scared about your mission? What's the food like, and how old are you in dog years?"

"The most interesting questions we're asked deal with how the sub floats and sinks," Dunn said. "It's a



➤ RM1 James Dunn (inset) talks to (from left) Jenni Hanley, Stanley Lepiarz, Ben Crissman and Lani Denman via computer.



challenge to take a technical idea and explain it to a youngster."

Dunn said one of the most difficult questions he's been asked though, is why there aren't any women on board submarines.

"Talking about gender differences with seventh graders is a challenge," Dunn said. "I let them know that the only reason for the absence of women on submarines is the lack of privacy. It has nothing to do with ability. I also tell them that when they're old enough to join the Navy, they'll probably see women on submarines."

The program began through the mail when a faculty member heard the submarine wanted to start an adopt-a-school program and wrote the crew.

"I answered a letter from one of the instructors. After that, I was flooded with mail from the students," explained Dunn. "When I visited the school last year, one of the teachers in the science department said he'd be interested in creating a computer hook-up with the submarine."

"This program is more effective than just writing letters," Dunn said. "It maintains the students' attention level,

and they don't have to wait to get their questions answered."

The teachers at the school agree. Doug Leonard, who runs the science department at Byrnedale, said the students' interest is boosted by the conversations they have on the computer.

"This is the students' first experience with this type of communication. Their willingness to stay after school to talk on the computer shows the amount of interest they have in this program," Leonard said.

"Talking to the kids reminds me of what I must've been like when I was their age. It also shows the students and teachers a side of the Navy they don't often get to see, the human side. Besides, the kids get to go home and tell their parents they talked to a submarine in school," said Dunn.

He added he enjoys doing this because, "I love kids, and if this program can help steer one of them in the right direction, I think it's worthwhile." †

Story and photos by JO2 Lisa M. Novak who is assigned to the Navy Public Affairs Center, Norfolk.



Hospital Corpsman 2nd Class Agustin DeLaRosa was selected as USS *George Washington's* (CVN 73) junior petty officer of the quarter. The Los Angeles native serves in the medical department as a pharmacy technician. The 23-year-old has set his sights on becoming surface warfare qualified and becoming an independent duty corpsman.



Personnelman 1st Class Charles Luther Reed of the Enlisted Personnel Management Center was recently selected as the New Orleans Federal Executive Board's Outstanding Enlisted Person for the city of New Orleans. Reed, a native of New York City, is supervisor of the PASS Liaison Division. The award recognizes an enlisted person who not only does an outstanding job at work, but excels in endeavors in the civilian community.



Machinist's Mate 2nd Class Michael Callahan Jr. was recently selected as both Sailor of the Year and Employee of the Year for Puget Sound Naval Shipyard. Callahan, the leading petty officer for the military support office, was cited for his superior performance while attending college full time. Callahan hails from Boise, Idaho.



Joshua Stewart of Puget Sound Naval Shipyard, reported two significant safety hazards that earned him an Excellence in Safety award in addition to ridding his workplace of potentially life-threatening hazards. Stewart, from Macon, Ga., identified coveralls with improper drawstrings — a hazard when used with air supplied hoods — and reported a problem with fittings on more than 100 one-half-inch air hoses.



Aviation Warfare Systems Operator 1st Class (AW/AC) Gil Rodriguez recently became USS *George Washington's* (CVN 73) first enlisted double Centurion, having completed 200 arrested landings. Rodriguez, a native of Miami, has logged more than 1,200 flight hours reaching this goal. The 13-year Navy man is assigned to Navy Air Antisubmarine Warfare Squadron (VS) 31.



Mary Lou Gonzalez, a senior environmental engineer at Naval Air Station Whidbey Island, Wash., was awarded the Secretary of the Navy and DoD Environmental Quality Individual award. Gonzalez, a native of the Philippines, was recognized for her money-saving measures in pollution prevention while repeatedly achieving regulatory compliance and environmental excellence.

ALL HANDS

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Name: SN David J. Belcher

Hometown: Cleveland

Watch responsibilities: Stands lee helm watch aboard USS Saratoga.

Job description: Deck Seaman – involved in preservation of ship, line handling, underway replenishments and basic seamanship.

Best part of job: “Being able to see the world, nighttime underway replenishments and steering the ship during underway watches.”

Hobbies: Reading, playing football or baseball.

Countries visited while in Navy: Italy and Spain

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