

September

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Photo by David Mued

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BUPERS has moved! At this very moment the last of the moving trucks are rolling into Millington, Tenn., depositing detailers and their families amidst the hospitality of a small town and on the verge of a new beginning.

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ALL HANDS

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Located 15 miles from Memphis along U.S. Highway 51 in northern Shelby County, Millington's down home hospitality and centered sense of community earned it the distinction of being named "Flag City, Tennessee."

32 **Small Errors Can Cost You Big Time**

Don't let a small mistake cost you a chance at advancement. Learn to ask the right questions.

34 **Making the Right Moves**

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36 **Moving On**

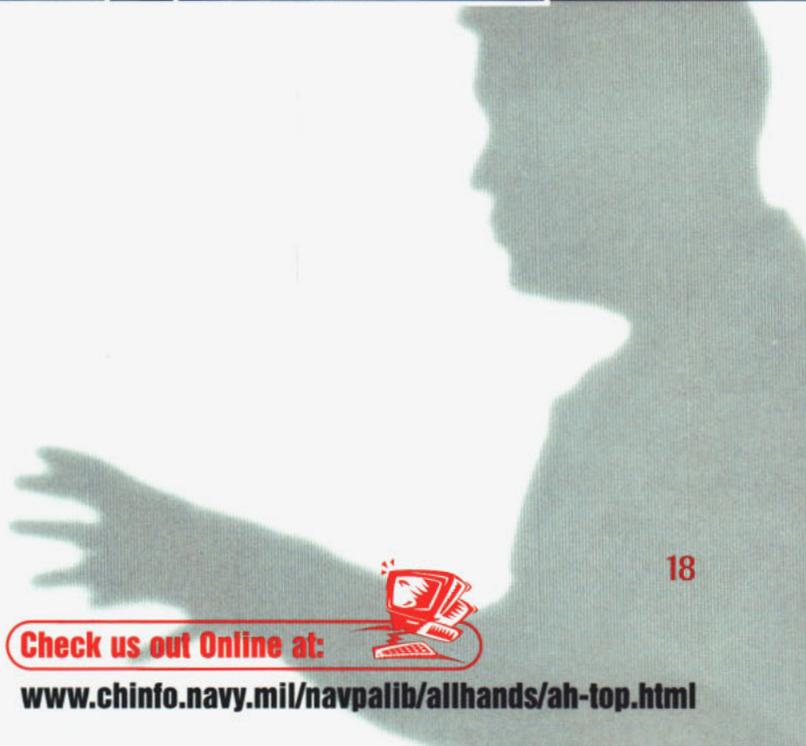
Twenty years of service and you're moving on – embarking on that second career while enjoying the benefits of the first.

38 **Interconnectivity**

Detailers can reach out and touch anyone, anywhere in the world. They keep the Navy ready to fight by keeping the right people in the right places – all the time.

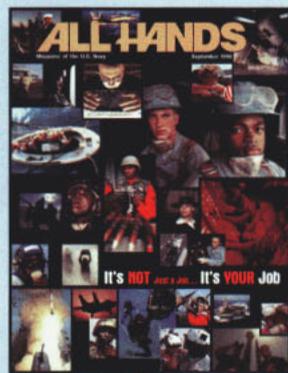
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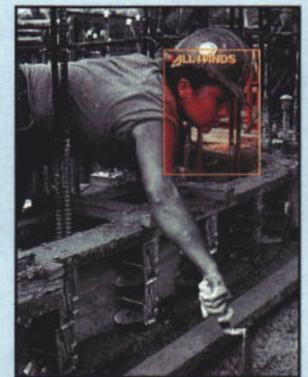
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Check us out Online at: www.chinfo.navy.mil/navpalib/allhands/ah-top.html



On the Cover

Photos provided by Chief of Information Navy News Photo Division.



On the Back Cover

Yansell M. Gonzalez, from Puerto Rico, attached to Naval Mobile Construction Battalion 3, smoothes concrete for a vehicle storage project at the Naval Magazine, Guam.

Photo by PH2 Kelton L. Washington

QUIET

RIOT

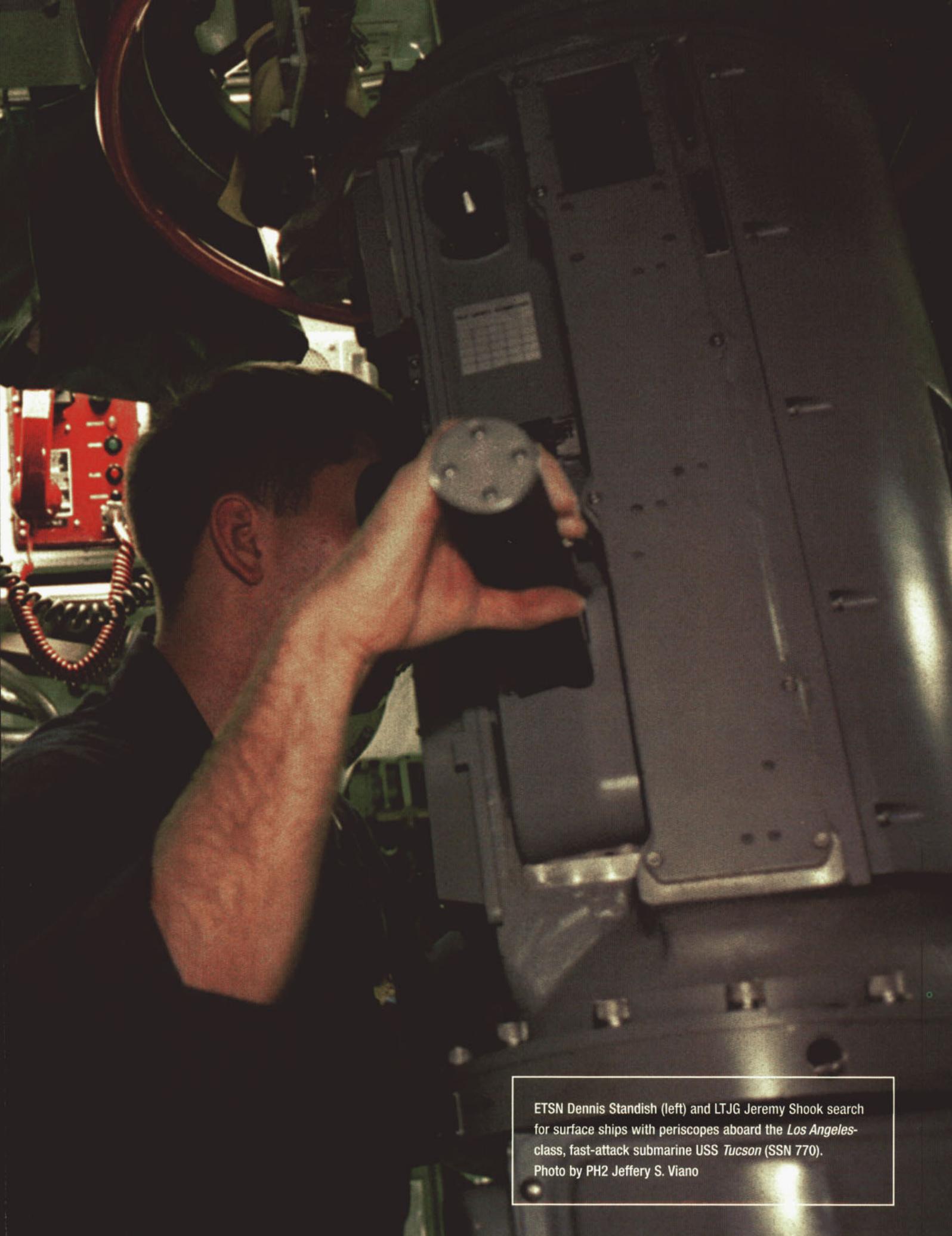


Marines practice riot control drills on the flight deck of USS *Belleau Wood* (LHA 3) while in transit to Thailand for Exercise *Cobra Gold '98*. The Marines are part of Battalion Landing Team, 3rd Battalion, 5th Marines, the ground combat element for the 31st Marine Expeditionary Unit.
U.S. Navy photo



DOUBLE VISION





ETSN Dennis Standish (left) and LTJG Jeremy Shook search for surface ships with periscopes aboard the *Los Angeles*-class, fast-attack submarine USS *Tucson* (SSN 770).
Photo by PH2 Jeffery S. Viano

Letters

Give and Take

This is just a note to tell you of a problem I spotted in your June issue of *All Hands*. On Page 16, you have an inset picture of a corpsman with a vacutainer and needle set up.

This is for drawing blood and not for what the cutline states as "...prepares the proper dosage of medication for injection."

This is a "take" apparatus/set-up, not a "give." Thanks for a great laugh.

HM3 Martin E. Brown
Aviation Medicine, Base Medical Clinic
Millington, Tenn.

Bravo Zulu

As a Marine (1940-1946), and in the Navy (1947-1960), I want to commend you on your June 1998 issue of *All Hands* regarding the U.S. Navy Hospital Corps. It contained more information on so few pages than any other article I have read on one subject.

And, of course, the other subjects in this issue of *All Hands* were great. But my main interest was "Hospital Corpsmen." We can not do without them.

ADRC Olin V. Mapes, (Ret.)
Jacksonville, Fla.

"A Splendid Little War"

The articles about the Spanish-American War were excellent. This period of time has always fascinated me. Ironically, this most noteworthy era and the events which brought us from a less than second-rate nation to world prominence, seems to get little attention from the historians, in spite of the conflict being considered "a splendid little war."

What disappointed me was the briefness of the article about Chief Gunner's Mate Dick Turpin. If my sources of information are correct, he was the first African-American CPO in the U.S. Navy.

In addition to this not so insignificant achievement, Turpin returned to active, though limited, duty during World War II and was well-received when he spoke at training commands. While on active duty, he was a master diver (note the designation on the left sleeve of his service dress blue coat).

Those of us who have heard of GMC Turpin would be interested in more information about this man. ...The resulting story would, I'm sure, be worth telling.

PC1 P.J. McKenna
Naval Hospital, Jacksonville, Fla.

YNCS Mary Jo Cervantes, USNR,
during her annual training at Naval Air
Weapons Station Point Mugu, Calif.

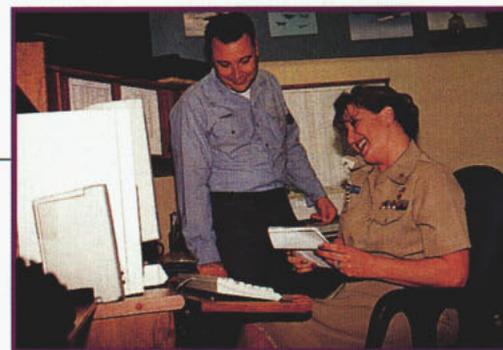


Photo by PH2 Edward P. Berard

One Navy

In your listing of "Shipmates" on page 48 of the July 98 issue you profiled Mary Jo Cervantes of NAVAIRES Point Mugu. Unfortunately, you failed to mention that she is a YNCS in the Naval Reserve and has been a key component of VP-65 and their consecutive winning of the COMRES-PATWINGPAC Admin Excellence award.

In keeping with the concept of "one Navy," active and reserves, it is important to let our active-duty Sailors know what type of talent resides in our Naval Reservists. I hope you will be able to recognize Senior Chief Cervantes in an upcoming issue of *All Hands*. I can assure you that ALL drilling Naval Reservists read your publication to keep abreast of the state of the active-duty Navy. It is a valuable tool for readiness. Thank You.

CDR Randal D. Farley, USNR
VP-65, Point Mugu, Calif.

Tell us something we don't know.

Send your comments to: *All Hands*, Naval Media Center, Bldg. 168,
NAVSTA Anacostia (ATTN: Editor),
2701 S. Capitol St. S.W., Washington, D.C. 20373-5819

or e-mail: allhands@mediacen.navy.mil



Around the Fleet

We Want You!



The Navy's Recruiting force is looking for hundreds of energetic, hard-charging, shore duty-eligible E-4s to volunteer for recruiting duty.

Learn valuable skills such as marketing, sales and public speaking.

Third class petty officers on recruiting duty will receive the same training and be eligible for the same benefits and opportunities as their more senior shipmates, including the ability to compete for meritorious advancement.

"From my experience in recruiting, exceptional third class petty officers will be a tremendous addition to the Navy Recruiting team," said

Master Chief Machinist's Mate (SS) Steve Holton, Navy Recruiting Force Master Chief. "These Sailors can easily relate to our target market - 17- to 21-year-old men and women."

Interested Sailors should contact Navy Recruiting Command's Recruiter Selection Team at (703) 696-4076 or DSN 426-4076 or via e-mail at 1131@hq.nrc.navy.mil.

For more information about Navy recruiting, visit the following websites.

Navy Recruiting Command:
www.nrc.navy.mil

Navy Jobs:
www.navyjobs.com

Information provided by Navy Recruiting Command Public Affairs.

All That JASS

The Job Advertisement and Selection System (JASS) is now available to the entire fleet. JASS is an interactive, on-line information system Sailors can access via their Command Career Counselor to electronically apply for up to five jobs from the enlisted requisition list. With JASS, qualified Sailors have an equal opportunity to be considered for a particular job, detailers can ensure the best match is made for any particular job, and Sailors don't have to queue up on phone lines to find out what jobs are available because JASS is the actual requisition list detailers use to do their jobs.

It works like this. During the first week of the requisition, JASS is open for applications. Sailors within nine months of their Projected Rotation Date (PRD) can sit down with their Command Career Counselor and put their names against five jobs they are qualified to fill.

Don't worry if you are unable to make applications until Friday of the first week because detailers will not begin to make selections until the second week of the requisition cycle. If, due to technical problems or insufficient hardware, a command is unable to log on to JASS, Sailors and their Command Career Counselors can call their detailers who will enter their applications.

At the beginning of the second week, detailers close the requisition for new applications and begin processing all the applications received. Selections are made based on many factors, including:

- The needs of the Navy, to include available PCS funds, hot fills and operational commitments.
- The Sailor's qualifications for the job, such as PRD, pay grade and NEC.
- The Sailor's desires, as noted on their applications.

Command Career Counselors can monitor the process and inform applicants of any selections that are made. Most selections are made by Wednesday of the selection week and Sailors can normally expect orders within four to eight weeks.

For more information, contact your Command Career Counselor or call the JASS Help Desk at 1-800-537-4617 (DSN: 678-7070) or email: helpdesk@cnrf.nola.navy.mil.



Information compiled by JO1 Jason Thompson, All Hands.

Around the Fleet

Golden Anchor Six-peat

While the Chicago Bulls were chasing their sixth NBA Championship of the 1990s, USS *Samuel B. Roberts* (FFG 58) was building a dynasty of its own. Through strong mentoring programs and an unparalleled commitment to the professional development of her crew, “*Sammy B.*” earned her sixth consecutive Golden Anchor Award for retention.

According to *Roberts’* Command Career Counselor,

Sonar Technician Chief (SW) Sol Fletcherel, “*Sammy B.* has always been a special ship and has taken an aggressive approach to combating attrition, especially among first-termers and GENDETS (non-rated seamen and firemen). Whether through obtaining a slot at “A” school or pursuing a special program, helping the individual find his niche usually benefits the individual and the Navy.”

Fletcherel has found that Sailors who have a plan are

more likely to consider the Navy for a long-term career.

“*Sammy B.* helped me get where I wanted to go,” said Operations Specialist 2nd Class (SW) John Hansen. Hansen, who qualified as an Enlisted Surface Warfare Specialist during a deployment to the Arabian Gulf, will be heading to recruiting duty near his hometown of Greenville, Mich.

Fire Controlman 2nd Class Gregory Crump agreed. “Chief Fletcherel really went out of his way to help me with my BOOST package.” Crump will be reporting to BOOST (Broadened Opportunity for Officer Selection and Training) in Newport, R.I., later this summer with the ultimate goal

of obtaining a college degree and a commission.

Retention is a team effort on *Roberts*, from divisional career counselors to shipmates who have “been there” and are willing to lend their experience to Sailors making career choices. “The quartermasters have really taken me under their wing,” said Seaman Demetrous Johnson of Del Norte, Colo., who plans to take the third class exam this fall.

Samuel B. Roberts’ Commanding Officer Christopher M. Wode summed it up best, “The Sailors we train today will be the leaders and surface warriors of the 21st century.”

Story by LTJG Kevin A. Lane,
USS *Samuel B. Roberts* (FFG 58).



Postcard From the Fleet



Name: Electronics Technician 1st Class (SW)

Kathleen M. Padilla

Command: USS *La Salle* (AGF 3)

Hometown: New Hartford, Conn.

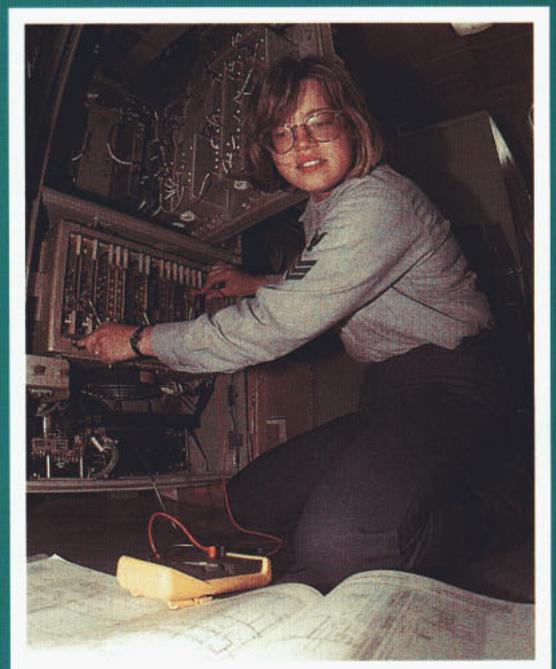
Favorite Duty Station: Instructor at ET “A”

School, Great Lakes, Ill.

Favorite Quote: “Be careful what you wish for. You may get it.”

Goals: “Be the best I can be wherever the Navy takes me. Eventually to retire from the Navy with my husband, Frank.”

Keys to Success: “Always respect and have pride in yourself and in the job you do. Be the example and lead the way.”



Photos by PH3 Rando Ameriz

A Cut Above

It's time for a change, he thought as he whisked his pen across the page and endorsed the plan to replace the denim, dungaree trousers and chambray shirts with a newly-designed 65% polyester/35% cotton blend.

Gone are the patch pockets and bell-bottoms – the new cut matching that of the working khaki uniform worn by officers and chiefs.

The color remains unchanged – dark blue pants and light blue shirt. Machine washable, wrinkle resistant and complete with military creases and embroidered nametags and patches, these new uniforms are durable – resistant to snags, pulls and runs.

They just may be the last uniform you ever buy. Not a bad way to start off the new millenium.



Simply Professional

He stood with his face to the wind on the bridge wing of a destroyer going 30 knots as he lifted the binoculars to look for contacts. The crisp, salt air cut sharply against his exposed features but bounced harmlessly off his full-length, Navy-blue, submarine-style coveralls.

A generous cut with room to move, insignias on the collar and names embroidered across the front, he had thrown them on in an instant when the general quarters alarm sounded. Now, he stood watching and waiting – a Sailor at sea.

Finding the Y2K Bug

Atlantic Fleet's Y2K office is attacking the Millennium Bug with full force. In addition to an aggressive awareness campaign, a website and a call-in help desk, they recently hosted a series of one-day training sessions to teach Navy commands how to accurately inventory all vulnerable systems and assess the degree to which they may be affected.

According to Atlantic Fleet's Y2K Action Officer, CDR Don Pacetti, "One of the most common misconceptions about Y2K is that it's just a computer/

information technology problem. It isn't. It's much more than that. Anything that has a microprocessor in it is vulnerable. You have to know where the problems are before you can fix them."

The training sessions were designed to teach Y2K representatives how to search for potential problems. "Our goal is to develop an accurate inventory of Y2K discrepancies in mission critical systems so we can prioritize our renovation efforts and ensure our ships and shore stations maintain warfighting capability," said Pacetti.

For more information visit: www.cnsl.spear.navy.mil/y2k/y2khome.htm.
Information provided by U.S. Atlantic Fleet Public Affairs.

By Master Chief Petty Officer of the Navy MMCM(SS/SW/AW) Jim Herdt

Speaking with Sailors

During my visits with Sailors throughout the fleet, I often get asked about when advancements will improve. The answer is, they have been improving and continue to improve everyday.

Since the March 1997 cycle, E-4 quotas have risen 6 percent, E-5 quotas have risen 2 percent and E-6 quotas have more than doubled. The chief petty officer (CPO) board selected 331 more chiefs this year than they did last year. Also, in the most recent E-8/E-9 selection boards, senior chief quotas jumped up by 5 percent and master chief selections were up from 10 to approximately 14 percent. The good news is that we not only expect to sustain these gains but we anticipate an increase as well.

Quotas are improving due to the fact that we are quickly approaching our authorized end strength – an end strength we were not supposed to reach until 2002. We are way ahead of schedule. At our current rate we will level off sometime next year, allowing for three years of unprecedented stability in our all-volunteer force.

Many Sailors forget that our advancement system is vacancy driven, especially Sailors who have joined the Navy in the past eight years. They have yet to experience the cyclic nature of a true, vacancy-driven system. Because of DOD's "rightsizing" initiatives, advancement quotas have been low. But, as we stabilize, quotas will continue to go up. There may still be a few depressed ratings and we are looking at what actions we can take to bring these ratings into line with the advancement opportunities of the majority.

My advice to Sailors is as it has always been. If you want to advance, work hard, study smart and be patient. In those ratings where advancement opportunity is depressed, Sailors might want to consider exploring the possibility of cross-rating.

I look forward to meeting each and every one of you and answering your questions in person during one of my many trips to the fleet. Keep up the good work.

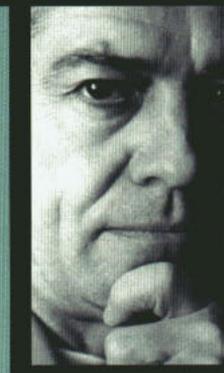


Photo by JO1 Robert Benson

Speaking with Sailors is a new monthly column initiated by the Master Chief Petty Officer of the Navy as a way of reaching out to the men and women of the fleet, whether they are stationed just down the road or halfway around the world.

Teen Web

Military teens have a new hangout on the World Wide Web, thanks to the Department of Defense's Office of Family Policy. *Military Teens on the Move* (<http://dticaw.dtic.mil/mtom>) caters to the teenagers of service members and Department of Defense civilian employees. It's a one-stop, interactive information source for young people seeking to connect with each other and learn more about military life – and themselves.

"Military Teens on the Move was designed to help teenagers moving to a new military installation," said Carolyn H. Becraft, deputy assistant defense secretary for personal support, families and education.

The site offers typical moving information and has links to military installation and school home pages. By clicking on a

"News You Can Use" icon, teenagers can link to pages for homework help, volunteer opportunities and college information.

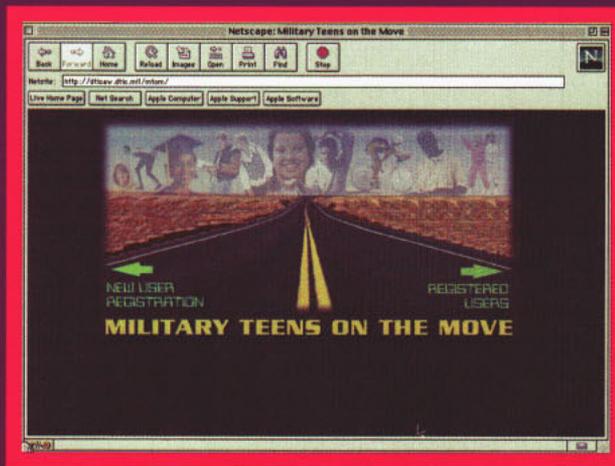
Other links jump to pages on such subjects as substance abuse, HIV, dealing with parents and handling difficult situations.

The site dedicates an entire area to youth sponsorship programs, which pair relocating teens with a teen at the new installation who can answer questions, send information and maybe show them around once they arrive. The site also provides information on how to start and maintain teen sponsorship programs at bases that may not have them yet.

"Military Teens on the Move also features a monitored chat room and bulletin board to help teens keep in touch with each other – further enhancing local youth sponsorship efforts," Becraft said. "I hope that teens will find the site helpful and will want to volunteer to create and update pages for the site."

Military Teens on the Move is the latest in the Office of Family Policy's suite of websites on military assistance programs. The military assistance homepage can be accessed at <http://dticaw.dtic.mil/mapsite>. It links to the teen site and many others.

Story courtesy of American Forces Press Service.



House Call

Darrin and Darrel Cooper, 11-year-old twin brothers living in San Diego, are glued to the television almost every morning before school, but they are not watching cartoons. They are trying to keep their chronic asthma under control.

Every Monday, Wednesday and Friday morning, the boys call up nurse Nina Walker to report their lungs' performance

(measured on a peak flow meter), inform her of any unusual symptoms and get advice on medication.

Walker has worked with the Cooper boys since March, when the Pediatric Asthma Tele-Case Management Project began. The project is sponsored by TRICARE Southern California, the office that oversees implementation of the military health plan and facilitates managed care throughout the region's military hospitals and clinics. Her main duties are to provide the children with day-to-day care and manage their medication and overall health.

Their mother, Data Processing Technician Second Class Umeki Yvette Cooper, has struggled to manage her sons' disease since they were three. Over the years, the boys have suffered dozens of asthma attacks, many of them requiring nerve-racking trips to hospital emergency rooms or intensive care units.



To further complicate matters, Cooper deployed aboard USS *Tarawa* (LHA 1) in February. Since then, the boys' grandmother, Carolyn Clark, has taken on the responsibility of caring for the boys at home. But according to Clark, the program makes caring for the youngsters much easier. It's like having a specialist in our home 24 hours a day," said Clark. "With this program, I'm just minutes away from help and I don't have to leave the house."

Currently, the Tele-Case Management project is serving six families throughout southern California. Each family has a small video camera and adapter box that converts the compressed video feed from a standard telephone line to a TV signal. The equipment is available at consumer electronic

stores for about \$500.

"Asthma is scary because you're dealing with literally seconds, not minutes or hours to respond," said Cooper in an e-mail message from on board *Tarawa*. "During an attack, you are constantly asking yourself the question, 'should I go to the emergency room or give another treatment?' This new technology gives me a nice warm and fuzzy feeling knowing that even though I am deployed, my mother is comfortable with the idea that there is someone just a phone call away. It keeps her from having to guess and keeps my family healthy while I'm away."

Story and photos provided by LT Rick Haupt, public affairs officer, TRICARE Region 9, San Diego.

10 Sections

USS *Barry* (DDG 52), homeported in Norfolk, will soon increase its in-port duty rotation to 10 sections, improving readiness and crew members' quality of life.

"The expansion from six to 10 duty sections will mean that our Sailors will get to spend the equivalent of an extra month at home during an inter-deployment cycle," calculated Master Chief Fire Controlman (SW) Dave Hales, *Barry's* enlisted watchbill coordinator.

"When we first started this project, we had reservations about the feasibility of 10-section duty," said *Barry's* senior watch officer LT Neale Ellis. "As the idea started to evolve, I think we were all surprised by just how straightforward its implementation would be. Part of the beauty of this plan is that a ship our size can do this without any outside assistance, new technology or additional money."

LCDR Michael Graham, *Barry's* executive officer, believes more than just quality of life will improve with this plan. "There are a number of hidden benefits generated by this push to increase the number of duty sections," he said. "Because it requires a more well-rounded duty section with crew members capable of wearing many different hats, the net result is a more qualified, professional crew who is better able to cope with contingencies."

Story by FCC(SW) John S. Prokop, USS Barry (DDG 52).

The underway replenishment detail on board USS *Barry* (DDG 52) stands ready as she comes alongside USS *George Washington* (CVN 73).



Photo by AN Joe Hendricks

The Earle New Jersey

So you want to go where the action is – New York City, the Big Apple, the City that Never Sleeps. Times Square, Broadway, Madison Square Garden, Yankee Stadium, David Letterman, Lady Liberty – you want it all. But you don't want to deal with the traffic and congestion generated by 6 million people living in an area three miles long and only two miles wide. Well, the Navy has the perfect spot for you – the Navy Ammunition Depot (NAD), Earle, New Jersey.



An aerial view of Earle's three-finger pier during the aftermath of the "Blizzard of '96."

Located 47 miles south of New York City, in Colts Neck Township, Monmouth County, NAD Earle gives Sailors the best of both worlds – allowing them to be close to the diverse cultural and recreational activities of a big city while providing the seclusion and security of a small town.

NAD Earle provides logistical, technical and materiel support to the fleet in a variety of areas ranging from combat subsystems and retail ammunition management to ordnance packaging, handling and storage.

The station – named after RADM Ralph Earle, the Chief of the Bureau of Ordnance during World War I – was opened in 1943 to help with the war effort. It is split into two locations with the principle entrance, called Mainside, connected to the waterfront site in Middletown by a 14-mile corridor and rail line.

The 10,000-acre Mainside houses most of the site's facilities as well as the state's third largest railroad – with 130 miles of track, seven locomotives and 340 railcars.

"Everything I heard about New Jersey

was the crime and how dirty it was," said Hull Technician 1st Class Paul Abts, stationed at Shore Intermediate Maintenance Facility (SIMA) Earle, New Jersey. "But when I got here I was very surprised. This is just like where I grew up. The country is really nice."

The ordnance department uses the waterfront site to provide ammunition to nearly every ship in the Navy and the Coast Guard. The waterfront's pier complex is one of the longest "finger piers" in the world and is home to USS *Supply* (AOE 6), USS *Arctic* (AOE 8), Combat Logistics Group 2 and SIMA. Made up of a two-mile-long main trestle which connects to a three-finger pier, it gives Earle the capability to safely load and unload weapons from a variety of ships.

And for those who love to fish, the finger piers are hard to beat. "You can actually fish right on the pier," said Disbursing Clerk 2nd Class Kevin Boston, stationed aboard *Arctic*.

"This area of New Jersey is more like a resort town than a Navy base," said

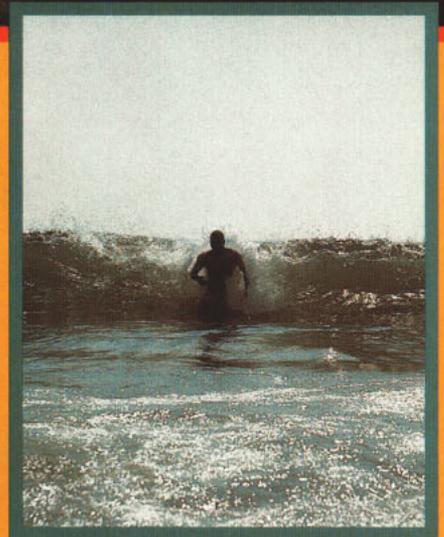


Photo by PH3 Lena Gonzalez

DK2 Kevin Boston, from Long Island, N.Y., runs out of the cool and refreshing ocean water toward the warm sands of Sandy Hook – just one of the many beaches located near Earle, N.J.

Radioman 3rd Class Horacio Robertson, also of *Arctic*. "There's plenty to do and it's close to two major cities."

So if you're in the metropolitan area, plan to visit Earle, New Jersey. You're going to like what you find. And besides, the fish are biting.

Allen is a photojournalist assigned to All Hands.

DIVING

INTO

Salvage photos by D.J. Rolier

GHOST SHIP

The once-formidable, Civil War ironclad USS *Monitor* now lies in 230 feet of water off the coast of North Carolina in an area known as the "Graveyard of the Atlantic."



ALL HANDS

B y J O I R o b e r t B e n s o n

Deep beneath the waves, in a dark, cold, unforgiving place called the “Graveyard of the Atlantic,” lies a piece of American history. For 136 years the sunken, Civil War ironclad USS *Monitor* has been surrendering her secrets to the sea – quietly whispering tales of a time long ago when iron-hulled ships lit up the night sky with their cannons near Hampton Roads. No one heard those whispers – until now.

ISTORY



Historical photos courtesy of National Archives

The Navy, in cooperation with the National Oceanic and Atmospheric Administration (NOAA), recently dove into the past as 30 Sailors from Naval Amphibious Base Little Creek's Mobile Diving and Salvage Unit (MDSU) 2 tried to stop the slow erosion of a piece of our naval heritage.

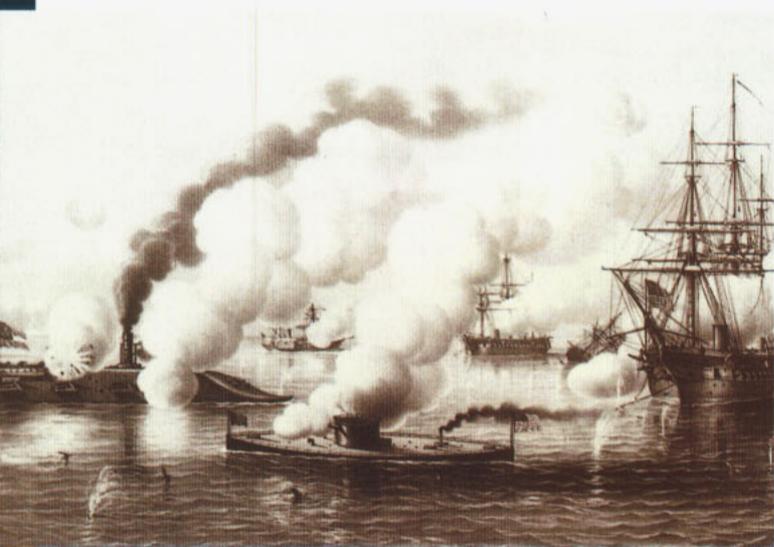
MDSU-2, the same unit that aided the TWA Flight 800 recovery effort after the jetliner crashed off the coast of Long Island, N.Y., spent three weeks in late May aboard the NOAA

salvage ship *Kellie Chouest* about 15 miles south of Cape Hatteras, N.C. Working at a depth of 230 feet, the divers were tasked with obtaining hull and sediment samples – but they came back with so much more.

After two and a half weeks of difficult diving, made worse by heavy, unpredictable seas and strong, bottom currents, the divers breathed a sigh of pride and relief as the propeller and shaft were raised from the bottom. "NOAA didn't think we could do it," said Machinist's Mate 1st Class (SW/DV) Roger Riendeau. "They would've been happy with a survey of the wreck, and maybe some sediment samples. But we said all along that we were going to get the propeller and that's what we did."

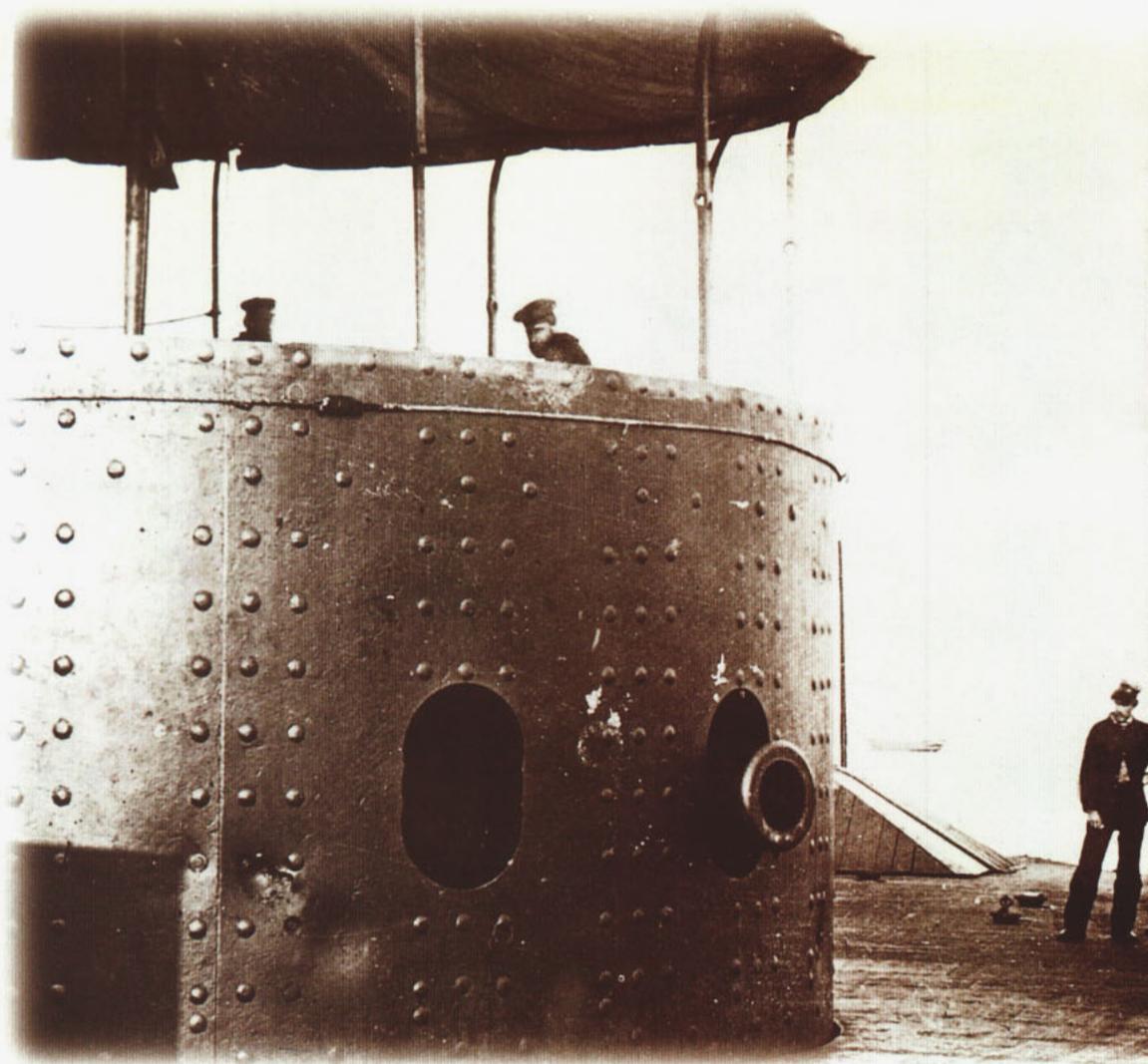
MDSU-2 Sailors made 55 dives over the course of the salvage operation totaling close to 60 hours at depth. But the most demanding part of the operation was probably the hundreds upon hundreds of hours they spent decompressing.

At a depth of 230 feet, the pressure is intense and visibility is hazy at best. But Riendeau and the other divers still were able to witness something that only a handful of people have ever seen – a living ghost. "At the wreckage, you could still see the outline of the ship, but you had to look hard," said the Ware, Mass., diver. "She sank in an inverted position exposing all the iron armor that plated the ship."



In this artist's depiction, *Monitor* slugs it out with the confederate ironclad *CSS Virginia*, March 9, 1862. The battle was a draw, but naval warfare changed forever.

The *Monitor's* revolving turrett was her most distinguishing characteristic. Revolving a full 360 degrees, it allowed the ship to fire in any direction regardless of heading. Note the canopy atop the turrett.



The divers also found the remnants of an earlier dive by USS *Edenton* (ATS 1) from three years ago. *Edenton's* divers tried to remove the propeller using an underwater torch and were about an eighth of an inch through the shaft when rough weather forced them to abandon the operation and vacate the area. In fact, the team left so fast they left a few things behind, including their anchor.

"This was the apex of my career. The best dive I've ever been a part of," said Riendeau. "The teamwork and camaraderie was unlike any other dive I've been on. This was a hoo-yah for us."

MDSU-2's *Monitor* recovery team is now secured and the *Monitor's* propeller and shaft have been transported to the Mariner's Museum in Newport News, Va., where they will undergo an extensive preservation process.

On the ocean floor, bottom currents will gradually cover what remains of the *Monitor's* hull beneath a blanket of silt and mud, but her significance in the evolution of naval warfare can never be buried.

Benson is the assistant editor for All Hands.



A Piece of American Naval History

Monitor was the first of a class of low-freeboard, turreted warships developed during the Civil War by the Swedish-American engineer and inventor John Ericsson. Launched at Greenpoint, Long Island, Jan. 30, 1862, the ship was approximately 172 feet long, had a beam of 42 feet and was constructed almost entirely of iron. When fully loaded, it drew only nine feet of water and had virtually no freeboard. In fact, she

was the first ship to have the engines and living spaces below the water line. She also had a newly-designed revolving turret which housed two 11-inch Dahlgren guns.

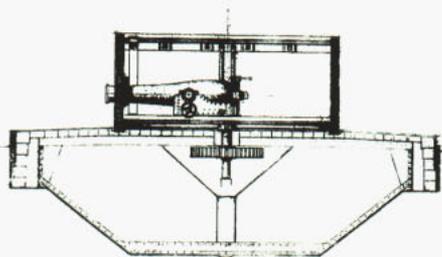
On the morning of March 9, 1862, *Monitor* met the Confederate ironclad CSS *Virginia* (formerly USS *Merrimack*) at Hampton Roads, Va., for the first-ever confrontation between ironclad warships. Despite *Virginia's* much larger size and firepower, *Monitor* held the tactical advantage because of her revolving gun turret – an improvement over *Virginia's* traditional

broadside guns. The battle, which ended in a draw after the combatants exchanged cannon fire for four hours – sometimes at point-blank range, marked the beginning of the end for traditional wooden ships of war and forever changed the way naval warfare was to be waged. *Monitor* was lost in a storm off Cape Hatteras, N.C., on Dec. 31, 1862, taking 16 officers and crewmen to the bottom with her.

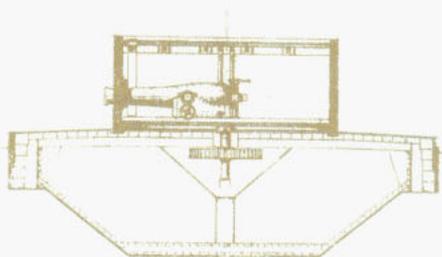
In 1973, 111 years after its sinking, *Monitor* was discovered off the coast of North Carolina in 230 feet of water in an area known as the "Graveyard of the Atlantic" – so named because of its unpredictable conditions and subsequent ability to inflict heavy damage on seafaring vessels. According to Jeff Johnson, a historian with the *Monitor* National Marine Sanctuary, "They don't call it a graveyard for nothing. You've got a warm-water current and a cold-water current and when they meet you can have a crystal-clear sky and 25-foot waves." *Monitor's* final resting place was designated as the first national marine sanctuary in 1975.

Story compiled by JO1 Jason Thompson, a photojournalist assigned to All Hands, from information provided by the Monitor National Marine Sanctuary and the National Oceanic and Atmospheric Administration (NOAA).

old and the old and the new
the old and the new
the old and the new

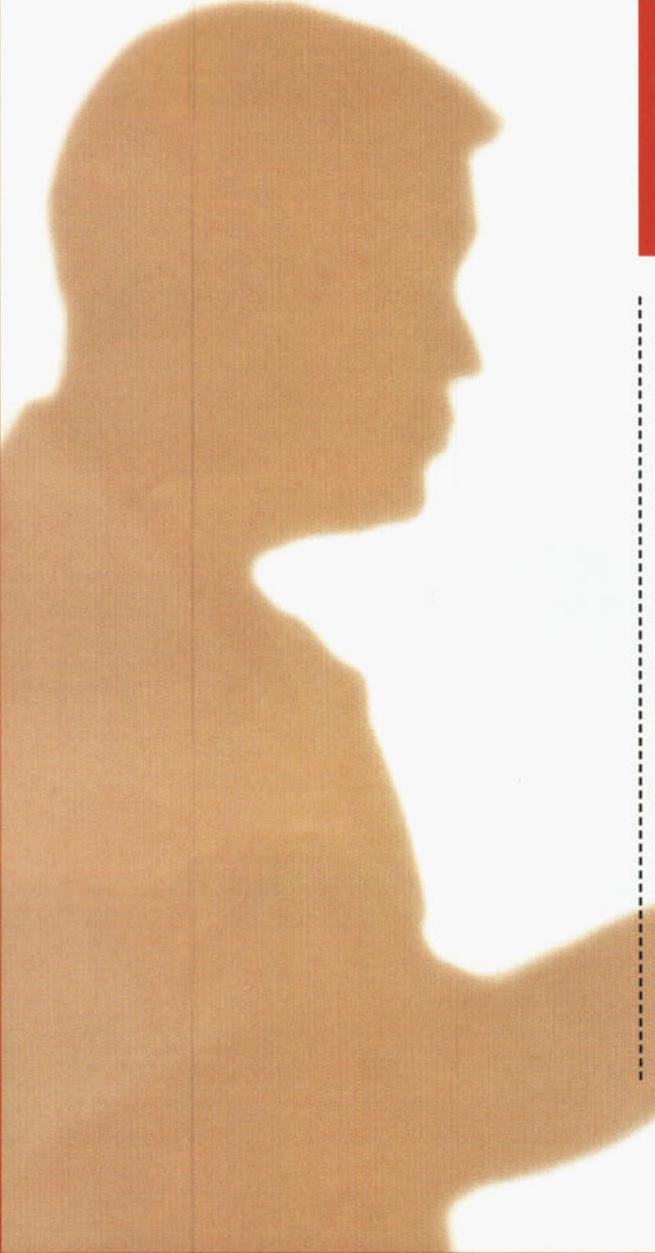
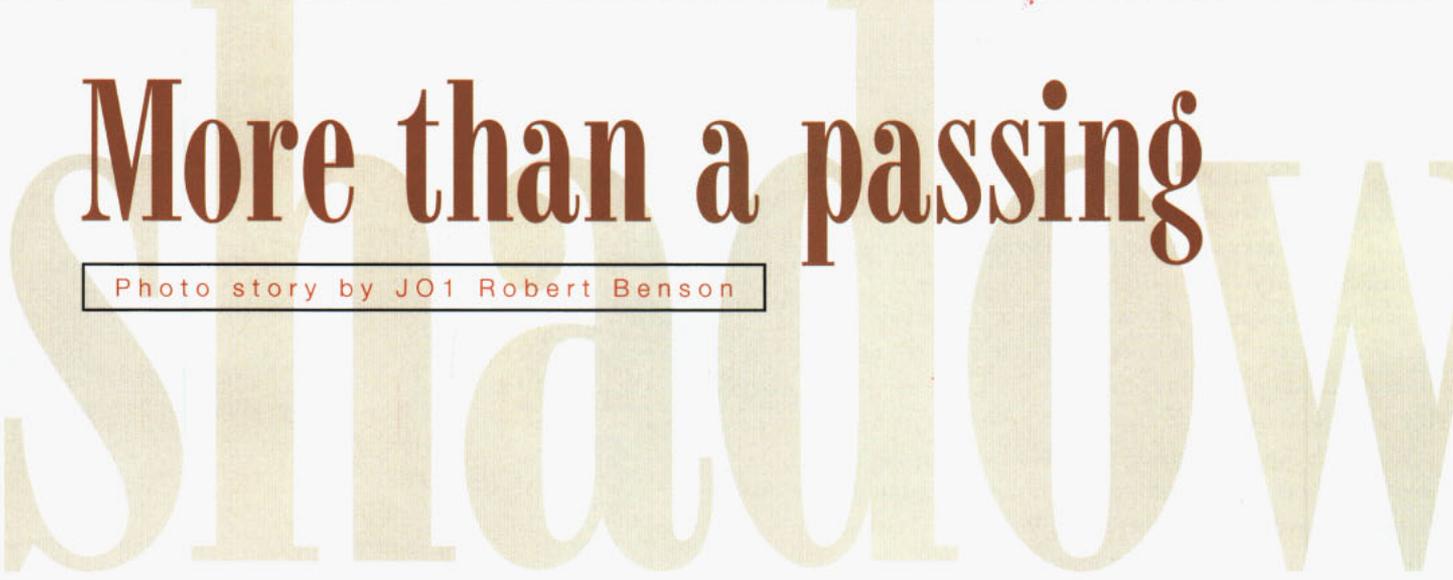


Cross-section of the Monitor Hull and Turret. Original drawings by John Ericsson for U.S.S. Monitor. Owned 1946 by G. Emil Besse, Hagafors, Sweden. No authority to print. (1)



More than a passing

Photo story by JO1 Robert Benson



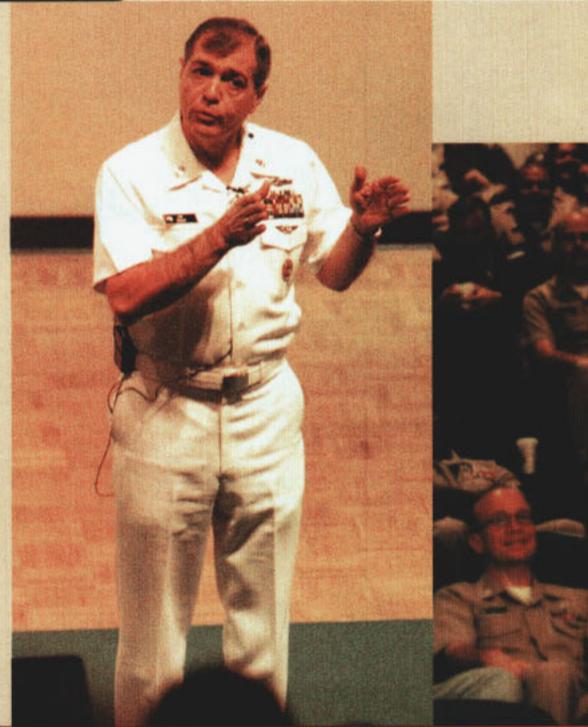
Last week, Master Chief Petty Officer of the Navy Jim Herdt shook 143 hands. He spoke to 2,411 Sailors. He made 133 phone calls. He spoke with a handful of senior admirals. And he did what he enjoys doing most, “Getting out to the ships and talking with those who do the work – the Sailors.” As the new MCPON, Herdt follows a schedule that makes the President look like a shut-in. But he does it for one reason – to have a voice in policy that affects Sailors. Follow him for a day – a typical day... with an untypical man... in the “best damn Navy in the world.”



There's only one man in the Navy who wears three stars above his anchor – MMCM(SS/SW/AW) Jim Herdt, the ninth Master Chief Petty Officer of the Navy. It took the Casper, Wyo., native 28 years, but Herdt has reached what some term the pinnacle of enlisted success. He is the senior enlisted advisor of the Navy. As MCPON, Herdt is responsible for advising the Chief of Naval Personnel on matters affecting the morale, retention, career enhancement and general well-being of "his enlisteds."



The MCPON is never out of touch. While cruising down the Washington Beltway, headed toward National Naval Medical Center, Bethesda, Md., Herdt talks with a master chief in San Diego about the implementation of the new Navy uniform, as JOC(AW) Natalie Dias prepares his notes. "The MCPON will usually get a quick update or refresher via phone prior to going into a meeting or giving a speech," said YN2(SW) Thomas Lindamood (right), who serves as the MCPON's administrative assistant. Lindamood, who was hand picked for the job, said he was chosen partially due to his background (he has served on ships and shore duty both in and outside of the United States). "They wanted someone who could give the MCPON an opinion on certain deckplate issues."





Chief Dias accompanies the MCPON through the maze-like hallways of the largest office building in the world – the Pentagon, which is just down the road from the MCPON's office at the Navy Annex. The MCPON meets with the CNO at least once a week to discuss Navy policy and fleet readiness.



With the eloquence of a politician, Herdt delivers a speech at the Senior Enlisted Medical Department Conference, covering such issues as retention, building a Sailor and leadership by example. "The best part of this job is getting out of the office and talking with Sailors," said Herdt.

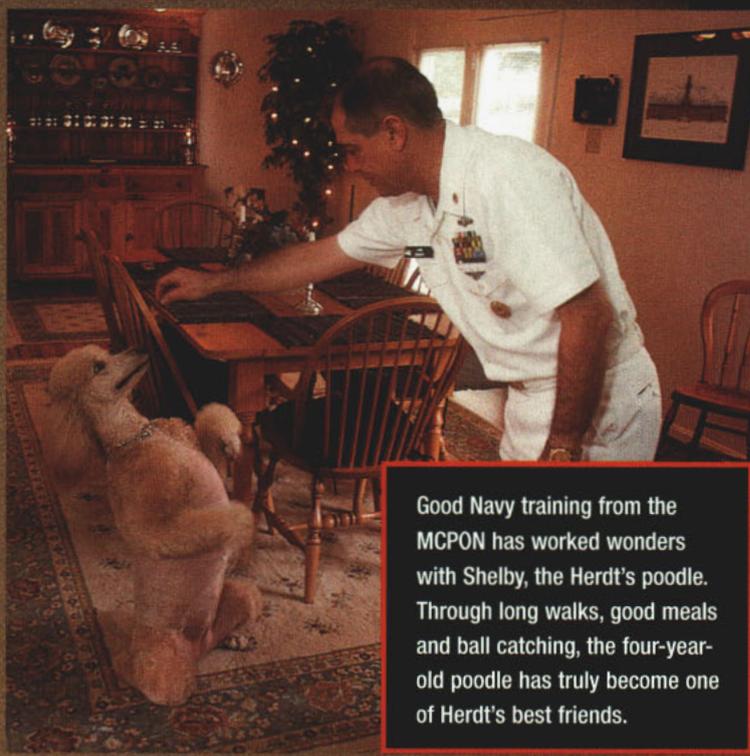
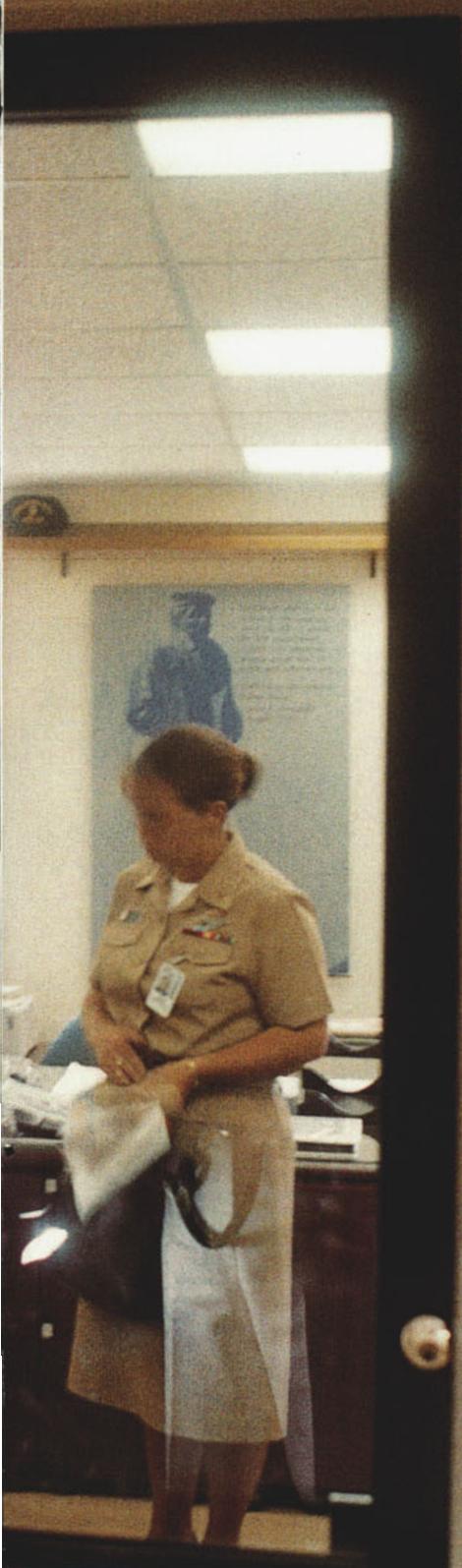
MASTER CHIEF PETTY OFFICER

Master Chief Petty Officer
of the Navy

It's a small office, no larger than a one-bedroom apartment. The walls are lined with plaques and ships' ball caps, and the desks are standard Navy issue. But make no mistake, as indicated by the banner above the door, this is where the decisions that affect Sailors are made. Just before leaving for an appointment, Herdt checks in with his scheduler, YNC(SS) Mark Shafer and his Public Affairs Officer JOC(AW) Natalie Dias.

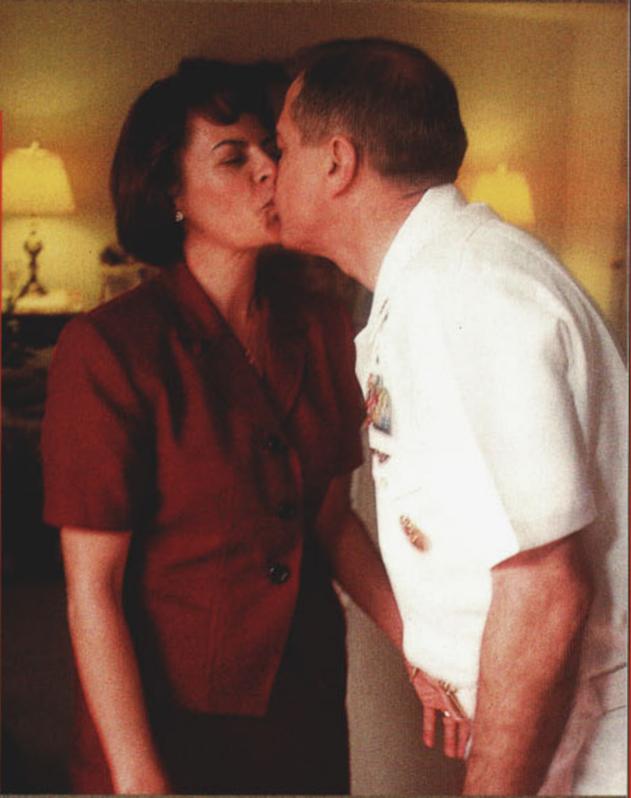


ICER OF THE NAVY



Good Navy training from the MCPON has worked wonders with Shelby, the Herdt's poodle. Through long walks, good meals and ball catching, the four-year-old poodle has truly become one of Herdt's best friends.

It's nearing the end of the day, and Herdt stops by his house for a quick bite to eat and some precious time with his wife, Sharon, before heading back to the office. "Thirty years ago we were married; about a year after I joined the Navy," said Herdt. "It's hard to put into words how important spouse support is. Someone once said, 'Behind every successful man there's a supporting wife.' And in today's Navy that's true. We just say, 'Behind every Sailor there's a supportive spouse.' I can't say enough about how much they mean to the Navy."



SAILORS OF THE YEAR



Chief Machinist's Mate (SW/AW)
Richard T. Sherman

Chief Engineman (EOD)
Eric C. Pettus

SHORE SOY

PACIFIC FLEET SOY



Chief Disbursing Clerk (SW/AW)
Ray D. Hobbs

Chief Gunner's Mate (SEAL)
Christopher Zevallos

ATLANTIC FLEET SOY

RESERVE SOY

When he set off on a four-day, infiltration mission through snow-covered mountains in the dead of winter, he knew what to do. When he was asked to run miles in the sand carrying a tree above his head, he knew what to do. When he had to jump out of airplane and free-fall for 30,000 feet before opening his parachute, he knew what to do.

But now, faced with a seemingly simple decision, Gunner's Mate 1st Class (SEAL) Christopher Zevallos is at a loss. He just can't seem to make a decision about where to spend the one-week free vacation he won for being selected as the 1998 Reserve Sailor of the Year.

"There's a lot of great perks that go along with this," said Zevallos. "I become a chief, I'll serve on various policy-making boards and I'll meet a lot of people when I go to Washington, D.C., for the official ceremony."

And he'll become one of those people that gets pointed at and talked about under hushed lips. Such is the life of a SOY. The word of his selection as SOY hit him with Mardi Gras-like excitement May 7, in a New Orleans ceremony. "It was myself and three other candidates who went up for the title," said Zevallos. "I was really impressed with the other Sailors; any one of us could have been selected – they were really great guys."

Zevallos, a native of Orcutt, Calif., said he received a lot of positive response from his peers after word of his selection spread. "As a SEAL, when you're working with the fleet, you always feel that you're being observed. They check to see if you're really all you're cut out to be. So taking on the Sailor of the Year title is kind of like that – people are going to be watching me a little closer now."

They've been doing that for years though, ever since he signed on for SEAL training in October 1991. His first assignment was with SEAL Team 1 at Naval Amphibious Base, Coronado, Calif. He made three overseas deployments during that tour. Following his release from active duty in August 1996, Zevallos immediately affiliated with Naval Reserve Naval Special Warfare Group 1, Det. 219, Naval Reserve Center, Port Hueneme, Calif. When he's not drilling for Reserve duty, Zevallos works at Vandenberg Air Force Base in Lompoc, Calif.

Zevallos is married to the former Elizabeth Ann Beamsley of La Habra, Calif. They reside in Orcutt and have four children, Lesley, Jeffrey, Ashley and Mark. Perhaps the youth surrounding him inspires his positive outlook. "SEAL training is like a self-confidence course. You get confidence in life – confidence that is so unmatched that you are able to conduct any mission."

Now, if he could only solve that vacation thing.

trip him of all his glory.

Take away the perfectly-creased, military uniform, the spit-shined shoes, the confident leadership, the raw enthusiasm, the incredible job skills and the Navy pride – take all that away and look again. You'll see something else.

You'll see a man with something that puts him a notch above the average Sailor – the ability to get things done.

But don't accuse him of being better than the average Sailor, otherwise Machinist's Mate 1st Class (SW/AW) Richard T. Sherman, the 1998 Shore Sailor of the Year, might get upset.

"I don't agree with that average Sailor thing," he pronounces. "That average Sailor makes the Navy work. There's no job an average Sailor can't do. It's all about mission accomplishment and the average Sailor helps us meet that goal."

Honor, courage and commitment run in this guy's blood. "I don't sit behind a desk and tell my people what to do, I'm right there with them. I've been lucky to have worked for a lot of good chiefs and officers who have honed my skills and taken very good care of me."

His strong beliefs were likely forged during his many years at sea. Sherman, who calls himself a "deckplate Sailor," has been on ships nearly his whole career, including

Shored Up

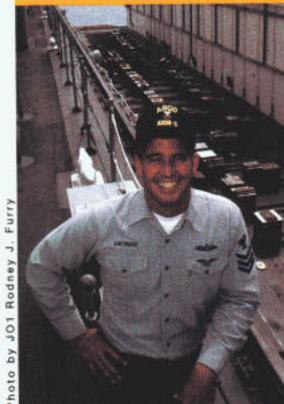


Photo by JO1 Rodney J. Furry

USS *Capodanno* (FF 1093), USS *Dixon* (AS 37), USS *Leahy* (CG 16) and ARCO (a floating drydock). His shore duty assignments include Lackland Air Force Base, San Antonio, and Naval Air Station, Miramar, Calif., where he was selected as the 1996 and 1997 Sailor of the Year and as runner-up, 1996 Commander, Naval Air Forces, Pacific Fleet Shore Sailor of the Year.

"I'm just out there doing my job," said the Boston native. But it takes more than doing your job to be called the best of the best. "You have to have enthusiasm on the job. You must also have professional knowledge. You have to care for your people and you have to work hard."

Call it his recipe for success – a recipe he hopes to parlay into two stars.

No, not admiral's stars – the stars of a master chief.

Top Gunner



Photo by TSGT Scott Wagers

Cashing In

Disbursing Clerk 1st Class (SW/AW)

Ray D. Hobbs joined the Navy to be an accountant, and by his calculations, his selection as the Atlantic Fleet Sailor of the Year really adds up.

"It's something I just can't put into words," said Hobbs. "It's the pinnacle of my career. I just wanted to be Sailor of the Year on my ship, USS *Vicksburg* (CG 69). It's an honor. I couldn't have done it alone. It's all the good people I work with – the chiefs, the disbursing officer and everyone who offered career advice."

Hobbs joined the Navy in 1982. After Disbursing Clerk "A" school, he reported to Fleet Air Reconnaissance Squadron 2 in Rota, Spain, with a follow-on tour at the Personnel Support Detachment.

He got out in 1989 and furthered his education at a local college near his hometown of Fayetteville, Ark. But, he "missed the camaraderie of being in the Navy."

Hobbs believes pursuing his education is important for a couple of reasons. "The Navy might be a career, but it's not a lifetime. That's why off-duty education is so important. You have to prepare yourself.

"If there's anything the Navy has given me, it's the discipline and the tools to advance," he said. "If you put your mind to it, and apply yourself whole-heartedly and utilize those around you, you can meet your goals."

In an environment where most of the work force is in their late teens and early 20s, "You need to have a good ear, enforce the rules, but be the example," said Hobbs. "If you just listen to people and keep an open mind, we can bridge the generation gap."

Hobbs has no desire to accept mediocrity. "I want to further myself. I want to move up, maybe even be a senior or a master chief – possibly even a limited duty officer in the supply corps. I want to be the type of CPO anybody can approach for anything. I want to be able to help people by using contacts in the mess, or through networking."

Hobbs considers it a real honor to represent the Navy. "There's a lot of pressure to live up to this new standard. Never in my wildest dream did I believe I'd ever be a SOY. But I always strive to be the best I can."



Photo by JOHN GREG BOBISH

He was almost a soldier. In fact, when Eric C. Pettus walked into the recruiting office in 1986, the Army was his first choice. But then the Navy caught his eye and he has never looked back. He wanted to see the world and now he owns it, having been selected as the Pacific Fleet Sailor of the Year.

Though he is rated as an engineman, Pettus wanted more. "I wanted something exciting, and this certainly is no ordinary job," said Pettus, who gets to make things blow up as an explosive ordnance disposal technician. "Actually, we call it rendering them safe. We deal with all kinds of explosives – mines, nuclear weapons, chemical explosives." It's clear if you listen to Pettus talk that he really likes doing what he does.

His secret for success: "Hard work, a good crew and good officers are what you need to get you through."

After Explosive Ordnance Disposal School, he joined the crew of USS *Elrod* (FFG 55) and later served with Explosive Ordnance Disposal Mobile Units 4 and 3. It was at Explosive Ordnance Disposal Group 1 that he became the Leading Petty Officer of the Diving Platoon. Pettus said that at one time he needed an attitude check – an attitude check that today influences the way he treats those who work for him. "It was an inspection and I was feeling a little headstrong – a little full of myself because I was an EOD. I was busy running my mouth, talking back to the inspectors. One of them was a master chief, a senior EOD. He pulled me aside and basically told me to keep my mouth shut and my ears open." In Pettus' line of work there is no time for cockiness and no room for error.

Pettus just completed one of his goals, to be a Master EOD Technician, which means he is qualified to lead dive teams. Eventually, he wants to apply for the limited duty officer program.

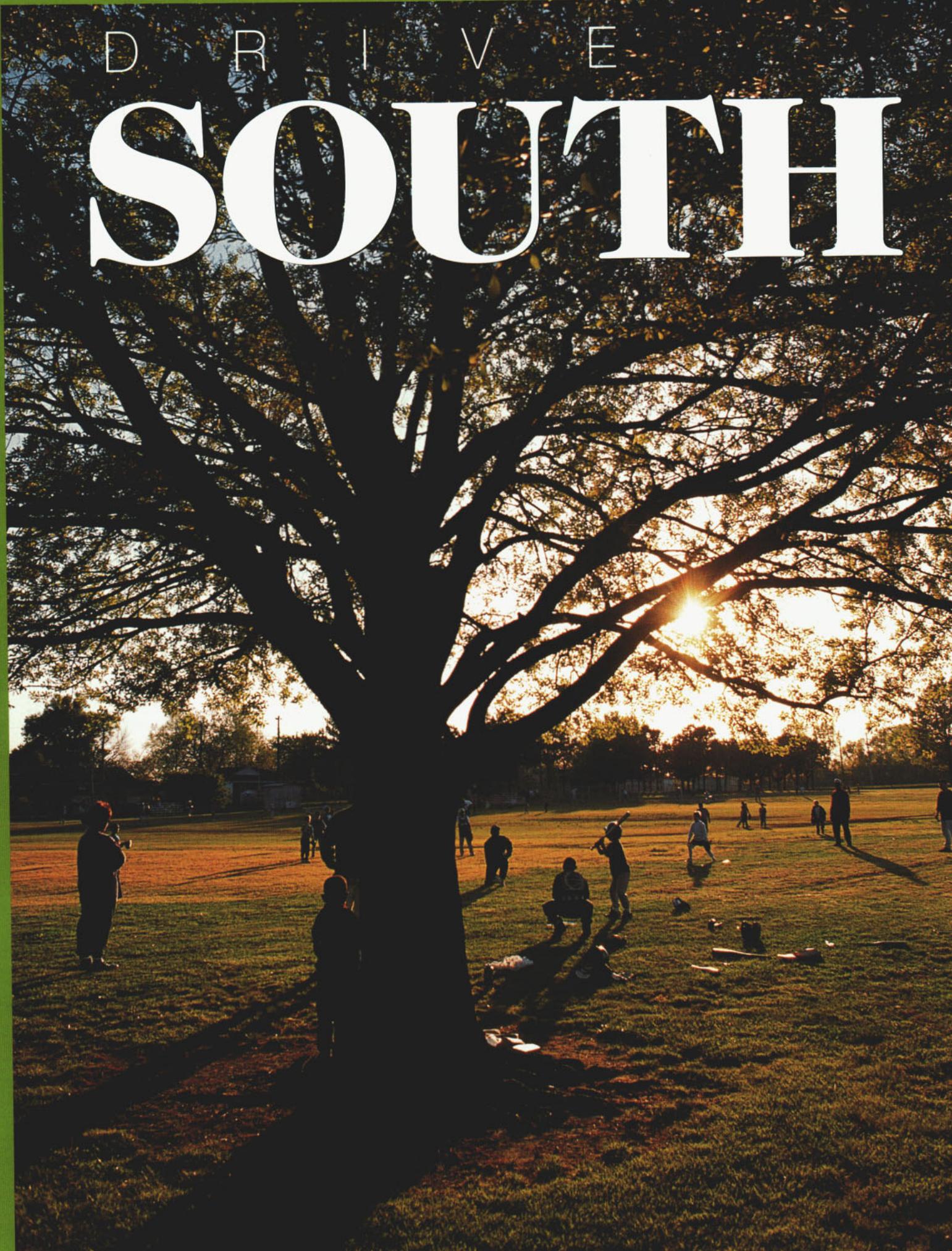
The 31-year-old considers himself a family man. He enjoys spending time with his wife, Weslie, and his daughter, Sydney. He loves to play golf and often lends his time and experience while working at his daughter's golf camp. Pettus isn't quite sure where the future will take him. But he is pretty sure it will have something to do with "rendering them safe."



Photo by JOE RODNEY J. FURRY

Big Bang

D R I V E
SOUTH



MILLINGTON WELCOMES ITS NEW RESIDENTS FROM THE NATION'S CAPITAL WITH OPEN ARMS... AND A FEW SURPRISES.

By Pam Kidd

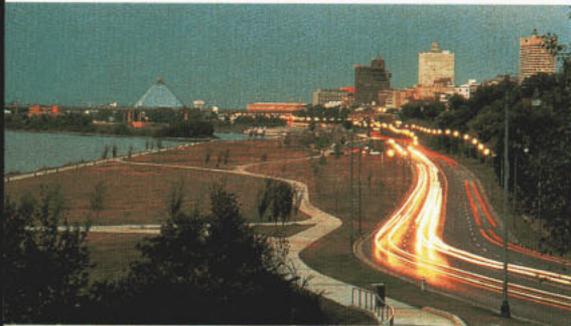


Photo courtesy of the Memphis Convention & Visitors Bureau

Millington is located just 20 miles from downtown Memphis – a city which has achieved a balanced landscape of lush trees and urban skyscrapers.

On the crest of a brand-new century, BUPERS is rolling into Millington. And for long-

time residents and newcomers alike, uncertain endings are becoming bright, new beginnings.

After a congressionally-mandated Base Realignment and Closure (BRAC) Commission relocated Millington's Navy Air Technical Training Center to Pensacola, Fla., in 1996, this Tennessee town's livelihood seemed threatened.

Then came the announcement:

The Navy's Bureau of Personnel (BUPERS), the department that coordinates all personnel within the Navy, would move to Millington from Washington, D.C.

"For hometown folks, our motto had long been that Millington is 'the best-kept secret in Tennessee,'" says Teresa Beans, executive director of the Millington Area Chamber of Commerce. "When we first heard that BUPERS had been reassigned to Millington, we realized it was time to share our secret with a host of new friends who would be coming from Washington."

Meanwhile, up on Maryland's Eastern Shore, Debbie Mullins was trying to digest that same news from a very different vantage point.

Continued on next page.



Photo courtesy of Memphis Convention & Visitors Bureau

Hernando DeSoto Bridge

When her husband, Bill, a BUPERS employee, announced that they would be leaving their home on Kent Island, outside Washington, and moving to a little town in Tennessee, she was shaken.

“The Washington area had been home all my life,” says Mullins. “My husband worked at BUPERS in the Navy’s Morale, Welfare and Recreation (MWR) Department, and for him it’s not a job, but a way of life. So I knew

looking for employment outside of MWR was out of the question. ... I knew we were Tennessee-bound.”

Back in Millington, Beans and other community leaders were just beginning to comprehend the scope of change that BUPERS would bring. In 1990, the census listed Millington’s annual per capita income at \$8,000. This low figure was easily traced to the thousands of entry-level Sailors who resided on the Navy base. Now BUPERS would be replacing those Sailors with 1,428 military personnel with an average annual income of \$76,000. The base would also employ 1,200 civilian personnel with an average annual income of \$61,000.

“We knew that everything would be affected – from city government to new housing construction to filling our

schools and churches,” says Beans.

And BRAC was... benefiting Millington in other ways as well. For the first time, MWR facilities opened to civilian membership, offering to the community at large a range of amenities from golf, horseback riding and other recreation activities to travel agency services and equipment rentals.



Photo courtesy of Memphis Convention & Visitors Bureau

Graceland

W E L C O M E T O

By JO2 Jeremy Allen

Millington

The year is 1878 and a northern Shelby County plantation owner is determined to help a small group of settlers establish a frontier town along the newly-established Chesapeake and Ohio railroad line – a rail line which just happens to criss-cross his 5,000 acre tract of land. Seeing as how a large portion of that land is elevated and perfect for building homes, the plantation owner figures the best way to get those folks started is to give them a huge chunk of it. And so it was that the land was donated and a town was built – and named after its most benevolent benefactors, Mr. and Mrs. George Millington.



Photo courtesy of Millington Chamber of Commerce

And in the end, the city of Millington wasn't the only winner, as transplants such as Debbie Mullins would soon learn. Living expenses are considerably lower in West Tennessee, housing is more affordable, public schools are highly rated and commutes are relatively short.

"The people of Millington befriended us and helped us cope with the immense change we were experiencing," says Mullins. "Their genuine concern for our well-being

Photo courtesy of Memphis Convention & Visitors Bureau



Beale Street

helped us assimilate quickly into the area. We're now active members of Millington's First Baptist Church as well as the city's Chamber of Commerce. Our daughter, Crystal, attends Millington High School, where she has made many good friends. And neither Bill nor I miss the congestion of the East Coast, especially the three-hour daily commute in and out of D.C."

"Now, more than ever, Millington has the best of both worlds,"



Photo courtesy of University of Memphis
University of Memphis Football

says Beans. "We look forward to [later this year], when the BUPERS move to Millington will be complete, but for now, the secret is out and we believe that the quality of life in Millington surpasses all others. We have all the amenities of a large city nearby, in a place where the city fathers listen to local citizens, the streets are safe, people feel secure ... and newcomers are welcomed with open arms."

Continued on next page.

Photo by David Mudd



The community grew quickly throughout the rest of the 19th century while other smaller settlements were established nearby. By the time the city was officially incorporated in 1903, the people of Millington had developed a sense of civic pride – a pride that remains prevalent today.

Millington established water and light systems, a telephone company, a local newspaper, a library and music room, Scout groups and the first school bus service for students in Shelby County – a wagonette, drawn by mules. Millington also established the first accredited school in Shelby County – a county which includes the larger city of Memphis, 15 miles to the south.

Today, Millington has some of the finest schools in the nation. Millington South Elementary, recognized by the U.S. Department of Education, is just one of four elemen-



tary schools with a combined enrollment of 2,139 students and a complement of 104 teachers. The junior high has an enrollment of 500 students and a complement of 30 teachers.

Millington Central High School is a comprehensive school for 1,500 students, employs more than 80 teachers and is



Photo courtesy of University of Memphis

Continued on next page.

As for Debbie Mullins, she has not only learned to love the quality of life in Millington – she is helping to spread the word as one of the chamber’s Goodwill Ambassadors. Last spring she traveled back to Washington, D.C., to represent the chamber at a BUPERS Relocation Fair. Her job was to answer questions and offer advice to other BUPERS employees who will be relocating to Millington.

“I surprised myself on that trip,” says Mullins. “I found myself anxious to board that plane and begin the trip back home – to Millington.”

This article reprinted courtesy of Millington Magazine.

He was a fine Sailor in every respect. He made petty officer 1st class in six years and was now up for chief. His evaluations were outstanding. He was known and respected for being a good leader and he was involved in several volunteer projects in his community. Everything was in order, all the right “tickets were punched” for him to make chief... or so he thought.

When the results were announced, his name wasn’t on the list. Why? Because he had overlooked one small detail. He failed to check his microfiche and some documents never made it into his record.

Don’t let this happen to you. Remember, you are responsible for the completeness and accuracy of your record. Don’t let a small mistake cost you an advancement. Learn to ask the right questions.

supported by a staff of some 30 auxiliary personnel.

In recognition of its many accomplishments in economic development, community leadership and overall livability, Millington was awarded the Three-Star Award by the state – Tennessee’s highest community rating.

Officially designated “Flag City, Tennessee” by the state legislature in 1986, Millington hosts a Flag Day Celebration each June – just one of several events each year that capture

the city’s small town flavor and community spirit. Some other events include an International Goat Day in September, a Cotton Country Festival in October and a Christmas parade in early December.

Millington, nestled in a beautiful section of northern Shelby County dotted with peach orchards, cotton fields, crystal clear lakes and wooded countryside, is a community with just the right balance of yesterday and today.

Within a three-hour drive of downtown Millington are many state and national parks just waiting to be explored. Meeman-Shelby Forest State Park encompasses 13,000 acres, including a wildlife management area which borders the mighty Mississippi River. The park has boat ramps, picnic areas, horseback riding, hiking trails, hunting and fishing, as well as camping areas, cottages and an Olympic-sized swimming pool.

Millington is also home to USA Stadium, a national baseball training site for USA and Olympic baseball teams, and minor league teams like the Memphis Redbirds. International Olympic teams from Cuba, Japan, Australia, Nicaragua, Russia, Venezuela, Taiwan, Korea, Mexico and Italy have come to Millington to play against Team USA. The stadium also hosts numerous outstanding college and high school tournaments to provide exciting baseball action throughout the year.

For auto enthusiasts, the Memphis International Motorsports Park boasts a 600-acre auto racing and motor-sports facility for both professional and amateur competitions.



Photo courtesy of Millington Chamber of Commerce

CAN COST YOU BIG TIME

QUESTION

TERA is being authorized for my rate, but my request was disapproved. Why?

ANSWER

TERA is considered on a case by case basis. A rate will be targeted when it is overmanned. But detailers and community managers will still review all applications for early retirement based on the needs of the Navy, the affected commands and the Sailor.

QUESTION

Can I get a "C" school en route to my next command?

ANSWER

Most "C" school quotas are utilized to fill NEC requirements of a command's billet file. If there is a valid requirement for a new NEC and if a school quota is open in the proper transfer window then a "C" school will be considered en route to the next command.

QUESTION

Can I extend on shore duty? I am involved in off-duty education... I am in a critical billet and want to see a particular project through to completion... My child is getting ready to complete school... etc, etc.

ANSWER

Although the detailer makes every effort to accommodate personal requests, extensions beyond the normal shore length are normally disapproved because of the fleet requirement to relieve those Sailors coming off sea tours.

QUESTION

Why can't I transfer to the opposite coast?

ANSWER

Each case is considered individually, but the common sense answer is that if there is a valid requirement on the coast of current location, then the financial demand for a coast-to-coast transfer cannot be justified.

Continued on next page.



Photo courtesy of Millington Chamber of Commerce

Events run weekly on four different tracks from mid-March through September.

Music lovers will enjoy the Strand Music Hall – a movie house built in 1939 that is now filled with the sounds of gospel music on Friday nights and country music on Saturdays.

For those interested in culture, there is the Memphis Brooks Museum of Art. Founded in 1916, it is the oldest and largest fine arts museum in the state of Tennessee.

The town of Millington and the city of Memphis have a little something to offer everyone. From Graceland to the

Beale Street Music Festival, you will look a long time before you find a town with as much pride, spirit and down-home goodness as Millington, Tenn.

Allen is a photojournalist assigned to All Hands.



Photo courtesy of Millington Chamber of Commerce

QUESTION

Can I go overseas on my next tour instead of going to a ship or to the fleet marine force? Can I go to a specific location for my shore duty, if I want to be near home?

ANSWER

Very limited opportunity exists for shore duty outside of the normal fleet concentrated areas. The availability of billets, the priority of those billets and a Sailor's career path will be the primary deciding factors of their next assignment.

QUESTION

Have my orders been released, and when will I get them?

ANSWER

Each detailee writes their orders as soon as possible near the six-month window. The orders are either sent via Naval message or by U.S. mail. Each format has a specified delay that is dependent on a series of factors, but most orders are in the Sailor's hand within three weeks of being released by the detailee.

QUESTION

Can I use my "GUARD III" option for a guaranteed assignment?

ANSWER

BUPERS encourages the use of the "GUARD III" option, but there has to be a valid billet available in the location or platform of choice.

QUESTION

How do I get considered for a special duty program assignment?

ANSWER

Each rating provides personnel to the special duty programs. There are parameters that detailers must follow when making assignments. Discuss the special duty programs options with your detailee when you are negotiating your next assignment.

QUESTION

When do you get your next set of requisitions?

ANSWER

Pick up any copy of *Link*. The next four sets of requisition dates are listed on the back cover.

MAKING THE

Right

Ready to Move

Approximately 12 months before your projected rotation date (PRD), you should review your duty preference sheet and update it if necessary – after talking with family members and your career counselor. If you have special considerations, such as an Exceptional Family Member (EFM), put it on the duty preference sheet so that information is known up front. You can update your duty preferences via BUPERS ACCESS.

When to Call

Nine months before your PRD you should check in with your detailee. Read the back page of *Link* to determine when the first requisition (req) of the month will occur and make plans to call then. Recognize that most detailers take a few hours of the first day of a req cycle to purge that req. This ensures that billets filled on the last day of the previous req do not appear and that there are no NEC errors in the new req.

Purging can take up to six hours for NEC-intensive ratings like electronics technician, aviation electronics technician or postal clerk. Your command's career counselor should be able to help you determine how long this process takes for a given rating or NEC. If the career counselor doesn't know, send a BUPERS ACCESS inquiry to your detailee. If you're overseas, check *Link* for the night detailing schedule (normally the second working day after the req comes out).

Moves

What to Say

Plan your call. Have your duty preference sheet available and make a list of questions you want answered. Know whether you are shore or sea duty eligible (your career counselor can tell you). Prioritize what is most important to you and your family. You are going to have to live with this detailing decision for the next three to five years. If sea duty eligible, consider traditional sea duty (ships/squadrons), overseas sea duty (Type 4) or arduous overseas shore duty (Type 3).

Recognize that most selection boards look for Sailors who take hard jobs in relatively traditional career patterns. That is, if you continually take Type 3 duty as opposed to Type 2 or Type 4, you may stand out as an aberration to a selection board. On the other hand, if your rating is one with little sea duty opportunity, such a decision may be in your best interests.

Remember to expect at least one overseas tour in your career (and more than one if you are in a rating with a CONUS/OCONUS rotation). This assignment may be a Type 3 or Type 6 (neutral overseas shore duty). Do you want to pick when and where, or have it decided for you at some later date – when it's your turn?

Know what the traditional jobs are for your rating. Talk with senior personnel about their career progression. Your detailee can also help guide you.

QUESTION

I was just advanced in rate. Does my tour length change to match my new pay grade?

ANSWER

PRDs are set for the pay grade you were when the orders were issued. They are not adjusted due to advancements or reductions in rate.

QUESTION

I just married (or am going to marry) a military member. Will we be able to be stationed together?

ANSWER

The Enlisted Transfer Manual (Art. 3.21) states that every effort will be made to allow military couples to move together (whenever possible) in the same manner as non-military couples. Both military members must submit an official co-location assignment request via the NAVPERS 1306/7.

If you're shore eligible, know if you want a rating-specific job or a general-duty job. General-duty assignments are jobs that are administratively assigned to your rating to provide sea/shore rotation but do not require the specific skills of your rating.

Petty officers of all grades are also eligible for assignment to various special programs, including recruiting, recruit company commander, physical security, equal opportunity and drug/alcohol abuse counselors. Most ratings have an allocation to provide to each of these special programs, based on the rating, the needs of the special programs and in-rate requirements.

When you have come up with a career plan, run it by your career counselor or chief and get ready to make the call.

The Call

Listen and take notes on what the detailer says. Don't be a victim of "selective listening" (hearing only what you want to hear).

Verify that the detailer has your latest duty preference sheet. Tell him or her what you want to do and listen for their advice. If you need to talk over a proposal with your family, remember another Sailor may decide upon the billet you are thinking about and it may not be available when you get back to the detailer. You may want to consider having your spouse with you when you call.

When you settle on a set of orders, write down all applicable information, including all training requirements and the anticipated transfer date.

Transfer Date Determination

Detailers will normally write orders for three months before to four months after your PRD. To transfer earlier, your command must release you by message or letter. To transfer later requires a command endorsed NAVPERS 1306/7 requesting the extension. Such actions need to occur before the nine-month date when your billet appears on the req. Approval chances are reduced if another Sailor is ordered into the billet.

QUESTION

When should we submit our spouse co-location requests?

ANSWER

Submit these requests 12 months prior to your PRDs. This allows detailers the maximum amount of time to work on your request. If you attach a copy of your spouse's approved request to yours it can help speed the process along. But you must remember, spouse co-location is not a guarantee. Military couples need to realize the difficulties involved in matching their needs with the Navy's needs. It will not always be possible to get everything you request and still meet the Navy's mission. Detailers will do their best to ensure you are stationed as close together as possible.

QUESTION

I'm an E-5. Why don't you just put me into that E-6 slot? Aren't detailers allowed to go up or down one pay grade any time they want to?

ANSWER

No. Any time a detailer wants to make a pay grade substitution they are required to get EPMAC approval.

Continued on next page.

Orders

Detailers will write orders within a few days of this verbal agreement. They must write them while the req is current. Most special programs and all overseas assignments require screening by the command transferring the Sailor before executing the orders. If the Sailor or his or her family fails screening, a decision must be made whether or not the Sailor will go unaccompanied to the new duty station. PERS 40BB processes such actions.

New PRD

The PRD at the command accepting the transfer is determined by type and location. If overseas, it is normally the DOD tour. If CONUS shore, it is normally the length of Normal Shore Tour (NST) for the Sailor's rate. If CONUS sea, it is the prescribed sea tour.

Information provided by BUPERS Public Affairs

CHECK LIST FOR CALLING

- Talk to your career counselor.
- Be sure it's time to call. That's between six and nine months before your PRD.
- Have more than one plan. Map your career goals in advance.
- Talk to your spouse.
- Be prepared. Write down your detailer's name and phone number and your full name, SSN, rate and return phone number. Also, jot down your top priorities and any questions you have. Be specific. Keep this in front of you when you call.
- Tell the operator if you are calling from overseas.
- Be ready to make a decision.

QUESTION

When is the best time to call for orders?

ANSWER

Call on the first requisition cycle after you come into the nine-month detailing window. You have nothing to gain by waiting. When you call early you have the maximum chance of getting your choice of assignment.

QUESTION

What are the different types of duty?

ANSWER

- **Type 1 CONUS Shore Duty**
- **Type 2 CONUS Sea Duty**
- **Type 3 Overseas Shore Duty (sea duty for rotational purposes)**
- **Type 4 Overseas Sea Duty**
- **Type 5 Neutral Duty**
- **Type 6 Overseas Shore Duty (neutral duty for rotational purposes)**

QUESTION

How can I get a split tour?

ANSWER

Split tours for sea duty can be requested. You must complete 24 months on board your present command (you may submit your request earlier but, if approved, orders will be written for transfer at the 24-month date). These transfers must be local area with less than a \$500 cost.

QUESTION

How can I improve my chances to advance?

ANSWER

While there is no magic answer, the following list is always a good start:

- **Become a rate expert.**
- **Maintain outstanding evaluations.**
- **Self-development through correspondence courses and off-duty education.**
- **Take ownership of your evals, make certain you get full credit for all your effort.**
- **Set realistic and challenging goals for yourself.**

MOVING

On

Photo by PH3 Renzo Amartz

Transition Assistance Management Program (TAMP) Sailors and their families facing separation from the Navy must make a difficult transition – the transition from a secure and structured military lifestyle to a new and unfamiliar civilian community. TAMP provides a myriad of services to make that change as smooth as possible – from pre-separation and benefit counseling to employment referrals and relocation assistance.

Pre-separation counseling A qualified TAMP counselor can provide information in the following areas:

- Education assistance benefits
- Information on affiliating with the Selective Reserve
- Programs available for job search assistance
- Job counseling for your spouse
- Relocation assistance services
- Conversion of health insurance and/or medical and dental coverage

- Counseling on the effects of a career change on service members and their families
- Financial planning assistance and Survivor Benefit Program (SBP) information
- Compensation and rehabilitation benefits provided by the Department of Veterans Affairs.

Your Command Career Counselor will meet with you up to 180 days before separation but not later than 15 days after your command receives official notification of your separation. He or she will have you sign a Page 13 entry indicating in which of the above areas you desire counseling and will refer you to the nearest Family Service Center (FSC).

Retirement Most military members become eligible for retirement after 20 years of active-duty service. Retirement from the military provides an element of security and gives individuals the chance to embark on a second career while still enjoying many benefits of the first.

Computation of pay Navy retired pay is computed under a variety of provisions. Active-duty members who have questions about the formula used to compute retired pay should consult a career counselor. Retired members should submit questions in a letter to the Defense Finance and Accounting Service (DFAS).

Survivor Benefit Plan Established in 1972, the Survivor Benefit Plan (SBP) complements Social Security and provides those service members who reach retirement eligibility – including reservists who qualify for retired pay at age 60 – an opportunity to leave a portion of their retired pay to their survivors.

QUESTION

Why can't I go to school?

ANSWER

Detailers are working to provide members every possible opportunity for training. The following are the criteria that detailers must follow:

- **There must be an NEC authorized for the training requested at your ultimate duty station that is not filled or is projected to be vacant.**
- **There must be a school seat available within a reasonable amount of time of your reporting date if being ordered to an NEC-specific requirement.**
- **You must meet prerequisites before assignment.**
- **You must be eligible in all respects and willing to obligate service if necessary.**

QUESTION

My detailer told me I was posted, what does that mean?

ANSWER

This means you have been placed on a requisition to hold a billet. It does not mean that orders have been issued. Once a billet has a posting next to it, others who may also want that billet are turned away. Therefore, changing your mind on a billet you have negotiated and to which you have been posted is usually not done.

QUESTION

What is an MAT?

ANSWER

MAT stands for minimum activity tour. This is the minimum tour length you have to complete before you can be transferred. Most commands have a 24-month MAT. This assures each command gets stability from your assignment. This minimum is one of the most significant fixed numbers in the budgetary process. An early move is an unfunded move.

Information provided by BUPERS Public Affairs.

The U.S. Naval Home The United States Naval Home in Gulfport, Miss., is part of the Armed Forces Retirement Home (AFRH) System and is for military retirees and certain veterans with significant wartime service.

Former military members who are 60 years or older and in good physical health are eligible for admission. For a more detailed explanation of admission eligibility, call the Naval Home toll free at 1-800-332-3527 or the Soldiers' and Airmen's Home at 1-800-442-9988.

Unemployment compensation Your eligibility for unemployment compensation is determined by the law of the state in which you file a claim.

Contact your local office of the State Employment Service to determine eligibility.

Burial benefits The Retired Activities Section of the Bureau of Naval Personnel (PERS 662C) can provide information about a service member's burial benefits. Call toll free 1-800-255-8950 or check with your local Retired Activities Office (RAO).

VA Medical/Dental services Veterans discharged or released from active duty under conditions other than dishonorable may be entitled to medical and dental care at Veterans Affairs (VA) health facilities around the United States. VA provides necessary dental treatment for veterans who were not able to receive a dental examination and treatment within 90 days of discharge or separation of military service. Different criteria apply for treatment of veterans who have dental disabilities resulting from combat wounds or service-related injuries.

Education assistance The VA administers a number of educational assistance programs for veterans and service personnel. Contact your local VA office for details.

VA home loans The VA home loan guarantee program offers advantages that other loan programs do not. First, VA loans are made with little or no down payment. Second, the borrower can repay all or part of the indebtedness at any time without penalty.

To be eligible, a veteran must have been discharged under conditions other than dishonorable, after serving a minimum period of time on active duty.

Memorial affairs Any veteran who has been discharged under other than dishonorable conditions is eligible for burial in a VA national cemetery.

Although the law does not allow for gravesite reservations, veterans can make things easier for their survivors by keeping military service records accessible and verifying eligibility with VA.

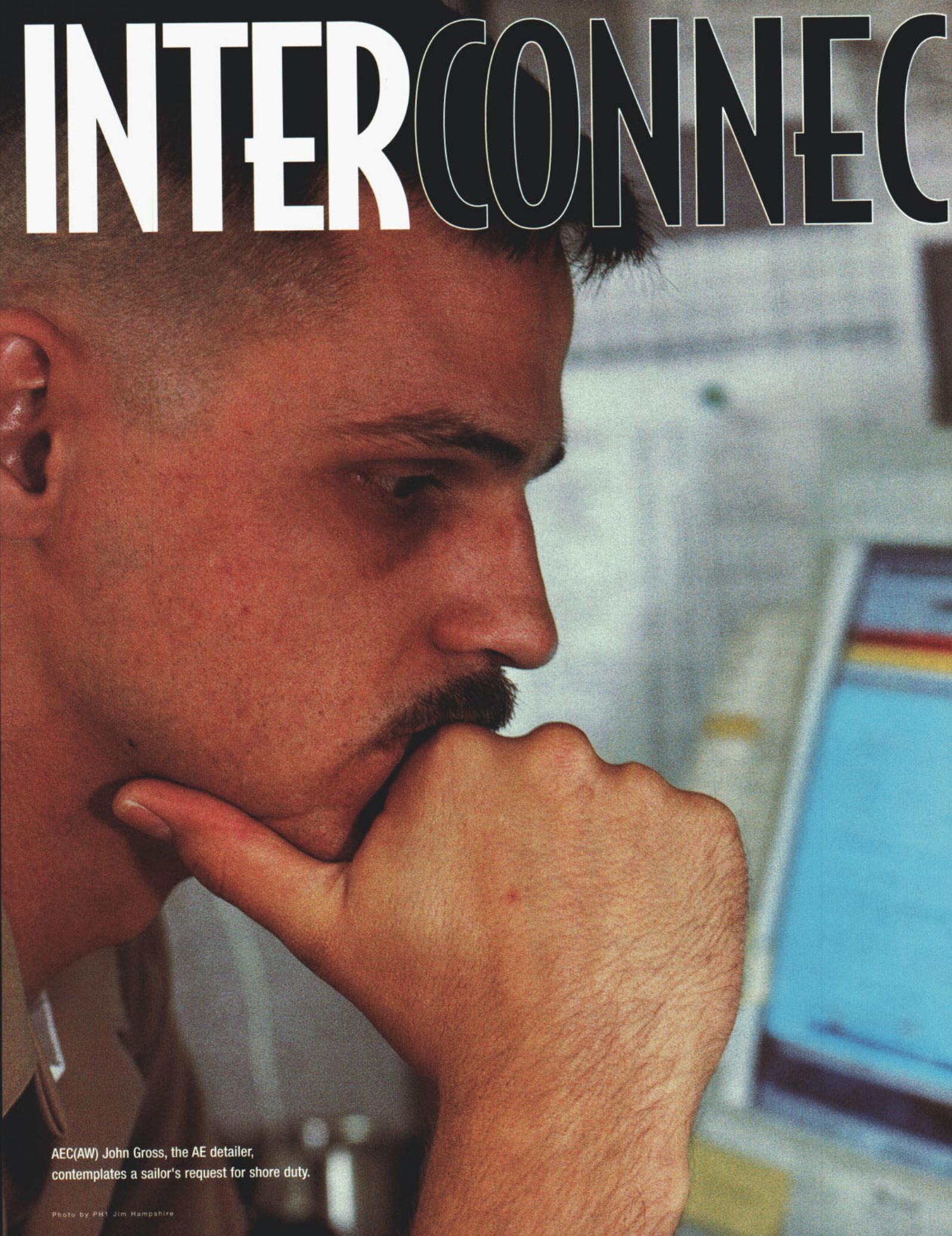
Once eligibility and space are determined, the VA will open and close the grave, furnish a headstone or marker and provide care and maintenance.

Other Information For most veterans' programs, there are no time limitations. In some cases, however, eligibility does expire.

The booklet, "Federal Benefits for Veterans and Dependents," gives up-to-date, detailed information on all VA programs. If you are interested in a copy, send \$2.75 to: The Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402. The stock number is 051-000-00-198-2.

Information provided by BUPERS Public Affairs.

INTERCONNECT



AEC(AW) John Gross, the AE detailer,
contemplates a sailor's request for shore duty.

Photo by PH1 Jim Hampshire

TIVITY

By JO1 Jason Thompson

The hands of the young aviation electrician's mate (AE) began to tremble as he placed the receiver to his ear. His heart was pounding so hard he could barely hear the dial tone. Taking a

deep breath, he composed himself enough to nervously punch in the phone number. He waited for what seemed like an eternity to be connected as hundreds of questions flashed through his brain – *Where will I be stationed next? Overseas? What will my job be like? What will my chief be like? Can I get my warfare pin there? What about college?*

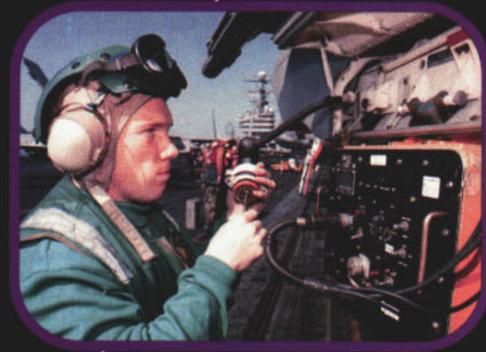


Photo by PMS Sam Dailis

AEAN Patrick McKinley, from Land O'Lakes, Fla., performs maintenance on an AIM-7 Sparrow medium-range, air-to-air missile mounted on an F-14 Tomcat.



Photo by PHAN John Sullivan

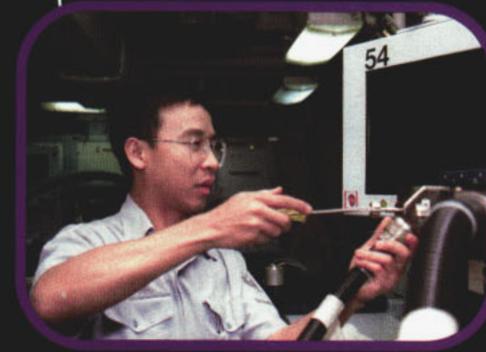


Photo by PMS Cynthia Zarate

AE3 Long Tran, from Bloomington, Minn., troubleshoots an S-3 Viking's high frequency radio.

Meanwhile, thousands of miles and several time zones away, an enlisted detailer sits in a tiny cubicle hunched over a stack of papers. He pores over the names, numbers and NECs of hundreds of AEs who need orders cut by the end of the week. In his job, the pressure of managing the careers of more than 4,000 enlisted Sailors is what makes his heart pound.

The phone rings. Before he answers, the chief reminds himself of the kinds of questions he will ask before another set of orders can be cut. *Is the Sailor qualified for the job? What are the needs of the Navy? Is it cost-effective to send the Sailor to a squadron overseas? What's my budget for the new fiscal year?*

AEC (AW) John Gross tackles those kind of tough questions every day. From his desk at the Bureau of Naval Personnel, the chief has what he calls the "God's-eye view" of every AE in the fleet. The burden of deciding where an individual will be stationed falls squarely on his shoulders.

"Detailers are the in-rate professionals charged with maintaining a big picture and ensuring their communities are staffed appropriately," said Gross. "That means getting Sailors where they are supposed to be on time and – to the greatest extent possible – in accordance with the wishes of the members."

But given the intense pressure enlisted detailers are under to fill critical billets as well as meet fleetwide downsizing requirements, accommodating the personal desires of individual Sailors isn't always easy.

"If everybody goes where they want to go, there would be large holes in the fleet," explained Gross, a veteran of eight years. "Every detailer's bottom line is to make sure the needs of the Navy are met. Unfortunately, there are times when it will be at the expense of individual members."

Does that mean Sailors shouldn't even try to take a shot at their dream billet? Of course not. It just means they should be prepared to serve where the Navy and the nation needs them most.

"The way I see it, it doesn't matter where a Sailor is stationed or what job he or she is performing – they're still defending the nation," said Gross. "In the grand scheme of things, that's what being a Sailor is all about."

Thompson is a photojournalist assigned to All Hands.

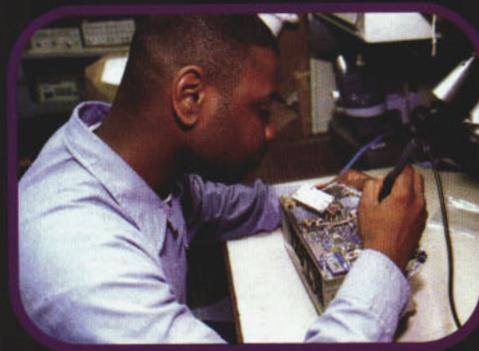


Photo by PHAN Cynthia Zarate

AEAN Bobby Goodman, from Jacksonville, Fla., solders circuit card components on an aircraft radar detection unit.



Photo by PHAN John Bringer Jr.

AE2 William Clay, from Great Bend, Kans., performs electrical tests on aircraft components.

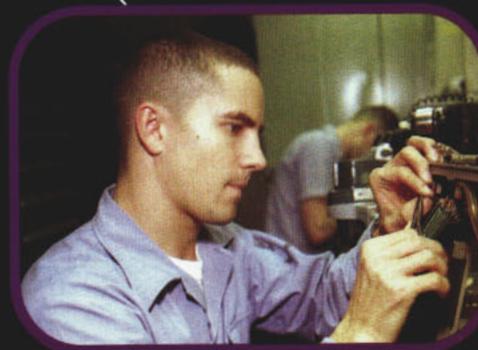


Photo by PHAN John Bringer Jr.

AE3 Charles Wilkes, from Plano, Texas, repairs the wiring harness on an aerial camera magazine from an F-14 Tomcat.



Photo by PHAN John Bringer Jr.

AEAN Andrew Davies, from St. Davids, Pa., uses an automated test bench to troubleshoot an armament control panel for an S-3 *Viking*.

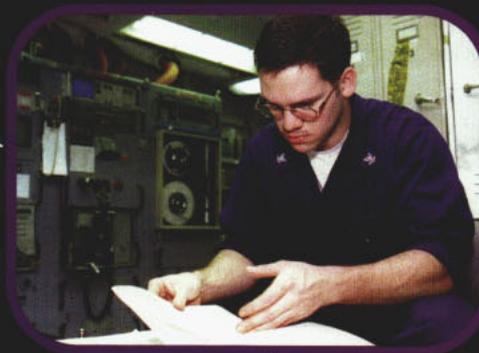


Photo by PH3 Cynthia R. Zarate

AE3 Jose Miller, from Murfreesboro, Tenn., examines electrical schematics prior to troubleshooting a radio frequency test set.



Photo by PHAN John Bringer Jr.

AEAN Richard Velte (right), from Cranberry, Pa., troubleshoots a radio frequency test bench with the help of AE3 Jose Miller, from Murfreesboro, Tenn.

AE3 Chris Mize, from El Campo, Texas, installs a radar transmitter in an F-14 *Tomcat*.



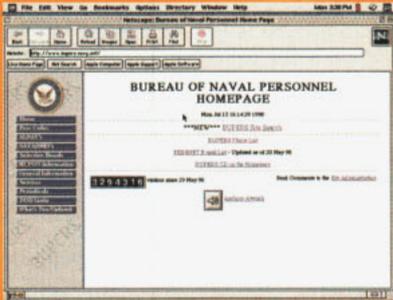
Photo by PH3 Cynthia R. Zarate



Photo by PHAN John Bringer Jr.

AEAN Ryan D. Heier, repairs a relay rack from an F-14 *Tomcat*.

Cyber Sailor



BUPERS website

Detailing Online

So, how did you do on the last advancement exam? Did you get promoted? You don't know? Well, don't you think you ought to find out? Put down that phone and get on your computer – the quickest way to find out is through the Bureau of Naval Personnel (BUPERS) homepage. I know, I didn't believe it at first either, but it's true. BUPERS has put together quite a website – and it just may be the most important one you'll ever visit.

Since this month's magazine is focusing on BUPERS, I decided to investigate their website (for something other than my detailer's e-mail address) and what I found surprised even me. There aren't too many bells and whistles, but the BUPERS site is rich with information – and isn't that what the information superhighway is all about?

Located at www.bupers.navy.mil, the BUPERS website (maintained by Data Processing Chief Donald Reese, DP2 Robert J. Capps and Radioman 2nd Class (PJ) Sidney L. Pearl) tracks a high number of visitors, offering every Sailor in the fleet information on every BUPERS code from PERS 00 (Chief of Naval Personnel) to PERS 09 (Naval Reserve Personnel Management).

You can also download the MCPON's monthly publication, *Direct Line*, and other valuable pubs like *Link*, *Shift Colors* and *Perspective* – as well as all BUPERS Instructions

and manuals, such as the Military Personnel Manual, the Enlisted Transfer Manual and the Uniform Regulations Manual (these online manuals are very easy to use and mimic the printed versions).

The BUPERS site contains hundreds and hundreds of pages covering topics ranging from the Medical Enlisted Commissioning Program, nutrition and weight control to promotion, appointment and advancement lists for E-4 to O-6 – for both active and reserve Sailors.

The best thing about the site is the access it affords you, the user. You can get anywhere in the entire command. Heck, you could spend days looking at all of the 1996-98 NAVADMIN or ALNAV messages (if you really, really wanted to).

But what really impressed me about the BUPERS site was their innovation and forward thinking. For example, BUPERS has developed several online tools to help guide junior Sailors through their first enlistment – tools like the Goal Card. This neat, pocket-size card provides information on educational opportunities, training, advancement, and jobs. It serves as an individualized, personalized career planner for the first-term enlistee and can be filled out online at BUPERS.

BUPERS may have moved to Millington, Tenn., but they are still only a click away. Get online at the BUPERS website and see what they have to offer.

Southern Net

So BUPERS has moved. But, what do you know about Millington, Tenn.? Nothing? Well, let's get on the net and take a look.

Millington, located 20 miles from Memphis along U.S. Highway 51, is easily accessed by Interstates 40, 240 and 55, in northern Shelby County. To get acquainted, your first virtual stop should be at the BUPERS detachment page

1) (www.bupers.navy.mil/codes/det/index.htm)

which describes the new location and even provides maps of Memphis and the surrounding area. Your next stop should be Millington's official website at 2) www.zaptek.com/millington.

This site has overall information on everything from local schools 3) (www.zaptek.com/millington/schools.html) and churches to local hotels 4) (www.zaptek.com/admiralty/index.html) and museums.

Even the town's local newspaper is online at 5) www.zaptek.com/millington/star.html.

These sites provide excellent information and links to other pages on the surrounding area, such as the official Memphis website

at 6) www.ci.memphis.tn.us and the Elvis archive at the Commercial Appeal website at 7) www.gomemphis.com.

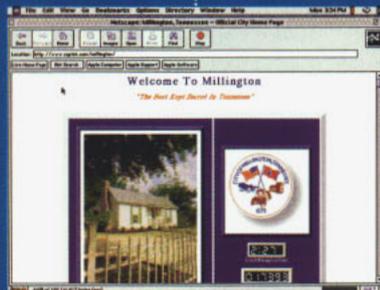
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Eye on the Fleet

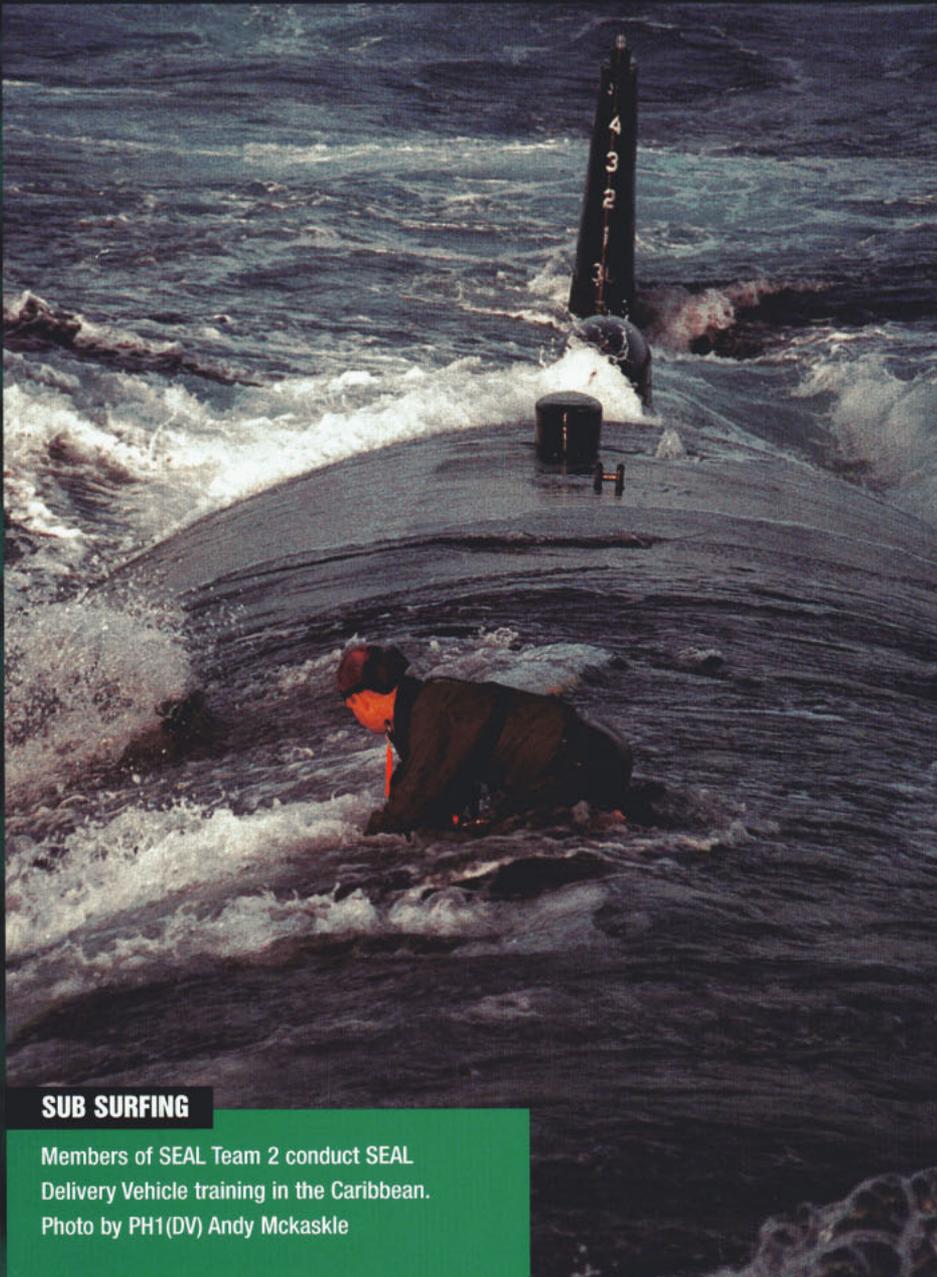
EYE ON THE FLEET

is a monthly photo feature sponsored by

the Chief of Information Navy News Photo Division. We are looking

for **HIGH IMPACT,** quality photography from **SAILORS**

in the fleet, to showcase the American Sailor in **ACTION.**



SUB SURFING

Members of SEAL Team 2 conduct SEAL Delivery Vehicle training in the Caribbean.
Photo by PH1(DV) Andy Mckaskle

SPECIAL DELIVERY

Sailors on board USS *Santa Barbara* (AE 28) position transferred cargo during an underway replenishment with USNS *Saturn* (TAFS 10).
Photo by PH2 Gloria J. Barry





CLOSE-UP

PH3 Steven Massone uses a telephoto lens to capture images on the flight deck of USS *John C. Stennis* (CVN 74).
Photo by PHAN Robert Baker



To be considered, forward your images with full credit and outline information, including: full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

Commands with digital photo capability can send attached .jpg files to: navynewsphoto@hq.navy.mil.

Mail your submissions to:
NAVY NEWS PHOTO DIVISION, NAVSTA ANACOSTIA, BLDG 168,
2701 S. CAPITOL ST. S.W., WASHINGTON, D.C. 20373-5819

Eye on the Fleet



Hot Off the Press

J02 Marcus T. Myers, from Shelby, N.C., dons his fire-fighting equipment during a general quarters drill on board USS *John C. Stennis* (CVN 74).
Photo by PH1(AW) James Williams



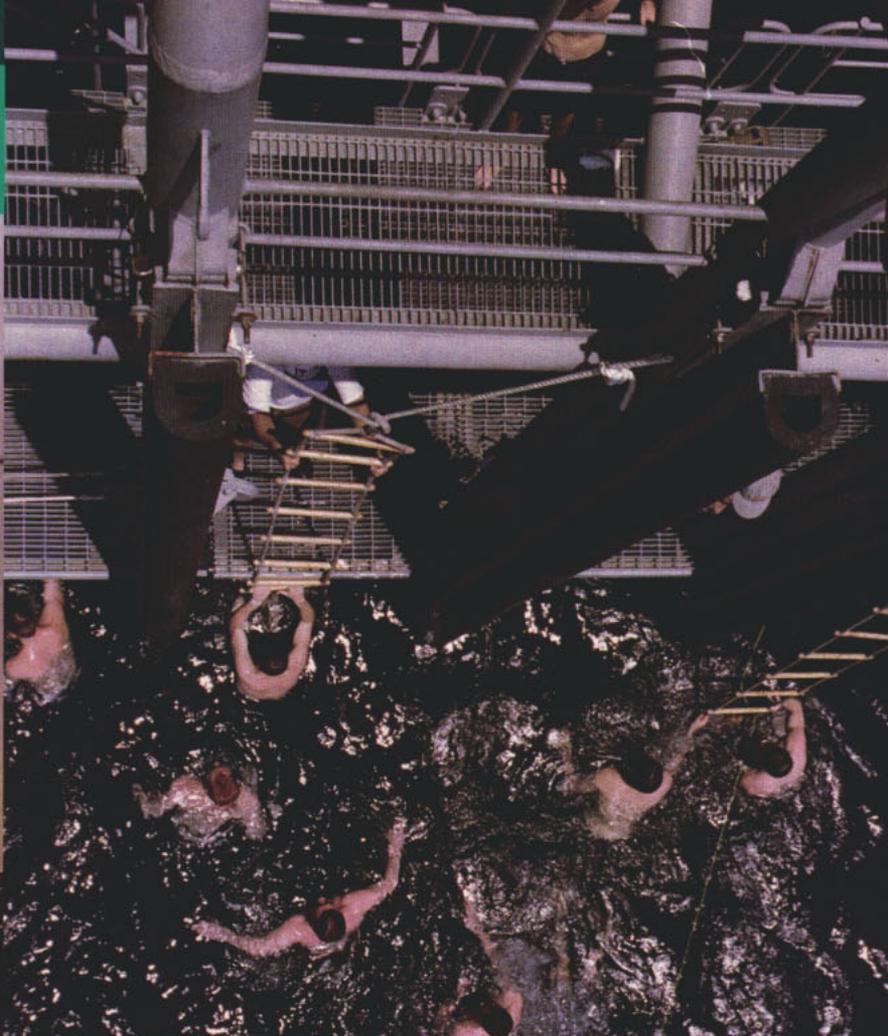
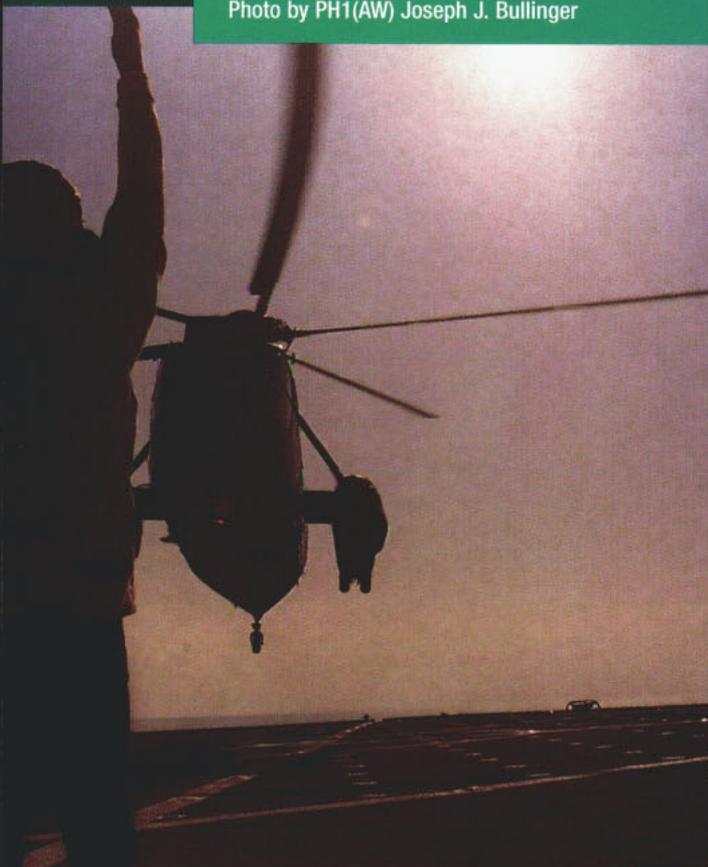
STANDING ROOM ONLY

Secretary of the Navy John H. Dalton answers questions from Sailors during an all hands call with the crew of USS *Boxer* (LHD 4).
Photo by PHCS(SW) Terry A. Cosgrove



TOUCHDOWN

BM2(SW) Albert Vargas directs a helo from on board USS *Mount Whitney* (LCC 20).
Photo by PH1(AW) Joseph J. Bullinger



FORCES AFLOAT

Sailors aboard USS *John C. Stennis* (CVN 74) look on as some of their shipmates enjoy swim call while on station in the Arabian Gulf.
Photo by PH1(AW) James M. Williams



FAREWELL COLORS

The Color Guard retires the colors following a burial-at-sea held on board USS *John C. Stennis* (CVN 74) while underway in the Arabian Gulf.
Photo by PHAN(SW) Robert Baker

Shipmates



Personnelman 2nd Class (SW) **Paul K. Spokas**

was selected as 1997 Sailor of the Year for Transient Personnel Unit, Great Lakes, Ill. Spokas helped maintain transient legal processing timelines, resulting in significant pay and allowance cost savings. Spokas also serves as the command public affairs officer and coordinates command volunteer efforts with various agencies in Lake County, Ill.



Interior Communications Specialist 1st Class (SW)
Douglas E. Cole

was selected as 1997 Military Student of the Year at Naval Station Mayport, Fla. Cole is assigned to Shore Intermediate Maintenance Activity, Mayport, where he is the shop supervisor for the repair department's interior communications division.



Aircrew Survival Equipmentman 1st Class (AW)
Kevin A. Strong

was selected as 1997 NAS Joint Reserve Base (JRB) Fort Worth Sailor of the Year. Strong successfully relocated the Aviation Life Support Systems (ALSS) from NAS Dallas to NAS JRB Fort Worth with only six assigned personnel and no down time. The ALSS contains more than 300 pieces and 20 tons of equipment, system tracking computers and tools.



Aviation Warfare Systems Operator 1st Class (AW)
Jody L. Taylor

was selected as 1997 Instructor of the Year for Fleet Aviation Specialized Operational Training Group Pacific, Det. Atsugi. Taylor taught 205 students throughout the calendar year in various computer courses ranging from operating systems introduction to Microsoft Office applications. Taylor also earned his designation of Master Training Specialist.



Draftsman 1st Class (SW) **William Wolfe**

was selected as 1997 Sailor of the Year for the Navy and Marine Corps Intelligence Training Center, Dam Neck, Va. As command illustrator and draftsman, Wolfe designed presentations for command, regional and national briefings. Wolfe also volunteered his time as assistant education services officer and as fitness coordinator for the "A" School's morning PT program.



Mess Management Specialist 1st Class **Neil V. Coffman**

was selected as 1997 Sailor of the Year for Puget Sound Naval Shipyard. Coffman, assigned as the leading petty officer for the Military Support Office, provided outstanding administrative support while coordinating the preparation and submission of more than 1,000 performance evaluations.

Did you know?

The color we know today as khaki originated in 1845 in India where British soldiers soaked their white uniforms in mud, coffee and curry powder to blend in with the landscape. Khakis made their debut in the U.S. Navy in 1912 and were worn only by naval aviators until 1931 when they were adopted for submarines. In 1941 they were approved for wear by all officers and chiefs.

From 1841 until the practice was disestablished April 2, 1949, several ratings wore their patches on their right arm. For example, during WWII, boatswain's mates, turret captains, gunner's mates, fire controlmen, quartermasters, minemen and torpedomen's mates all wore their badges on their right sleeve.

The cutlass – a short saber with a cut and thrust blade and a large hand guard – was issued to enlisted men as a sidearm and maintained in ships' armories until the beginning of WWII. The weapon was officially declared obsolete in 1949.

Bell-bottomed trousers were introduced in 1817 to permit Sailors to roll them above the knee when washing down the deck. The cut also made it easier for Sailors to remove the pants when forced to abandon ship or when washed overboard.

There is no relationship between the 13 buttons on the men's winter dress blue jumper and the 13 original colonies. Before 1894, the trousers had only seven buttons. It wasn't until the broadfall front was enlarged that the 13 buttons were added to the uniform and only then to add symmetry to the design.

The distinctive jumper flap on Sailors' summer dress whites and winter dress blues originated as a protective cover to prevent the grease and powder seamen used to keep their hair in place from staining their jackets.

A young man in a Navy uniform, wearing a white sailor's cap and a white-gloved hand saluting. He is looking directly at the camera with a serious expression. The background is dark with a subtle pattern of white triangles.

“Sailors

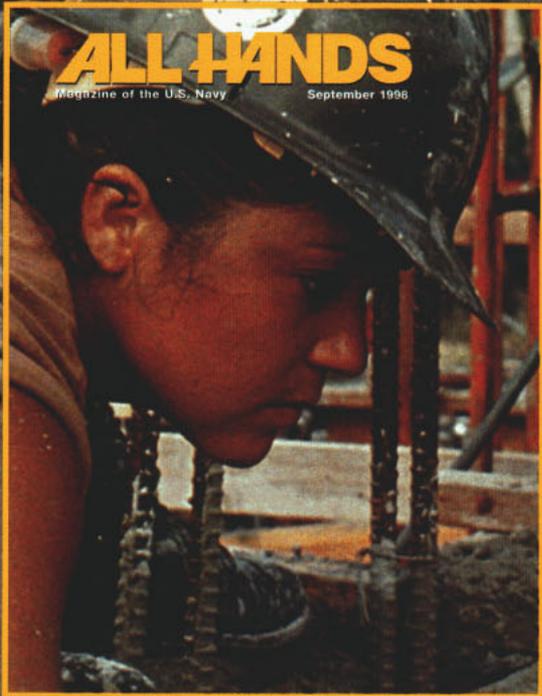
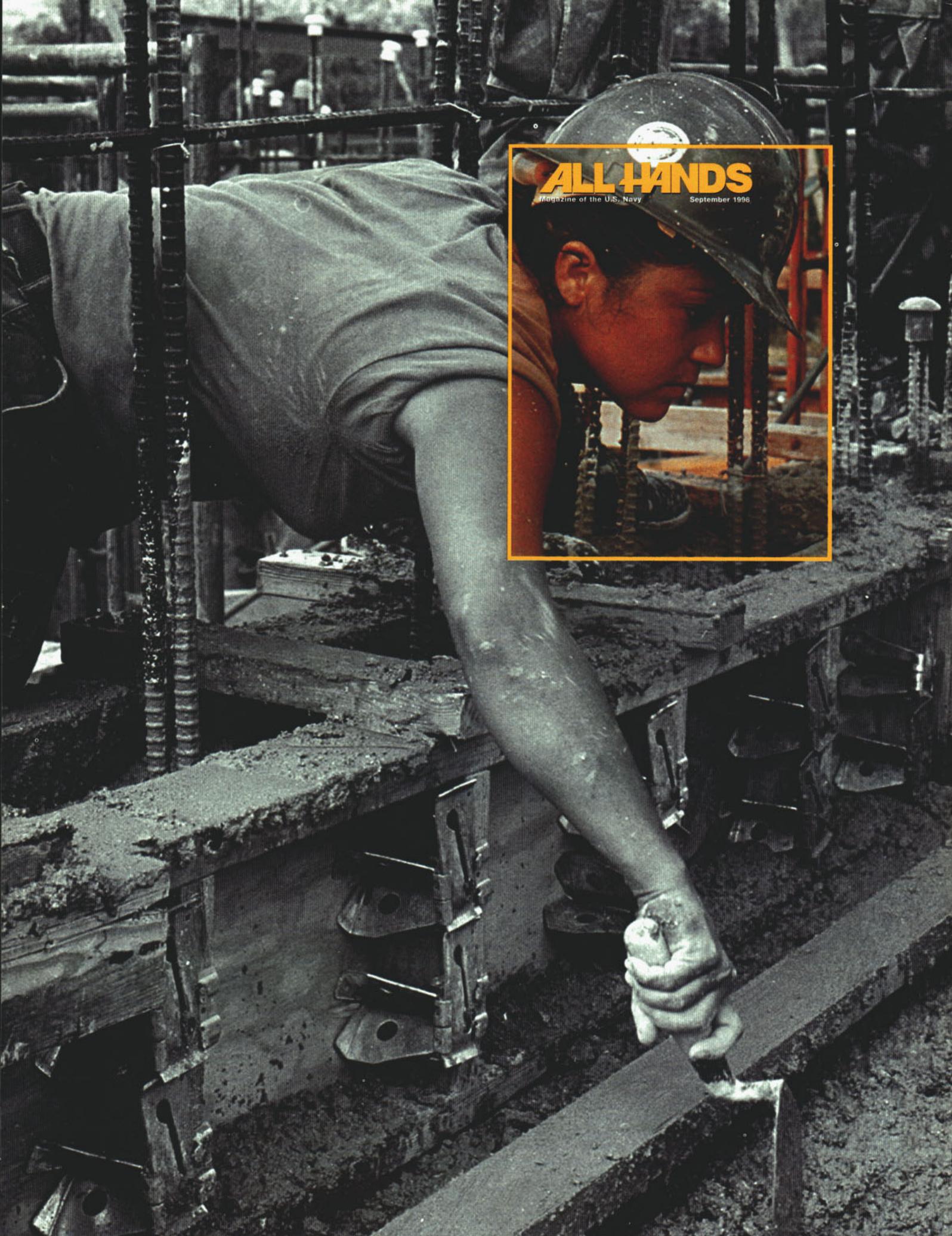
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