

ALL HANDS

MAGAZINE OF THE U.S. NAVY



Duty in
Paradise

August 1996



PH1 Stephen Batiz

AN Ishmar Armstrong waits for authorization to move an F/A-18 *Hornet* aircraft into the hangar bay of USS *Independence* (CV 62) while underway in the Pacific Ocean.

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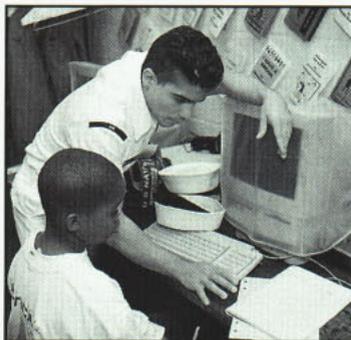
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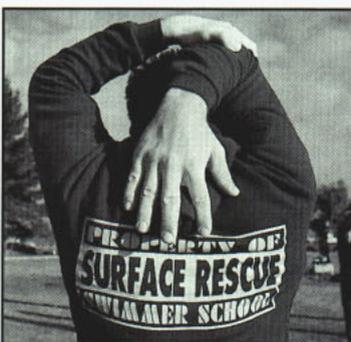
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Charthouse

Zero tolerance

■ The message could not be any simpler. When it comes to the use of illegal drugs, the Navy's policy is "zero tolerance."

The Navy is using a variety of methods to enforce this policy. While random urinalysis testing is perhaps the most well known deterrent, the Naval Criminal Investigative Service (NCIS) has successfully employed undercover operations and statements by Sailors who have come forward after becoming aware of illegal activities.

If you are contemplating using, selling, buying, carrying or distributing drugs, take the hint: The use of drugs will not be tolerated. If the random urinalysis doesn't get you, it is possible that the person you are buying from or selling to may be an undercover agent or someone ready to turn you in. †

New policy

Commanding officers have broader authority to determine who is eligible for exemption from disciplinary action under recently announced changes to the Navy's self-referral drug-abuse policy.

Sailors who self-refer for drug abuse will be screened for dependency by a physician or clinical psychologist. Under the revised policy, Sailors who screen as drug dependent will

continue to receive help without the risk of disciplinary action. However, all Sailors who self-refer for drug abuse and are screened as not drug dependent can now be subject to disciplinary action.

The change is intended to protect the Navy's investment in training and experience by preventing fraudulent use of the self-referral program. It applies to all active-duty and reserve commands. In all cases, after evaluating all evidence and recommendations, the decision is the commanding officer's.

Additional information is available in NAVADMIN 108/96, and will be included in the next revision of OPNAVINST 5350.4 series. †



Uniform regs

■ The latest revision to the Uniform Regulations (NAVPERS15665), now out on CD-ROM, provides Sailors with two new options.

First, if you are stationed ashore at a command that does not have a command belt buckle, you may now wear one from your previous sea command — ship or squadron.

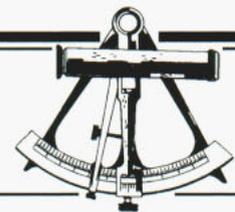
The second change, effective immediately, authorizes wearing the black V-neck sweater

with Summer Whites for all Sailors. In the updated Uniform Regulations, the sweater is optional and may be worn in the same manner as Summer Khakis (collar out, name patch required). For officers, the hard shoulder boards are not required to be



Photo by PH3 Sam Dallal

worn under the sweater. However, if the sweater is removed, shoulder boards must be in place. †



Legal update

■ Using "by law" as a Servicemen's Group Life Insurance (SGLI) beneficiary designation has been prohibited under NAVADMIN 035/96. This means Sailors must now designate beneficiaries by name or relationship, or risk the complete loss of benefits for their intended beneficiaries.

If a "by law" designation is

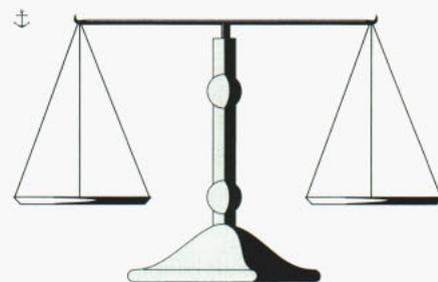
not removed and a specific designation is not made on a Form

SGLI 8286, benefits are paid according to legal precedence, which might not be the person(s) you intended. To ensure this doesn't happen, all Sailors and Marines are encouraged to check their current SGLI election and certificate.

Beneficiaries should be designated by name, address, percentage of shares and option of

payment. Trusts may also be designated as beneficiaries.

Any member needing advice on beneficiary designation should contact their nearest Legal Assistance Office for help.



VHA survey

■ Commands or Personnel Support Detachments that received the annual Variable Housing Allowance (VHA) survey, are to distribute it to all Sailors currently receiving VHA and return it by Aug. 30.

NAVADMIN 118/96 also provides instruction highlights for administering the survey and stresses the importance of 100 percent participation.

By law, VHA rates are set by surveying Sailors' housing costs using an annual census. Last year, 74 percent of Sailors returned the survey. While that is a higher return ratio than in previous years, a less than 100 percent return rate on the survey can result in inaccurate VHA rates. This can hurt the Navy's efforts to ensure Sailors are reimbursed as close to 85 percent of their housing costs as possible.

Commanding officers and

officers in charge are being asked to ensure each Sailor receiving VHA completes the survey form. It can be completed in 10 minutes or less and most responses can be provided from memory.

Call the VHA hotline at DSN 221-7454 or (703) 325-7454. Bureau of Naval Personnel point of contact is LT Dizon (PERS 201C) at DSN 224-5635 or (703) 614-5635 or Fax (703) 695-3311.

‡

New VHA provision

A provision in the 1996 Defense Authorization Act (called VHA Rate Protection) protects Sailors from losing money on their housing allowance because of a drop in VHA rates for their area.

The provision ensures that if a Sailor's housing costs have remained the same or increased, the Sailor is entitled to VHA rate

protection (effective Jan. 1, 1996).

If a Sailor's actual housing costs go down, the housing allowance is reduced to the current VHA rate for that area. The Sailor will then be protected at the new rate.

VHA rates are based on either the Sailor's permanent duty station or, if authorized, the location of the Sailor's family members. ‡

Making the grade

Helpful hints for getting advanced

Story by Don Ward

The Navy Advancement Center, Naval Education and Training Program Management Support Activity (NETPMSA) will begin issuing the Bibliography for Advancement-in-Rate Examination Study (BIB) for all ratings twice a year, beginning September 1996 to help Sailors study for exams.

Here is the new BIB schedule:

BIBs will be issued immediately after September 1996 exams for January, February and March 1997 active-duty and Naval Reserve exams.

BIBs will be issued immediately after March 1997 exams for August and September 1997 active-duty and Naval Reserve exams.

This is an important change in the Navy's BIB policy, because it will have a direct impact on every Sailor's study plan for advancement exams. Here's why:

BIBs are more up-to-date. Increasing BIB issues to twice a year helps exam writers replace outdated references more quickly.

BIBs are now aligned with specific exams and will identify the

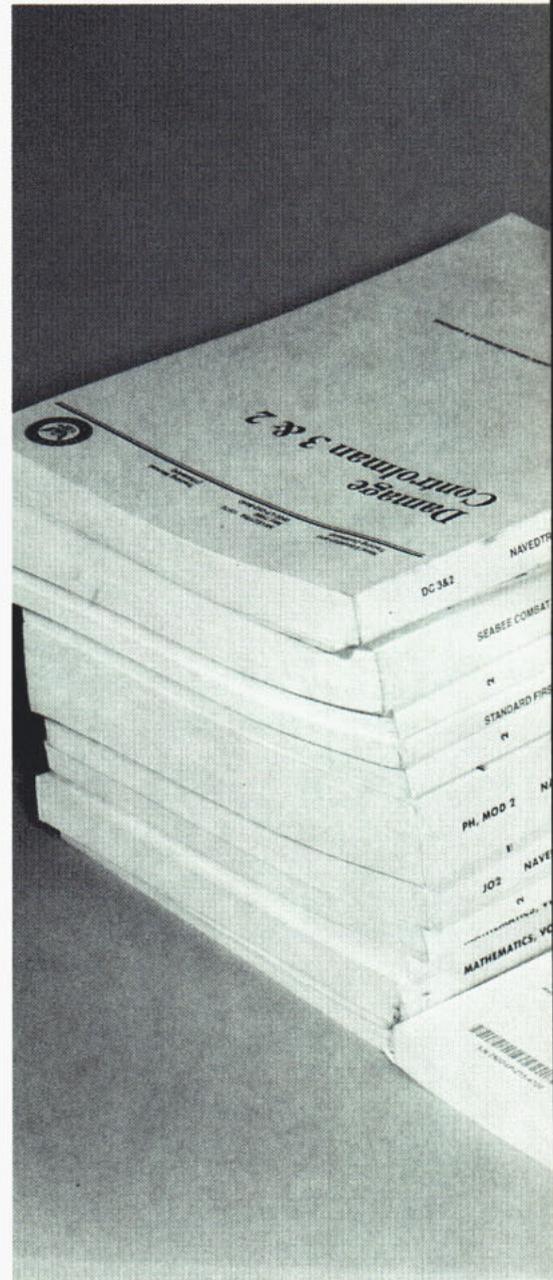
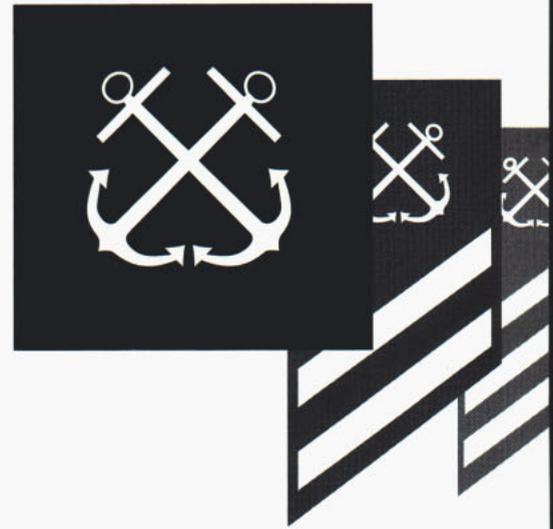
exams they support. There will be no doubt about which references to study.

BIB listings have been streamlined. Because BIBs are aligned with exams, only those references the exam writer feels are necessary will be listed for study.

BIBs have a clear purpose — exam support. BIBs have historically been developed to cover occupational standards for both the rating and examinations. The new focus on examinations is intended to clarify the purpose of the BIB. Coverage for occupational standards will still be provided in training manuals (TRAMANS) and through on-the-job experiences, which require the use of BIB references in the course of regular in-rating work and watch standing.

Mini-BIBs will no longer be issued for cryptologists. The new BIB structure and the twice-a-year issue plan replaces Mini-BIBs.

NETPMSA exam writers advise Sailors that advancement exams are not just "book" tests. Exam questions are written to reflect typical situations for the rate for which





Sailors are competing. Learn all you can on watch, at work, in school and by studying.

BIBs will be issued in two forms:

1. Electronic downloading. BIBs will continue to be available in electronic format from the following sources:

- NETPMSA Bulletin Board — DSN 922-1394 or (904) 452-1394.

- BUPERS Access Bulletin Board — DSN 224-8070 or 1-800-346-0217/0218/0227 or (703) 614-6059/8070/8076.

- SALTS (Streamlined Automated Logistics Transmission System) — For information on how to access SALTS, see your Supply Department or call DSN 442-1112 or (215) 697-1112.

2. On paper. Starting in September, NETPMSA will mail each command one complete master set of BIBs containing a BIB for each Navy rating.

Thereafter, BIBs will be mailed each September and March to support the following January, February, March, August and September exams. Commands should use the master set of BIBs to make copies for local command distribution.

For more information about BIBs, contact the Navy Advancement Center at NETPMSA at: DSN 922-1383 or (904) 452 1383; Fax DSN 922-1819 or (904) 452-1819; or Email netpmsa.n3104@netpmsa.cnet.navy.mil

Three of the most important aspects of your professional development are sustained superior performance, learning from your rating experience and studying for advancement.

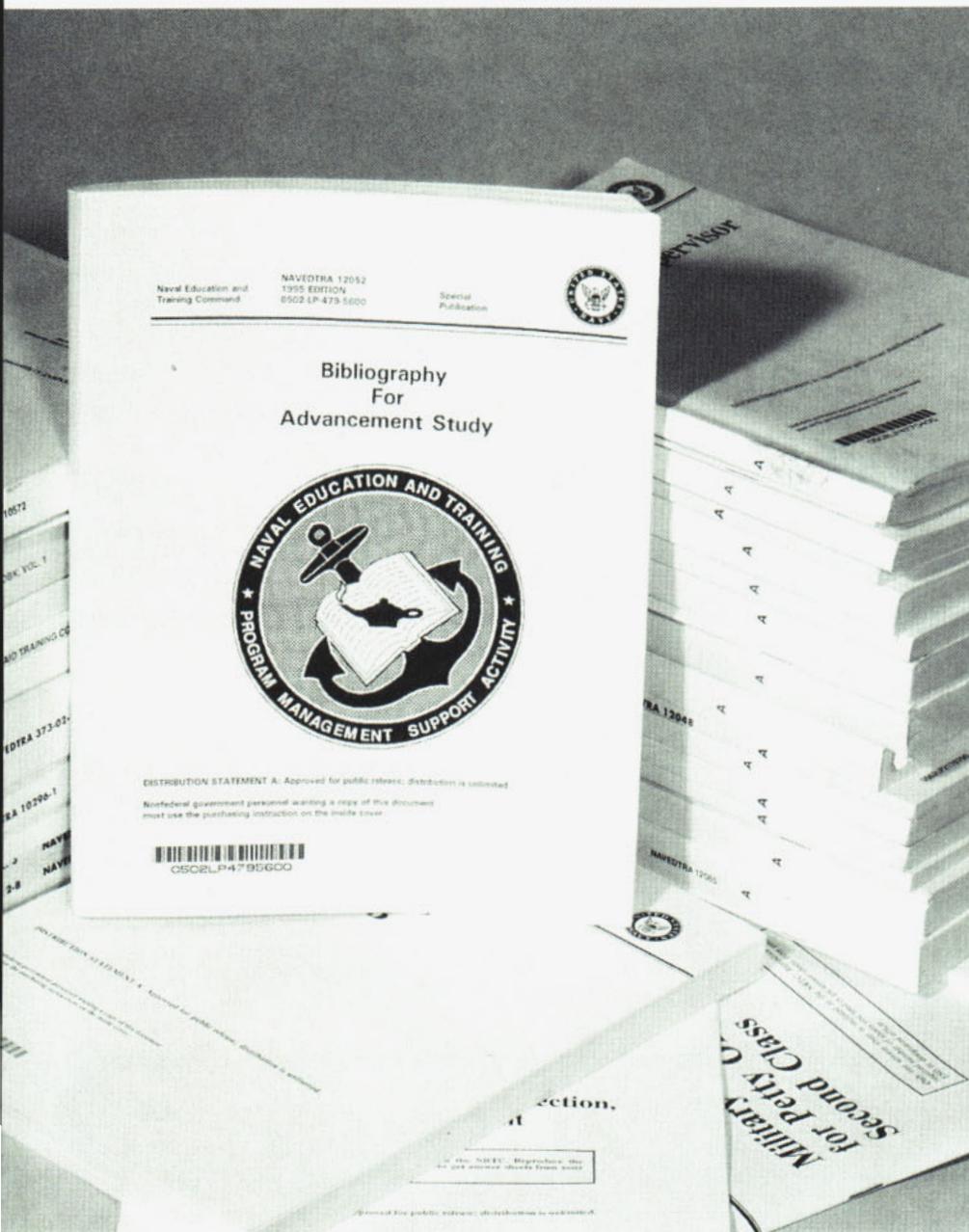


Photo by PHAA Damon Moritz

Sustained superior performance

You can stand out among your peers by always performing at your full potential. The higher your advancement goal, the stiffer the competition. To be successful, your evaluations must show that you are among the best in the Navy, not just at your command.

Learn from your experience

Every day you will have many opportunities to learn more about your rating and improve your

preparation for advancement.

For example, rating experiences such as diagnosing and repairing equipment problems, ordering supplies, preparing reports, logging information, making adjustments, attending training, presenting training topics, reading messages, studying "lessons learned" documentation, reviewing safety bulletins, learning from the chief, etc., are all valuable learning experiences.

When a publication comes through your division or work center for your review or information, don't just initial it saying you've seen it; instead, read it to see what's new and how the information applies to your rating.

Pay attention to all your experiences and information about your rating.

If you think advancement is just meeting eligibility requirements and studying, you're wrong! †

Ward is assigned to Naval Education and Training Program Management Support Activity, Pensacola, Fla.

Exam Dates

E-4 — Sept. 5, 1996

E-5 — Sept. 10, 1996

E-6 — Sept. 12, 1996

E-7 — January 1997

NPSPDOPNCLA 10461/94 (7-92)

DEPARTMENT OF THE NAVY

NAVAL EDUCATION AND TRAINING PROGRAM
MANAGEMENT SUPPORT ACTIVITY
PENSACOLA, FLORIDA 32509-5555

FROM: COMMANDING OFFICER

SERIES/DATE ACTIVITY CODE

TO:

SUBJ: EXAMINATION PROFILE INFORMATION

THE INFORMATION PROVIDED BELOW IS A PROFILE OF YOUR RELATIVE STANDING WITH ALL OTHERS IN YOUR RATE IN EACH SUBJECT-MATTER SECTION. THE INFORMATION IS TO BE USED WITH THE SUBJECT-MATTER IDENTIFICATION SHEET FOR THE EXAMINATION SERIES INDICATED. STANDINGS ARE BASED ON OVER 90% RETURNS. NO SIGNIFICANT CHANGE WITH ALL RETURNS IN.

EXAMINATION STATUS	YOUR FINAL MULTIPLE	MINIMUM MULTIPLE REQUIRED	SECTION	1	2	3	4	5	6	7	8	9	10	11	12	PAGE
PASS/SS 61	206.13	206.13	STANDING	A	E	S	A	H	E	E	L.A	H.A	-	-	-	001

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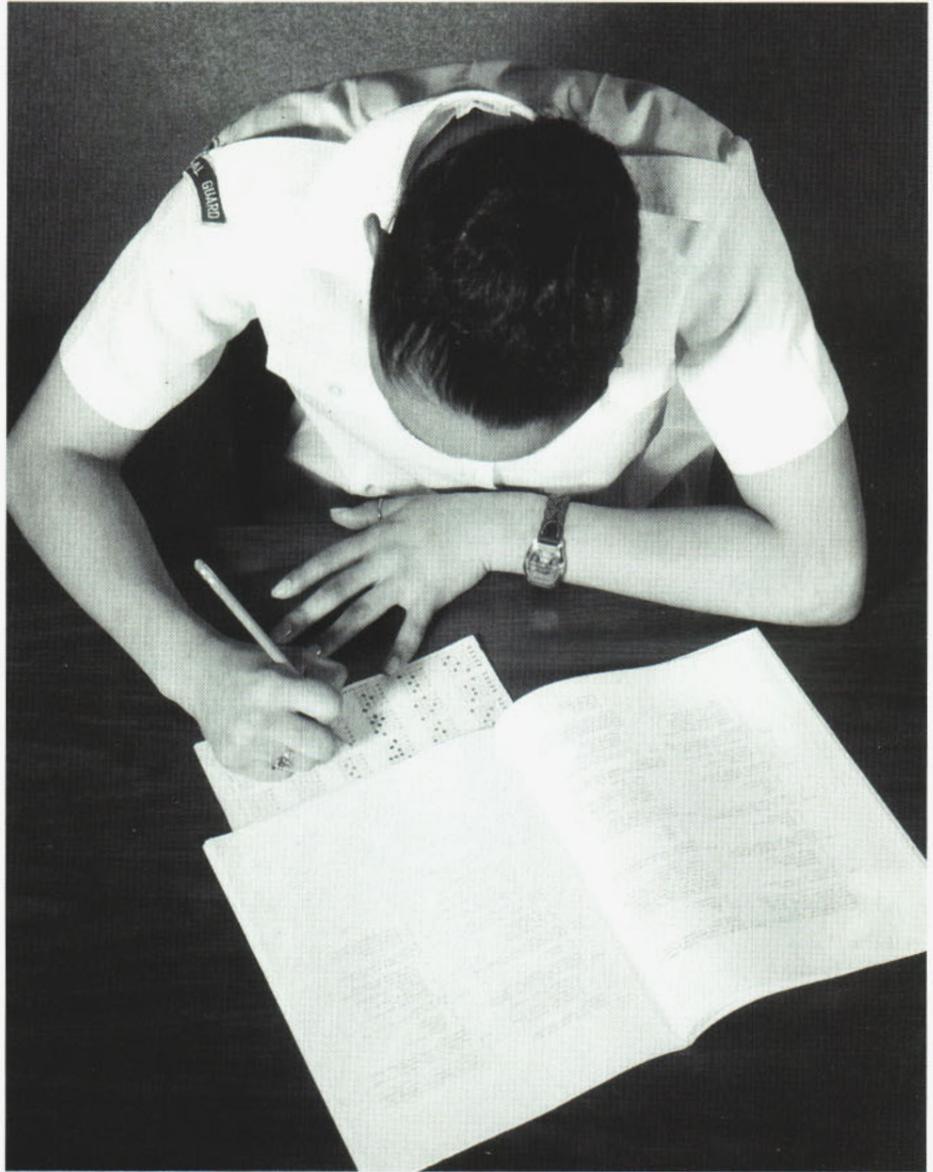
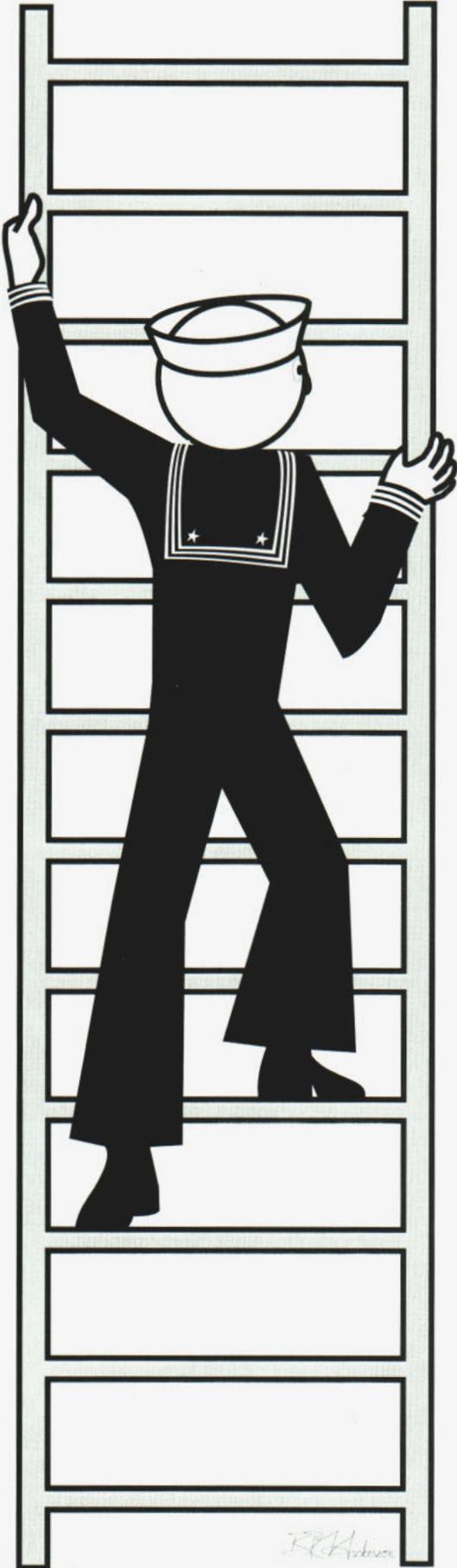
S (Superior)=upper 10 %
E (Excellent)=upper 20 %
H (High)=upper 30 %

HA (High Average)=upper 40 %
A (Average)=middle
LA (low Average)=lower 40 %

L (Low)=lower 30 %
P (Poor)=lower 20 %
VP (Very Poor)=lower 10 %

YOU MAY CONTACT YOUR ESO FOR DATA USED FOR YOUR MULTIPLE COMPUTATION

LASER PRINT EXPRO.FRM REV.07-92



Study Tips

- ✎ Obtain your rating's current BIB.
- ✎ Study additional references within the BIB.
- ✎ Study the rates below the one you seek.
- ✎ Don't cram!
- ✎ Start leisurely studying at least one to two months before the exam.
 - ✎ Get a good night's sleep before exam day.
 - ✎ Don't test on an empty stomach. Eat a well-balanced breakfast.

Adopt a school is really a partnership

Story by JO3 Jeremy Allen

In today's society where crime, drug abuse and divorce are on the rise, there is a tremendous need for children to have role models. Sailors are filling that need by becoming mentors and role models to children in all parts of the globe.

Sailors do this with their commands and local schools through the Personal Excellence Partnership (PEP) program.

"The program began in 1986, when then-Chief of Naval Operations, ADM Watkins, started looking at ways the Navy could help America's kids after reading a report called, 'A Nation at Risk,'" said Katheryn L. Cranford, Navy community service program coordinator for Naval District Washington. "He wanted the Navy family to help with tutoring, role-modeling and mentoring the troubled kids of this generation." After much research, the program developed into a school-business relationship called the Personal Excellence Partnership program.

A command can start a partnership with the help of the Navy's Personal Excellence Partnership Handbook. "The whole idea in putting together a book is to provide commands with ideas and guidelines for their own personal partnership," said Cranford. "Commands can't take care of every need of each school, but when you talk about partnership you talk about having mutual goals and working to achieve those goals."

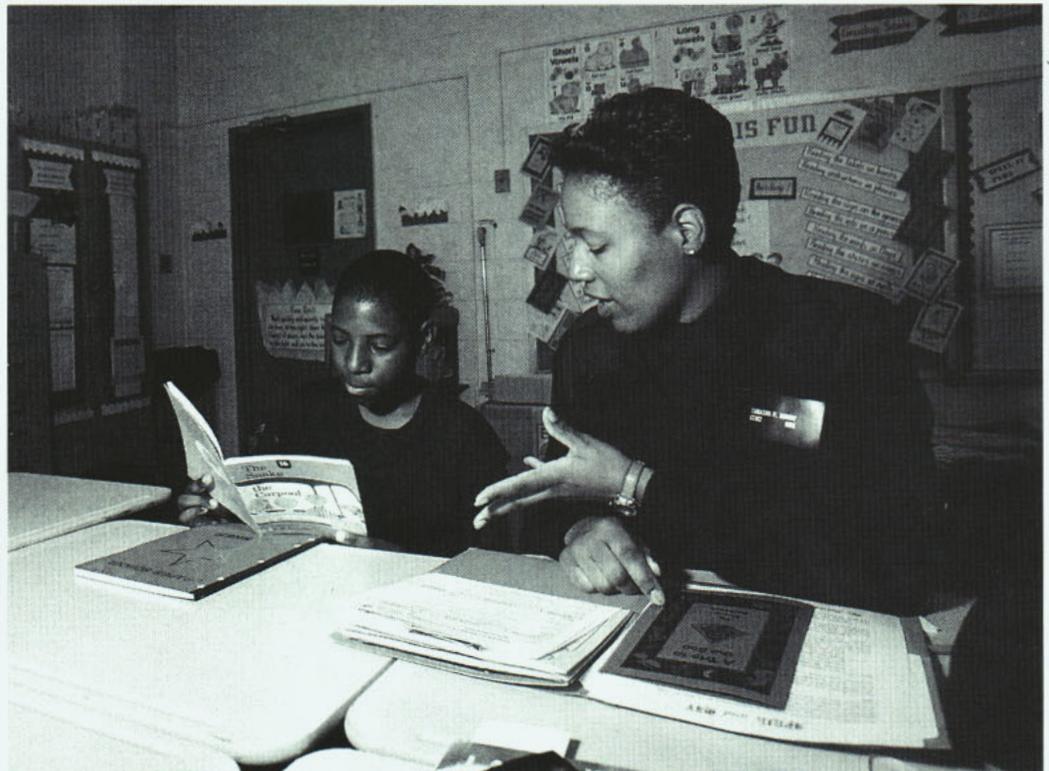


Photo by PH3 Sam Dallal

CTM2 Tamatha P. Dowdy, an Ashboro, N.C., native, helps Simon Beckham of Washington, D.C., with his reading skills.

No command is too small to participate. "If you're [assigned to] a recruiting station with three people or an aircraft carrier with 5,000 people, you can have a partnership," said Cranford.

"The key to the program is the one-on-one instruction," said Cryptological Technician (Communications) 1st Class Thomas A. Navarro, assigned to the Office of Naval Intelligence (ONI). He volunteers in the partnership that ONI has with Draper Elementary school in Washington, D.C. Navarro, a Phoenix native, said sharing his time gives him personal satisfaction in return.

Being a Navy volunteer means making a commitment. "The golden rule for volunteering is, 'if you don't have time, don't sign,'" said Cranford.

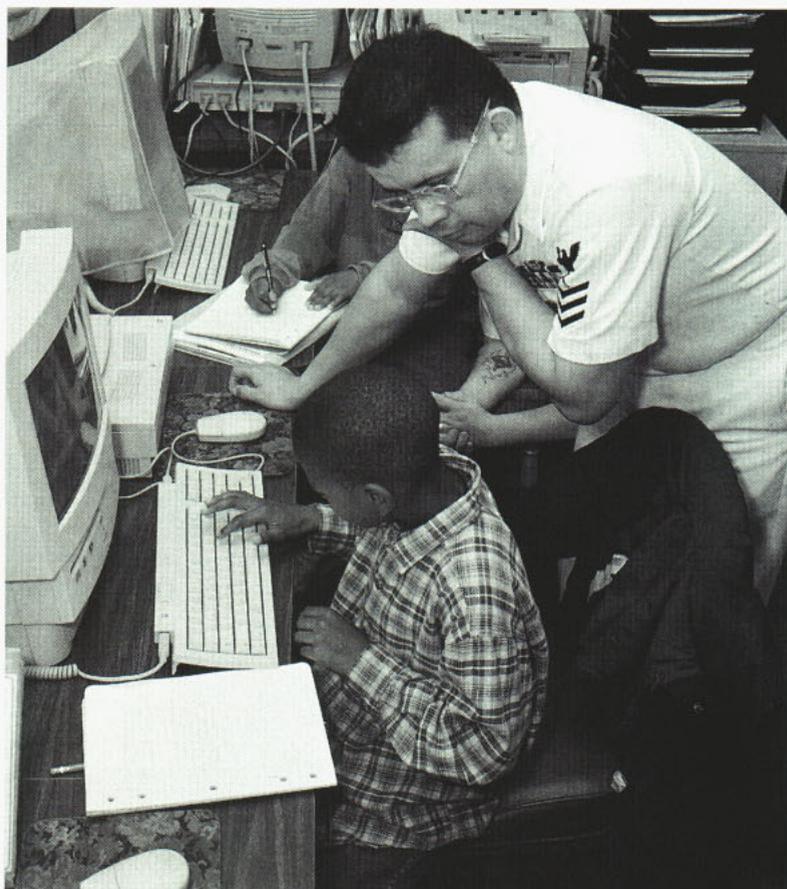


Photo by J03 Jeremy Allen

If you do volunteer it's important to [stick] with it. "When I volunteer, it's a commitment. I do it because I want to, not because I have to or someone is forcing me," said Cryptological Technician (Administrative) 1st Class Rebecca M. Flowers, who also volunteers at Draper Elementary school.

There are no real hard and fast rules for partnerships, Cranford said, but guidelines and basic information that new partnerships can use are found in NAVPERS 16504A. If you have any problems or questions, Cranford advises giving your command community service coordinator a call.

Even if you hesitate to volunteer or feel like you don't have anything to offer these kids, "Go ahead and do it," Navarro said. "The one-to-one relationship you have with the student will bring you so much joy and personal satisfaction by knowing you have helped somebody, it will all be worth it." †

Allen is a photojournalist and Dallal is a photographer who are assigned to All Hands.

CTO1 Thomas Navarro checks a story written by Ernest Robenson on the computer for an English class at Draper Elementary school.

1995 winners of the Personal Excellence Partnership:

Shore 1st place – Trident Training Facility, Kings Bay, Ga.

Sea 1st place – USS Boone (FFG 25), Mayport, Fla.

Honorable mention – Strike Fighter Squadron (VFA) 125, Lemoore, Calif.

Community Service

Shore 1st place tie – Submarine Group 9, Silverdale, Wash.,
Naval Submarine School, Groton, Conn.

Honorable mention – Naval Air Station Oceana, Virginia Beach, Va.

Sea 1st place – USS Hue City (CG 66), Mayport, Fla.

Honorable mention – USS Bainbridge (CGN 25), Norfolk.

Overseas 1st place – U.S. Naval Computer and Telecommunications
Area Master Station Western Pacific, Guam.

QC checks out the Hornet

Sailors help make newest Hornets super

Story and photos by JO1(AW) Michael R. Hart

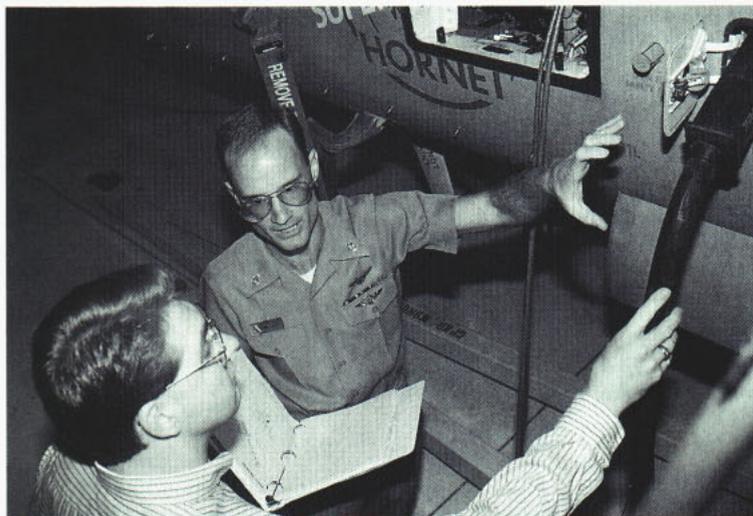
It's faster than a speeding bullet, more powerful than a dozen locomotives, able to fly over tall buildings in a single bound. Look, up in the sky! It's a bird ... No it's the Navy's newest, most lethal aircraft — the F/A-18E/F *Super Hornet*.

Making a top-flight Navy fighter jet such as the *Super Hornet* is a project of gargantuan proportions. Engineers, mechanics and many other specialists painstakingly and meticulously build the aircraft. Then it's tested and retested.

The *Super Hornet*, an upgrade of the F/A-18C/D, is now in the testing stages at Naval Air Station Patuxent River, Md. As engineers go over the aircraft with a fine tooth comb — checking screws, nuts, bolts and different systems — there is a small team of Sailors working with them.

"The Sailors here are looking for deficiencies in the airplane and efficient ways to maintain the aircraft once it reaches the fleet," said Johnny Standridge, F/A-18E/F supportability team co-leader.

According to Standridge, a retired master chief aviation maintenanceman, his Sailors have been a valuable asset to the program. "We could get the job done without them, but the quality of the product wouldn't be the same without Navy involvement," he said. "These guys go over the aircraft from the time the engineering is started, to building it and when it starts flying."



▲ AMSC(AW) Michael J. Allen examines the *Super Hornet's* lex vent and spoiler with Forest Gilbert, a McDonnell Douglas senior flight test engineer.

One Sailor working on the *Super Hornet* project is Aviation Electrician's Mate 1st Class (AW) Mark A. Angell. "My role here is like being the fleet's eyes," said Angell. The Maryville, Tenn., native said he's constantly asking questions, such as: "Should we use screws or nuts? How easy is it to remove and replace

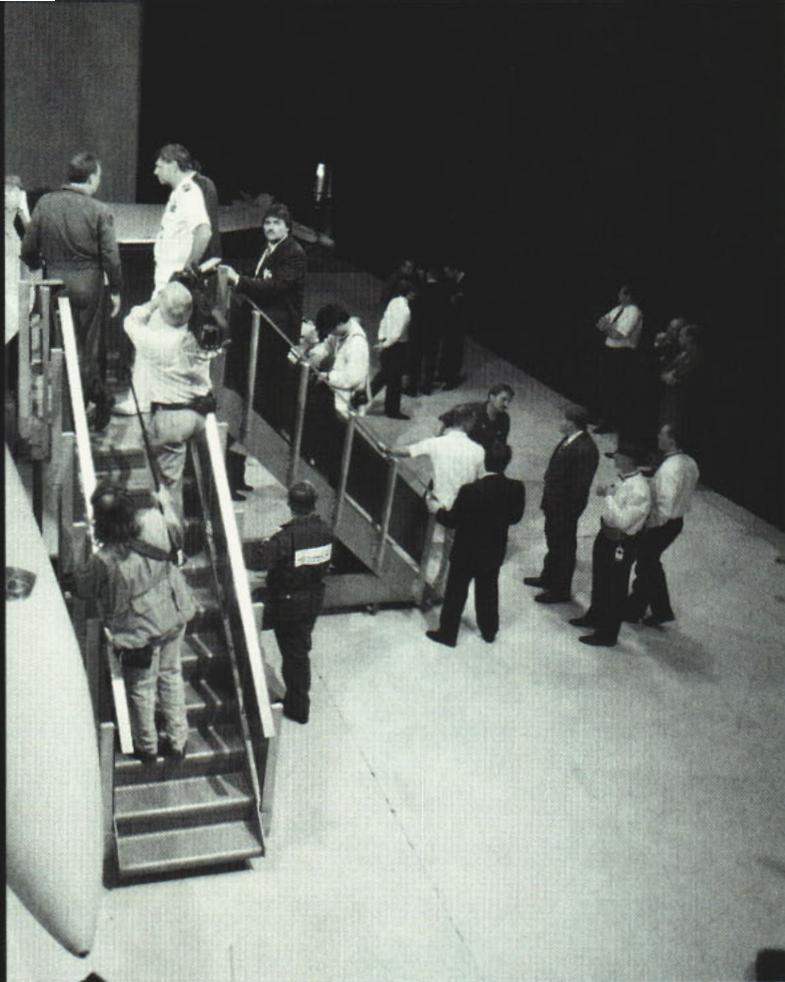


Photo by PH1 Dolores L. Anglin

◀ The F/A-18E/F *Super Hornet* is unveiled in St. Louis.

▼ AE1(AW) Mark A. Angell makes sure the right tools are used to repair the F/A-18E/F *Super Hornet* as Dale Hensley, a McDonnell Douglas flight line mechanic, works on the aircraft.



aircraft parts? Do we have the right tools? How long do parts take to repair? How can we make it easier?

"The discrepancies I catch now are going to help the mechanics in the fleet," Angell said. "They're the ones who will be turning the screws and removing the boxes. If I make a recommendation for something that could be done easier, it's going to help them out."

It's a tedious task, checking every nut, bolt, screw, tool and publication required to maintain an aircraft as high-tech as the *Super Hornet*. But it was an opportunity that Chief Aviation Structural Mechanic (Structures) (AW) Michael J. Allen couldn't resist. "When it was offered, I decided to jump at the chance," said Allen, a Kansas City, Mo., native. "It's an opportunity to have some effect on what might actually be seen [in the fleet] 10 or 15 years down the line."

Thoughts of the *Super Hornet* being operational in the fleet and the role he's playing in getting it there are what give Allen his greatest satisfaction. "That's been on my mind since I came to the program, knowing that I will have an effect on how this airplane shoots off a carrier because of how I write a publication or [if I fix] something wrong in a pub that makes the pilot fly

the aircraft even safer," said Allen.

Making the aircraft as safe as possible makes all the time spent meticulously going over pubs and specifications, worth it. Angell said. Allen agreed. "It's all about giving the fleet Sailors the best product possible." †

Hart is a photojournalist assigned to All Hands.

F/A-18E/F *Super Hornet* Specifications

Type:	Twin-turbofan tactical aircraft
Propulsion:	Two GE F414 turbofan engines
Radar:	Hughes APG-73 multimode radar
Wingspan:	41ft., 4 inches
Length:	60ft., 4 inches
Height:	16 ft.
Speed:	Mach 1.8+
Range:	759+ miles
Payload:	17,750 pounds max
Armament:	20mm M-61A1 <i>Vulcan</i> cannon <i>Sparrow III</i> missile (fighter) <i>Sidewinder</i> missile (fighter) Guided/conventional air-to-ground ordnance (attack) <i>Harpoon</i> & <i>HARM</i> missiles

Rocks of ages

Story and photos
by JO1 Ray Mooney

In a narrow desert canyon, eerily quiet and ominously remote, an unknown and long-dead people still whisper. Through ancient images chipped into native rock, their faint voices speak of a culture and a people separated from us by thousands of years.

"The most popular theories by archaeologists [as to how the images, or petroglyphs, came to exist] are that the Indians who made them camped here on their way south for the winter and on their way north for the summer," said Steve Boster, a public affairs officer at Naval Air Weapons Station (NAWS) China Lake, Calif. The base and its ancient art work are located in the Coso Mountain range, a high desert area in central California.

"While we think the [art was] made by the Great Basin Shoshone population between 2,000 and 12,000 years ago, even the current Native Americans don't



▲ This canyon, nicknamed Little Petroglyph Canyon, and one other, known as Big Petroglyph Canyon, form the largest collection of petroglyphs in the United States.

seem to have any historic knowledge of who [the artists] were," Boster said. The artists are known simply as the ancients.

According to Boster, these petroglyphs have been dated by the tools depicted in them. Other means of dating are too expensive and would damage the petroglyphs.

As for their meaning, these pictures convey a message so old, so far removed from its source, we can

only speculate. "One theory is that they represent the hunting of animals, telling a story about hunting for game," explained Boster. "Another theory is that they represent the prayers of the shaman for rain."

The petroglyphs at China Lake, created by chipping away the natural desert varnish that accumulates on the native rock, make an impressive collection, Boster said. "There are petroglyphs all over the west. You'll find similar designs in New Mexico, Arizona, Nevada and other parts of California, but I don't know of any place else you can find this many."

Bighorn sheep are the most popular design, although deer, mountain lions, coyotes, foxes, lizards, snakes and tortoises are also depicted. Hunters with bows and arrows or throwing sticks are also common, as are abstract designs and patterns whose meanings remain a mystery.

About 3,000 visitors a year come through the petroglyph canyons, according to Boster. Access is limited to weekends and holidays, and must be ar-

ranged through the base public affairs office or the Maturango Museum in nearby Ridgecrest. And while it's a rough hike through hot, rocky desert, it has its rewards.

"It was kind of strenuous. However, it was interesting to see that pictures and native canvases could be

used to let us know that someone else was here before we were," said Aviation Storekeeper 1st Class Zebeth Taylor, an NAWS China Lake Sailor from Paterson, N.J. "And it was quite interesting to see that it wasn't all

marked up and destroyed."

The Navy has been here since 1943, and the site was listed in the National Register of Historic Places in 1964, so it's been protected from curious collectors and vandals. "There are some graffiti, but not much, mostly because [there's been] limited access for 50 years," Boster explained.

A complete record of the ancient art work at China Lake has never been made, but modern technology is making it possible now. "Because this is a national

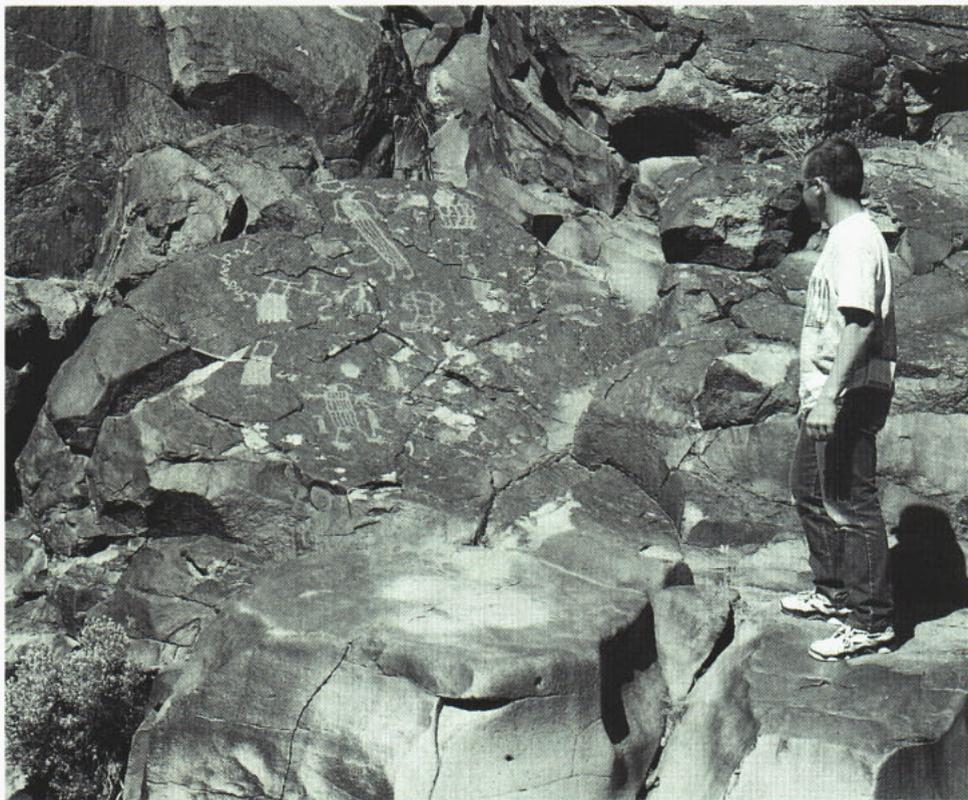
registered historic landmark, we have an obligation to document what's here," Boster said. With cooperation from Fresno State University, geological survey markers, used with a global positioning system, have been hauled out to the sites. "We have the markers in place now and we're in the process of documenting and making a complete photo record."

Before Alexander the Great, Genghis Khan and Socrates left their marks on the world, these ancients left theirs. And the Navy protects those marks. If you're ever in the mood to hike through a few millenia, go see them for yourself. †

Mooney is a San Diego-based photojournalist assigned to All Hands.

◀ It's not unusual to find multiple petroglyphs on a single formation.

"Another theory is that they represent the prayers of the shaman for rain."



JDISS: When you need it now!

Story by JO2 Chris Alves, photo by PHAA Damon Moritz

Editor's Note: This story's interviews with personnel from USS George Washington and Predator were conducted using the Chatter Program in the Joint Deployable Intelligence Support System (JDISS) at the Office of Naval Intelligence (ONI), Washington, D.C. Questions were typed out on the system and the interviewees responded by typing out their answers, though both were in overseas locations.

The intelligence specialist sits nervously behind the computer aboard the aircraft carrier, sweat beading down his forehead as his commanding officer stands over his shoulder.

"I want to know what it is we're going up against, what types of weapons they have and I want communications with the Army, Air Force and Marines and I want it YESTERDAY!" the commanding officer exclaims.

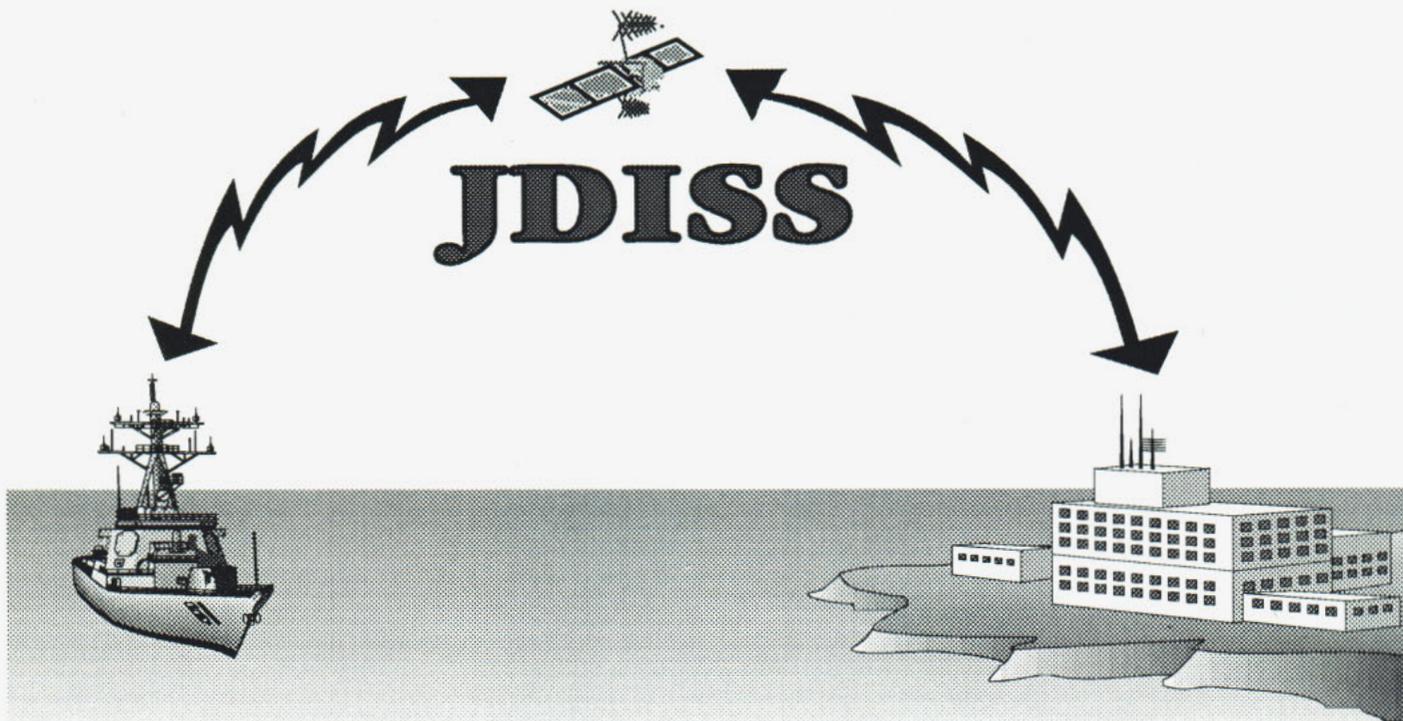
"Yes, sir," replies the young petty officer, and within 30 minutes, after a few points and clicks of the mouse, he has an image of the geographic location of the enemy, what uniforms they're wearing, what weapons they're using and communications have been established with all other armed forces in that area.

"Without the JDISS, what would we do?" asked the

JDISS CAPABILITIES

JDISS provides automated support to –

- Transmit and receive specific requests for intelligence.
- Access theater, service and national intelligence data-bases, automated message processing systems, indications and warning systems, and collection management systems.
- Support digitized imagery exchange and manipulation.
- Perform office automated functions.
- Provide a map graphics capability (pending in FY95).
- Provide a desktop video/voice capability (pending in FY95).



commanding officer.

JDISS uses a set of off-the-shelf, computer software to give commands access to images, intelligence information and communications to anyone else with a JDISS terminal throughout the world.

The system allows commands like USS *George Washington* (CVN 73) to pull images from *Predator 1*, an imagery platform, even though the two may be in different parts of the world.

"JDISS has the quickest method of transferring images to date," said Intelligence Specialist 2nd Class James Melvin of USS *George Washington*. "When *Predator 1* saves the image on the computer, I can pull it across and show it to my chain of command in a matter of minutes," the Dunnedin, Fla., native explained.

Predator 1 uses the JDISS terminal to grab or freeze a single frame of motion video and send the image to multiple locations according to Army Staff Sgt. Stewart Eckols of Kennedy, Texas. "The whole process takes about 30 minutes from the time we freeze the image until the commander can see it," he explained.

JDISS makes his job more efficient. *Predator 1* used JDISS on operations in Bosnia last year with great success before and during Operation *Deliberate Force*.

The JDISS Program Management Office (PMO) located at ONI has been involved in supporting community efforts in every crisis and contingency since the conclusion of Operation *Desert Storm*.

It has a 24-hour hotline support staff of military and civilian engineer personnel who are ready to assist with any problem any JDISS user might have.

The PMO has deployed personnel worldwide more than 80 times in the past two years, providing assistance to thousands of operational callers. The PMO staff members install systems and train users throughout the fleet. One of the installers, who is also the first female stationed at the PMO, has many words of praise for JDISS.

"It's extremely easy to use. I was only here for five days when I went to the Defense Intelligence Systems Support Office to brief everyone from the CNO to the JTO," Cryptological Technician Communications 1st



CTO1 Erika Gifford, UNIX Programmer and installer at the PMO in ONI, Washington, D.C., receives and produces an image of a Russian navy ship using the imagery program of the JDISS system.

Class Erika Gifford, a Mauriceville, Texas, native explained. She briefed all the capabilities and it's ease of use with the point and click icons.

"Just sit down, point and click and you can access any one of the systems from imagery to communications to intelligence information," she explained.

CTO2 Janiese Slater, the JDISS operator for USS *Abraham Lincoln* (CVN 72) currently on temporary duty to the PMO agreed saying, "It took approximately two days for me to learn the JDISS sys-

tem. It was very easy because it's one big window, just point and click," she said.

When Slater, a native of Buffalo, N.Y., was working with JDISS on USS *Abraham Lincoln*, Gifford was able to get into her JDISS terminal from the PMO and fix it when she had problems. "It's amazing being able to come here and do that, and that's just because of the programs we have at ONI," Gifford explained.

"JDISS is like a Swiss-Army knife ... you've got everything in one neat little package," Gifford said. "You've got E-mail, word processing, map graphics, briefing tools and utilities all in one system." Slater agreed adding, "It's fast, reliable and efficient. When you need it there now you can get it from JDISS."

"JDISS is kind of like a Swiss-Army knife ... you've got everything in one neat little package."
– CTO1 Erika Gifford

But perhaps the most significant contribution JDISS can make is saving lives. A Sailor sustained a severe foot injury in a mishap on USS *Constellation's* (CV 64) flight deck while the ship was underway.

After stabilizing the Sailor and cleaning the injury, doctors aboard *Constellation* decided an opinion from an orthopedic surgeon was needed.

LCDR Bob Chastenet, the ship's surgeon reviewed the case by phone with specialists at the Naval Medical Center in San Diego. The orthopedists in San Diego recommended a treatment plan until the patient could be seen by an orthopedist. They also asked to see X-rays since the complicated injury was difficult to describe over the phone.

With the ship about 9,000 miles from San Diego, delivering the X-rays by mail or aircraft was out of the question. CDR John Tueller, the ship's senior medical officer,

consulted with his staff and briefed RADM Michael Bordy, Commander Cruiser Destroyer Group (COMDESGRU) 1 of the situation.

Bordy suggested using JDISS, and the intelligence officers at COMCRUDESGRU 1 and *Constellation* began the process.

The team's original idea was to convert the X-rays into electronic images by a scanner and transmit the images to San Diego. But IS2 Jim Young, IS3 Chris Young and IS3 Rodney Cajudo, found the scanner wouldn't give the quality of reproduction the doctors on the other end needed.

Cajudo suggested they turn the images over to "*Connie's*" digital photo lab. The images were stored in a computer chip in the camera according to Photographer's Mate 2nd Class (AW/SW) Michael Strand.

Then it was downloaded into a computer onto a disc and back up to the JDISS team.

The JDISS team uploaded the files into JDISS and sent the images to the Fleet Intelligence Training Center Pacific (FTTPAC) in San Diego, the closest facility with a JDISS terminal.

Once the orthopedists received the X-rays, they confirmed earlier advice to *Connie's* doctors that the patient needed to be seen by orthopedic specialists as soon as possible.

Shortly after receiving the word an aircrew catapulted from *Connie's* flight deck in an S-3B *Viking* with the injured sailor and headed for a shore treatment facility in Bahrain.

"We knew JDISS had the capability, but it's not routine to transfer information other than intelligence information over the JDISS system," said LT Vince Tolbert, division officer for the ISs who operate the system.

"In light of what happened we gave them another avenue, another means to take the best course of action to help out this injured young man," he concluded.

Tueller agreed and said, "The JDISS system opens another avenue in communications for ship-based doctors and shore-based facilities."

JDISS is put to use daily almost everywhere in the intelligence community. Significant improvements are in the planning stages at this time, including video teleconferencing and others, from suggestions of users to the PMO. †



Alves is a photojournalist for All Hands. Moritz is a photographer assigned to All Hands.

Story and photos by
JO1 Ray Mooney

Surface Rescue
Swimmer School

Saving lives for a living

Man overboard! It's frightening and potentially deadly.

It's also a challenge faced head-on by students at the Surface Rescue Swimmer (SRS) School at Fleet Training Center, San Diego. During the four-week course, they find out if they have what it takes to get into the water and save someone in trouble.

"It's harder than I thought it was going to be," said Machinist's Mate 3rd Class

Robert Hockemeyer, a recent SRS graduate stationed aboard USS *Arkansas* (CGN 41). "I had been working out quite a bit leading up to the school, but I really wasn't prepared for all the pool conditioning. I hadn't worked with fins and a snorkel before, and I found that was a little tougher than I thought it would be. It's a tough course."

Safety is the main concern during the course, according to Aviation Structural Mechanic (Structures) 2nd Class William H. Young, an SRS instructor, because water can be a dangerous work environment. Another concern, almost as important as safety, is motivation and the desire to make it through. "We really stress [swimmers] to be hard-core," he said. "They need to love it. You can't make it through the course unless you love it."

Running, swimming, physical training (PT), water

Previous page: OS3 Jean-Paul Bertram squeezes out one more push-up during physical training.



entry, approaching a survivor, carrying a survivor, lifesaving techniques, aircrew equipment, parachute disentanglement and emergency first aid are part of the curriculum. The students are constantly inundated with challenges, both physical and mental.

"Hoo-Yah!" The throaty yell rings out again and again from the students. In the pool, the classroom, or at PT, it's clear they're motivated.

A morning workout, led by a tag team of instructors, leaves the students' muscles trembling. But the early session won't be complete until they finish a 2,000-meter swim in the 52-degree water of San Diego Bay. After the swim, 12 students, down from the 19 who started the class three weeks earlier, drag themselves, tired and sore, from the surf.

"Whether [it's] physical, emotional or professional, we want to take them beyond where they think they can go," said Chief Aviation Electrician's Mate (AW) Geoff Santner, the SRS course manager.



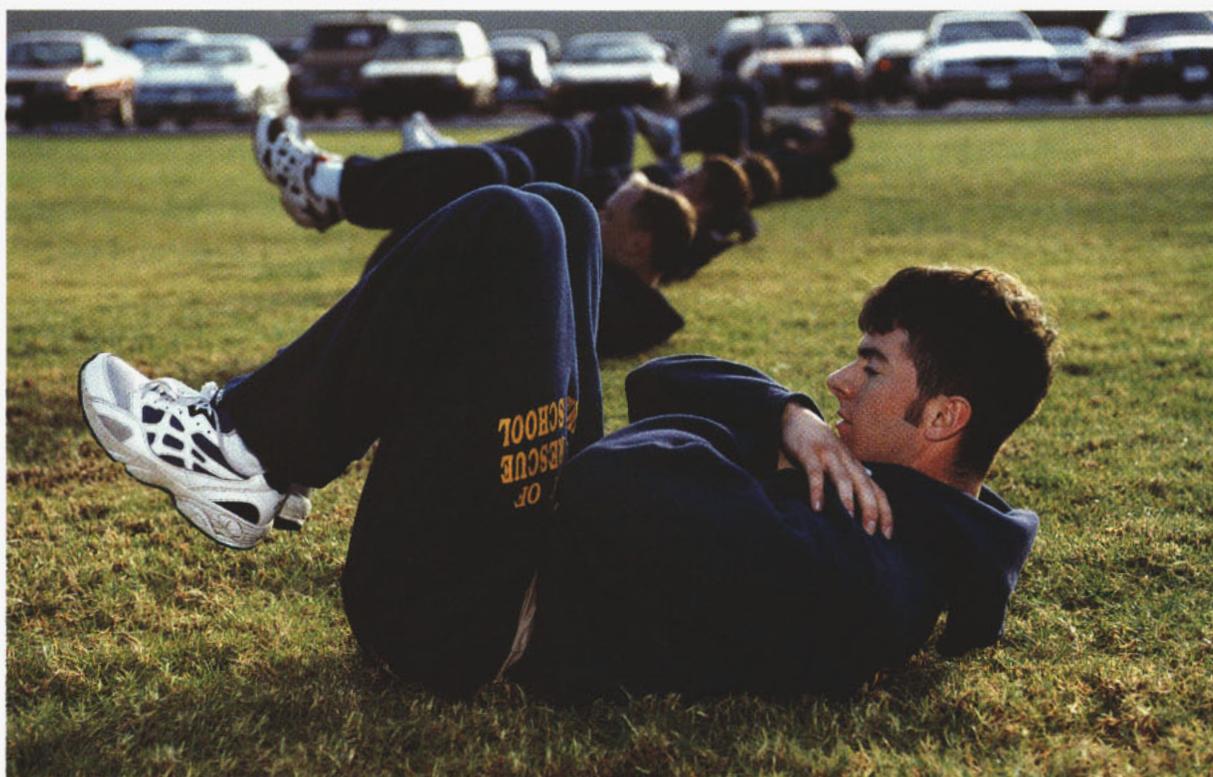
◀ Students take a moment to relax before their 2,000-meter swim through San Diego Bay.

▼ Splash! They've arrived at the swim site.



Photo by PH3 Ed Soto

▼ SN Dewey Wilkins from USS *Camden* (AOE 2), crunches his way through physical training.



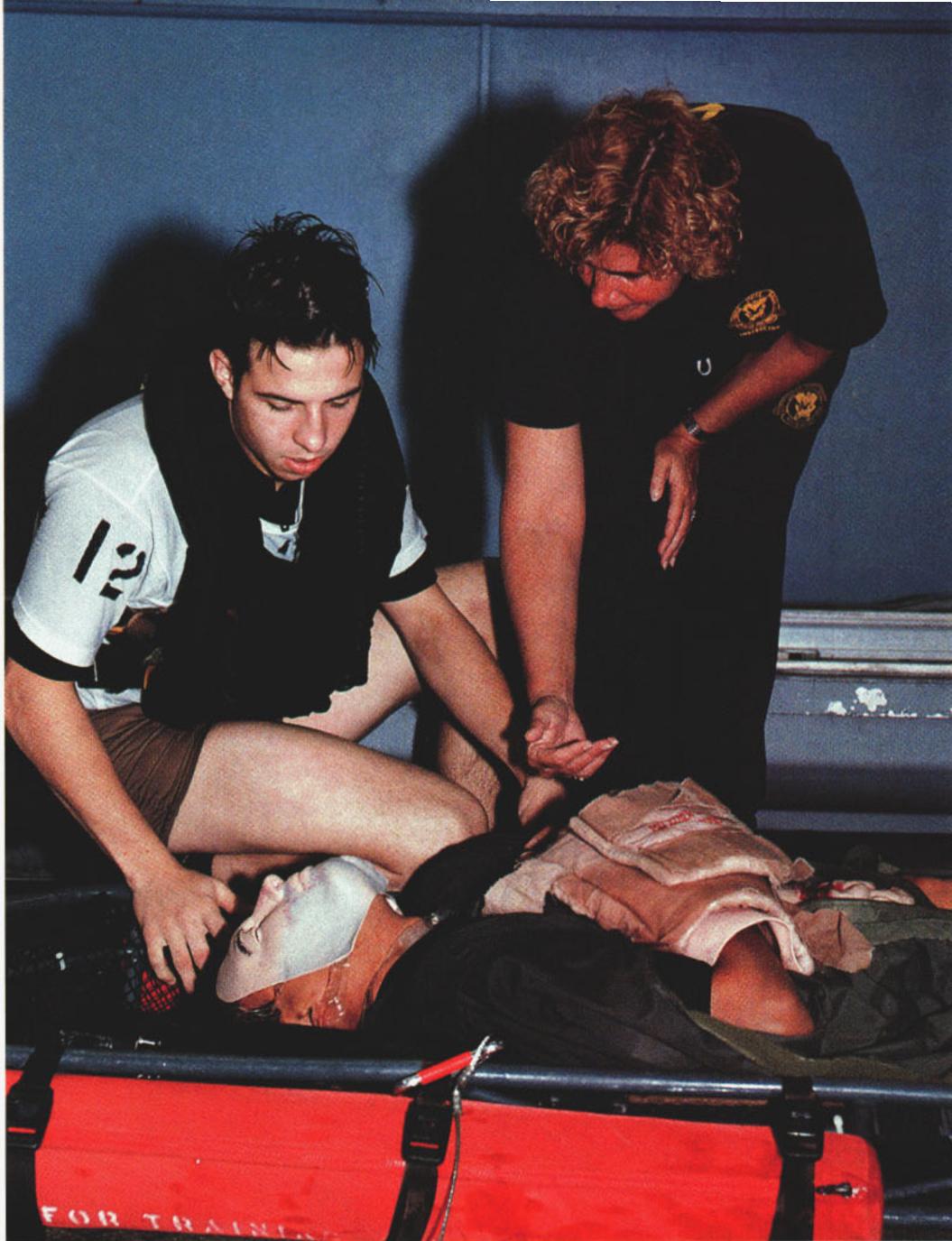
"We know when the rescue is going to take place," Santner continued. "It's going to happen at the worst time of night, with the worst sea state, with this kid coming off a late watch or something. He's tired, but he's got to go in and perform, so he's got to go beyond where he's at right then."

Rescue swimmers must know how to handle what they face in the water. Correct procedures for approaching a survivor in the water, freeing the person from a parachute, attaching the individual to a rescue harness, and many other delicate and critical operations must become second nature.

"They make us practice over and over again until it becomes instinct," said Operations Specialist 3rd Class James Michael Harrison, a recent SRS graduate aboard USS *Wadsworth* (FFG 9). "We don't even have to think. It's just there."

"It had been several years since I went through the school [before] my first rescue," Santner said. "I remember distinctly the procedures were all still there in my head. Did I make mistakes? Yes, but I didn't make critical mistakes that would endanger the survivor or myself."

That's important, Santner said, because the first rescue is scary. "I was terrified when I went in the water, but not to the point I couldn't perform. It's



HM1 Carol Deweese provides first aid instruction and supervision to a rescue swimmer school student.

normal, but you get it under control because you know what you have to do."

Hockemeyer agrees. "I'm really confident," he said of his newly acquired ability. "It would be a tragic situation for me to have to go out in the water to get somebody. But that's what I'm looking for, the opportunity to get out there and prove that all the work I did paid off." †

Mooney is a San Diego-based photojournalist assigned to All Hands.

HAWAII

Duty in our 50th state



Previous page: A Polynesian dancer performs at a luau at the Armed Forces Hale Koa Hotel in downtown Waikiki.

➤ Mount Waialeale and Waimea Canyon rise up out of the Pacific to form the beautiful Na Pali coast.

● Downtown Honolulu with Diamond Head Crater in the background.

➤➤ Sailors can enjoy polo matches at the Hawaii Polo club.

Imagine living and working in an exotic paradise. Warm tropical breezes caress your skin and sunny skies tan your body while you're mesmerized by cool, inviting waters. Imagine a fun-filled tour on an island that offers activities for everyone, from the die-hard sports enthusiast to the camera-carrying tourist. A timely call to your detailer could send you Hawaii-bound and have you saying "aloha" to an enchanted duty station.

If the extent of your knowledge about Hawaii comes from watching "Hawaii Five-O" or "Magnum P.I." reruns, then you don't know what you're missing. Recreational opportunities offered by the "Aloha State" are limited only by your imagination.

"It's an all-around paradise," said Electronics Technician 1st Class Marshall Munoz who is assigned to the *Arleigh Burke*-class *Aegis* Destroyer USS *Russell* (DDG 59). "I'm not having much of a hard time because of the Cost of Living Allowance (COLA)," he explained.

Living on a tropical island offers the ocean, the beaches and all kinds of water sports. Many of the military installations on Oahu have beach areas offering far more than sand and surf. The most popular military beach facilities are at Naval Air Station Barbers Point and Waianae Army Recreation Center on the western coast, Bellows Air Force Station on the eastern shore and Marine Corps Base Hawaii, Kaneohe Bay on the island's windward side. These facilities offer fully furnished rentable cottages, and some provide water-related sports equipment for rent.

Morale, Welfare and Recreation (MWR) offices offer discount tickets and information for various events to make your tour on the island memorable and affordable for you and your family. You can take your family to a luau, learn how to hula, eat poi with your fingers or enjoy a musical performance by Don Ho, Hawaii's famous entertainer. Sports fans can indulge their mania with the Hula Bowl, Aloha Bowl and NFL Pro Bowl at Aloha Stadium.

Munoz noted that even if you don't purchase advance tickets from MWR, you can still save money going to the movies, attending concerts or visiting local attractions.

"MWR offsets the cost with a 50 percent rebate, so if you take in the ticket, you can enjoy things fairly cheaply. Overall, it's affordable, if you use it," Munoz said.

Don't forget your access to the outstanding military and public beaches which provide opportunities for swimming, surfing and sailing. Snorkelers and divers are especially fond of the clear water of Hanauma Bay, a remnant of a volcanic crater on Oahu's eastern shore.

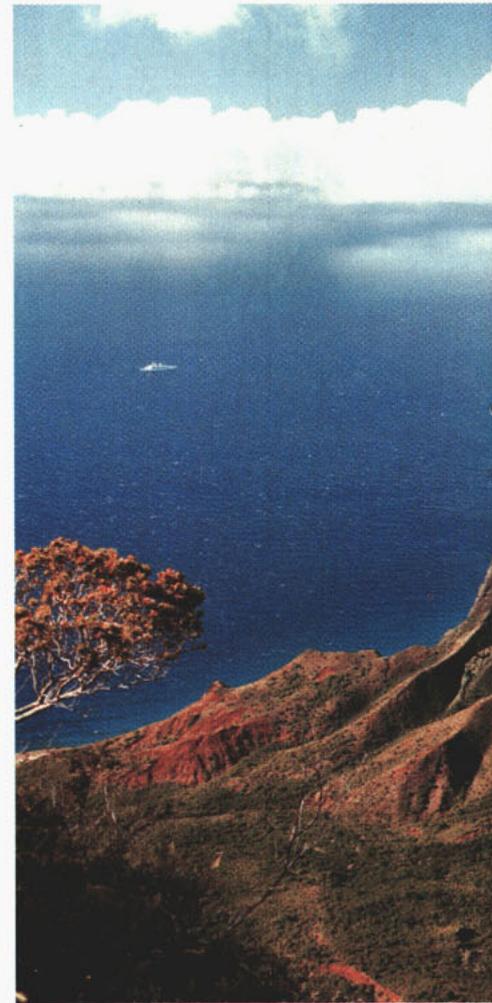




Photo by PH1 Gregory G. Hilton



Photo by JO1(SW) Scott A. Thornblom



Photo courtesy of Hawaii Visitors Bureau

A few miles away, at Waikiki Beach, you can learn how to surf or take an outrigger canoe into the breakers. If you want to see Hawaii from the sky, then visit Makapuu Point, an excellent location for hang gliding.

For those who prefer to stay indoors, Hawaii has plenty of theme parks and museums. The Polynesian Cultural Center, located in Laie, is a 42-acre village that preserves the heritage of the South Seas. Visitors can learn native dances, see Hawaiian crafts made and sample Hawaiian meals.

"It was fantastic," said Senior Chief Aviation Ordnanceman Ray Wilder after visiting the Polynesian Cultural Center. "We arrived before noon, stayed for the luau and didn't leave until the park closed that evening. It was probably the best thing I've seen in all my tours, on the mainland and overseas. There was so much to do, we were busy the whole time we were there. There were so many exhibits and shows to see," he added.

Sea Life Park in Waimanalo Beach is a 62-acre oceanarium featuring a 300,000-gallon Hawaiian reef tank with more than 2,000 specimens of marine life. The Hawaiian Ocean Theater showcases playful dolphins, penguins and sea lions.

Naturalists will love Waimea Falls Park in Waimea Bay. The park is an 1,800-acre historic nature park that has more than 5,000 island plants. Professional high divers make spectacular leaps from rocky cliffs into the park's 45-foot waterfall.

Trailblazers are often seen trekking through Diamond Head State Park. Two 175-step staircases and a 300-foot tunnel lead the adventurous to a panoramic view of Honolulu.

For a glimpse into Hawaii's history, visit the Bishop Museum, founded in 1889 and known for its cultural artifacts and natural history collections.

Sailors should take the opportunity to walk aboard USS *Arizona* Memorial Land Visitor Center. The memorial spans the sunken hull of USS *Arizona*, where 1,177 Sailors and Marines died Dec. 7, 1941. The Submarine Memorial Park, operated by the Pacific Fleet Submarine Memorial Association, is located nearby USS *Arizona* and honors Sailors who served in the "Silent Service."

If you crave excitement and daring, then Mauna Loa and Kilauea volcanoes await you on the Big Island of Hawaii. Inter-island airfare is inexpensive and the Kilauea Military Camp Armed Forces Recreation Center, located at the summit of Kilauea, makes island hopping affordable for Sailors and their families. Kilauea Military Camp is a joint service outdoor recreation facility for active-duty and retired military personnel. Rentable cabins are available. Other facilities include a general store, gas station, laundromat and cafeteria.

Do you have the urge to shop 'til you drop? The Aloha Stadium swap



● The first resident to move into a new Moanaloa Terrace house was STG2 Galen Bodden, seen here assisting in the traditional "lei untying." Assisting Bodden is (from left to right) Congressman Neil Abercrombie (in hat), Sen. Daniel K. Inouye, Sen. Ted Stevens, Isabel Bodden, Bodden, Barry Zlatoper, Rep. Patsy Mink and ADM Ronald J. Zlatoper.

▲ Surfing is a year-round sport that can be enjoyed by everyone.

▼ The *Arizona* Memorial is one of the most visited sites in Hawaii.



Photo by PH1 Don Bray



Photo by JO1(SW) Scott A. Thornbloom

meet on Oahu offers island trinkets, curios and souvenirs. Ala Moana Shopping Center, across from Ala Moana Park, is the largest shopping mall in Hawaii. Enveloped between picturesque gardens, pools, fountains and sculptures, 155 stores cater to a shopper's every desire. The International Marketplace provides fine gold jewelry for those with extra money to spend.

Our 50th state offers unique experiences. It is an exciting tourist destination ... an island rich with history and incredible beauty. Remember, you're returning home to paradise! Aloha!

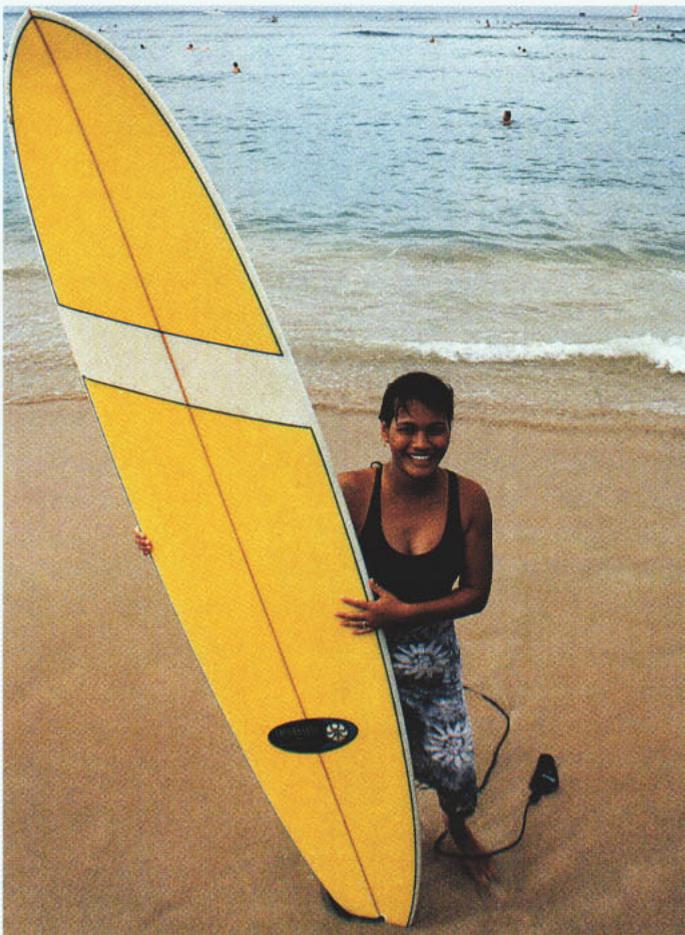


Photo by PH1Greg Hilton

Living in Hawaii's tropical paradise is an opportunity of a lifetime. With careful planning, Sailors and their families can enjoy the "Aloha State," despite its high cost of living. Sunning on Waikiki Beach, hiking up Diamond Head and other activities are affordable if you plan wisely, according to Frank Tomaszewski, money management specialist at the Family Services Center (FSC) in Pearl Harbor.

"Budgeting and financial planning are key and should begin as soon as the service member is penciled in for orders to Hawaii," Tomaszewski said. "[When] Sailors receive their orders, they should seek budgeting assistance from the Relocation Assistance personnel at their local Family Service Center. They can [find out] the cost of living in Hawaii, Cost of Living Allowance (COLA) rates, Variable Housing Allowance (VHA) and Bachelors Allowance for Quarters, rental prices, spouse employment and even part-time employment for the Sailor."

Spouse employment is an important issue. "FSC has the Spouse Employment Assistance Program (SEAP) that helps spouses find jobs. If the spouse worked for the government before, they would have spouse employment rights that would allow them to get a government job here," Tomaszewski explained.

"If the family member starts networking for a job through SEAP with the representative at their present command and also through Human Resources Offices in Hawaii, then that person could probably land a job before they come over. Also, Army-Air Force Exchange Service (AAFES), Navy Exchange Service (NEX), McDonald's and most of the concessionaires on base usually look to hire family members of military personnel first," he added.

According to Tomaszewski, learning about Hawaii before moving there is the key to successful living on the islands. "A lot of people come over here too much in debt, or accrue too much debt when they first get here. They get VHA advances or cash advances through their credit card to cover the costs of the move. They're already behind the power curve as far as budgeting, and it gets them in trouble. They should set aside money for first month's rent and deposit, if possible," he said.

Many Sailors enjoy island life while successfully managing their finances. Tomaszewski tells of an E-4 submariner and his wife who moved to the island three years ago.

"This couple budgeted their money and rented an apartment that they could afford. They bought an inexpensive car that would get them around and they saved money. They never had any problems ... when they wanted to take a vacation, they just pulled money out of savings," he said.

Single Sailors can also have financial difficulties. "Single Sailors tend to put bills aside to go out and have fun because they live on the ship or in the barracks and they need to get out," Tomaszewski explained. "What a lot of them don't realize is that there's a lot of affordable entertainment in Hawaii. Discounted movie and sporting events tickets purchased through Morale, Welfare and Recreation (MWR) are available. Additionally, most ships have a program where Sailors receive rebates through the ship's MWR on tickets purchased for selected activities out in town," he added.

A visit to one of the island's beautiful beaches is also inexpensive and a great way to slow down, relax and unwind. Surfers can head to the North Shore, renowned for its monstrous waves and Triple Crown of Surfing tournament. Mermaids and mermen can grab their fins, masks and snorkels in the crystal-clear waters of Hanauma Bay, a marine preserve with an assortment of rainbow-colored reef fish. The adventurous can attempt windsurfing at Diamond Head Beach and outrigger canoeing in Waikiki waters.

One cost-conscious Sailor has no difficulty having fun under the Hawaiian sun. "My family and I have been here for more than a year and we love it," said Operations Specialist 2nd Class (SW) Jay Magers. "We take advantage of military recreation areas such as Bellows or Barbers Point as often as we can. After all, it doesn't cost anything to go to the beach, and I love

● CTT2 Mike Curtis putts for a birdie on the 18th hole of the Navy-Marine Golf Course at Pearl Harbor.

➤ A day off from duty means a chance for MS3 Henry Joseph, assigned to Submarine Base, Pearl Harbor Galley to wash his new car.

▲ Waimea Canyon, often called the Grand Canyon of the Pacific, plunges 3,568 feet into the Island of Kauai.

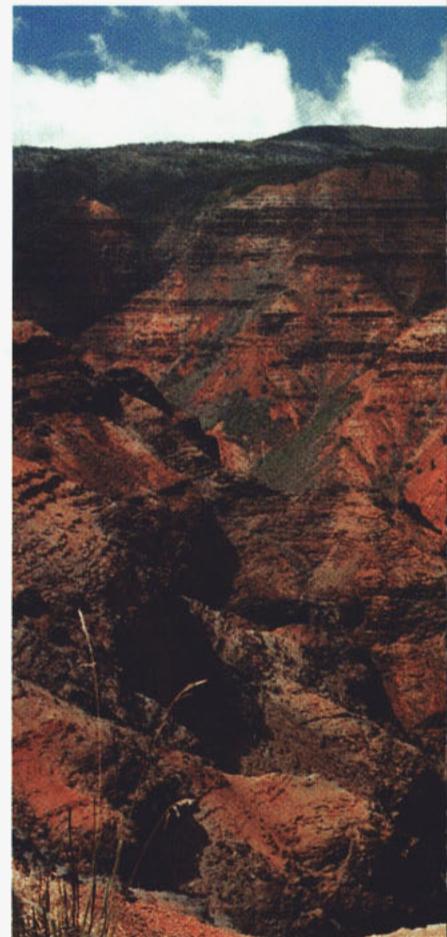
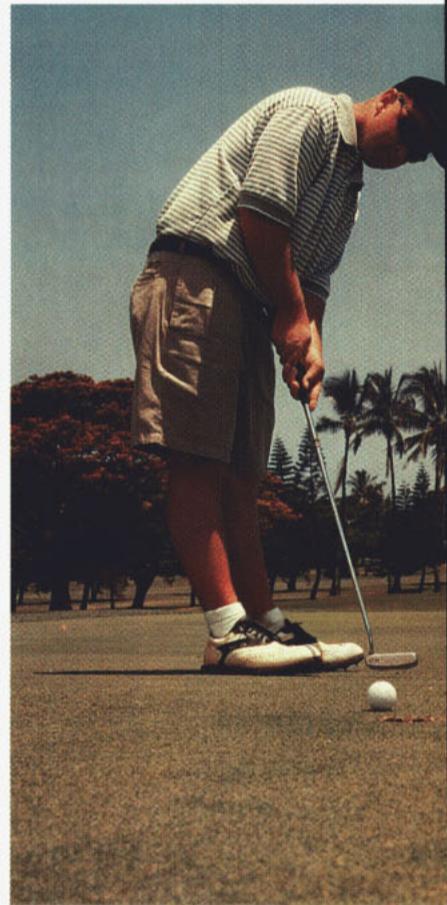


Photo by PH1 (AW) Don Bray

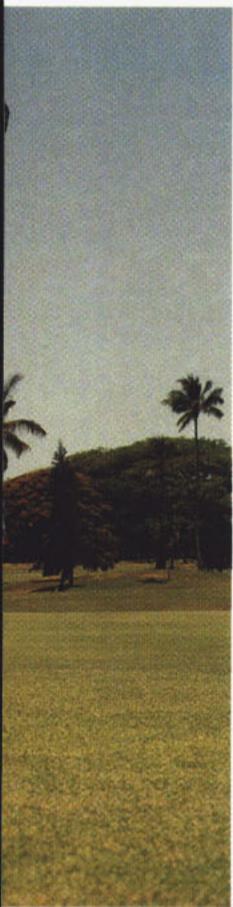


Photo by PH1 (AW) Don Bray



Photo by PH1 Greg Hillon

to surf." Magers is assigned to Afloat Training Group Mid-Pacific.

If you're not into the beach scene, a picturesque drive around the island could be your answer to recreation. Some locations worth visiting include the haunted Pali Lookout, where Kamehameha the Great and his warriors won a fierce battle, and the National Cemetery of the Pacific, (the Punchbowl), final resting place of many World War II, Korean War and Vietnam veterans. Don't forget to check out the magnificent native plants and flora in Waimea Valley.

Sailors who come indoors can save money using the commissaries. "The keys to keeping costs down when grocery shopping are the same at any command," said Tomaszewski. "Go into the store with a list and use coupons if you can. Buy things you need, not things you'd like to have."

"I definitely take advantage of the commissary," said Interior Communications Specialist 1st Class (AW) Dustan Martin. "I've been stationed in California, too, and the prices of groceries are pretty comparable. I also save by shopping at Sam's Club and Costco, buying in bulk, as I have a rather large family to feed." Martin is assigned to Navy Broadcasting Detachment Pacific Fleet.



- ▲ Hanauma Bay, on the island of Oahu, attracts visitors from all over the world.
- Tranquility is ever-present in paradise.
- Hula dancers perform at a luau at the Hale Koa Hotel in downtown Waikiki.

Proper budgeting and planning are two things that Tomaszewski can't stress strongly enough. "Family Services Center offers various classes ranging from 'Basic Budgeting Skills' to 'Tips for Lean Living,' and they're all free."

Quartermaster 2nd Class Alicia Lacroix assigned to the operations department Naval Base Pearl Harbor, is a single mother who takes full advantage of the military child care system. "As soon as I learned I was expecting a baby, I immediately put my name on the base child care waiting list. The fee for child care is based on paygrade, so that helps me out a lot. As for entertainment, we go to the beach or the base pool often, and we spend a lot of time at the Hickam Air Force Base playground."

According to Tomaszewski, if you move to Hawaii with a positive attitude and a balanced budget, you'll thrive in the beauty and adventure your Hawaiian duty station offers.

Sailors transferring to Hawaii stand a good chance of being the first tenants in a new home or moving into one that has just been renovated. During the recent dedication of 100 new homes at Moanalua Terrace in Pearl Harbor, Sen. Daniel Inouye praised Secretary of the Navy John Dalton's wife Margaret. "We owe our thanks to Margaret Dalton. Were it not for her passion and concern for our Sailors and their families, this ceremony might not have taken place for several more years."

According to Secretary Dalton, "Margaret toured



some of the housing here on Oahu [in 1994]. She was literally brought to tears describing it to me and she said, 'We cannot let our people live in that type of housing.'

"I agreed and we went back to Washington and made a commitment to do whatever we could to enhance this vital quality-of-life issue," Dalton said.

Thanks to Dalton's efforts, within 13 years, "every Navy house on Oahu will either be new or entirely renovated. That's a pretty aggressive project considering the Navy has 29 housing areas and almost 8,000 homes on the island," said Master Chief Machinist's Mate Tom Dolan, Commander Naval Base Pearl Harbor's command master chief.

"When all is said and done, the average age of a house in Hawaii will drop from 35 to 15," said RADM Gordon S. Holder, the regional coordinator for Hawaii who manages Navy housing in Oahu.

Currently, the Navy is working on these major projects in Oahu:

- the replacement of 752 homes in Moanalua Terrace (including the 100 homes mentioned earlier);
- 158 new houses at Doris Miller Park;
- 164 new houses on Pearl City Peninsula; and
- revitalization projects at existing homes in Doris

Miller Park, Navy Computer and Telecommunications Area Master Station, Marine Barracks, Pearl City and Lualualei.

When a home is 'revitalized,' the housing structure remains intact and the interior is gutted. The walls and floors are replaced and each unit receives a new bathroom and kitchen. The older homes are completely replaced.

The new construction means a decrease in the time Sailors have to wait for housing. "The longest waiting period, 5 to 7 months, was for junior enlisted, two-bedroom homes," said Dolan. To trim the waiting list to a two-month maximum, the Navy concentrated on the area with the greatest need.

"Most of the new homes are two-bedroom units," Dolan said. "We want to change that figure for the better."

Navy leaders currently focus on Sailors' quality of life, especially in Hawaii. "The Navy recognizes that the people who are taking planes to the air and ships out to sea for us need to feel secure," Dolan said.

"Hawaii is excellent duty for families," said CDR Christopher Wenz, assistant Chief of Staff for Housing, COMNAVBASE Pearl Harbor. "I heard some negative things before I came here," said Wenz.

"If two people look at the same picture, they won't see the same thing. The same is true for coming to Hawaii. If you come here with an open mind, and you get out and explore all your possibilities, I think you'll find Hawaii is a great place to be stationed," Wenz said.



Photo by JOT(SW) Scott A. Thornblom

Photo by JOT(SW) Scott A. Thornblom

The mood seems hostile at the Hawaiian tribe dwelling (the House of the Warrior). Within the confines of the village, tribes men

covered in body paint dance to beating drums. Another native blows flames from his mouth. The smell of roasting pig wafts through the air from a barbecue pit.

But that's only Mondays and Thursdays when the Hale Koa has its luau. Otherwise, the hotel has a mood of warmth, a mood the resort's general manager describes as "aggressive Oklahoma hospitality."

More than just a hotel, the Hale Koa Armed Forces Recreation Center is nestled squarely on the lush 72-acre Fort DeRussy, and boasts 814 first-class rooms, three freshwater swimming pools, complete beach facilities, and a wide variety of restaurants, lounges and spectacular dinner shows. The hotel is one of the roomiest expanses on Waikiki, or on the island for that

● Hale Koa Hotel is a favorite resort for Sailors and their families.

➤➤ Colorful flower leis ready to grace the necks of visitors to Hawaii.

➤ This breathtaking view of Wailua falls, on the island of Kauai, was used as an opening shot in the TV series "Fantasy Island."

matter. "You would have to go to the Big Island to find a hotel with as much ground acreage as we have," said John Jefferis, Hale Koa's general manager.

Completely refurbished, the sprawling complex includes the original 418 rooms and the new Maile Tower which was completed last September, bringing on line 396 luxurious guest rooms. In addition to the tower, the multi-million dollar refurbishing project gave the hotel a new parking garage, fitness center, restaurant, pool, front desk, courtyard and expanded exchange, not to mention a new look.

For the retirees who usually make up 33 percent of the hotel's occupancy, the Hale Koa is utopia. But younger generations also enjoy the hotel. "A lot of younger couples come down for the weekend," said Jefferis. "Our fitness center [The Point] is one of the best on the island; it draws a lot of people. One of the programs we just started is the 'Great Hawaiian Adventure.' It's a tour run by our staff, which takes guests on a trip to Moana Falls, then snorkeling and boogie boarding on the Waimanalo side. It's popular with the younger crowd."

Jefferis indicated they were also trying to attract single Sailors to the hotel with a day pass. "A Sailor could make a day of it — come down here, hang up his duds, work out in the fitness center, have dinner, then go out on the town. The Hale Koa would be a central location where he or she could start and finish the day."

That day might include a swim in one of the hotel's pools, or rides on jet skis, which management recently added to the beach services. One can also take in some souvenir shopping at the exchange at prices much lower than the local souvenir and candy shops, look for food and fun at the lively hotspot Bibas, or hang out near "Gus," the hotel's 50-year-old Banyan tree.

For those looking for a more sophisticated sit-down dinner could head over to the award-winning Hale Koa Room, where Executive Chef Rolf Walter oversees things. Schooled in Germany, Walter serves up a worldly cuisine, with more than 13 main dishes served plus a full buffet. Linguini with Prosciutto ham, herb-seared red snapper, prime rib roast and sauteed jumbo shrimp are among the choices on the menu.

"Our foods are traditional, mainly Pacific-Rim cuisine with a little influence from the Mediterranean," said Walter. "It's very traditional, very good!"

If you're in search of a great meal, a dinner show, magic, the beach or just a good night's sleep, head on down to the 'House of the Warrior.' No restless natives here. Only a mood of Aloha. †

Stories by JO1(SW) Scott A. Thornbloom, JO2 Rita Bargeloh and JO2 Andrew Cramer who are assigned to the Pacific Fleet public affairs office, Pearl Harbor.

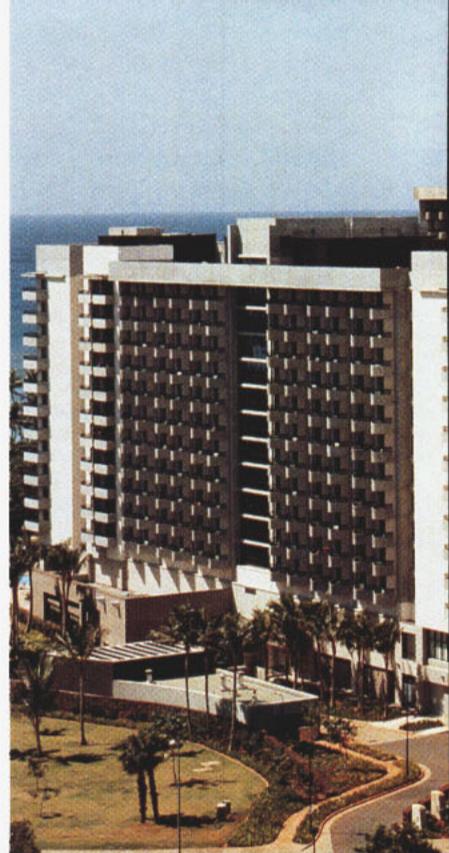


Photo by PH1 Greg Hillon



Courtesy of Hale Koa Hotel



Photo by Anthony Anjo, courtesy of Hawaii Visitors Bureau



The Hale Koa Hotel

WHAT IS IT? An affordable resort for military guests and their families, located on Waikiki Beach. Complete facilities include 814 first-class rooms, three fresh water swimming pools and complete beach facilities, plus a wide variety of restaurants, lounges and dinner shows.

WHERE IS IT? On the beach at Waikiki, near the Hilton Hawaiian Village.

WHO CAN STAY? All active-duty and retired military personnel and their immediate family members; cadets and midshipmen; ready and selected Reserve component personnel and their immediate family members; DOD civilian employees and their immediate family members; and others as specified by management.

FOR RESERVATIONS: Call (808) 955-0955. You can make reservations up to one year in advance.

CHISELED FOR THE CHALLENGE

Sailors compete in bodybuilding contest

Story and photos by JO2 Robert Benson

Contorting 210 pounds of lean muscle into a super-human pose that scores points from judges and mesmerizes onlookers can't be as much fun as they make it look. Bodies tremble under the stress. Veins and sweat shoot to the skin's surface. Inside, they cringe under the excruciating force, but it doesn't show on their faces.

Through it all they smile. Fake smiles. Smiles as big as any beauty king or queen on a parade float, teeth glowing against their tanned bodies. They make it seem as enjoyable as a Sunday afternoon walk in the park.

Pearl Harbor's Morale, Welfare and Recreation (MWR) staff cleared away film reels backstage at the base's theater and brought in the bulk – about 3,500 pounds of highly-trained Charles Atlas look-alikes with super-sculpted human muscle machines – the military bodybuilders. Twenty-six men and women competed in the 13th Annual Armed Forces Bodybuilding Championship.

During the ladies final pose down with the runners up, the judges called out poses and the ladies struck them – first the front double bicep, then the side chest. With each pose the applause grew louder. Next came the back double bicep pose, and finally, with a deafening roar peaking, the abdominal pose in which they showed their lean-cuts.

In the end, Damage Controlman 2nd Class Michell Tuggle finished second in the lightweight division. "The level of competition was very stiff this year," said Jack Lee, event coordinator.



◀ CTRC Casey Gatley took home a third place trophy in the light heavyweight division.

"Usually we have one or two standouts; this year anyone could have won it."

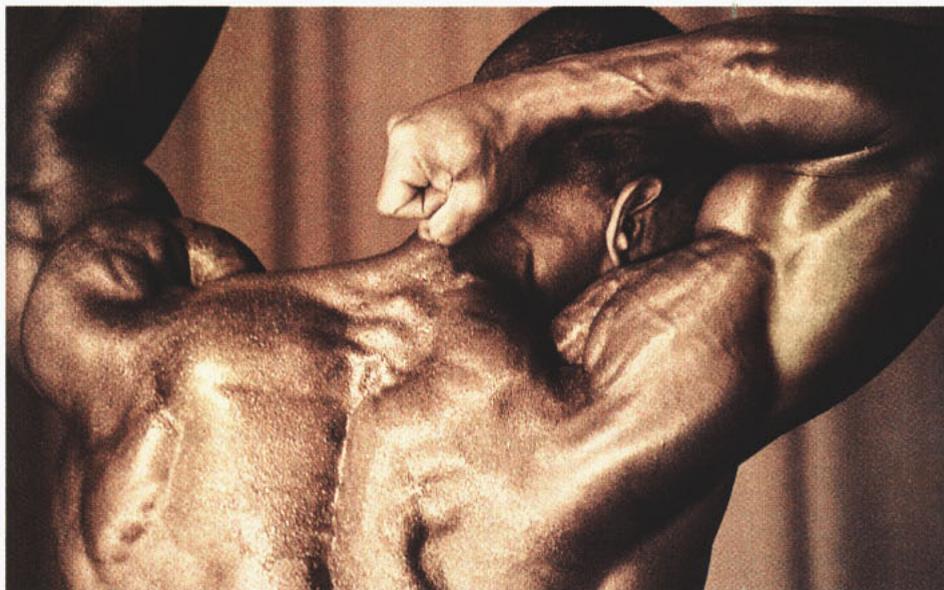
If there were an award for best rookie, officials said, it would have gone to Tuggle. She was the only first-time competitor among the seasoned bodybuilders. Tuggle took up the sport only eight months before the contest and decided to compete in the contest just five months later.

"It was a challenge for me," said Tuggle. "I started weight training and I liked the results. The biggest thing in competing for me was to get that far and stay injury free along the way. The discipline in weight training can be carried over in to so many different facets of life. That's the greatest benefit."

Another benefit of disciplined weight training – sheer muscle mass – was proudly displayed at the contest.

All of the contestants pumped it – especially the winners – who smiled as wide and bright.

Only this time, they meant it. Their smiles were real. †



Fleet Information Warfare Center

The Navy's clearinghouse of technology

Story and photos by JO1 Ron Schafer

The Information Age is moving along at the speed of light with many advances in communications, computer and intelligence technology. Information warfare and command and control warfare (IW/C²W) enables commanders to deceive, disrupt or destroy an enemy's information infrastructure and command and control process.

At the Fleet Information Warfare Center (FIWC) Norfolk, with its detachments in San Diego, Chesapeake, Va., and Honolulu, 402 people provide fleet commanders with IW/C²W operational support, training and planning and tactics development.

FIWC Sailors maintain, operate and deploy hardware, software and other programs developed by the Navy Information Warfare Activity and provide training for fleet operators. FIWC also assigns personnel to carrier battle groups and amphibious ready groups throughout their deployments. FIWC supports naval commands worldwide, providing realistic opposition force scenarios during fleet exercises.

FIWC also works with other service and joint



▲ EW2(SW) William H. Sprake of Gap, Pa., receives instructions from a simulated headquarters command. Operating out of a C-3 van at Fort Story, Va., he plays the role of the enemy Orange Force, transmitting false information during CJTFEX '96.

agencies to coordinate IW/C²W initiatives for joint operations.

Though the concept of command and control warfare may seem confusing, Dan Walters, FIWC technical director, helped simplify it saying that, as a part of information warfare, it deals with electronic warfare, psychological operations, operational deception and operations security.

"The Navy and the military have been doing each of these things for many, many years," he said. "What we've done is consolidated them under one name – command and control warfare." †

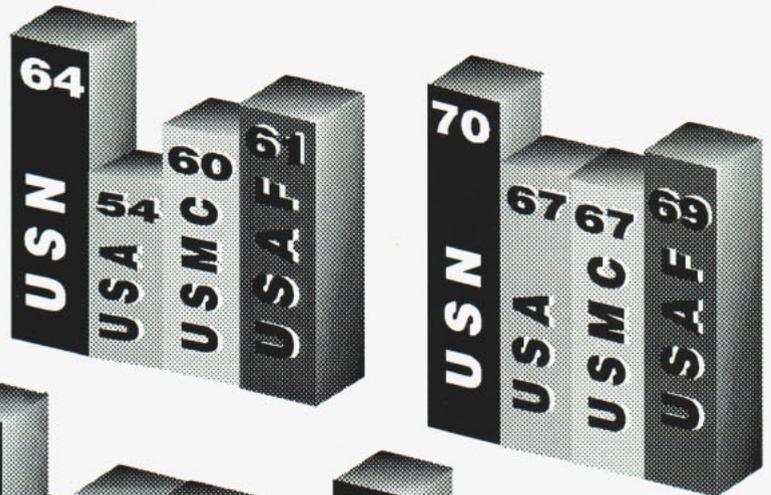
Schafer is a Norfolk-based staff writer for All Hands.



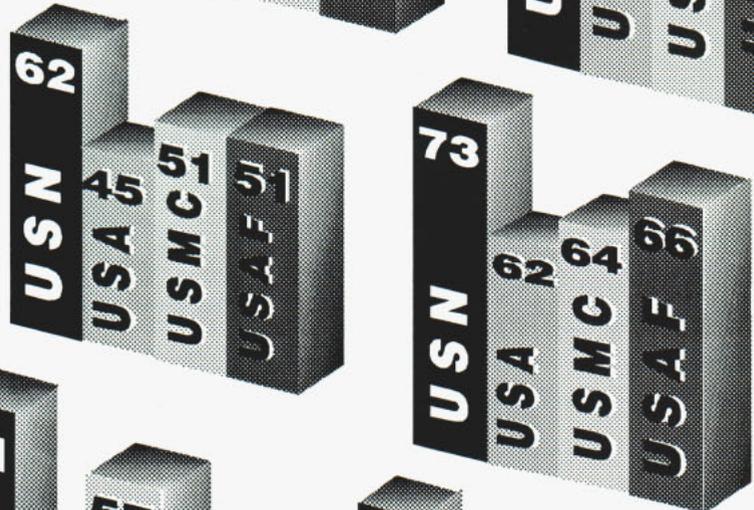
◀ While atop a C-3 van at Fort Story, Va., during CJTFEX '96, STG1(SW) Michael A. Wilt of Rockville, Md., fills an antenna coupler with nitrogen to alleviate condensation.

Hard work, training pay off:

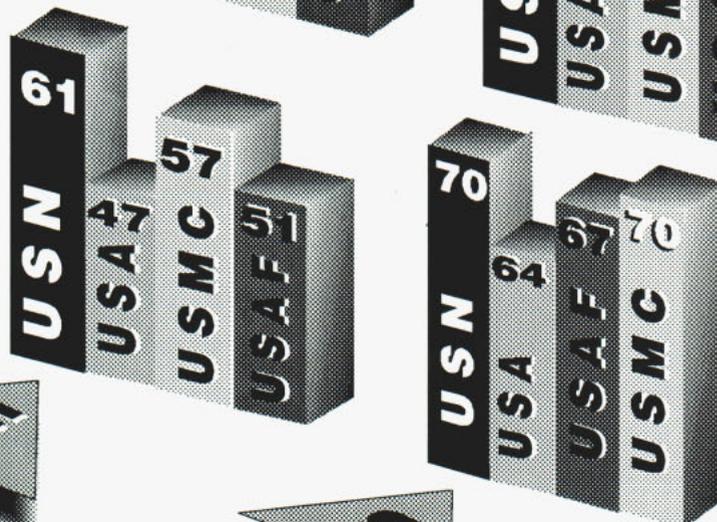
Does the senior leadership of your installation/ship make honest and reasonable efforts to stop sexual harassment...?



Does your immediate supervisor make honest and reasonable efforts to stop sexual harassment...?



Does the senior leadership of your Service make honest and reasonable efforts to stop sexual harassment...?



% responding YES

Navy's on the right course

Navy's progress

The Navy's results in the 1995 Department of Defense Sexual Harassment survey reflect significant progress toward achieving our policy of "zero tolerance" of sexual harassment and show the system is working.

Sexual harassment is declining in all the services according to the largest, most comprehensive sexual harassment survey ever conducted. The fleet's leadership, hard work and training have put the Navy at the front of DoD's positive progress on this serious issue.

High confidence in leadership

Sailors' responses showed a high level of confidence in the Navy's leadership. Seventy percent of the men and 64 percent of the women surveyed feel that the leadership at their ship or installation makes honest and reasonable efforts to stop sexual harassment. Seventy-three percent of the men and 62 percent of the women questioned believe that their immediate supervisors make honest and reasonable efforts to stop sexual harassment. Seventy percent of the men and 61 percent of the women said that the Navy's senior leadership makes honest and reasonable efforts to stop sexual harassment.

Sixty-two percent of the women surveyed in the Navy attribute the training they received as effective in reducing and preventing sexual harassment.

Department of Defense results

Overall, the survey results were encouraging. Between 1988 and 1995, the percentage of military women who reported receiving uninvited and unwanted sexual attention from someone at work during the last 12 months declined from 64 to 55 percent. The percentage of men dropped from 17 to 14 percent.

In addition, survey respondents with six to 10 years of experience were asked their opinion of how often sexual harassment occurs, compared to a few years ago. Sixty percent of the women and 76 percent of the men said it occurs less frequently. Only ten percent of the women and five percent of the men said sexual harassment occurs more frequently today.

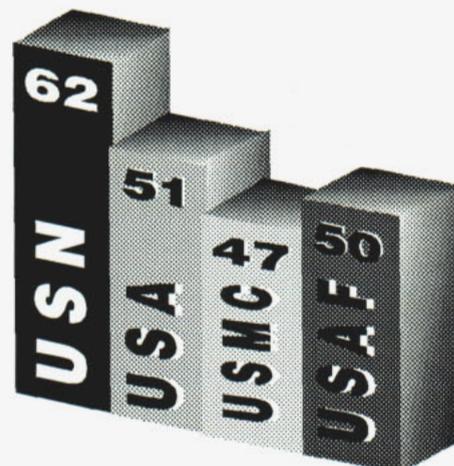
Active-duty military personnel are increasingly reporting

their experiences. According to the survey, approximately 24 percent of those who indicated experiencing an incident chose to report that incident – 40 percent of women and 17 percent of men. This is up from the 1988 survey when only eight percent of women and 10 percent of men who experienced sexual harassment chose to report the incidents.

The survey also indicated that 83 percent of the military women who reported unwanted sex-related attention believe that their chances of having a successful military career would be improved or not affected by making a report.

Development of the survey, which questioned more than 90,000 people, was the result of a March 1994 declaration by Secretary of Defense William Perry. "Equal opportunity is not just the right thing to do, it is a military and economic necessity," he said. Secretary Perry set out a five-part plan which included the establishment of a Defense Equal Opportunity Council (DEOC) Task Force on Discrimination and Sexual Harassment to review the military services' complaints system and recommend improvements. A department-wide sexual harassment survey because one had not been fielded since 1988.

"All employees of this department have a right to carry out their jobs without discrimination or harassment," Secretary Perry said.



% women responding YES: training was effective in reducing or preventing sexual harassment.

**Source: 1995 DoD Sexual Harassment Survey Preliminary Results*

Get out of hot water!!



Photo by PH3 Sam Dailian

The U.S. Consumer Product Safety Commission is urging everyone to lower their water heaters to 120 degrees Fahrenheit. The decrease in temperature will conserve energy, save money and prevent accidents.

Each year, scalding water accounts for approximately 3,800 injuries and 34 deaths in the home. The

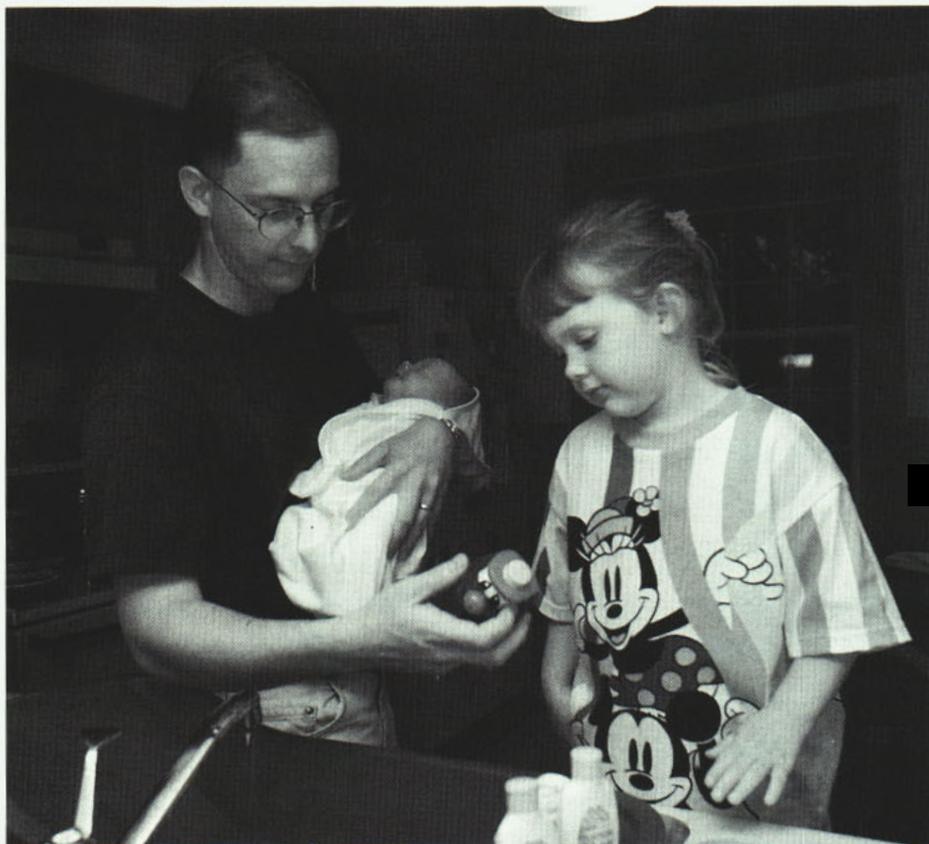


Photo by P.H.T. Dolores Anglin

majority of these incidents involve the elderly and children under the age of five. Here are some ways to lower your water temperature depending upon your method of heating:

Electric water heaters

Call your local electric company to adjust the thermostat. Some companies offer this service at no charge. To make the adjustment yourself, shut off the electric current to the water heater and then turn off the circuit breaker or remove the fuse to the heater.

Most electric water heaters have two thermostats, both of which must be set to a common temperature for proper operation. To reach these thermostats you must remove the upper and lower access panels. Adjust the thermostat according to the instructions provided with the appliance. Hold a candy or meat thermometer under the faucet to check water temperature. Hot water should not be used for at least two hours prior to setting the temperature.

Gas water heaters

Because thermostats differ, call your local gas company for instructions. Where precise temperatures

are not given, hold a candy or meat thermometer under the faucet for most accurate reading. Do this first thing in the morning or at least two hours after using water. If the reading is too high, adjust the thermostat on the heater according to manufacturer's instructions and check again with thermometer.

Furnace heaters

If you don't have an electric, gas or oil-fired heater, you probably have an on-line hot water system. Contact your fuel supplier to have the temperature lowered.

If you live in an apartment, contact the building manager to discuss possible options for lower-

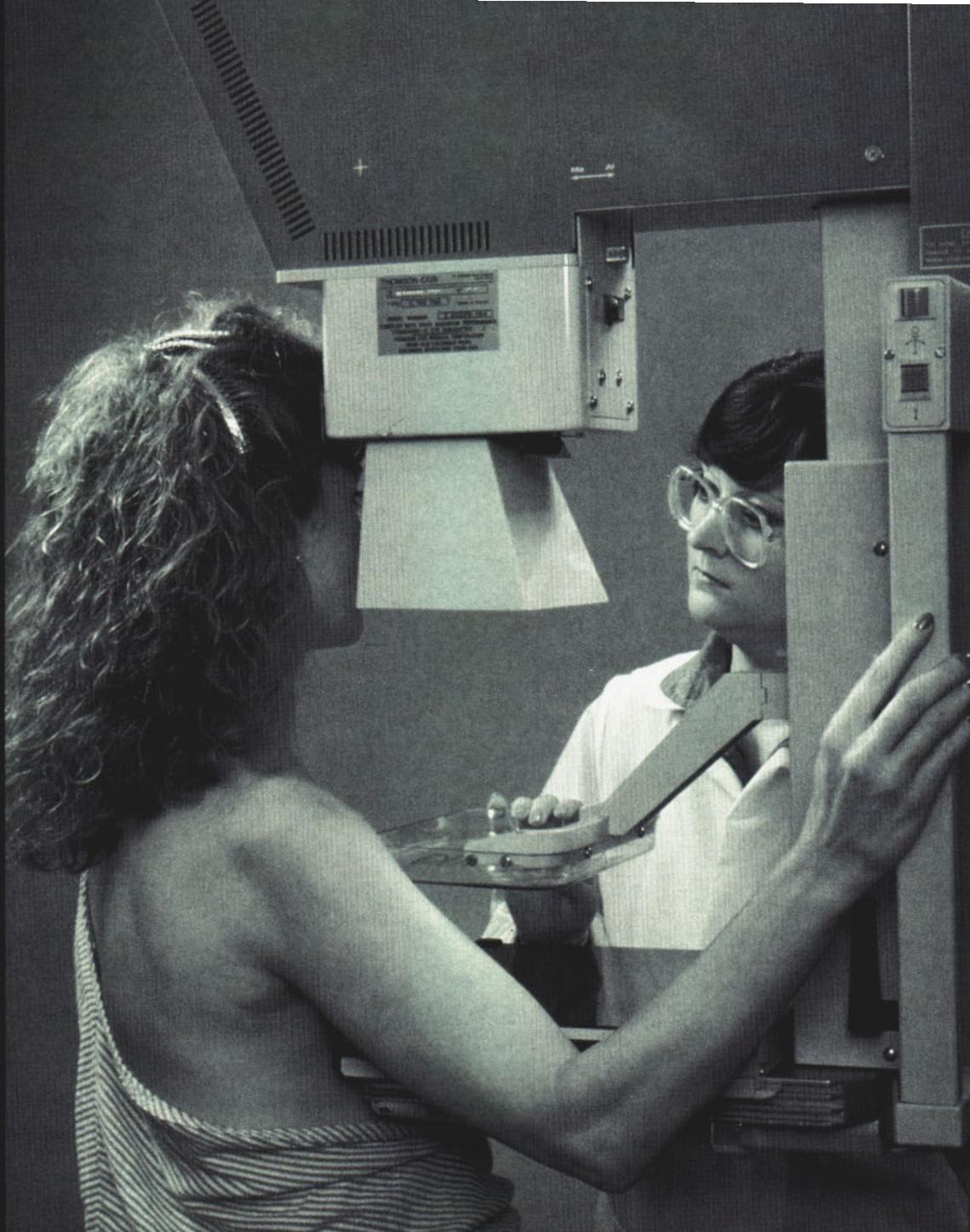
ing your tap water temperature. Reducing water temperature will not affect the heating ability of the furnace.

Consumers should consider lowering the thermostat to the lowest settings that will satisfy hot water needs for all clothing and dish washing machines.

Never take hot water temperature for granted. Always hand test before using, especially when bathing children and infants. Leaving a child unsupervised in the bathroom, even if only for a second, could cause serious injuries. Your presence at all times is the best defense against accidents and scalding to infants and young children. †

Courtesy of the U.S. Consumer Product Safety Commission.

Effects of Hot Water on skin		
Burn Type	Water Temperature	Exposure Time
3rd Degree	150 Degrees	2 Seconds
3rd Degree	140 Degrees	6 Seconds
3rd Degree	130 Degrees	30 Seconds
3rd Degree	120 degrees	5 Minutes



Detection = Protection

Story by JO2 Candice Lee, photos courtesy of National Cancer Institute

According to a survey conducted by the National Cancer Institute, more than 46,000 American women died of breast cancer in 1995. Doctors are still learning about the origins of the disease and trying to determine who is at the greatest risk.

The survey revealed that breast cancer is the most

common form of cancer in women. It's estimated that every three minutes a woman is diagnosed with breast cancer and every 11 minutes another dies from it. The disease has left many scientists and physicians shaking their heads in frustration.

"I didn't know anyone with breast cancer. No one in my family had breast cancer. None of my friends

“We really don’t know what causes breast cancer.”

— Dr. Marc Mitchell



▲ This 3-dimensional picture of a cancerous breast shows the overall shape of the cell's surface at a very high magnification. Cancer cells are best identified by internal details, but research with a scanning electron microscope can show how cells respond in changing environments and can show mapping distribution of binding sites of hormones and other biological molecules.

◀ Mammograms are highly effective in detecting even the smallest cancerous tumors in women and men..

had breast cancer, so I was very unaware,” said one active-duty breast cancer survivor.

“I was devastated,” said another. “It was my daughter’s seventh birthday, and I was more concerned with planning a party, then they tell you you’re going to die.”

“We really don’t know what causes breast cancer,” said Dr. Marc Mitchell, a general surgeon at National Naval Medical Center’s (NNMC) Breast Care Center, Bethesda, Md. “Some women get breast cancer because they have a genetic predisposition to the disease, but many women get it spontaneously and we just don’t know why.

“What doctors do know about breast cancer is that the mortality rate for African American women is higher than that of white women. And 75 percent of new cases are diagnosed in women with no family history,” said Mitchell.

A proper breast self-examination should be done standing up, then repeated lying down with a pillow under the shoulders. Remember, it’s important to check below the arms, near the collar bone and just above the rib cage, because breast tissue is present in these areas.

Doctors agree that conducting a self-examination is only half the battle for women trying to save their own lives. While many are doing a self breast exam, some women are still afraid to report what they find.

“We have found that women who have waited have gone beyond the point of catching it at an early time and getting it taken care of. Their quality of life would have improved if they came in earlier to have it examined,” said Joyce Durand, a nurse case manager at the NNMC Breast Care Center.

When a lump is found, an X-ray of the area, or mammogram, is taken to diagnose it properly.

“Many lumps or cancers that develop in the breast can be seen by a mammogram. The big advantage to a mammogram is that cancers too small to be felt by the patient or physician can often be detected. This means we can find these cancers much earlier while they are smaller and easier to treat and we have a better chance of curing the patient,” said Mitchell.

Although the disease is most common in women over 50, younger women, even those in their early 20s, also are diagnosed and die of breast cancer.

“We have seen active-duty women in their 20s and 30s with breast cancer. Basically, a woman at that age will not necessarily think she has breast cancer,” said Durand. “If she finds a lump she will put it off because [of thinking that], ‘women my age don’t get breast cancer.’”

There is no sure cure for breast cancer. In fact, women who survive the disease may ultimately suffer a recurrence, or develop another form of cancer.

According to the survey, despite the growing use of mammography, ultrasound, magnetic resonance imaging and the introduction of digital X-rays to detect the disease, it’s estimated that the mortality rate for breast cancer will remain unchanged.

What has changed is awareness of the severity of breast cancer. Doctors who treat women with the disease believe that awareness is a woman’s best and only defense.

“You need to be very thorough about checking yourself,” one breast cancer survivor said. “Any lump should be checked no matter how small or harmless it [seems].” †

Lee is assigned to Navy/Marine Corps News, Washington, D.C.

Models of Success

From electrician to ship's 1st LT, soon a doctor

The Navy offers many programs for Sailors to earn degrees and commissions. LT Craig S. Coleman, USS *Guam*'s (LPH 9) 1st and 2nd division officer, has already taken advantage of one. He's about to take part in another.

Coleman, a native of Richmond, Va., enlisted in the Navy in June 1984, and became an electrician's mate. "I was interested in traveling around the world and taking advantage of educational opportunities," said Coleman. During his 12 years of service, Coleman has visited Spain, Italy, Germany and South America.

After five years and advancement to petty officer 1st class, Coleman applied for and was accepted into the Enlisted Commissioning Program (ECP). He graduated from Hampton University, Hampton, Va., with a bachelor's degree in

engineering.

Now Coleman has been accepted into the Navy's Health Professions Scholarship program. "It's like a lateral conversion for me," said Coleman. "I'll be converting from the surface warfare community to the medical community.

"I've always been interested in the medical field," said Coleman. "I just never had the prerequisites I needed until now. It's real competitive."

According to Coleman, it took a lot of aggressiveness, foresight and perseverance to get accepted into this particular program.

"I worked in my off-duty time at Portsmouth Naval Hospital with a family practitioner and in *Guam*'s medical facility," said Coleman. "I also took classes to prepare."

When he finally retires, Coleman said, "I want to provide medical



U.S. Navy photo

care to city kids to help the community." †

Story by JO3 Micheal Wagner, assigned to USS *Guam* (LPH 9) public affairs office.

Three keep 300 healthy

When a Sailor onboard USS *Fife* (DD 991) needs medical attention, there's top-notch service available. From stitches to sea-sickness, the ship's Medical Division can treat it all.

Surprisingly, the medical staff aboard *Fife* consists of only three enlisted Sailors. Without a medical officer, this position is filled by an independent duty corpsman (IDC). Chief Hospital Corpsman David A. Taylor, is currently serving as *Fife*'s IDC. To most people, having a whole ship to care for would seem difficult. "It's a great responsibility if we don't dwell on the fact that there are only three of us," said Taylor. "The most professionally rewarding aspect of my job is helping crew members who are sick or injured get better."

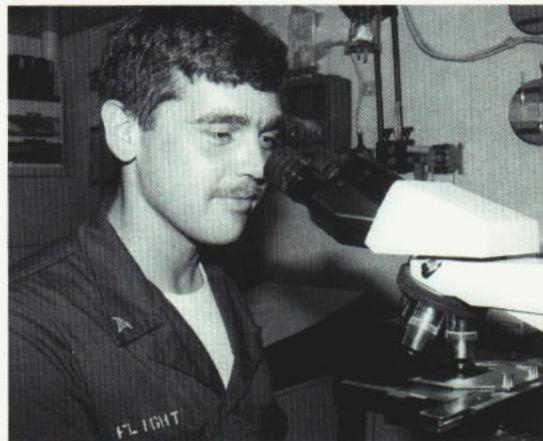
The rest of *Fife*'s medical staff consists of HM2 Jeffrey O. Flight

and corpsman striker Seaman Damon I. Miller.

"With only two other corpsman on hand it's hard for a striker to work in these conditions," said Miller. "It's hard but it's fun. I get to learn lots of new things."

Taylor added, "We're always training him and giving him the opportunity to learn." Taking blood and giving shots are just a few of the things Miller gets to do as part of the medical staff. Miller added, "It was only two stitches, but I once got to stitch up a Sailor's head." Miller said he likes working in the Medical Division because, "I like to help people."

In comparison to ships like the aircraft carrier USS *Independence* (CV 62) which has a large medical and dental staff on hand, the work load for the medical staff on *Fife* is



somewhat proportional.

"Carriers have a (medical and dental) staff of 40 to 45 and a crew of 4,000, we have a crew of 300 and a medical staff of three," said Flight. "The challenge for us is to be out here using our education to make responsible medical decisions." †

Story by AA Christopher D. Crass, photo by JO2 Jason Chuby. Both assigned to Carrier Group 5 public affairs office.

Mother of three balances home, career

Integrity, patience and perseverance are a few of the qualities the Navy looks for in a strong leader. In Aviation Administrationman 1st Class Tracy Jackson, they found all of these qualities and more. It takes more than perseverance to be able to maintain a delicate balance between a full-time job and a family, even more so when you're both mom and dad.

Jackson, the mother of three, is assigned to Fighter Attack Squadron 106 in Naval Air Station (NAS) Norfolk. AZs perform many administrative and managerial duties necessary to keep aviation activities running smoothly. She plans, schedules and coordinates the maintenance workload, including inspections and modifications to the squadron's F/A-18 *Hornet* jet aircraft and equipment.

"My job is to make sure accurate log book entries are made on over 50 aircraft, and to process all paperwork associated with these aircraft in a timely manner," said

Jackson "My job becomes stressful when forms are filled out incorrectly. My command's mission is to train pilots for the fleet and I support this command by ensuring the paperwork is squared away," she said.

Jackson joined the Navy in 1987. "The Navy has benefitted me both personally and professionally, through training, encouragement and by challenging me to perform at my best," she said.

"I have a lot of responsibility at maintenance control. We are often on call to go with the aircraft. I have learned to be both a full-time Sailor and a full-time mom."

Jackson said being a Sailor has taught her a lot about people, independence and responsibility.

"I've learned to work with people



from all over this world," she said. "It's been an unforgettable experience. I've achieved independence and gained a high self-esteem and confidence. My experiences have taught me integrity, a must if you want to earn respect. And perseverance to never give up because of frustration and confusion." †

Porter-Musch is assigned to the NAS Norfolk public affairs office

Twins follow each other to flight school

At birth, they already had something in common. They were born on the same day, just minutes apart. Twenty-four years later, fraternal twins ENSs Aric and Aron Buckles are sharing the same dream — to become naval aviators.

They received their commissions through the NROTC program in 1995. Aric graduated from Northwestern University, Evanston, Ill., with a B.A. degree in political science. Aron graduated from Stanford University, Stanford, Calif., with a B.A. degree in psychology.

Later the same year, each received orders to NAS Pensacola, Fla., and arrived just days apart. Both are attending flight training.

Aric says it's unusual to be together with his brother again. "We grew up together for 19 years, and spent four years apart while attending college, and now we've wound up as roommates. We just can't get away from each other."

As a student naval aviator (SNA), Aric will eventually be a pilot. "It's something I've wanted to do for a long time. I'm really happy the Navy is giving me the opportunity to fulfill a dream." Although Aron is currently training as a student naval flight



Aron (in flight suit) and Aric enjoy a moment after Aron emerged from the Dilbert Dunker

officer, he would like to transfer to the SNA pipeline. †

Story and photo by JO3 David Rush, assigned to the public affairs office, NAS Pensacola, Fla.

Around The Fleet...

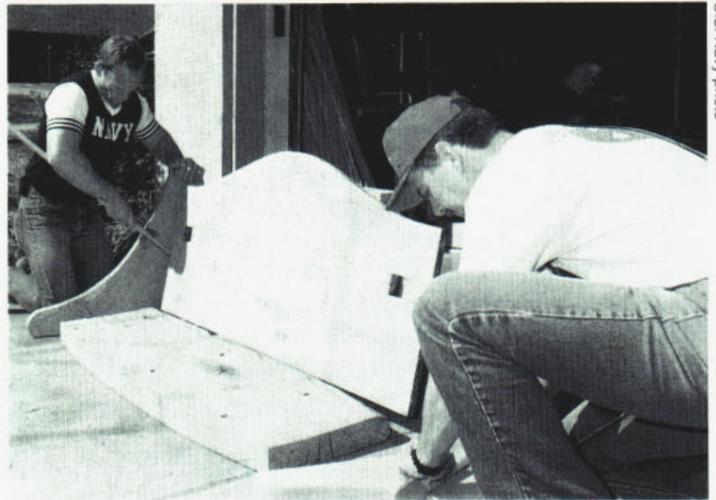
Dedication ...

Sailors from Strategic Communications Wing 1 are building a park bench. This is not your ordinary park bench. In fact this bench is unlike any other in the world. It is dedicated to each life forever changed by the April 19, 1995, bombing in Oklahoma City and is made from timbers removed from the keel, hull and mast of the USS Constitution, the oldest commissioned ship in the U.S. Navy which was first launched in 1797.

"After the bombing, I felt like our Sailors in Oklahoma should do something to let the people here know how much we admire their dedication and steadfast spirit

following the tragedy downtown," said LT Karl Storm, an E-6 pilot stationed with the Navy Air Wing at Tinker Air Force Base, Okla.

"This gift serves as a dedication to the spirit here in America's heartland and makes us proud to call Oklahoma our home port," said CAPT Kermit A. Ayres, Commander of the Navy Air Wing at Tinker Air Force Base. †



U.S. Navy photo

AT1 David Croft (left) works with ATC Thomas Usher to shape USS Constitution timbers into a memorial bench.

Rescue ...

While off the coast of West Africa in support of Operation Assured Response, USS Portland (LSD 37) helped an adrift cargo vessel in need of fuel and water.

Portland pulled alongside and stayed through the night with the vessel Duniya, ensuring the safety of the ship and crew. At daybreak, Portland launched its embarked landing craft, LCU 1655, with a

boarding party of Portland's Navy/Marine Corps team to assess the situation.

Portland provided 500 gallons of fuel, 1,400 gallons of drinking water and 72 ready-to-eat (MRE) meals for Duniya. The ship's corpsman found Duniya's crew healthy, but supplied antibiotics to one crew member who had a skin infection.

With assistance rendered, the boarding party returned to Portland via the LCU and a grateful Duniya was underway. †

Award ...

The "Al Gore Hammer Award," named for the Vice President, was recently awarded to Naval Weapons Station (WPNSTA) Seal Beach for the second consecutive year. The award, which honors efficiency in government services, was presented at the Greater Los Angeles Federal Executive Board's 23rd annual Distinguished Public Service awards ceremony. †



Photo by PNSN Alexander Laird

Chaplain Tony Dean holds newly christened Caroline Rann of Chardon, Ohio.

Christening ...

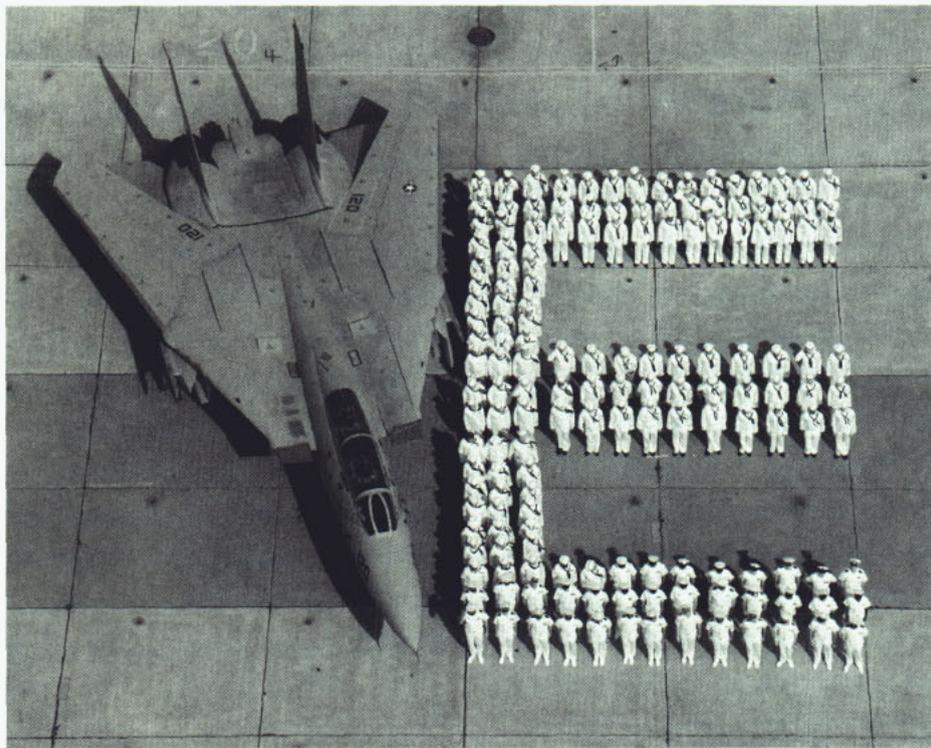
Christening a child is always a special occasion — but for little Caroline Rann's family, her recent christening was extra-special, as she is the third Rann child to be christened aboard the guided-missile frigate USS Estocin (FFG 15).

Her parents, James and Ruth Rann of Chardon, Ohio, have chosen to have all three of their children christened aboard the Estocin. First came Elizabeth, now 4, who was christened in November 1991 while the ship was homeported in Philadelphia. David,

now 2, was baptized in Cleveland in May 1994 while Estocin was on a Great Lakes Cruise. Caroline's ceremony happened in the ship's new homeport, Norfolk.

Chaplain Tony Dean, Naval Surface Force U.S. Atlantic Fleet assistant force chaplain, conducted the rite in the ship's helicopter hangar following a ceremony in which CDR John C. MacKercher Jr., assumed command of the ship.

Reading selected scripture, Chaplain Dean drew holy water held in the ship's bell and gently placed it on Caroline's forehead as he welcomed her. †



U.S. Navy Photo

Battle E ...

Members of Fighter (VF) Squadron 102 formed in an "E" formation next to a squadron F-14B *Tomcat* aboard NAS Oceana recently in celebration of their receipt of the prestigious Battle "E" award.

The squadron received the award in recognition of being judged the Atlantic Fleet's best F-14 squadron for 1995. The squadron also went on to receive the coveted Clifton Award for 1995 as the best F-14 squadron in the Navy. VF-2, the Pacific Fleet Battle "E" winner, provided stiff competition to the for the Clifton Award.

The Battle "E" and Clifton awards are presented annually to the squadron of each aircraft type which excels above all others in operations, maintenance, safety, administration, and combat readiness. †

Marathon ...

Three runners from USS *Essex* (LHD 2) completed the recent Los Angeles Marathon. "Your mind and body want to quit, but then something triggers and you just want to keep going," said Hospital Corpsman 3rd Class David W. Frate. He and fellow *Essex* runners LT Andrew Radovan, and LT Matthew Ross, agreed the "trigger" was the support from people along the 26.2-mile course.

"There were even fans of *Essex* on the sidelines," said Ross. Live bands played along the course and boxing legend Muhammad Ali helped start the race.

Radovan, a veteran marathon runner, congratulated Frate on finishing his first big race. Frate finished in four hours and 56 minutes. He trained for the marathon by running several 5K and 10K

races first. "I began running at the beginning of the *Essex's* first western Pacific deployment in order to get into shape," Frate said. Almost a year and a half later, he was ready to try the marathon. More than 20,000 runners started the race and about 16,000 crossed the finish line. †



Photo by PH1 Charles Abell

HM3 David Frate (left), LT Andrew Radovan (center) and LT Matthew Ross run along the flight deck of USS *Essex* (LHD 2).

Rehab day care ...

Thirty Seabees from Construction Battalion Unit (CBU) 410, NAS Jacksonville, Fla., recently joined forces with the Jacksonville Housing Authority to help refurbish a 58-year-old facility at the Bentwood Park Housing Community.

The facility became a much-needed child day care center serving nearly 1,400 residents. "One of the key aspects of the facility is that it provides an environment where single moms can leave their children, and know that they are safe," said James W. Pellot, chief of housing management for the Jacksonville Housing Authority.

Seabees scraped and leveled walls, painted door jambs, caulked windows and laid linoleum.

The Seabees were commended by Jacksonville Mayor John Delaney, who said their services saved the city \$15,000. †

Bearings

Guam visits Italy

USS *Guam* (LPH-9) recently completed a four-day port visit to Naples, Italy, after 43 days underway. *Guam* Sailors and embarked Marines took advantage of the opportunity to explore Rome, Vatican City, Pompeii, and of course, the host city of Naples.

More than 350 Sailors took a two-day tour of Rome and nearly 600 others participated in one-day tours to Rome and Vatican City. Another 230 people braved less than favorable weather to tour either Pompeii and Mount Vesuvius or Pompeii and the beautiful Amalfi-Sorrento Coast.

Tours were offered during three of the four days the ship was in Naples. According to Aircrew Survival Equipmentman 1st Class Robert E. Thompson, "We spent a lot of time and effort to make sure

Rome's Colosseum was one of the many sights enjoyed by tourists from USS *Guam* (LPH 9) during a recent port visit to Naples, Italy. OS1 Gregory C. Jordan (center left) and ABHAN Dave M. Vincent (center right) step away from the colosseum to get a picture of it.



we would have a good port visit. Afterward, the participants had a lot of good things to say about the tours and how everything was arranged."

Thompson said a key to the success of the tour program was starting early. "We started planning

[earlier] and had [more people] work together," he said. "[But crew] compliments are what made the work worthwhile to me." †

Story by JO1 Douglas M. Scherer and photo by PH1 R.L. Scharf who are assigned to USS Guam (LPH 9).

Sailors field day a lot

When you see a piece of trash on the deck, you pick it up and put it in a trash can. But what do you do when you see a whole football field worth of trash alongside the road? You get a lot of people to pick it up.

CWO3 Michael J. Chesser, of USS *Carl Vinson's* (CVN 70) operations department, would drive along Atlantic Avenue just outside NAS Alameda, Calif., and see more trash there than should be in a whole city. "I decided to do something about it," he said.

Intelligence Specialist 1st Class Jon Conway was one of the volunteers who thought highly of the idea. "CWO3 Chesser approached the division with his idea, and I agreed it would be a worthwhile

project," Conway said.

About 15 volunteers from the operations department took to the grassy area along the avenue with trash bags in hand. "We filled about 35 to 40 bags full of trash. There were all kinds of different trash out there, everything from spare tires to used oil filters and a lot of glass," said Conway.

Some of *Vinson's* crew members brought their families. "I was pretty tired when it was over, even though most everyone will swear I walked around holding a bag while my 7-year-old son, Jeffrey, did the vast majority of the clean up," Conway said.

Chesser said the important thing to remember is that appearance counts, even off the ship. †



USS *Carl Vinson* Sailors pick up trash along Atlantic Avenue in Alameda, Calif.

Story by JO3 Sean Gano and photo by PH3 Keithan Reed who are assigned to USS Carl Vinson (CVN 70).



Nimitz's first woman OOD qualifies

Somewhere every day, there is a Navy officer qualifying for greater responsibility at sea. However, very few qualify to stand what many consider the most important watch of all ... officer of the deck (OOD).

Recently, USS *Nimitz* (CVN 68) began counting 23-year-old ENS Morgen Paul of Anderson, Alaska, among them when she became the carrier's first woman OOD.

At the time, there were only six OOD-qualified officers on board the ship. *Nimitz* was assigned to the northern Arabian Gulf for Operation *Southern Watch*, enforcing the UN-sanctioned no-fly zone over southern Iraq.

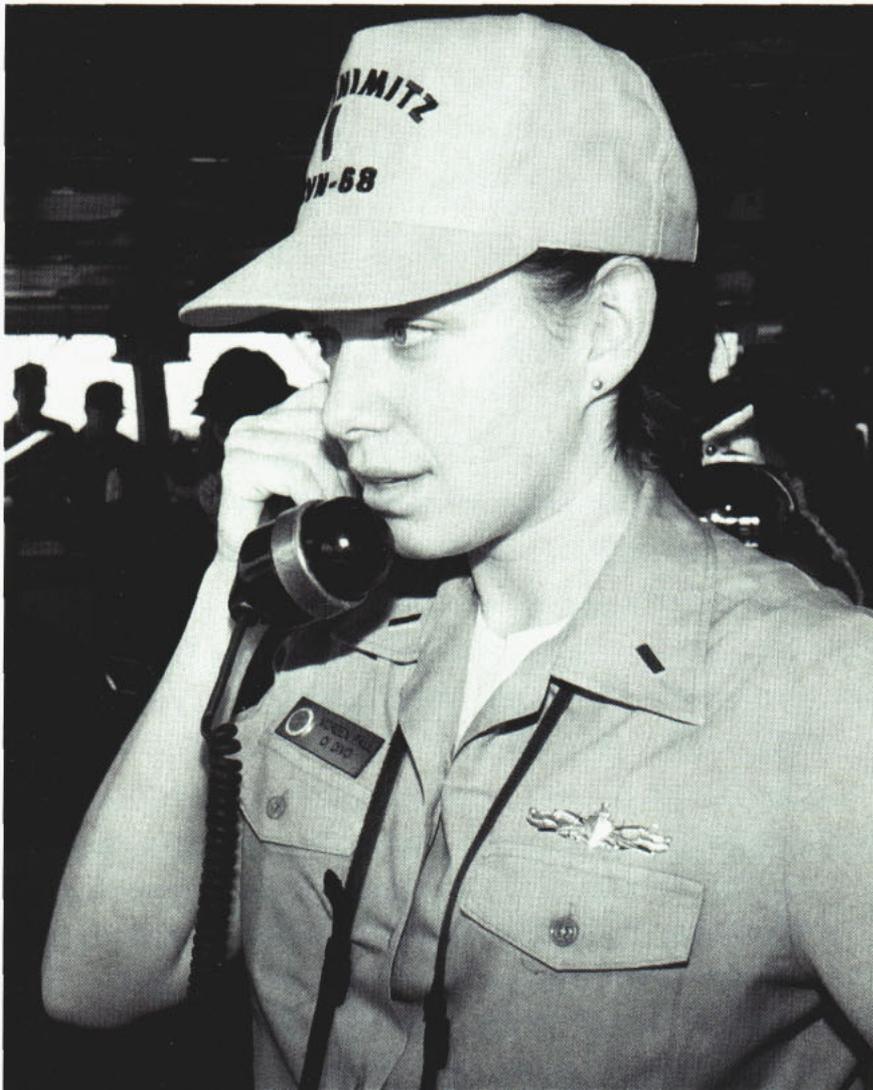
An OOD is trained in every aspect of the ship's mission and is directly responsible to the commanding officer for overall operations. OODs can make command decisions to defend the ship when the skipper is not immediately present on the bridge.

Paul now stands one-in-five four-hour watches as OOD. "It's very exciting to finally qualify. OOD is a very long, hard watch to get qualified for," she said.

"There are [so many] personnel qualifications standards (PQS) books you have to get signed off," Paul added. "There's a ton of procedures and watches you have to know and get qualified in before you face the OOD board."

As one of the ship's division officers, Paul is in charge of 84 people. She had to juggle her regular duties and her preparation for the qualification process.

Paul is a surface warfare officer and needed that SWO pin to clear the first hurdle of her career. "Just



like submariners have their pins and aviators have their wings, getting OOD qualified is a major step toward earning the SWO pin," she said. Two days after becoming an OOD, she passed her SWO board.

"Until I get qualified on everything I need to have done," Paul concluded, "I'm kind of an 'unrated boot camp' officer. So, I feel that it has been my job to do what I've

ENS Morgen Paul stands watch as USS *Nimitz*'s first woman officer of the deck, signified by a yellow ball cap.

done. Now, I'm better prepared to take care of my duties and my people, and that's the way it should be." †

Story by JO3 Lorilei Bish and photo by PH3 Nathan Guimont assigned to USS *Nimitz* (CVN 68).

Bearings

The sky's the limit

The Chief of Naval Education and Training's Community Service and Outreach office dedicated the new Starbase Atlantis facility in a recent ceremony aboard Naval Air Station, Pensacola, Fla. The renovated facility, formerly an enlisted galley, includes a classroom, computer room, lunch and activity areas.

Starbase Atlantis offers elementary school students challenging activities designed to stimulate interest in math and science through demonstrations of astronomy, aerodynamics, model rocketry and computer flight simulation.

The program began Sept. 12, 1994, aboard NAS Pensacola. Two months later, classes began at NAS Whiting Field, Fla., and in May 1995, another Starbase Atlantis site

opened at Fleet Training Center, Norfolk.

The Naval Aerospace Medical and Operational Institute, the Blue Angels, the National Museum of Naval Aviation and the U.S. Coast Guard have introduced students to night-vision goggles, the high altitude chamber, search and rescue procedures, survival training and precision flight.

Kitty Caldwell, a fifth-grade teacher at West Pensacola Elementary School praised the program. "This is all new to us. [The children] are real excited to be here. This is something they wouldn't normally get the chance to study at school and the hands-on experience lets them see what they have learned." †



AD1 (AW) Chuck Ignarski, Starbase Atlantis coordinator for the Blue Angels, fields questions from Oak Crest Elementary School students about the Blue Angels and the Navy.

Story and photo by JO2 David Rush assigned to Naval Air Station Pensacola, Fla., public affairs office.

Essex flight ops are highlight of IMAX film and book

Two sets of camera crews were on board USS *Essex* (LHD 2) recently to film and take photos of Harrier flight operations for upcoming projects.

A team from MacGillivray-Freeman Films was on board for one day to shoot footage for an upcoming 40-minute IMAX film called, "The Magic of Flight."

"The film is being made for the new IMAX theater at the National Museum of Naval Aviation at Naval Air Station Pensacola, Fla.," said Alec Lorimore, one of the camera crewmembers.

IMAX film is the largest film format in the world, about 10 times larger than the 35mm format used in standard movie theaters.

The film will also feature the Blue Angels, the Navy's flight



Photo by AN Lee Starkey

IMAX film crewmembers shoot a Harrier landing on the flight deck of USS *Essex* (LHD 2) for a project called "The Magic of Flight." The film will premiere this fall at the opening of the IMAX theater at the National Museum of Naval Aviation at NAS Pensacola, Fla.

His main focus will include shipboard operations as well as the desert, Arctic

and tropical environments.

Both projects will be available to the public later this year. †

Story by JO2 Lee Rankins assigned to USS *Essex* (LHD 2) public affairs office.



Joe Montana wins with USS *Carl Vinson* Sailors

Inching their way around the contingent of security guards like a giant blue and khaki-colored snake, hundreds of USS *Carl Vinson* (CVN 70) and airwing Sailors anxiously waited for what seemed like an eternity to collect autographs and handshakes from Joe Montana, one of football's biggest legends.

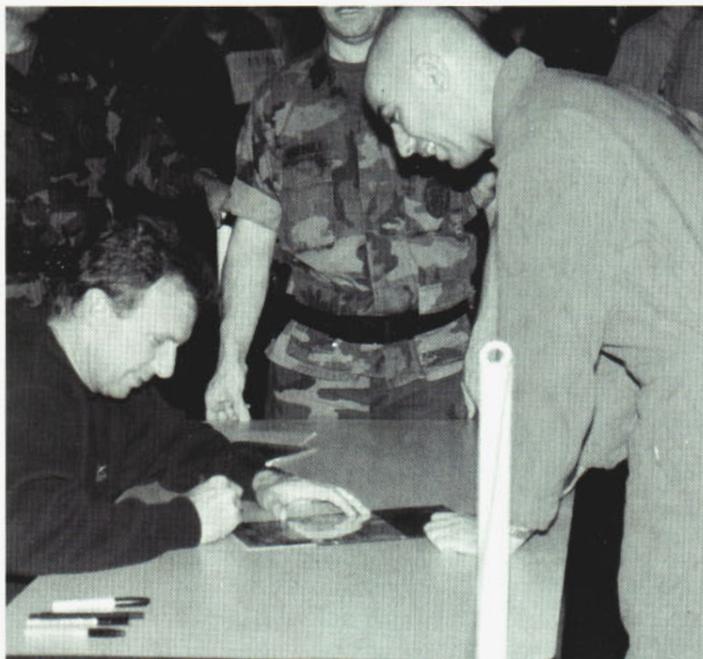
Patience has its rewards. As they walked away with caps, cards and T-shirts, Sailors agreed that collecting autographs from the retired NFL pro-quarterback was more than worth the long wait.

"I met Joe Montana! I met Joe Montana!" shouted one exuberant airman as he dashed across the hangar bay toward the AIMD tunnel where his friends watched the event. "What a great guy! I could have waited forever!" he said as he waved an autographed 8X10 color photo of the Hall of Famer.

You would have thought it was Christmas. "I was in awe over having met him," Damage Controlman 3rd Class Scott Arellano of the Engineering Department explained, shaking his head in disbelief. "I felt like a child meeting Mickey Mouse at Disneyland for the first time."

His being here is a great way to start WestPac," said Master at Arms 1st Class Bill Buie of the Legal Department. "Because this doesn't happen very often, it's one heck of a morale booster for these guys."

Sailors said what made the event special was that Montana offered to autograph not only football cards



Former pro-football quarterback Joe Montana signs an autograph for MR3 Andrew McFarland, USS *Carl Vinson* (CVN 70) Engineering Department, during a recent visit to the aircraft carrier.

Sailors can perform such arduous tasks under such a strenuous environment," Montana told the crew during a captain's call aired over SITE TV. "The honor is all ours. This truly is wonderful."

but a myriad of memorabilia. Everything from books, biographies and photos highlighting Montana's career to a pencil sharpener encased in a plastic 49ers helmet found their way onto the autograph table.

Some folks, like Yeoman 3rd Class Chris Bioletto of the Administration Department, weren't content to walk away with one piece of signed memorabilia. In addition to two football cards, Montana also signed a 49ers cap, a ship's photo, an assortment of photos of himself and a starting line-up for Bioletto.

"He not only signed my football card, but also let me take some pictures of him," said Interior Communications Electrician 2nd Class Milo Loteyro of the Operations Department. "Wait until my wife sees these!" he exclaimed as three Polaroid snapshots developed.

"I'm amazed at how these

Montana and his wife Jennifer met with ship and airwing CPOs in the ship's Chief Petty Officers' Mess where they were treated to breakfast and presented with a plaque to commemorate meeting the crew.

"He signed a T-shirt and swapped stories for a moment or two," remarked CPO Mess Treasurer Senior Chief Legalman (SW) Keith Konke. "The (CPO) mess was a pretty exciting place this morning. I'm sure Sailors won't soon forget this experience."

But the unforgettable experience, Montana said, was all his. "Jennifer and I thank you for giving us this once-in-a-lifetime experience," Montana told Sailors as he and his wife prepared to depart. "Thank you for your hospitality and for guarding our nation." †

Story by JO1(AW) Bill Dagendesh, photo by MR3 Ted Boesch who are assigned to USS *Carl Vinson* (CVN 70).

Shipmates



Intelligence Specialist 1st Class (SW) Gregory J. Martin was selected as the 1995 Sailor of the Year for Naval Special Warfare Command. Martin, an Orange, Calif., native, was recognized for serving as the plans, policy and doctrine petty officer, where he identified and evaluated representative targets for a widely briefed study.



Disbursing Clerk 1st Class (SW) Elisha Dickerson was named Commander, Naval Air Force, U.S. Pacific Fleet 1996 Afloat Sailor of the Year. As leading petty officer of the Disbursing Office on board USS *Constellation* (CV 64), Dickerson, a native of Fort Worth, Texas, ensures all personnel aboard the ship are paid in a correct and timely manner.



Aviation Antisubmarine Operator 1st Class (AW/AC) Charles W. Kixmiller was chosen the 1996 Atlantic Fleet Sea Sailor of the Year. Kixmiller, a native of Melbourne, Fla., will be meritoriously advanced to chief petty officer and will serve with the Atlantic Fleet master chief petty officer for a two-year tour of duty.



Journalist 2nd Class Denise Garcia was named Naval Air Reserve Point Mugu, Calif., 1995 Junior Sailor of the Year. Garcia, a native of Irvine, Calif., is presently taking classes at Oxnard College in Oxnard, Calif., and is pursuing the Enlisted Air Warfare Specialist wings. She is also training to become a Campaign Drug Free presenter and a Total Quality Leadership instructor.



Aviation Electrician's Mate (AW) 1st Class Craig H. Pratt was named Naval Air Reserve San Diego, 1995 Sailor of the Year. As the Aviation Training Instructor, Pratt, a Jefferson, Maine, native, developed a highly efficient course completion and advancement requirement tracking process resulting in 100 percent advancement.



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Major League guests

The San Diego Padres honored area Sailors and Marines at a game with the Atlanta Braves in Jack Murphy Stadium, San Diego. Pregame ceremonies included a jump into the stadium by the Navy Leap Frogs, a performance by the San Diego Navy Band and a ceremony recognizing 10 local Sailors and Marines of the Year. All Sailors and Marines who came to the game in uniform were given free admittance.



Photo by PH1 Rich Oriez



Photo by PH2 Alan November



Photo by PH1 Rich Oriez



Name: CTO2(AW) Janiese L. Slater

Assigned to: Office of Naval Intelligence, Special Intelligence Communications Division, Washington, D.C.

Hometown: Buffalo, N.Y.

Job Description: "I'm Message Center Operator and System Administrator for JDISS at the Office of Naval Intelligence."

Achievements: Made Petty Officer 2nd Class in two years first time up. Aviation Warfare Qualified on USS *Abraham Lincoln*. First woman CTO permanently assigned to a combatant ship, USS *Abraham Lincoln* out of CTO "A" School.

Hobbies: Rollerblading, gardening, sailing.

Best Part of the Job: "To know that we're out here getting information to the fleet and getting them what they need as fast as they need it."

Key to Success: "Take what the Navy has to offer you and go for it."

