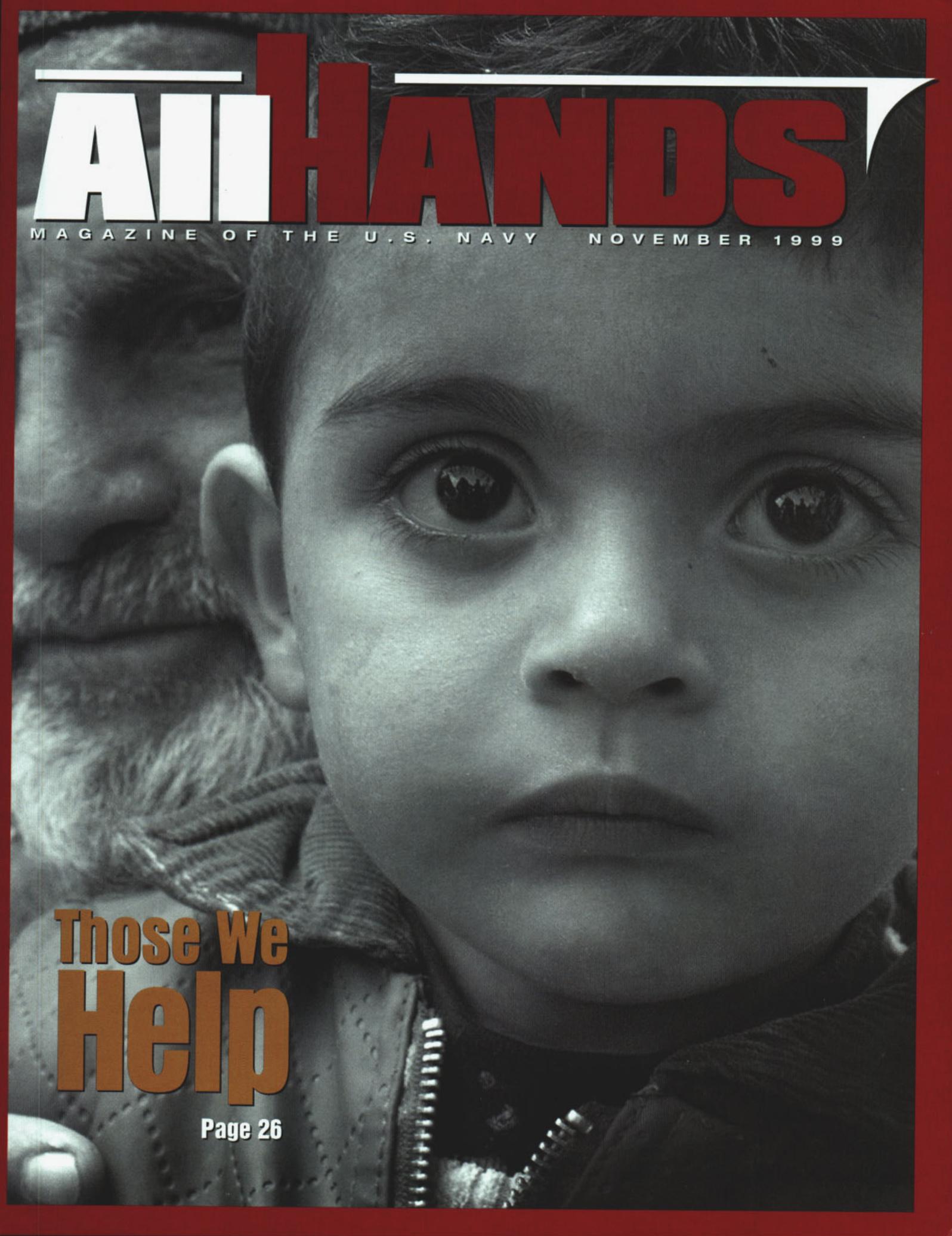


All HANDS

MAGAZINE OF THE U.S. NAVY NOVEMBER 1999



Those We
Help

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November

Features

12 **Family feud, military style**

Next month a 100-year rivalry comes to a head when the U.S. Naval Academy Midshipmen do battle against the U.S. Military Academy cadets.

16 **Messdeck maestros**

Whether its fine dining at the bottom of the sea, or fabulous feasting on a frigate, Navy mess specialists continue to serve their finest fare.

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From ship to shore the Navy pays tribute to four of the finest Sailors in the fleet.

26 **Shattered lives**

After Mother Nature released her fury in the form of a killer earthquake, the Navy came to provide stability in an otherwise shaky world.



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The Honorable Richard Danzig

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40 Sibling Rivalry

The Hanson brothers are tight, their lives tracked the same path, and they both call the USS Clark (FFG 11) home.

44 A century in the making

This month, a Sailor at the Naval Home marks his 101st birthday. Mr. Spiro, a World War I veteran born in 1898, shares his secrets of longevity.

48 Views of four vets

The Naval Home in Gulfport, Mississippi has been called a museum of living history. In honor of Veterans Day, we highlight four residents of the Home, whose Naval backgrounds range from an enlisted pilot, to a Pearl Harbor survivor to the first Navy chiefs to be married to each other.

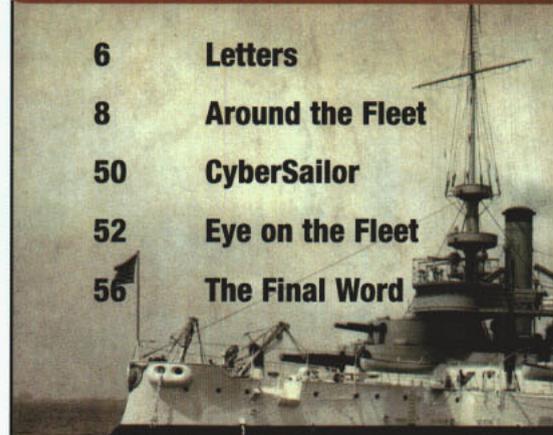
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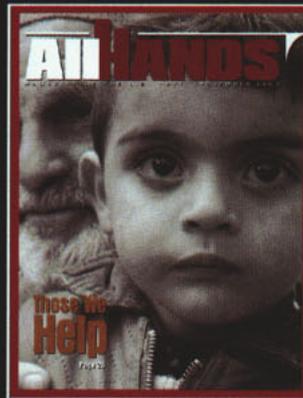
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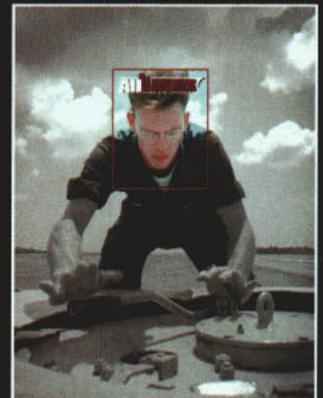
Determined to see who's the best, Navy SAR specialists engage in four-day search and rescue competition on the sands of a San Diego shoreline.



On the Cover

Young and old alike were displaced from their home and became residents of a "tent city" after a killer earthquake devastated parts of Turkey. The Navy lent assistance where they could; see story on page 26.

Photo by JO1 Robert Benson



On the Back Cover

AN Kevin Nelson, from Neola, Iowa, secures the arresting gear belt after finishing maintenance at Naval Station Roosevelt Roads, Puerto Rico.

Photo by PH3 Raymon De Jesus

Check us out Online at:



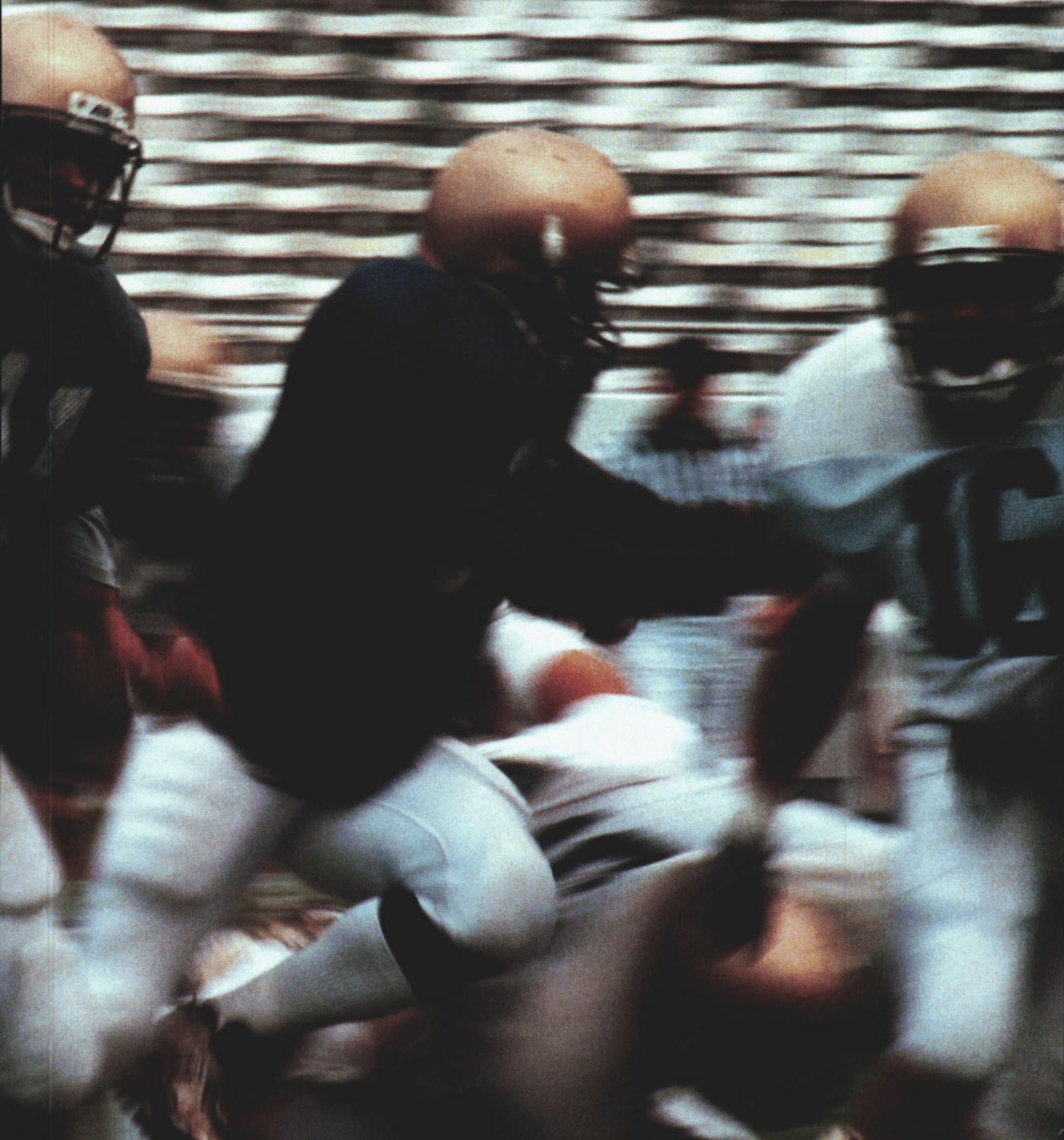
www.chinfo.navy.mil/navpalib/allhands/ah-top.html

Pass | **Play**



Navy midshipmen scramble through the plays during a scrimmage against themselves preparing for the upcoming season and the Army-Navy football classic.

Photo by PH2 Jim Watson



Sky **High**





SK2 Patrick Hanson (left) and FA Matt Hanson, two brothers assigned to USS *Clark* (FFG 11), take in the Chicago skyline. The two enjoyed liberty in the "Windy City" when their ship made a port visit there during the Great Lakes Cruise. (See story Pg. 40)

Photo by J01 Robert Benson

Letters

Mandatory warfare qualification

Editor,

While reading the April issue of *All Hands* I read the MCPON's comments in regards to making warfare pins mandatory and I just have to disagree.

With all due respect to Master Chief Herdt, he views the issue from a submariner's angle. I have nothing but respect for the members of the submarine community, and I will never pretend that I know what it's like to sail on an attack boat.

By the same token, as a 13-year veteran of the "small boy" Navy, I believe that I know a little something about surface operations and in my humble opinion making ESWS mandatory is not the answer.

Whereas I agree that the ESWS program was a "look-at-me" program as Master Chief Herdt stated, making ESWS mandatory just makes it one more pain-in-the-neck qualification that surface Sailors now have to surmount. It is now just another chore.

It will not increase the level of professionalism of the surface force. The reason that ESWS qualified personnel were more professional was because the program was voluntary.

I will submit that there is a world of difference between an attack submarine and an aircraft carrier. A carrier

Sailor could never hope to become proficient in all facets of his or her ships' operations. The very size of the ship precludes that.

Further, no matter how hard the individual commands may try, I believe that gundecking will occur, and the amount of gundecking will be directly proportional to the size of the ship.

OS1(SW) Mario T. Majors
01 Division
USS *Curtis Wilbur* (DDG 54)

MCPON's Response: OS1 Majors' concerns regarding qualifications are not new to me. These concerns are flawed in several respects, the first being that I do not understand the experience from which he speaks. I have had the wonderful opportunity of serving not only in submarines, which he noted, but also aboard "small boys" and aircraft carriers. I took advantage of each opportunity to qualify both as an Enlisted Surface Warfare Specialist in 1979 and Enlisted Aviation Warfare Specialist in 1992. This was long before it was mandatory, and I still believe the current program is correct.

We, as the world's most powerful and finest Navy, have the right to expect that every career Sailor aboard our ships be fully qualified as a surface warrior aboard the vessel he or she

serves! This is the reasoning that qualification was made mandatory, not that we wanted any qualification to mirror submarine qualification. To state that the surface force was more professional when qualification was voluntary does not pass the common sense test. How could the force possibly be "less professional" under mandatory qualification when it means that every Sailor ready to compete for first class petty officer aboard every ship will be fully-schooled in the mission, capabilities and characteristics of their ship? This point simply cannot be debated logically!

The issue of "gundecking" was raised in the decision process that led us to our current policy for warfare qualification. OS1(SW) Major's concern is legitimate for a Navy without the Honor, Courage and Commitment to prevent it.

It can be rightfully assumed from OS1 Major's letter that he is very proud of his cutlasses. I have the trust and faith in him and everyone who proudly wears silver cutlasses that gundecking will just not be allowed to happen. In the unlikely event that it does, I am equally convinced that it will be dealt with very swiftly and sternly.

Regardless of how you cut the opposition to the program as it is currently structured, each of the arguments against mandatory qualification continue to condense to one argument. That argument is, "demonstration of individual initiative is more important to some than improving the force as a whole." That is mostly a self-serving argument that I simply cannot agree with. I understand that it is a "chore," but it is a chore that is worth the effort it costs.

In our effort to reduce the

workload on Sailors, we have not given up doing those things that make our Navy better simply because they are hard to do. It is those things that are the hardest to achieve in life that we remember the longest and cherish the most. In this case, the hard work also gives us an even better Navy! (MCPON Herdt)

Sports — Go Figure

Editor,

I just picked up the September edition of *All Hands* magazine. Normally the publication is a good source for Navy information and good news stories about Sailors.

But I see no reason why you should feature articles about athletes who are not even remotely associated with the Navy. Why waste four pages on the Williams sisters? There is a fleet full of Navy athletes who would enjoy the coverage, and you would be highlighting the ships, squadrons and stations they are assigned to, helping instill esprit de corps with our ranks.

This is not the first time you've tried to compete with sports publications, however, this time you kept it off the cover. If people want to read about a civilian athlete, let them buy *Sports Illustrated*. Keep the coverage on our high quality Sailors - athletes who also "support and defend" this nation.

JOC Joy White, USNR
Naval Air Technical Training
Center Public Affairs Officer

Not every All Hands story has a Navy tie, and not every role model portrayed in All Hands has been Navy-related. We ran a previous All Hands exclusive on pro football play-

Tell us something we don't know.

Send your comments to: **All Hands, Naval Media Center, (ATTN: Editor), 2713 Mitscher Rd., S.W., Washington, D.C. 20373-5819 or e-mail: allhands@mediacen.navy.mil**



Countdown to Y2K



DAYS
61

HOURS
16

MINUTES
29

SECONDS
59

Y2K and You

Q: I was wondering how active-duty members at overseas duty locations would be affected by Y2K? Since this affects military members and their families, what is being done to make sure host countries are Y2K compliant?

A: Because of its large overseas presence, the Navy has invested significant resources to assess and ensure the Y2K preparedness of nations who are hosts to our overseas bases and duty stations. This is an important issue because our overseas bases rely heavily on the host country for basic services like electricity, water, sewer and gas.

Because the Navy understands the affect of potential service outages – both to the fleet and to service members' families – it has designated host nation support as a vital part of its Y2K preparedness program.

Overseas base commanders are working closely with local officials to ensure that adequate power, water and other essential services will

be available when the date change

occurs. Additionally, DOD visit teams as well as State Department representatives are conducting on-site reviews of vulnerable host nations.

In most countries, Navy officials, as well as local service providers, expect no major outages or disruptions. Nations that currently experience irregular utility services are likely to experience similar problems during the date change. As the situation for every country is different, you should consult your local Y2K representative or inquire within your chain of command for more information.

Q: What are contingency plans, and how will the Navy use them as part of the Y2K effort?

A: Newspapers often refer to contingency plans or back-up measures that will be taken if Y2K repairs and upgrades do not function as anticipated. Many businesses, utility companies and government services are developing Y2K contingency plans to add another layer of protection. The Navy

had contingency plans of its own long before Y2K was ever a concern. There are standing Navy procedures in place to respond to common emergencies like equipment casualties, fire or flooding, personnel injury, or to conditions like reduced maneuverability or visibility at sea. Some examples of established Navy contingency plans are equipment casualty control procedures, communication plans, ships' instructions and damage control doctrines. These same kinds of procedures would be used if a contingency plan were required due to a Y2K-related failure. While contingency plans refer to specific measures that will be taken in the case of an isolated incident, Navy Y2K contingency *planning* refers to a broad set of procedures that position the Navy to respond appropriately to Y2K-related problems. Information about Navy contingency planning can be found on the Navy's Y2K web site at <http://199.211.210.88/ny2k/ny2k.htm>



er Junior Seau in our May 1998 edition of All Hands, and we also ran a one-page feature on pro tennis player Tommy Haas alongside an article on fitness strategies from pro tennis coach Nick Bollettieri in that same issue.

When the opportunity to interview the Williams sisters arose, we jumped at it. This was an All Hands exclusive. These young women, through the support of their family, have shown Honor, Courage and Commitment and have triumphed in professional sports. They are products of clean living and strong families, and are among the very best tennis players in the world.

While we are not as big as Sports Illustrated or People Magazine, All Hands does try to provide articles to entertain and inform. We also try to focus on role models to deliver a message, and if we can send a message about healthy living without sounding bureaucratic or preachy, we'll try it. Ed.

USS Mobile Bay Maintains 8-section Duty

While working in the aft engine room onboard a guided-missile cruiser forward deployed to Yokosuka, Japan, Gas Turbine System Technician (Mechanical) (SW) 1st Class Jeffery B. Yancey says he knew what to expect when the new commanding officer reported aboard. As fellow Sailors waited to see how CAPT Edward J. Rogers would go about the business of leading USS *Mobile Bay* (CG 53), Yancey knew change was in the works.

"When he first took command (in September 1998), we tried to go to six-



Around the Fleet

section duty, but it didn't go too far," said Yancey, who had served with Rogers onboard USS *Worden* (CG 18) in 1992. "A lot of the crew lost hope. I said, 'give him time and it will happen.'

"Not long after, when he said eight-section duty was the goal, not many people believed it would happen. It did," said Yancey.

Yancey, a native of Greeley Colo., said the change became apparent one afternoon when the ship was going through CART2.

"CAPT Rogers said 'You guys will stop work at 3 p.m.' He said inspections will no longer mean engineering department stays late, sometimes to 8 or 10 p.m.," said Yancey. "Having the 3 p.m. liberty call was definitely strange."

The drive to change the way the ship did business on the waterfront meant a reduced load for *Mobile Bay* Sailors, and created the momentum to more effectively use the new-found time in Sailors' workdays. No longer did the call go out for a working party of 40 Sailors to bring perishable goods from the

pier onto the ship – five could now handle the job.

The solution was deceptively simple. Instead of having his Sailors lug boxes up the brow of the ship, a crane would be put to use on the pier to lift the stores onto the main deck.

"We start from the end point – quality of life and morale of the crew," said Rogers, a native of New York City. To get there, Rogers says he relies on everyone in leadership positions to "drive home the message of personal responsibility."

Along with the eight-section duty, standard working hours, 7 a.m. to 3 p.m., can only be extended on commanding officer approval.

For Boatswain's Mate 2nd Class Thomas M. Porr, the difference has been instrumental in giving him a new outlook on what the Navy could offer him. "It's not just about the ship, it's about our careers," said Porr. "It's not only about what gets the ship rolling, it's what gets your career rolling." As the training petty officer for 36 people in *Mobile Bay's* 1st Division, he carries that enthusiasm to the deckplate.

"It's not just doing more stuff, it's being sent off to schools, like BM supervisor's school, taking a boat coxswain's course and getting locked on to what needs to be done," said Porr, a 10-year Navy veteran. "We know what's going on, what the mission is. I trust that what the CO says is going to happen, will happen."

"This never would have been my first choice for orders, but if I had to choose a ship now I'd come here without hesitation," said Cryptologic Technician (Collection) 3rd Class Zion D. Maffeo, a native of San Antonio. Maffeo enlisted in the Navy in February 1998, and reported to *Mobile Bay* one year ago after

On assignment

"Never let yourself regret a missed opportunity."

That quote from Chip Maury (a former Navy photographer's mate who is now the photo editor at the *Indianapolis Star*) sits above PH2 Aaron Ansarov's desk.

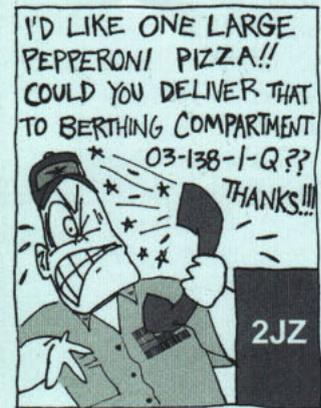
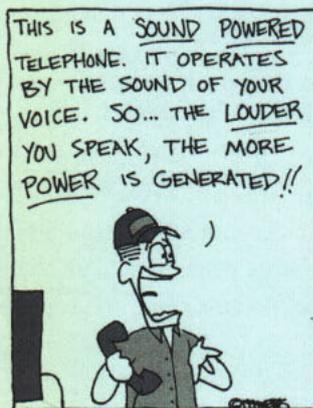
"I try my best to have my camera with me wherever I go, because if I do miss that shot (or opportunity) it bothers me for the rest of the day," said Ansarov. He didn't miss on this month's Search and Rescue Olympics (See Pg. 34).

Ansarov became aware of the many opportunities the Navy has to offer soon after he began his Navy career in a ship's photo lab. After making 2nd class in four years, Ansarov represented the Navy as one of four PHs and journalists attending Syracuse University, Syracuse, N.Y., for the year-long Military Photojournalism program. From there, he went to work for the Navy Public Affairs Center, San Diego, where he has taken every opportunity to use his talent for the Navy.

Photo by JO2 Sonya Hammond



Ricky's Tour By JO3 Mike C. Jones



boot camp and "A" school.

"Without a doubt, life at sea is more arduous than shore commands," said Maffeo. "But it's helped out by the fact that in port we knock off earlier than most shore commands and the captain doesn't sweat the small stuff."

"The CO is a people-person," says Master Chief Torpedoman's Mate (SW) Thomas A. Falconer, a Detroit native who serves as the command master chief onboard *Mobile Bay*. "The troops aren't afraid to bring up suggestions, they know their concerns will be responded to."

"We're still getting everything done effectively and efficiently because people step up more, said LTJG Christopher Cigna, *Mobile Bay's* main propulsion assistant. It's not going to happen overnight — it's an ongoing process, but it's a common-sense approach."

Story by RMCS David Dearie, USS Mobile Bay (CG 53) public affairs office.

Team Effort Provides Assistance to Vessel in Distress

Four Iranian fishermen in the Arabian Gulf, stranded 40 miles from land with no food or water, were rescued through the joint efforts of USS *Theodore Roosevelt* (CVN 71), USS *Leyte Gulf* (CG 55) and USS *Kinkaid* (DD 965).

Word of a vessel in distress came after the fishing boat was sighted by *Leyte Gulf's* helicopter. *Leyte Gulf* provided initial assistance to the vessel by giving them water. *Kinkaid* was directed to the scene to relieve *Leyte Gulf*, and upon arrival launched its rigid hull inflat-

able boat (RHIB) to provide water and food.

With the help of a linguist the Americans learned the men had set out from Bushehr, Iran, a day earlier to fish when their engine failed. The men, in their 20s, had no means of communication, no food, water, or watch, and no compass.

Overnight, they drifted 40 miles from land. They had caught several fish, but their catch was ruined by the scorching sun and had to be discarded. They rigged an awning out of an old blanket to provide shade, but without food or water, their relief from the
(continued on page 56)

Who's Counting

181

Of the 462 residents living at the U.S. Naval Home, Gulfport, Miss., 181 of them are from other branches of service.

17

The number of years the Navy and the MCPON have been honoring the Sailors of the Year.

100

The number of years the U.S. Military Academy and the U.S. Naval Academy will have met on the gridiron following this year's Army-Navy football game. A rivalry which began in 1890.

9,104

The number of mess management specialists (MS) current on active duty in the Navy.

16

The number of port visits USS *Clark* (FFG 11) made while on her 1999 Great Lakes Cruise.

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

Speaking with Sailors

Q: With so much emphasis on education, what are we doing to support the education of our new recruits?

A: As we speak, there's a voluntary education working group developing the new Navy College Program that will make it easier for Sailors to attain their educational goals. What I envision is a program that will make every Sailor eligible for a college degree during their enlistment.

I want it to be clear to every Sailor that as they progress through Navy training they are earning valuable credit that can be later applied to the degree of their choice.

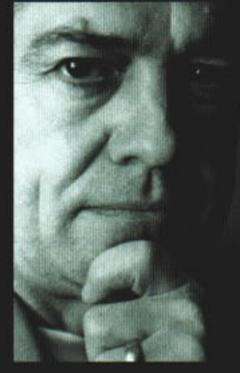
Throughout a Sailor's enlistment they will receive a transcript upon each career milestone. After training, advancement, or qualification the Sailor will receive a transcript that will track the amount of recommended college credit that they have earned.

For instance, as soon as a Sailor graduates boot camp, a transcript will be given to him/her letting them know that they've just earned three college credits that may be applied to meet a Physical Education requirement. No additional work will be required on the Sailor's part other than completing their qualifications or courses. A transcript will be automatically generated to show them the progress they've made towards their degree.

Hopefully this new awareness will encourage Sailors who had never thought of school to pursue their college degree. It doesn't matter if a Sailor stays in the Navy for four or 24 years, they'll return to the community closer to achieving their educational goals than when they came in.

Recent studies have proven a causal relationship between the amount of education a Sailor attains and retention. It's simple. The more education Sailors receive in the Navy, the more apt they are to stay in the Navy. Our initial goal was to have this program on the street by October 1, 1999, but instead we decided to get it right the first time and have now adopted a phased plan for implementation that will begin on 1 OCT 99.

Photo by J01 Robert Benson



Speaking with Sailors is a 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.

NAVY COLLEGE PROGRAM

Page 1 of 2

SOMEONE

000-00-0000

Page 1 of 6

SAILOR/MARINE AMERICAN COUNCIL ON EDUCATION REGISTRY TRANSCRIPT



****INDIVIDUAL COPY****

Transcript Sent To:
SOMEONE

Name: SOMEONE
SSN: 000-00-0000
Rank: Aviation Support Equipment Technician, First
Class

Military Course Completions

Course: Basic Military Training (Recruit Training)

ACE Identifier:
NV-2202-0014

Date Taken: 09-DEC-1985

Military Course ID:
X-777-7770

Description:

Student receives indoctrination and physical conditioning to prepare for the rigors and unique demands of naval service. Observance of naval customs and traditions is taught in a manner to foster pride in the nation and in patriotic behavior, high standards of conduct, and respect for civilian and military authority.

ACE Credit Recommendation:

In the lower-division baccalaureate/associate degree category, 1 semester hour in personal fitness/conditioning, 1 in personal/community health, and 2 in first aid and safety (10/79).

Course: Enlisted Basic Aviation Training (Aviation Fundamentals, Class AP)
Naval Air Technical Training Center
Millington, TN

ACE Identifier:
NV-1704-0157
Military Course ID:
C-000-2010

Date Taken: 11-FEB-1986 To 24-FEB-1986

Description:

To train personnel in aviation mechanical fundamentals. Self-paced instruction with practical exercises in aviation mechanical fundamentals, including general information, use of hand tools, torquing, safetying aircraft hardware and general mathematics.

ACE Credit Recommendation:

In the lower-division baccalaureate/associate degree category, 1 semester hour in aircraft fundamentals or maintenance technician (2/81).

**** PRIVACY ACT INFORMATION ****

09/07/1999

The Navy is implementing an enhanced voluntary education program which will streamline and expand the opportunity for

Sailors to pursue college degrees during their Navy career by building, to the maximum extent possible, on the academic credit Sailors earn for Navy training and on-the-job work experience.

Called the Navy College Program (NCP), the program will serve as the umbrella for the current components of voluntary education, and will add several new features, which will integrate all components into a single system. The program is being introduced in three phases over the next year.

"In the past, young people joined the Navy to get money to go to college after their service," Chief of Naval Operations ADM Jay L. Johnson said. "Now, young people will join the Navy to go to college while serving their country. This is a powerful notion, and one that will benefit the Sailor, the Navy and the nation. It's going to be a wonderful homerun for the Navy and we're very excited about it."

"As the Navy College Program is phased in over the coming year, we believe it will help provide focus for our Sailors who want to get a college degree on their own time, at their own pace both ashore and while they're deployed," says Vice Adm. John Craine, Chief of Naval Education and Training.

According to Deputy Director of Naval Training, Dr. Allen Zeman, "The Navy College Program is a systemization of a lot of existing programs. It takes all the pieces of old programs that worked and creates a

ALL HANDS

total education system. The goal is to create an environment designed to accommodate the varying academic needs of Sailors."

New features of the program will be introduced in three phases. During the first phase (Oct. 1 through Dec. 31, 1999), Sailors will notice the following enhancements:

On October 1, Navy Campus offices were renamed Navy College Offices. Sailors can visit academic advisors at the offices for advice on which degree path to choose. Office facilities are being upgraded to meet Navy College Office standards and will be staffed with additional academic advisors.

To expand the availability of information on the Navy College Program and academic advice, a new Navy College Center in Pensacola, Fla, will be established to provide Sailors easy access to information about the Navy College Program. The center, manned by educational counselors, seven days a week, 15 hours a day, is accessible starting October 1, through e-mail, a 1-800 number, DSN access and through the Navy College Program website.

Also, beginning October 1, every Sailor graduating from Boot Camp, and evaluated "A" schools and "C" schools, will be given a summary transcript showing the American Council on Education's (ACE) recommendation for academic credit. Boot Camp graduates receive three college credits towards physical education credit. Currently 89% of Navy initial training and 36 % of follow on training has been evaluated by ACE for recommended credit, with the plan to have 100% of initial training and 76% of follow on training

evaluated by October 1, 2000. For those courses that have not been evaluated yet, summary transcripts will still serve as a summarized list of military training courses.

Another unique aspect of the NCP is the rating-specific roadmap. Rating-specific roadmaps outline the ACE recommended college credit for Navy training and rating-related work experience across a Navy career. This roadmap will assist Sailors in making informed choices on their selection of a college degree program. Rating roadmaps are available on the NCP website and from local Navy College Offices.

In phase two (January through September 2000) Sailors will be able to access, view and download copies of their transcript. Starting in January 2000, Sailors will be able to request a copy of their SMART transcript from their local Navy College Office or the Navy College Center. The Sailor/Marine Corps American Council on Education Registry Transcript (SMART) is a computer-generated transcript, which will automatically record the recommended college credit a Sailor earns for military training and work experience. Sailors can also submit official copies of their SMART to academic institutions of their choice.

"The Navy College Program will be geared toward the reality of life at sea, and we will use the Internet to provide Sailors with on-line access to their college transcript," explains CNO.

Also during this phase of the program, partnerships with colleges and universities will be established to develop rating specific degree options so that these institutions will accept, to the maximum

extent possible, college credit for Navy training and experience. This will enhance the current network of 85 colleges and universities supporting Navy education programs. Additionally, the goal of the partnerships will be to simplify acceptance, enrollment, residency requirements and the acceptance of college credit transferred from other academic institutions.

During phase three (October 2000 and beyond), the Navy College Program will evolve into a fully mature program. Navy College Offices will continue to be upgraded, availability of academic advice will continue to expand, and Sailors will be fully engaged in rating-related degree programs maximizing the credits earned from Navy training and job experience. Re-evaluation of initial skills and continued evaluation follow-on training will be conducted and additional Navy College Learning Centers will be opened to provide Sailors an opportunity to improve job skills and prepare for college.

"The Navy College Program will simplify and enhance opportunities for Sailors to pursue a college degree wherever their Navy career takes them, and it will continually remind them that they're earning college credit while they continue to serve," explained Vice Adm. Craine.

The CNO added that personal development begets professional development. "This is a program that's going to make our Sailors more capable of doing their job," Johnson said.

For more info about the Navy College Program, visit your local Navy College Office, call the Navy College Center at 1-877-253-7122/DSN 922-1828, or visit the website at www.navycollege.navy.mil.



A Family Feud...

Military

Highlights From 100 Years of Rivalry

S • T • Y • L • E

Nov. 29, 1890

West Point, N.Y.

Navy 24, Army 0

Red Emrich scored four touchdowns (worth four points each) and kicked two field goals (worth two points each), and Moulton Johnson accounted for the other touchdown as Navy shut out an inexperienced Army team in the first-ever meeting between the academies.

Nov. 28, 1891

Annapolis, Md.

Army 32, Navy 16

A more experienced Cadet squad received three rushing touchdowns from right guard Elmer Clark and Bill Smith recovered a blocked punt in the end zone for another score to head Army's first defeat of its arch rival. The victory satisfied the burning desire for revenge that existed for a year at West Point.



Dec. 1, 1906

Philadelphia, Pa.

Navy 10, Army 0

Navy scored its first triumph over Army since 1900 with 10 second-half points. A fumbled Army punt gave the Mids the ball on the Army 40. Norton, Navy's QB, dropped back as if to try for another field goal, but instead passed to Jonas Ingram who ran 20 yards for another touchdown. Army had been victimized by a similar play against Harvard earlier in the year.

Nov. 26, 1910

Philadelphia, Pa.

Navy 3, Army 0

Following a one-year series hiatus due to the death of an Army football player, Navy capped its first unbeaten season, holding all nine opponents scoreless. Only a tie against Rutgers kept Navy from a perfect season.

Nov. 29, 1913

New York, N.Y.

Army 22, Navy 9

Under the guidance of new coach Charles Daly, Army ended Navy's series winning streak at three games. Playing for the first time at the Polo Grounds in New York, the game set a series attendance record of 40,000, including President Woodrow Wilson and his cabinet.

Nov. 29, 1919

New York, N.Y.

Navy 6, Army 0

Following a two-year break due to World War I, the series resumed with Navy snapping a four-game losing streak to the Cadets. Earl "Red" Blaik, a transfer from Miami (Ohio) University, debuted with the Cadets that season, a year which saw former team manager Douglas MacArthur return to West Point as its youngest superintendent.



Nov. 27, 1920

New York, N.Y.

Navy 7, Army 0

Navy evened the series at 11-11-1 with another shutout win before a crowd of 48,000 at the Polo Grounds. Late in the game the Navy scored its first offensive touchdown against Army in nine years.

Nov. 27, 1926

Chicago, Ill.

Army 21, Navy 21

Nearly 110,000 fans crammed into newly dedicated Soldier Field to witness one of the truly classic editions of this storied rivalry. With darkness falling fast and just one minute to play, Tom Hamilton worked a slick-reverse and then calmly drop-kicked the tying extra point. Navy claimed the national championship afterward and no one disagreed.

A much-cherished tradition will once again fall upon Veterans Stadium, Dec. 4, 1999, when the U.S. Naval Academy and the U.S. Military Academy face off for their centennial game. The game marks 100 years of rivalry, competition and just plain old family feuding. Whatever the outcome their intensity on the field will surely be a testament to the Honor, Courage and

Commitment we all hold dear.

As a tribute to those who have played throughout the years, both teams will be donning "throw-back" jerseys. Army will be dressed in jerseys similar to their 1944-46 National Championship Day, (Continued on page 15)



Dec. 13, 1930

New York, N.Y.
Army 6, Navy 0

Army and Navy did not meet in 1928 and 1929 due to a controversy regarding eligibility, but when the series resumed in New York's Yankee Stadium in 1930, the Cadets ran their unbeaten string against their arch rivals to seven games. Following the two-year hiatus, the series would never be interrupted again.



Dec. 1, 1934

Philadelphia, Pa.
Navy 3, Army 0

Slade Cutter's field goal from the 12-yard line in the first quarter proved the game's only points as Navy posted its first win over Army since 1921. The game was played in a driving rainstorm, making playing conditions at Franklin Field miserable throughout.

Nov. 30, 1940

Philadelphia, Pa.
Navy 14, Army 0

The Army-Navy game celebrated its golden anniversary before 103,000 at Municipal Stadium on a cold, windy day. "Barnacle Bill" Busik put Navy ahead 7-0 on a first-quarter scoring plunge. That remained the game's only points until a 9-yard touchdown pass from Howard Clark to Everett Malcolm doubled Navy's lead in the third quarter.

Nov. 28, 1942

Annapolis, Md.
Navy 14, Army 0

Wartime travel restrictions forced the game back to Naval Academy grounds for the first time since 1893. Navy rolled to a 14-0 victory before some 12,000 fans at Thompson Stadium. The Middies had to designate the Third and Fourth Brigades to cheer for Army, helped by three Army cheerleaders and two other Navy counterparts. All of this was to no avail as underdog Navy totally dominated the Cadets.

Dec. 2, 1944

Baltimore, Md.
Army 23, Navy 7

More than 70,000 fans jammed Baltimore's huge Memorial Stadium as part of a War Bond drive that realized some \$58.6 million from this game alone. Ironically, the Cadets came by steamer from New York, under escort from Navy warships guarding against any sudden submarine attacks.

Dec. 1, 1945

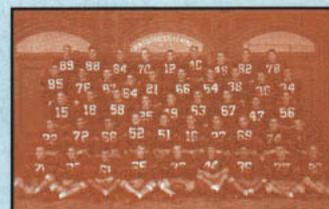
Philadelphia, Pa.
Army 32, Navy 13

World War II had ended only a few weeks before the start of the 1945 football season, but that hardly affected Army or Navy, with each rolling to superb seasons, each entering the final game unbeaten in a showdown for the national championship. Army triumphed again convincingly as Felix "Doc" Blanchard led a blitzkrieg that Navy's defense simply could not handle.

Nov. 27, 1948

Philadelphia, Pa.
Army 21, Navy 21

In one of the most exciting games in series history, the teams battled to a wrenching tie with memories of the dramatic 1946 tilt still lingering. Army without a loss, and Navy without a win, a massive dose of food poisoning ripped through the Army team just 48 hours prior to kickoff and may have had the most to do with the surprising outcome.



Nov. 27, 1954

Philadelphia, Pa.
Navy 27, Army 20

With more interest than any Army-Navy game since the national championship showdowns of the mid-40s, the Middies edged the Cadets in one of the series' greatest matchups. Navy's "Team Named Desire," entered the game with the nation's top defense, against Army's top offensive team. The victory carried Navy into the Sugar Bowl and earned the Middies another Lambert Trophy.



Dec. 1, 1961

**Philadelphia, Pa.
Navy 13, Army 7**

Substitute quarterback Bob Hecht led Navy on a game-winning 2-play, 51-yard scoring drive in the fourth quarter as Navy recorded its third straight win over Army.



Dec. 1, 1962

**Philadelphia, Pa.
Navy 34, Army 14**

Roger Staubach set an Army-Navy game record by completing 11 of 13 pass attempts as Navy spoiled the series coaching debut of Paul Dietzel, the first non-West Point graduate to head the Army football team.



Dec. 7, 1963

**Philadelphia, Pa.
Navy 21, Army 15**

The game was postponed for a week as the nation mourned the assassination of President John F. Kennedy. Navy had soared to an 8-1 record, while underdog Army managed a respectable 7-2 mark.

Nov. 28, 1964

**Philadelphia, Pa.
Army 11, Navy 8**

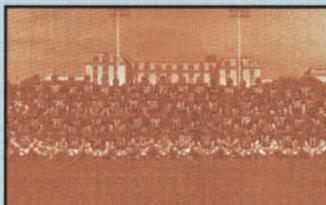
Barry Nickerson kicked a 24-yard field goal early in the fourth quarter as Army grabbed its first win over Navy since 1958. Army smothered Staubach and Navy's offense in the second half with Nickerson's winning kick the frame's only points.



Nov. 28, 1970

**Philadelphia, Pa.
Navy 11, Army 7**

Mark Schickner intercepted a record-setting four passes, the last a game-saver in the final minute, leading Navy to a stunning upset.



Dec. 1, 1973

**Philadelphia, Pa.
Navy 51, Army 0**

Navy erupted for the most lopsided win in series history, dealing the Cadets their first winless season.

Dec. 1, 1979

**Philadelphia, Pa.
Navy 31, Army 7**

Eddie Myers set a Naval Academy record with 279 yards rushing and three touchdowns, leading the Mids to the win.

Nov. 29, 1980

**Philadelphia, Pa.
Navy 33, Army 6**

Led by the running of Eddie Myers once again, Navy grabbed the series, routing the Cadets for the third straight year. It also marked the first time in 35 years that the game was played at a site other than JFK Stadium with Veterans Stadium hosting the event for the first time.

Dec. 1, 1984

**Philadelphia, Pa.
Army 28, Navy 11**

Doug Black rushed for 155 yards and Nate Sassaman added 154 as Army gained 432 ground yards out of its new wishbone attack on its way to a convincing win. The Cadets posted their first victory over Navy since 1977, which led Army to a berth in the Cherry Bowl, the Cadets' first-ever postseason bid.

Army-Navy Game Series stands at 48-44-7

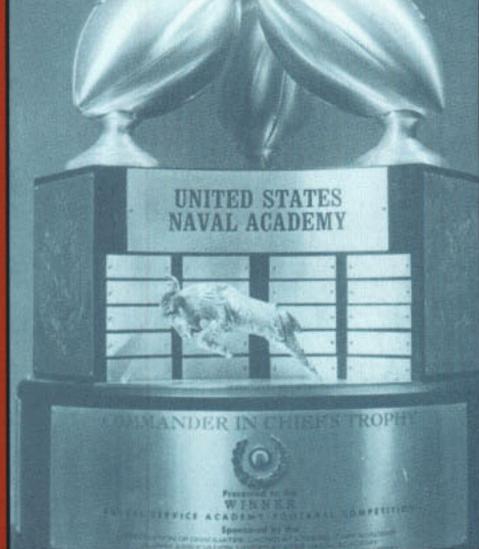
(Continued from page 13)

while the Navy will be featuring jerseys from their nationally acclaimed Midshipmen teams of the 1960s.

"This will be a very special Army-Navy game," said Jack Lengyel, the Naval Academy's director of athletics. "One, that with the additional activities planned, will become part of the storied history of the Army-Navy football game."

Look for the "The Game" on NBC at

noon EST or on your local AFRTS affiliate. The game will also be carried live to ships at sea on the Naval Media Center's TV *Direct To Sailor (DTS)* Network. More information about the game can be found online at the U.S. Naval Academy website at www.usna.edu or the U.S. Military Academy website at www.usma.army.mil.



Dec. 6, 1986

Philadelphia, Pa. Army 27, Navy 7
Tory Crawford rushed for 94 yards and Army scored on five of its first eight possessions, including the first three of the second half to foil the Mids. Army reclaimed the Commander in Chief's Trophy. Neither team committed a penalty, tying an NCAA record.

Dec. 3, 1988

Philadelphia, Pa. Army 20, Navy 15 Army tied a school record with its ninth victory of the season and leveled its all-time series with Navy at 41-41-7.

Dec. 9, 1989

East Rutherford, N.J. Navy 19, Army 17
Frank Schenk drilled a 32-yard field goal with 11 seconds remaining to lift Navy to a dramatic upset victory before a capacity crowd of over 75,000 at Giants Stadium. Schenk's game-winning kick at the Army 15 overshadowed a record-setting day for Cadet halfback Mike Mayweather, who established new Army season and career rushing records during the course of the game.

Dec. 8, 1990

Philadelphia, Pa. Army 30, Navy 20
Quarterback Willie McMillian rushed for 195 yards and Patmon Malcom booted three field goals to lead Army past Navy, tying the all-time series at 42-42-7.



Dec. 7, 1991

Philadelphia, Pa. Navy 24, Army 3
Underdog Navy averted the first winless season in school history by shocking Army on the 50th anniversary of the Japanese attack on Pearl Harbor.

Dec. 5, 1992

Philadelphia, Pa. Army 25, Navy 24
The Mids raced to an early 24-7 advantage only to see the Cadets come roaring back with three straight scores. The fans saw a 68-yard touchdown pass, the longest pass play ever in the Army-Navy contest. The ensuing two-point conversion (off a fake

kick) pulled Army to within 2. With over seven minutes remaining, Navy was unable to move the ball and forced to kick. Army took over at the Mid 33-yard line, and on fourth down, the Cadets were flagged for delay of game. The second attempt from 49 yards was perfect, capping a dramatic victory for the Cadets.



Dec. 7, 1996

Philadelphia, Pa. Army 28, Navy 24
Defensive back Garland Gay's interception at the goal line with 10 seconds remaining sealed Army's come-from-behind 28-24 victory over Navy as the Cadets defeated the Mids for the fifth year in a row. The Cadets' won their first Commander in Chief's Trophy since 1988 and guaranteed Army a spot in the Poulan/Weed Eater Independence Bowl.

Dec. 6, 1997

East Rutherford, N.J. Navy 39, Army 7
Navy quarterback Chris McCoy rushed for 205 yards and full-back Tim Cannada added 133 yards as the Mids snapped a five-game losing streak to Army with a 39-7 victory.



Dec. 5, 1998

Philadelphia, Pa. Army 34, Navy 30
Trailing 30-19 entering the fourth quarter, Army combined trickery and an old-fashioned wishbone attack to rally for a 34-30 victory over Navy as the teams combined for the most points ever in 99 meetings of this fabled service-academy rivalry.

All the ingredients that go into MS2 Cameron Kelsey's recipe for success were acquired at boot camp: "I work hard; I keep a positive attitude; and I try to lead by example."

Frigate

MESSDECK Maes

MSSN(SS) Yin Lau pulls a tray of cakes from the bakery racks for lunch aboard USS *Jefferson City* (SSN 759).



Story by JO1 Jason Thompson,
Photos by JO1 Robert Benson

FEEDING FRENZY

Seventeen-year-old Cameron Kelsey of Lewisville, Minn., was on a roll. He breezed through the hearing test, braved the needle pokes like a champ and was issued a clean bill of health. All that remained was the color acuity test. Then he'd be — *what were the words?* — squared away?

"Look at this and tell me what number you see," muttered a lady wearing a white coat.

Kelsey focused on the colorful piece of paper containing bubbles of various shapes, sizes and color.

"This is too easy," he thought to himself.

"Sixty-three."

"Now this one."

"Thirty-nine."

The lady scribbled something illegible in his service record, gave it to him and called for the next examinee.

An hour later he learned what the lady in the white coat had scribbled. He was color blind! In one fell swoop, 90 percent of all enlisted Navy job specialties were suddenly yanked off the bargaining table. The only ratings that remained open were administrative-type positions.

It wasn't until this moment — after failing the color acuity test given at the Minneapolis Military Entrance Processing Station (MEPS) — that Kelsey considered becoming a mess management



Kelsey shuffles a pan of uncooked meatball sandwiches sprinkled with cheddar cheese across the galley and toward the convection oven.

tros

Story by JO1 Rodney J. Furry

Photos by PH2 Aaron Ansarov

Fine dining

AT THE BOTTOM OF THE SEA

It's a good thing that submarines are airtight. "Well, obviously," you say. But picture this, if the savory smells emanating from most submarine galleys were to escape into the atmosphere, they would certainly attract a lot of unwanted attention, utterly defeating the submarine's stealthy advantage.

OK. It might seem a bit of a stretch, but nonetheless, the Navy's submarine galleys have long been known for the quality of

their fare. Just a few minutes in the crew's mess aboard a submarine and it becomes obvious how such a reputation can evolve.

They're typically small and personal. Naturally, this creates logistic challenges during peak hours when the passageways become choked with submariners standing in line. But while the passageways look like the line at the concession stand between innings at a baseball game, inside at the tables, there's a friendly, homey feel that reinforces the ideal of submariners as a tight-knit family.

This is the social center of the boat. Not just where meals are eaten, but also where meetings are held, movies are screened, drills are staged and critical

specialist. He knew there was no turning back. He'd been planning to enlist in the Navy since his junior year at Madelia High School. He hoped to travel and save cash for college. Heck, he just wanted to do something *different* after graduating.

Back at MEPS, the rating assignment petty officer laid out the options before him.

PN, YN, DK, SK — he shot them all down. He was looking for a job that would both challenge him and tap into his creative and artistic mind. Then he remembered the time David Holman, a friend of the family, came back on leave and had good things to say about his job and the Navy. That was all Kelsey needed. So on June 5, 1995, Cameron Kelsey raised his right hand and swore to support and defend the Constitution. He also made an oath to himself that



Kelsey often snoops around the enlisted mess decks in an effort to find out what his customers think about the meals he and nine other MSs prepare each day aboard *Kauffman*.

day: To be the best cook in the Navy.

Judging by the impressive list of accomplishments he's racked up since then, Mess Management Specialist 2nd Class (SW) Cameron Kelsey is well on his way.

CAPT David Brown, former commanding officer of the recently decommissioned cruiser USS *South Carolina* (CGN 37), apparently agreed when he meritoriously promoted, or "capped," then-MS3 Kelsey to petty officer

Lau shows off a mess management specialist's favorite tools of the trade.



decisions are made. It's where endless games of spades and cribbage are played, and life-long friendships are forged. It would not be a far stretch to say that while the control room is the nerve center of the boat, the crew's mess is the heart.

Aboard USS *Jefferson City* (SSN 759), Mess Management Specialist Seaman (SS) Yin Lau witnesses the boat's history unfolding every day through the hatch of his warm and compact galley.

"The mess deck is the best place to relax from the stresses of the other areas of the boat. Whether you want to just sit and talk, work on quals, whatever," said Lau. "It's an environment for everyone. It has to be a relaxing, welcome place to go, because on a sub, there really is no other place where you can sit and relax," he said.

But while he laughs out loud at the thought of working in a large, busy galley like those found on aircraft carriers, he recognizes his role goes beyond keeping the kettles steaming and the crew's bellies full.

"Even though we have our own little space on the boat, we're not separate from the crew at all. We still play a crucial part in operations and stay qualified like everyone else," he said.

Lau's a quiet, modest submariner who likes the relative peace and seclusion within the gleaming silver bulkheads of his small galley. As a future recruit in Oakland, Calif., he sat patiently while recruiters offered him a variety of exciting jobs. By the time they got around to mess management specialist, he knew it was just what he was looking for. But what really drew him to the Navy was a chance to travel.

"What I really wanted more than anything, was to do something that would take me around the world," he said.

But his choice to go into the silent service was based strictly on reputation.

"Submarines have a reputation for having the best cooks, so I chose subs for the opportunity to learn more," he said.

According to Lau, what he's gotten is a lesson in how to keep a crew happy. In his

second class. What got Brown's attention, more than the reports of Kelsey's considerable cooking skills, was the commitment the young man displayed to improve himself as a Sailor.

Kelsey's most recent professional milestone occurred in the chiefs' mess aboard the Norfolk-based frigate USS *Kauffman* (FFG 59). Kelsey, on board only four months, was answering tough questions from a panel of the ship's senior enlisted Sailors. Not because he was in trouble. On the contrary. He was competing against three other crew members for Junior Sailor of the Quarter (JSOQ).

Kelsey was selected.

"I've never seen anyone like him," said *Kauffman's* galley supervisor MS1(SW) Jennis Plummer of Portsmouth, Va. "I've been impressed with MS2 since the day

he reported aboard. He just kind of stepped in and started taking charge."

Does this squared-away MS have some sort of formula for success? You bet. But it's no secret and he didn't get it from a cookbook. Kelsey said he learned it at boot camp.

"I work hard, I do what I'm told, I keep my mouth shut, I keep a positive attitude and I try to lead by example."

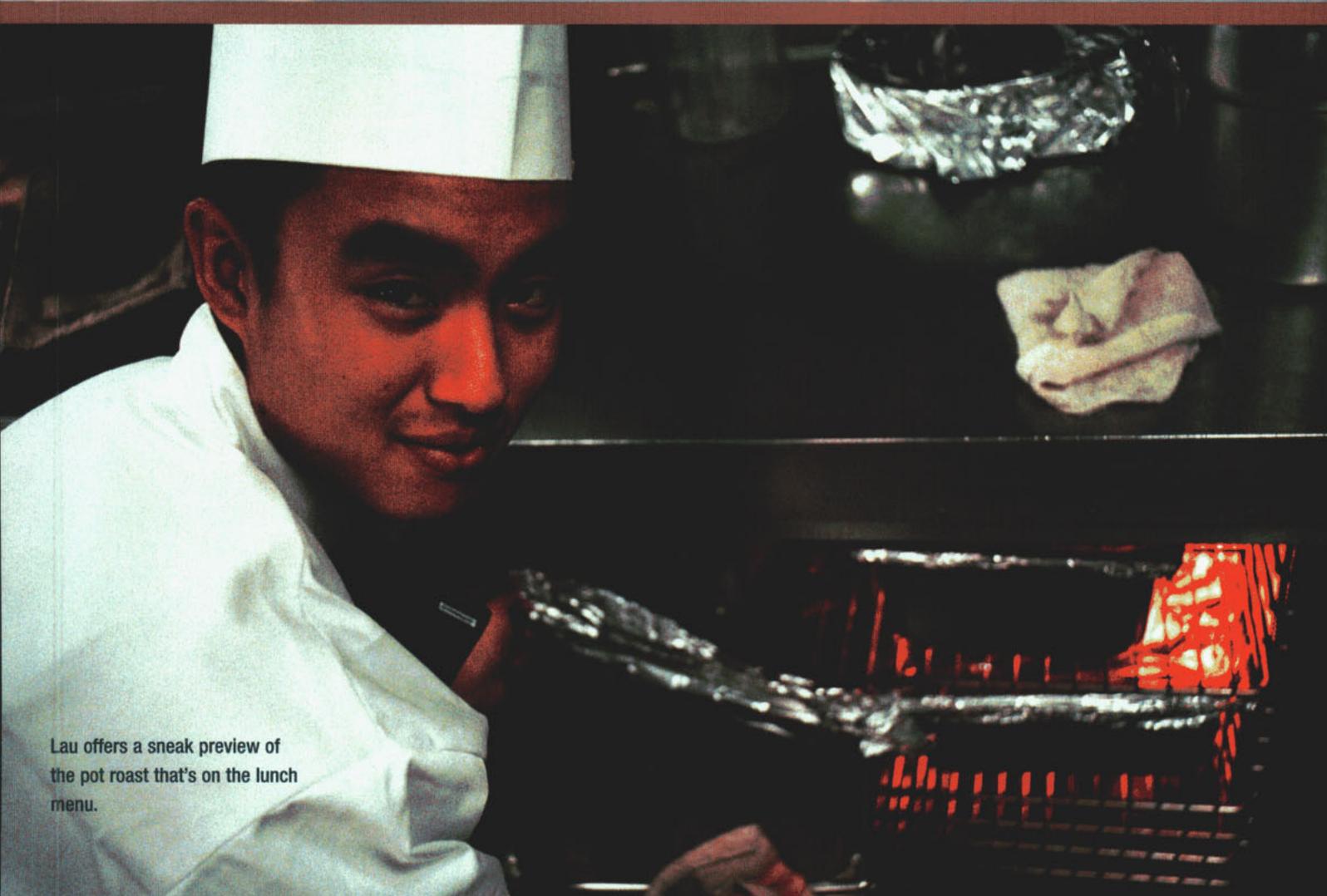
Taking a deep breath, he continues: "I also believe in doing my job to the best of my ability — in getting the job done and done right — in treating people the way I want to be treated."

Point taken. Now all the 23-year-old has to do is elaborate a little on these Core Values and he could publish his own book and call it *The Seven Habits of Highly Effective Sailors*. But writing isn't his passion—cooking is.

Such was not always the case. As a kid growing up in a rural farm community dominated by corn and soybean fields, Cameron loved any activity that kept him outdoors. He hunted. He trapped. He fished. He had many interests, but cooking was definitely not one of them.

"My mom did all the cooking at home," he recalled. Why should he learn to cook? His mom was already so good at it. Up until the time he joined the Navy and reported to MS 'A' School at Naval Training Center, San Diego, he could barely heat up a frozen pizza in the oven without botching it.

That was then, this is now. Today, inside the *Kauffman* galley, the lanky, 160-pounder moves as fluidly as a figure skater through the narrow walkways. He knows where each stainless steel pot, pan and utensil is hanging and how to use



Lau offers a sneak preview of the pot roast that's on the lunch menu.

them. And, perhaps most important, he knows how keep it clean. In fact, sanitation is probably the single most important topic in the entire five-week curriculum at MS 'A' school. It's so important that hygiene inspections are held before every shift: clean nails, trimmed hair, spotless uniforms.

For proof, just take a look inside *Kauffman's* galley. From deck-to-overhead, the stainless-steel fortress sparkles like the chrome on a showroom Harley Davidson. By force of habit, the mess specialists aboard *Kauffman* have developed the kind of cleaning habits that would make any Navy mom proud.

But Kelsey isn't worried about what his or anybody else's mother thinks. He wants to know what the crew thinks about the food he and nine other mess specialists prepare each day.

"This is the best Navy chow I've had

yet," said one crew member just before attacking the huge turkey fajita balanced in his hands.

"I especially like it when they try out new dishes," said another.

While never straying too far from standardized Navy recipes, Kelsey likes to experiment with a dabble here and a pinch there — anything that he thinks might enhance the taste of the food he's preparing.

Off duty, Kelsey often peruses cooking magazines at the local book store, looking for interesting or exotic recipes that he can test out at home. If the recipe produces good results, Kelsey might even run it up the flagpole for consideration.

His suggestions almost always get approved by the chain of command — they trust Kelsey's judgement. If he thinks the crew will like it, they probably will. Kelsey should know—the only space

Kelsey frequents more than the galley is the enlisted mess decks. There he can be found snooping around and watching the crew eat. He isn't checking etiquette. He's noting which meals the crew eagerly gobbles up and which ones get unceremoniously dumped in the 20-gallon trash can outside the scullery.

While this may seem like a crude method of gathering evidence, Kelsey has the information he needs to make adjustments to the menu.

"Right now the crew's favorite dish is lasagna. But just because most people on board love lasagna doesn't mean we should cook it seven days a week," explains Kelsey. "We still have to follow basic nutritional guidelines set up by the Navy."

But Kelsey avoids using such terms in front of the crew. Phrases like "nutritional guidelines," "five basic food groups" — common lingo among mess



Lau brings food to the crew anytime and anywhere. Here he stands on the bridge of his undersea kitchen, USS *Jefferson City* (SSN 759).

two years of service in *Jefferson City's* galley, Lau has learned how to add his own personal touch to the standard Navy cook book and give the crew something worth coming to the table for. One of the secrets of being a good cook, Lau said, is getting to know the crew and what they like to eat. Baking fresh bread and stocking up on fresh fruits and vegetables are easy ways to ensure a good meal, but the secret is tailoring the menu to crew tastes.

"Occasionally we'll add a little variety with the way we spice a particular dish. Some people bring in spices they like, and we try to incorporate it into the meal. If the crew likes it, we'll order it and make it part of the menu," he said.

"Since the crew is smaller, and the portions are smaller, we can afford to experiment to find out what they like and don't like so we have more on the menu than most other ships," he said.

Like any other naval vessel, the crew has its favorites. His own personal



Gripping a scorching pan of baked potato wedges, the skinny, 160-pound Navy cook makes a mad dash for the enlisted serving line. On board USS *Kauffman* (FFG 59), Kelsey's preoccupation - no, obsession - is to make sure all 187 enlisted Sailors on board are fed a hot, healthy and well-balanced meal every day.

management specialists and Navy nutritionists — are better kept behind the serving line. He doesn't want his customers to equate the goal of eating healthy, well-balanced meals with having

to eat bland, 99 percent taste-free food.

Actually, the rules are quite simple: consume smaller portions of food; reduce your fat intake; and burn as many calories as you take in. Kelsey's indi-

vidual research on the subject has found those to be the key components to healthy living and he's been in the food-service business long enough to know what he's talking about.

To confirm it, go back inside the chief's mess and take one last look at JSOQ candidate Cameron Kelsey as he stands at attention in front of almost 100 years of combined Navy experience. What do they see in him? They see a Sailor who works hard and gets the job done right the first time; someone who does what he's told and leads by example; someone with a positive attitude — and color blind and all — a Sailor who also happens to be one darn good Navy cook.

Thompson is a journalist assigned to All Hands.

favorite dish?

"Definitely pizza," says Lau. "Every Saturday night, or on the night before we pull in from a cruise, I like to make pizza. It's kind of a way of celebrating," he said.

Naturally though, he admits that Jefferson City's crew is pretty typical in their preferences. Despite all of his creative efforts, the most requested item on the menu — sliders. But the true secret to keeping the crew happy is dessert. According to Lau, you'd be surprised what kind of effect fresh chocolate chip cookies can have on morale.

"They're so popular, whenever we bake them, we usually have to hide them to make sure everyone gets some," he said.

It's a good thing *Jefferson City* is airtight. Otherwise, the sweet smell of chocolate chip cookies might be her downfall.

Furry is a San Diego-based photojournalist assigned to All Hands. Ansarov is a San Diego-based photographer's mate assigned to the Public Affairs Center.



Attention to detail makes the dessert bar more appealing to the crew according to Lau.

SAILORS OF



Stories by PH2(AW) James Watson

THE YEAR



(Left to right) MMC(SS) Manuel F. Meneses Jr., Atlantic Fleet Sailor of the Year; AOC(AW/SW) Jerry C. Moore, Pacific Fleet Sailor of the Year; AWC(NAC/AW) Paul Hood, Naval Reserve Sailor of the Year; and BMC(EOD/SW) Gregory W. Johnson, Shore Sailor of the Year.

Shore Sailor

O F T H E Y E A R



U.S. Navy Photo

BMC(EOD/SW) Gregory W. Johnson

He finished first in his class when he attended Dive School. He graduated with honors from Explosive Ordnance Disposal Training and received the highest grade point average the EOD School has recorded in more than a decade.

In fact, Boatswain's Mate 1st Class (EOD/SW) Gregory W. Johnson expected to do his best in everything, from the 43 arduous days he spent diving in support of the TWA flight 800 recovery operation to being team leader for many U.S. Secret Service support missions. Yet, with all his accomplishments, Johnson didn't expect to be chosen the 1999 Shore Sailor of the Year.

"It just goes to show that if you do your best, you get what you give," said

Johnson who has been giving his best to the Navy since 1985 when he joined and was sent to Recruit Training Center Great Lakes, Ill. After boot camp Johnson went to USS *Kauffman's* (FFG 59) pre-commissioning unit. During deployment in support of Operation *Desert Storm*, he was transferred to Dive School and then on to EOD training.

"The Navy has given me the opportunities and I have made the best of them," said Johnson. "Any Sailor can be in the position I am today. If there is something you want to do, the opportunity is there, you just have to do it."

Protecting President Clinton on his trip to Bosnia and Croatia in January 1996 was just one of the highlights

Johnson had while attached to EOD Detachment Earle, N.J.

"Detachment Earle gave me a chance to do things on my own," said Johnson. "I had a lot of responsibility and was able to learn leadership skills and how to be an effective manager."

Johnson will now try out those leadership skills as the newly-appointed special assistant to Master Chief Petty Officer of the Navy MMCM (SS/AW/SW) Jim Herdt. Since the beginning of the Sailor of the Year program 17 years ago, the Shore Sailor of the Year has been selected to work with the MCPON. This new challenge in Johnson's career promises to be a new and exciting experience only 17 other chiefs have had the pleasure of doing.

Atlantic Fleet Sea Sailor

O F T H E Y E A R

It has been said that the effectiveness of today's nuclear-powered submarines is measured by the pride, professionalism and endurance of their crews.

After more than eight years in the submarine force, Atlantic Fleet Sea Sailor of the Year, Machinist Mate 1st Class Manuel F. Meneses Jr., is the walking definition of those qualities.

But it wasn't just three tours of duty on subs that pushed this Sailor to be selected and promoted to chief petty officer; Meneses says it was his strong work ethic that put him over the top in the selection process.

"I work hard and instill that ethic in the people who work for me," said Meneses. "They are the reason I have been selected as Sailor of the Year."

Meneses joined the Navy in November 1982, attending Recruit Training and Machinist Mate "A" school at Great Lakes, Ill. After "A" school, Meneses went on to the Basic Enlisted Submarine School, Auxiliary Package Course and was then sent to USS *Salt Lake City* (SSN 716).

Meneses moved up to the rank of petty officer 2nd class and qualified for Chief of the Watch while stationed on board his first submarine and found that the submarine community is like no other in the Navy.

"Submarine duty sculpted me into the leader I am today," said Meneses. "It is a very proud community in which it is important to be consistent. Carrying over consistency in submarine duty allows others to know what to



U.S. Navy Photo

MMC(SS) Manuel F. Meneses Jr.

expect from you."

Meneses' consistency as a hard worker later got him selected as Corrections Counselor and promoted to petty officer 1st class.

By 1990, it was back to submarine

duty for Meneses on board USS *Memphis* (SSN 691) where he served as Auxiliary Leading Petty Officer. The next year, Meneses was honored with the title of Submarine Petty Officer of the Year.

"I kept on working hard," Meneses said. "Not only in the service, but in my personal life as well. I believe it is our character that makes us stand out."

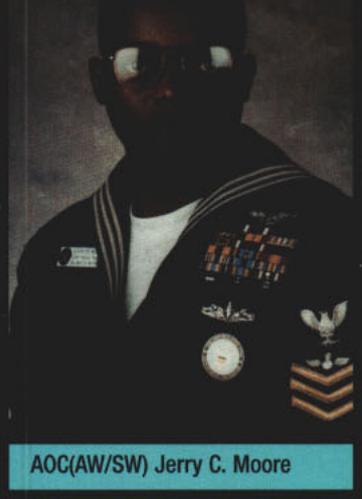
He was selected to instruct the Electronic Oxygen Generator and Diesel Courses at the New London Training Facility in October 1994.

Meneses transferred to Norwich, Conn., in December 1997, where he spent the last year and a half on board the USS *San Juan* (SSN 751) and assumed duties as Diving Officer of the Watch and Command Fitness Coordinator.

"The Navy has been an awesome opportunity," said Meneses. For him, it's been an opportunity that led around the world and into a leadership position allowing him a chance to give that opportunity back to others.

Pacific Fleet Sea Sailor

O F T H E Y E A R



U.S. NAVY PHOTO

AOC(AW/SW) Jerry C. Moore

If you were to ask Aviation Ordnanceman 1st Class (AW/SW) Jerry C. Moore if his family was proud of him for his selection as the 1999 Pacific Fleet Sea Sailor of the

Year he would answer, "Yes." His family is large: He considers all 367,000 active-duty Sailors his first family rather than a second family. "I grew up without parents," said Moore. "My second family is what comes outside the Navy because I am not married. The majority of my adult life has been spent in the Navy which has become my life."

It's a life he has spent helping others within the Navy. Moore may have begun his career in the Navy as an aviation ordnanceman, but he has spent the better half of a decade counseling Sailors.

"I love helping others," said Moore. "Psychology and human behavior have always been passions of mine."

Moore began counseling after transferring to Helicopter Anti-Submarine Squadron (HSL) 6 in 1989 when he took on the collateral duty of command DAPA. From there, Moore felt a need to continue helping others with their problems because he transferred to Naval Training Center San Diego as the Interim/Drug and Alcohol Counselor. There, Moore coordinated rape awareness training as well as Sexual Assault Victims Intervention (SAVI) classes.

Moore's last few years have been spent on board USS *Constellation* (CV 64) where he again found time to help others as Ordnance Department's Career Counselor, DAPA/APM Manager and Command Financial Specialist.

"I continually do what I feel is right for my junior personnel," said Moore. "When I checked on board *Constellation* my first thoughts were that if I was a notch above, those who work for me would be a notch above."

Moore's counseling techniques and strong work ethic were recognized in 1998 when he was awarded the John W. Finn Aviation Ordnanceman of the Year Award.

As for Moore's family on board *Constellation*, they will be regaining AOC Moore, and while deployed, he will surely be needed there.

"I try to excel in everything I do and make sure those I lead and eventually leave behind are ready for the Navy's challenge," Moore said.

That's a legacy that will be both felt and seen as an example for those who strive to take Moore's place next year as Pacific Fleet's Sea Sailor of the Year.

Reserve Sailor

O F T H E Y E A R

This Sailor makes time to give more than his one weekend a month and two weeks a year to the Naval Reserve. Anti-Submarine Warfare Specialist 1st Class Paul Hood gives his all, whether at his civilian job as an F/A-18 Weapons Flight Test Engineer at Naval Air Warfare Center, Patuxent River, Md., or as leading petty officer for the Operations Department during his Reserve time. His selection as the 1999 Naval Reserve Sailor of the Year surprised Hood and allowed him to see more of the great things the Navy has to offer, active and Reserve.

"I was so impressed with those selected to compete for the title with me," said Hood. "It made me feel good to know there were that many good Sailors out there."

A fine line separates those selected to compete for Sailor of the Year each year. Although they all have their own distinct personalities, qualifications and feelings about what makes a good Sailor, Hood stood out and was selected to join the other three Sailors of the Year for a week of celebration and meetings in the nation's capital.

"I have been treated nothing short of first class all the way since I arrived," said Hood. "I don't think everyone knows what it takes to be selected and what you get when you win."

Promotion to chief petty officer is definitely one of the perks of being selected as SOY. Hood, now an AWC, will return to his Reserve command in Patuxent River, with the duties of a chief petty officer and the expectations of all those around him



U.S. NAVY PHOTO

AWC(NAC) Paul Hood

to be an effective leader.

Hood feels there is a great deal of respect that goes with making chief and returning to your job at the same command.

"I remember AW1 Scott Gobar made chief while he was my leading petty officer and returned to lead us as a chief," said Hood. "It's a hard thing to do, to separate yourself from

everyone and receive respect as a chief. Now you must take care of them and work with them."

Hood didn't spend all his time as a Reservist in Patuxent River. He began his career in the Navy after boot camp by attending Naval Aircrewman Candidate School in Pensacola, Fla., in 1983. After graduation, Hood went on to attend AW "A" school in Memphis, Tenn., and HS-1 Search and Rescue (SAR) School in Jacksonville, Fla.

Hood then reported to Helicopter Anti-Submarine Squadron (HSL) 34 in Norfolk, where he was called upon to use his skills learned as a SAR swimmer for his new squadron.

"SAR school was enlightening," said Hood. "Yet, HSL-34 was where I was able to mature from my early years as a junior Sailor to a senior E-5. The squadron had a major impact on me."

It was an impact that shaped Hood into the petty officer recognized as this year's Reserve Sailor of the Year, and newly-promoted AWC.

Shattered *Lives*

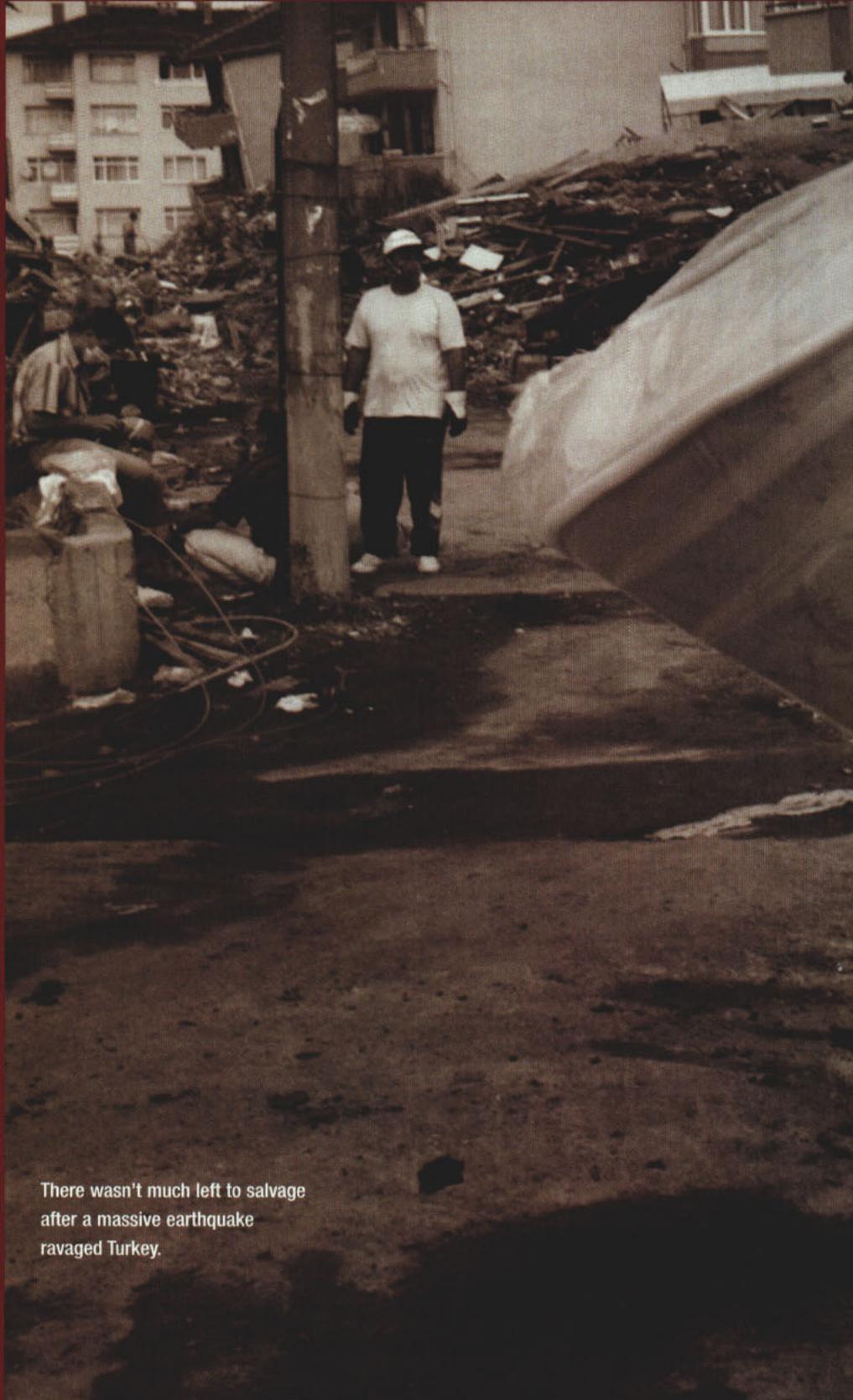
*Navy helps
pick up the
pieces following
Turkish
Earthquake*

Hell came in the dead of night and Aviation Ordnanceman 1st Class (EOD/SW) F. Martin Riggs was there see it.

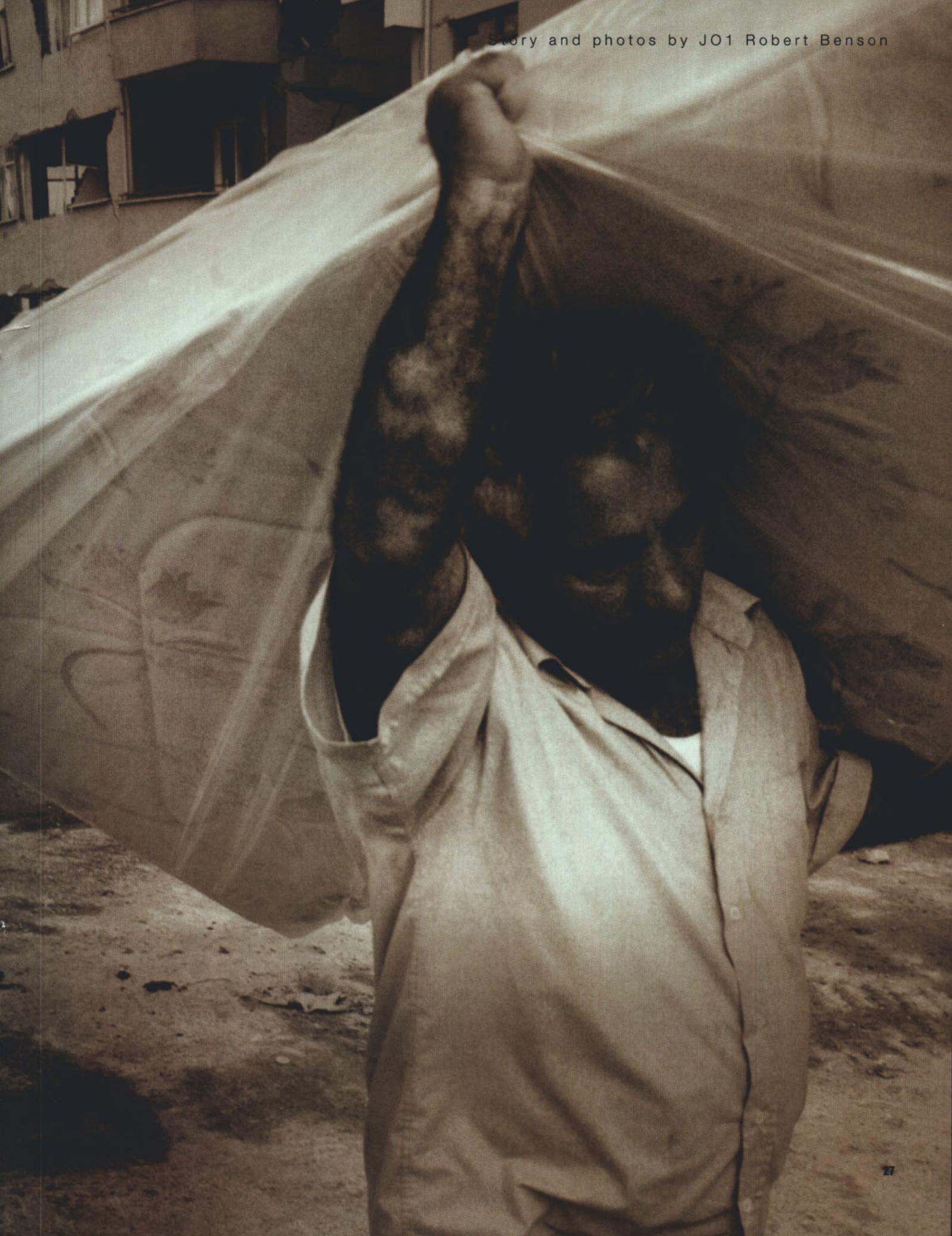
In the wee hours of a Tuesday morning last August, a groggy, half-awake stupor turned to confusion, then terror in a matter of seconds for Riggs. At 3:05 a.m., Aug. 17, 1999, his bed, the walls, the roof, the bolts, the screws and everything else at the Turkish military compound in Northwestern Turkey where Riggs and his team of Navy EOD techs were staying began to shake violently.

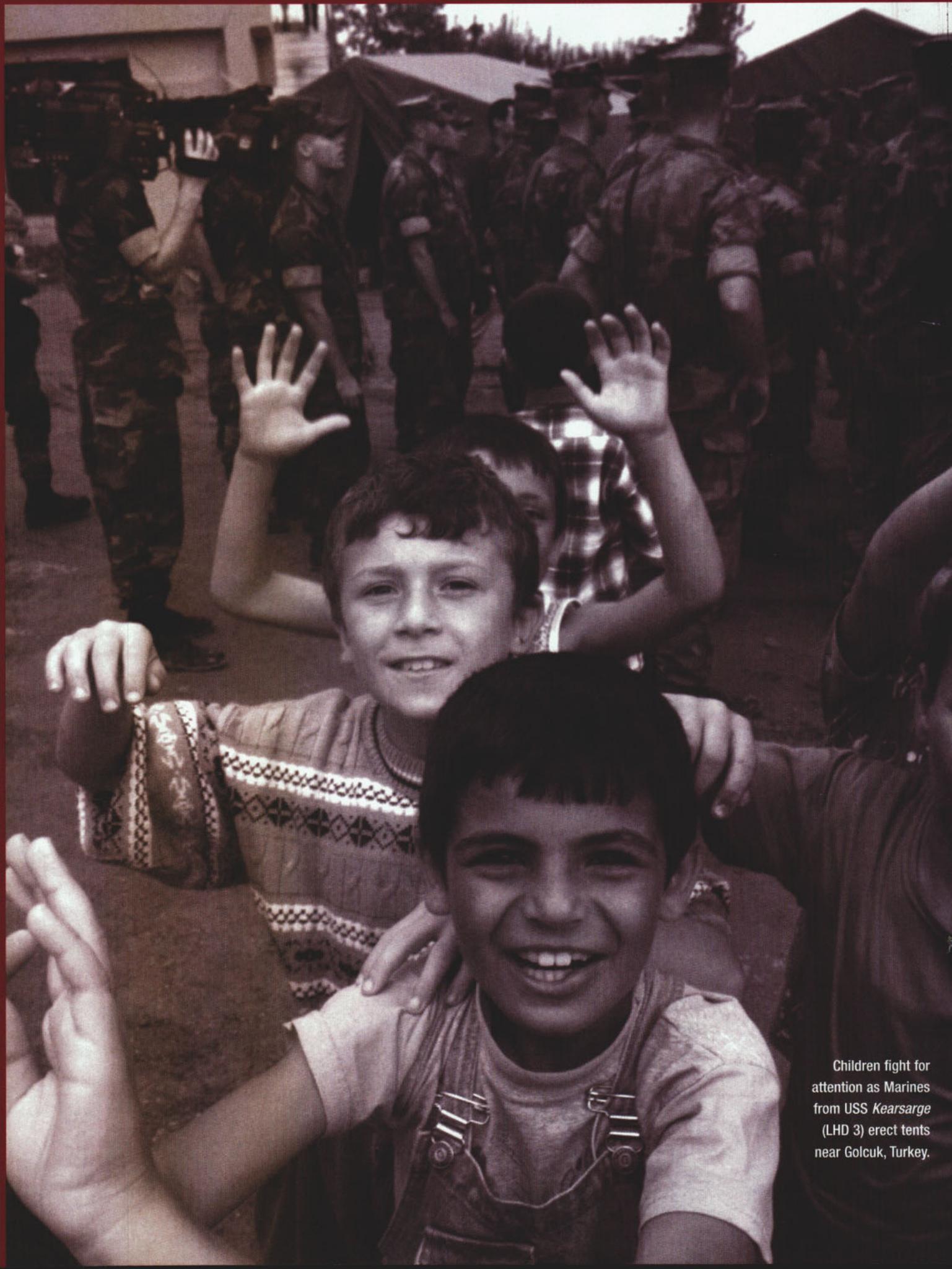
"I woke up to the bed shaking as though someone was playing a joke on me," recalled Riggs. "When I realized that no one was playing around, I got up and moved to the door where the other four guys on our team were trying to stand in the door jamb. They told me to get in the doorway."

Across a good part of the country, hundreds of thousands of Turks were doing the same thing. Mother Nature



There wasn't much left to salvage after a massive earthquake ravaged Turkey.





Children fight for attention as Marines from USS *Kearsarge* (LHD 3) erect tents near Golcuk, Turkey.



LT Jeff Bledsoe, an operating room nurse with the Naples-based Surgical Response Team, gives medical care to a Turkish girl in Izmit, Turkey.

was releasing her fury in the form of a punishing earthquake which would later become front-page news worldwide.

"I've seen a few quakes," recalled ENS David Agle, who was also braced in the door jamb for protection, "and there are rollers and shakers. This quake was definitely a shaker. Shakers are very violent but you can still move around in them.

"Shortly after the quake stopped we were admiring the beautiful night sky," he said.

But the next morning, as dawn broke, the hot August sun shed light on a tragedy beyond comprehension. The industrial heartland of the country lay in ruin. More than 40,000 buildings were smashed into mounds of shattered concrete. Weak voices cried out from crevices and nooks beneath the rubble.

In a race to save lives, survivors used bare hands or what tools they had to claw into precariously leaning buildings.

One thousand dead. Five thousand

dead. Ten thousand dead. The rapidly climbing figures were numbing. The Turkish government's ability to respond was diminishing. Soon help and search teams from around the world came pouring into Turkey, and among them were U.S. Navy Sailors.

A special Navy medical team from Naples, Italy, arrived in Turkey days after the quake with 27,000 pounds of medical gear, including self-support gear such as tents, water and meals-ready-to-eat. They brought surgical supplies, anesthesia machines, intravenous medicines and fluids to perform surgery, treat orthopedic injuries and facial trauma, and tend to other injuries.

"This is an unfortunate, but unique opportunity to come to the aid of our allies at their time of need," said CAPT Tom Sizemore, Commander in Chief, Naval Forces Europe Fleet Medical Officer.

The Surgical Response Team, with its

22 medical personnel, set up camp in a soccer field in one of the hardest hit cities – Izmit.

USS *Kearsarge* (LHD 3), USS *Gunston Hall* (LSD 44) and USS *Ponce* (LPD 15), with their combined 631-bed/six operating room medical capability, were diverted from the Mediterranean to the Sea of Marmara to provide any assistance they could.

Eighty-four active-duty staff members from Naval Medical Center Portsmouth, Va., were sent to *Kearsarge* to augment medical personnel onboard.

Still, the Navy's help proved minimal when facing the vast devastation of the earthquake.

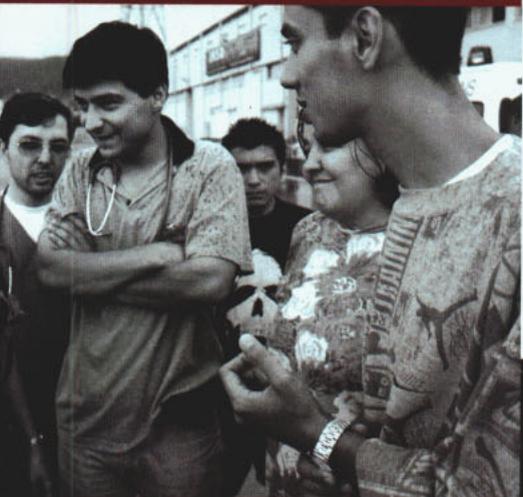
Izmit, the largest city near the quake's epicenter and the site of the Navy surgical team camp, was a landscape of ruin and grief. The sounds of ambulance sirens competed against the wails of women, cries of babies and the grind of helicopters and bulldozers.



Friends, family and homes were lost. Despair is painted on the face of this tent city resident in Gaziantep, Turkey.



Survivors survey ruins where an apartment building once stood.



HM3 Rebecca Vanderburg, from Eau Claire, Wis., talks with earthquake survivors near Izmit, Turkey.

More than 40,000 buildings were smashed into mounds of shattered concrete. Weak voices cried out from crevices and nooks beneath the rubble.

Some buildings slid into neighboring buildings or surrounding streets. Others collapsed on top of themselves. The balconies of some apartments became stacked like logs on the ground, and the concrete slabs that separated floors looked like pieces of bread that were quickly slapped together.

Members of the Navy Surgical Response Team in Izmit saw walking wounded, many with bandaged heads or body parts. They saw people living and sleeping in the street, unwilling to even struggle for access to diminishing stores of food and water, or to return to apartments that seemed intact for fear of aftershocks.

They saw despair take over the country. "THE PEOPLE ARE HELPLESS, THE STATE IS HELPLESS, WE CAN'T EVEN FIND ANYWHERE TO PUT OUR DEAD," read one headline in a local Turkish paper.

The smell of death was in the air.

"We started seeing patients the first day," said Hospital Corpsman 3rd Class Rebecca Vanderburg, a lab technician who helped out as a circulator in the operating room.

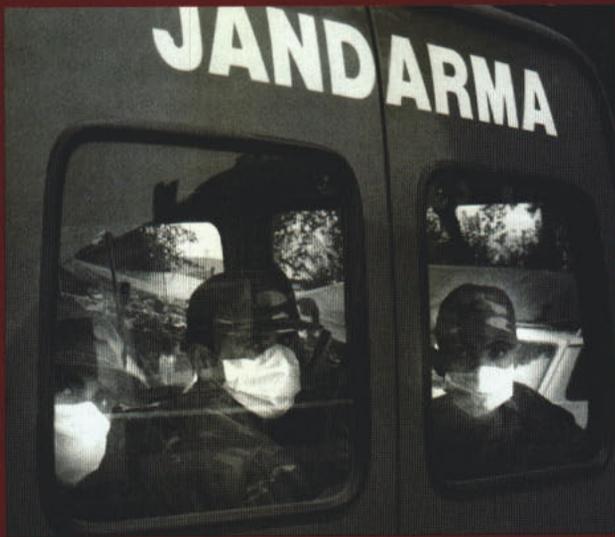
The unit, designed to operate in a heavy combat area, treated 54 people during the next few days, including three surgical cases. Most of the treatments were for crush injuries or laceration wounds.

"This was a great opportunity for me," she said. "I felt like we were really ready for this." Vanderburg said those she helped were very responsive. "We were getting hugs from these people. They really were grateful."

Aboard *Kearsarge*, people like HM1 Allen Gourley was standing by for the worst. "We had 60 medical beds, four operating rooms, and a full medical staff to assist," he explained. "We even had 600 additional overflow beds if needed. We are here to do what we can; we're a



Right: A makeshift hospital is found in the center of Degirmendere, Turkey.



Members of the Turkish military hitch a ride inside an ambulance to a devastated area.



A young boy blocks his nose from the stench of decaying bodies near Golcuk, Turkey.

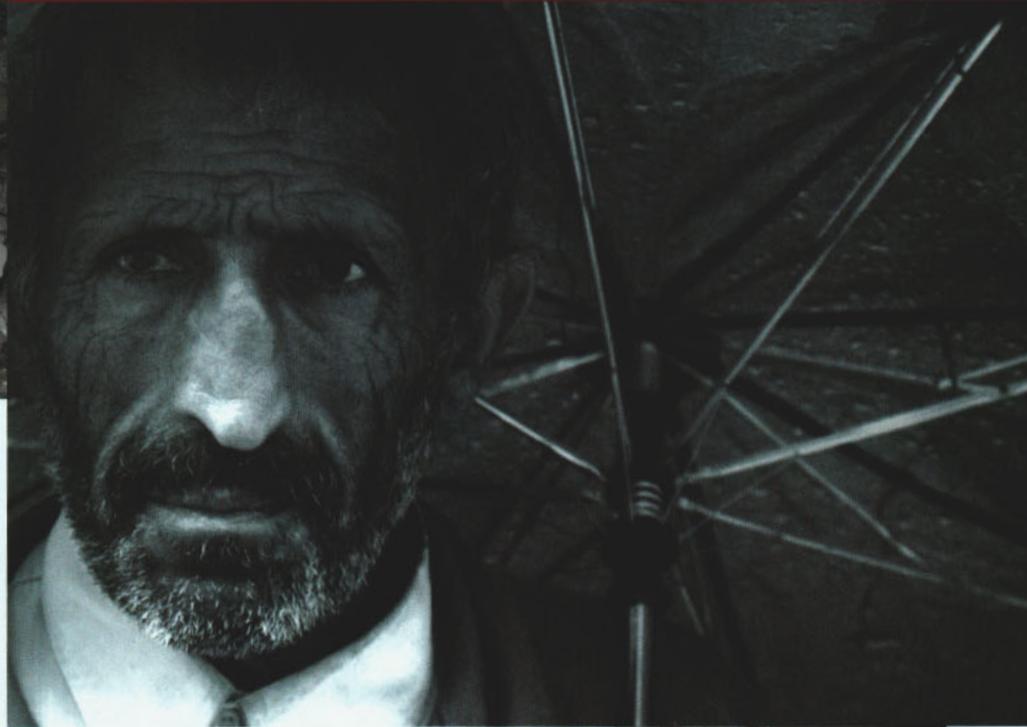
HMC Norbert Gonzalez (left) and HM2 Jonathan Baum break down camp in Izmit, Turkey.





Top: Suffering and loss is painted on the faces of many Turks.

Bottom: Salvageable items are recovered from devastated areas and precariously leaning buildings.



full-fledged hospital.”

CAPT James Bolcar, Commander, Amphibious Squadron 2 added, “Our mission shifted from a medical effort to assisting the people of Turkey in transporting supplies to the hardest-hit areas with our helicopters. We have the ability to move water and supplies into the region. There are a lot of supplies at local airports that can’t get to where they are needed because of the road conditions between airports and the hardest hit areas. With the transportation that we can provide, we can and will get the materials to the people who need them.”

Delivery of tents to house survivors came ashore from *Kearsarge* by helicopters and LCACs within a week after the earthquake.

It was welcome relief for people like Pinar, an 18-year-old female survivor who now calls a tent city outside of Golcuk her home.

“We need help,” she said in broken English. “How long we’ll live here I don’t know. We can’t live in our house ‘cause they say it will fall down. We are living

very badly. I lost my friends.” She pauses, and with a distant gaze repeats “I lost my friends.”

Behind her, dozens of Marines from *Kearsarge* diligently erect tents in the pouring rain.

Out in the bay, two miles away, the ship and crew stand at the ready.

And to the north, you can almost hear the cry of a baby being treated for a crushed hand wound by Navy medics.

Here in Turkey, where the ground is unstable, the Navy provided a little stability.

Benson is a photojournalist assigned to All Hands.





So Others May Live

Aircrewmen Gather in San Diego for Intense Four-day SAR Olympics

Story and photos by PH2 Aaron Ansarov

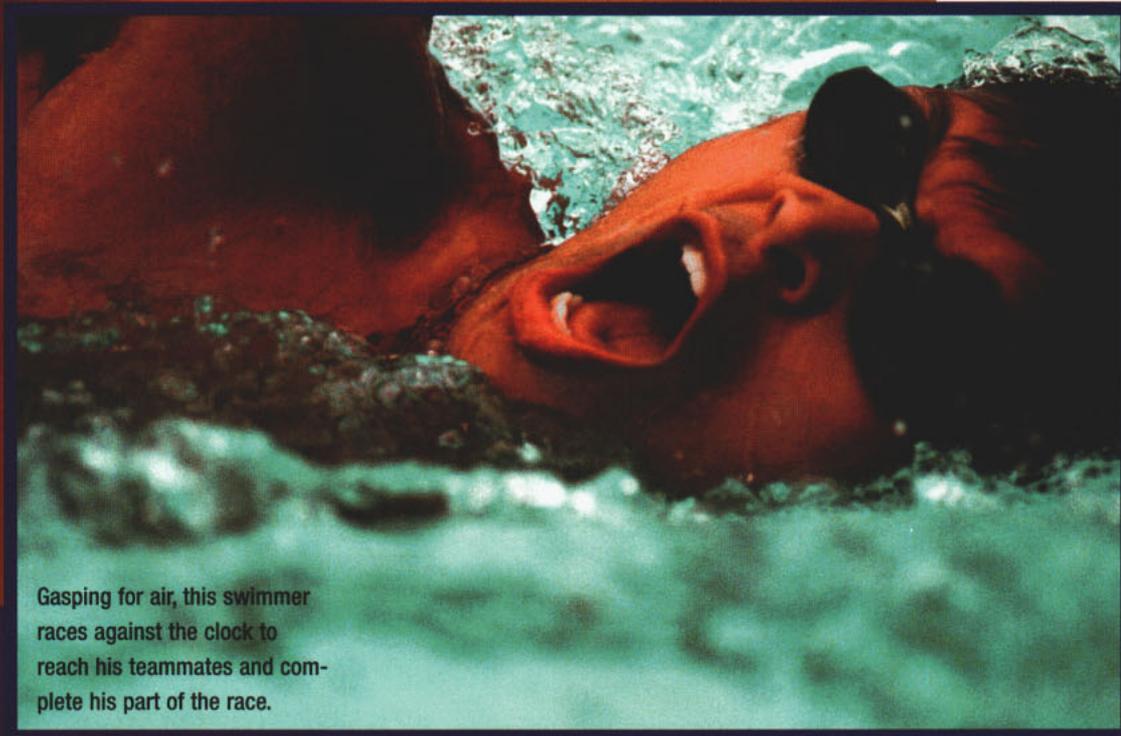
What do you get when you throw more than 50 Navy and Coast Guard aircrewmembers from around the globe (including members of the Turkish navy) into one of the most beautiful cities in the country for four days of grueling head-to-head athletics? You have the 7th Annual National Search and Rescue Competition.

Anyone who has heard of this competition most likely has heard of the man behind it, LT Terry Allvord. A helicopter pilot and former rescue swimmer, Allvord was assigned the task of motivating swimmers to maintain peak performance and conditioning while assigned to their squadrons. He soon discovered the need for pilots and rescue swimmers to work together to enhance their Search and Rescue (SAR) capabilities.

He implemented the Aircrew of the Quarter Award to recognize the Sailors who maintained a high level of readiness for their demanding mission of SAR. It wasn't long before

he developed the idea for a competition. "We try to provide a safe forum for SAR professionals to compete against their peers while improving their ability to perform in a variety of rescue scenarios," Allvord said. "The ability of the crew to work together and adapt to each mission will make the difference between life or death."

LCDR Kevin Bianchi of Maplewood, N.J., shades himself from the hot sun with his shirt. He is a member of HC-11.



Gasping for air, this swimmer races against the clock to reach his teammates and complete his part of the race.

Day 1

The competition begins at the San Diego Chargers practice field where five-man teams gather to break the ice by having a quick 440-meter track relay. Next comes a mystery event. The objective: throw a football as far as you can and have your teammate catch it. Seems simple, right? Be careful, you will be scored on the amount of yards thrown and no points for dropping it. It doesn't seem hard until you're doing this in front of all your peers and every point counts. So what do you do? Go for an easy 10 yards and hope your teammate can catch, or have him run as far as he can and hope you can throw like you say you can.

Next it's time for the gym. Every one is showing what they have (and some showing what they don't) by bench pressing, lifting and doing as many pull-ups as they can. How many pounds are you going to lift? Pace yourself. You have three more days to go and it doesn't get any easier.



AW3 Robert Sharp of HSL-47 from Wichita, Kan., begins the first day of the competition with a quick run across the San Diego Chargers' practice field. When asked what he would do differently if he had to prepare for the event all over again, Sharp replied, "Run more."

Right: After their partners finally made it back from their swim, these team members race the last few feet up the steps and across a field to end the race.

Day 2

Balboa Park, one of San Diego's premier parks filled with beautiful scenery, museums and, above all, the world-famous San Diego Zoo. It doesn't look like much when you are running past it during a seven-mile cross-country run. While wiping the sweat from your brow, the thought of quitting never crosses your mind. As a competitor, quitting is not an option because you have four other shipmates counting on you to win the race. As an aircrewman the word 'quit' does not exist because in the real world it possibly means the difference between life and death.

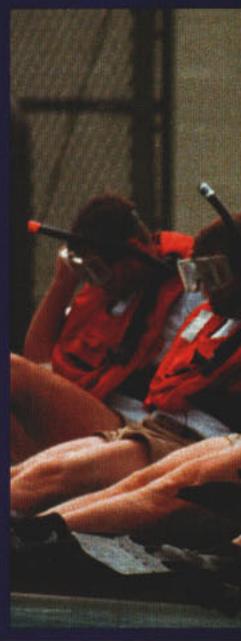
Life and death are responsibilities and dangers every aircrewman takes on when he or she puts those wings on. That's what AW3 Dan Garber knew when he put his on. It was just three years ago he was running the same course with his teammates from HSL-47. Unfortunately, he was lost to a helicopter accident a year later. After the accident, the winners of the 5th annual competition gave their trophy to Dan's parents, and from there, it was determined that every competition be dedicated to Dan. When asked how he felt, Dan's father, Mike Garber said, "There's hardly any words that can describe how I feel. I'm just so impressed and so honored by being here and having this named after Danny." Dan's parents now attend every event and will present the awards to the next team that wins. You hope it's you. Save your breath, though. The 15-mile bike race is next.

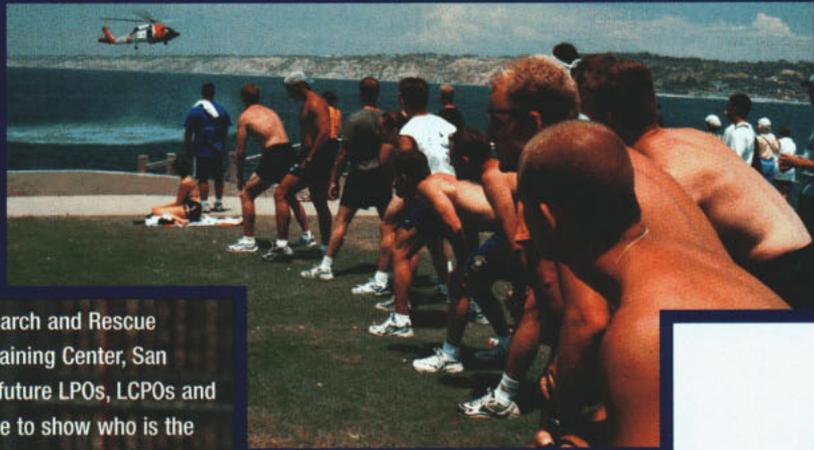


Day 3

As the rest of the world wakes up and carries on their morning routine with a cup of coffee or a quick read of the paper, you are putting on your flight suit for the sole purpose of swimming in it. Most athletes will say that it is the third day that hurts the most after a strenuous workout. Maybe that's why Allvord chose this day to plan the longest day of the competition. You begin the day swimming a relay race across one of the Navy's large swimming pools on base. This is the same pool the Search and Rescue School uses to train new, upcoming aircrewmen. In fact, it is the new aircrewmen who are sitting across the pool from you.

As you look across, you see where you once were. It could be a motivation for you to give it your all. It could also be the most intimidating thing in the world to think that one of those young Sailors across the pool may see you mess up and remember you in the fleet later, espe-





Young recruits of the Search and Rescue School from the Fleet Training Center, San Diego, observe as their future LPOs, LCPOs and division officers compete to show who is the best of the bunch.



Above: On your mark, get set ... as a Coast Guard helicopter hovers into position, the SAR swimmers wait to see a fellow SAR swimmer dive from the back end. When he touches the water, the race begins.



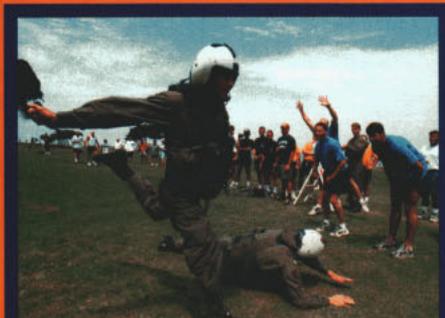
Above: A volunteer holds up the trophy that will be presented to the top SAR team.

Day 4

cially when the next event comes up, the multiple rescue.

You drop from a diving board into the pool with three injured Sailors. Your test is to assess the situation and rescue them as fast as possible. Careful, ignoring procedure will cost crucial points. You are cold, wet, sore, tired and hungry, but a sigh of relief comes when Allvord gives you a two-hour lunch break after the morning events. Maybe you should ask for a two-day lunch break. But hurry up, you have to be at Coronado Beach by 1 p.m. for a beach race, and then a skillful test on the Navy SEAL's obstacle course.

AE2 Jeffrey Gillespie of HCS-5 from Omaha, Neb., gives a photo finish to the flight suit relay race at La Jolla Cove, San Diego.



Thank God, it's Friday! But most of all, thank God it's the last day of the competition. All that you and your teammates have trained for has now come down to this last event, the swim-run relay. If you can survive this event, there is nothing left but celebration. Oh, but it doesn't just begin with the relay and then it's over; Allvord has thrown in just one more mystery race to get the blood flowing before the final event. How about a relay race where you are tested on how well and how fast you and your teammates can strap a 200-pound Sailor in a gurney and race across a field and not drop him. No problem!

Finally, it's here. It all comes down to this last event. You split up with your teammates and get ready. When the Coast Guard rescue helicopter comes into view to signal the beginning of the

race, you have to keep an eye on the SAR swimmer hanging out of the back. As soon as he drops, the race begins. You take off running with as much effort that you can manage, trying hard to ignore those aches and pains that are screaming for you to stop.

You finally get within sight of your teammate and kick it into overdrive. As soon as you tag his hand, it's over - for you at least. Now, as if you were passing an Olympic torch of pain, your partner begins to feel the same grind that you just had. Then your partner passes on the torch to your other two teammates for the second half swimming part of the relay. You, the first leg, make it back to the beginning of the race to see if you and your teammates can actually unpack that travel bag that you brought for the trophy's trip back to your command.

Above: Tag and go. As soon as the runner made it to his partner, the next leg of the race began, a quarter-mile swim and back.

Right: Tools of the trade.

Below: Oktay Erdem checks on his buddy, Hakan Galiskan, who pushed a little too hard on his part of the race. Both are search and rescue swimmers for the Turkish navy.



Right: Mike and Shari Garber were the parents of AW3 Dan Garber (in photo) the fallen Sailor to whom the competition is dedicated.



Members of HSL-47 take off for their mystery event, run across a field, strap a teammate down on a gurney and run back, hopefully without dropping him.



These SAR school instructors don't know it yet, but they are going to end up winning the competition.

Fortunately, for one San Diego team from the Navy's Surface and Rescue Swimmer School at the Fleet Training Center on the 32nd Street Naval Station, they won't have to unpack any travel bag. They can just toss the trophy in the trunk of their car and drive it home. As for AW1 Bruce Hinschberger from the SAR school, he can chalk his success up to integrating more swimming and legwork into his normal workout.

"If I had to train for it all over again, I would run with my flight gear and boots on," said Hinschberger about training for this competition. "It's very physical, but no one person could bear the weight of it all. That's why teamwork plays the most important role."

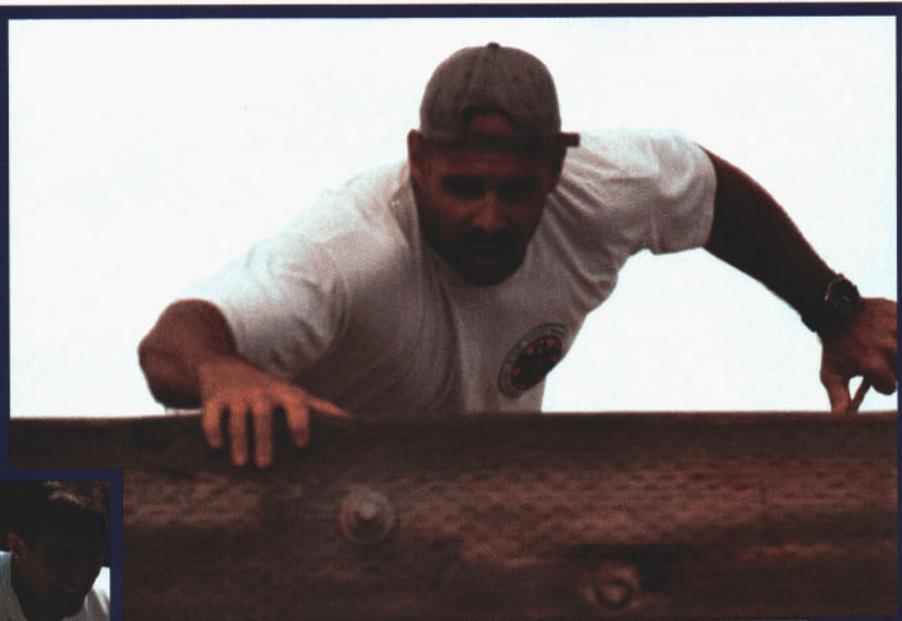
Now that you know what at least one of the winners did, maybe you have a good start for the next year. One piece of advice – this competition is getting bigger and harder every year, so start training early.

This year marked the first attendance of a woman SAR swimmer as well as four members of the Turkish navy making their presence known. "We will be trying to reach many more commands for the 2000 competition," said Allvord. "After the news of the participation of the Turkish navy and the first woman competitor hits the street, more countries and teams will become interested in the value of sending personnel to represent their commands."

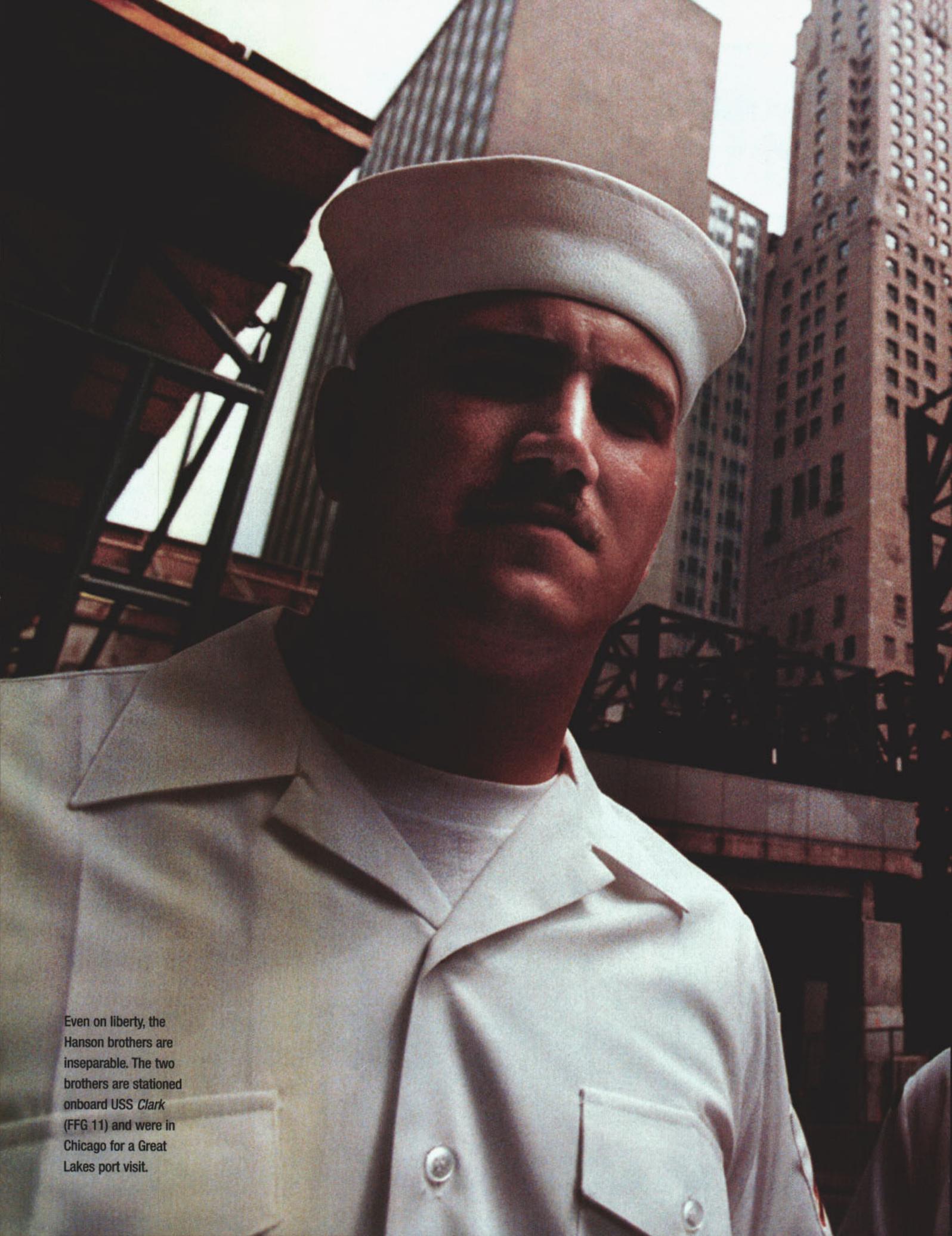
After all the dust settles, the muscles heal and the blood pressure lowers, this SAR competition gives everyone who competes the confidence to prepare for a rescue that hasn't happened yet. If it does, these aircrewmembers are ready for whatever challenges they face – So others may live.

Ansarov is a photojournalist assigned to the Public Affairs Center, San Diego.

Left: Kenyon Young is a Coast Guard rescue swimmer stationed onboard CGAS Elizabeth City, North Carolina, but today he is a competitor negotiating his way through the Navy SEAL obstacle course during the 7th Annual Search and Rescue Competition in San Diego.



Above: OS2 Victor Eberle of Search and Rescue School, Fleet Training Center keeps a sharp eye out for the crewmember being tested for procedure during the three multiple rescue race on the third day of the competition.



Even on liberty, the Hanson brothers are inseparable. The two brothers are stationed onboard USS *Clark* (FFG 11) and were in Chicago for a Great Lakes port visit.

Sibling

RIVALRY



...it is not. The Hanson brothers are tight, their lives tracked the same path, and they call **USS Clark (FFG 11)** home

Story and photos by
JO1 Robert Benson

They're brothers, but you wouldn't know it. Look at the big one before he goes all stare and gangsta and attitude. He resembles a refrigerator: 6'2", 225 pounds, shaved head, size 13 shoes - a Sailor ready for the pro wrestling circuit. The other is 5'10" and weighs considerably less. One likes pizza, the other fish. One's outspoken, the other reserved. Their favorite colors are different, as are their rates.

That is, though, where the differences end between Matt and Pat Hanson. Sailors around them concentrate on the brothers' similarities: they both sport that "I can tear you in half look," they both like athletics and the Navy, they're both single, and they both hail from a small town near Milwaukee.

Oh yeah, there's another little similarity that hasn't escaped a single crew member who comes into contact with the Hansons: they're both stationed aboard the same ship — USS *Clark* (FFG 11).

But can this be? Do they still station family at the same base, ship or duty station? Isn't there some kind of rule in the books that prevents them from doing such a thing after the incident way back when - the Sullivans, wasn't it?

"No way, I didn't think that they could do that anymore," is what everyone says when we tell them we're stationed on the same ship," Matt said. But they can, and the Hansons will quickly point this out.

The two brothers would be in the minority if placed on a list that charts the number of siblings who serve together in the Navy at different locations. The list



SK2 Pat Hanson and his brother FA Matt Hanson wander the streets of downtown Chicago while on liberty.

would become even shorter if it showed the number of siblings who are actually stationed together on the same ship.

Although Navy officials don't track that kind of information, the number of siblings stationed on the same ship or base is small.

At the Navy base in Keflavik, Iceland, there are three family members stationed together – a father and his two sons. A while back, USS *LaSalle* (AGF 3) had a set of twins onboard. Most carriers at one time or another have been called "home" by siblings at the same time.

But the Hansons - everyone seems to know the Hansons. Everyone onboard *Clark* at least, and a good number of others in Norfolk, the ship's homeport. It's a story that started about a year ago when Matt, now a fireman apprentice, was still in basic training. Matt said he requested orders to *Clark* while in boot camp, and was told he would have a 50/50 chance of getting stationed with his brother. "In my fourth week of boot camp my command career counselor told me about the orders to *Clark*," said Matt. "I was very excited. It made the rest of my time there go smooth and my first year in the Navy has been great because of Patrick. I can always rely on him for positive mentoring and just being a friend." Matt said getting the orders was a highlight of his career.

Pat, a storekeeper 2nd class, was equally excited when he heard his brother was inbound: "I was floored when I was told Matt would be coming to *Clark*. We were on Counter Drug Ops '98, inport Curacao, Venezuela, when I found out. I was so happy."

Onboard *Clark*, the Hanson brothers are known as Hanson 1 and Hanson 2. "1" is Pat; "2" Matt. But for real number games, the crew onboard *Clark* had to only look pierside last July when the ship pulled into Milwaukee, near the Hanson's home town.

There they saw Hansons No. 3 to 20. It was a Hanson familyfest - Hansons were everywhere: sisters, aunts, uncles, parents, cousins. ... It was a port visit during the Great Lakes cruise that Matt called indescribable. "There was no other feeling like [visiting our hometown on a Navy ship]," he said. "It makes you proud to serve in the Navy when we're able to do things like this." Added Pat: "Pulling into our home state of Wisconsin and having the entire family there and being able to show the ship off was a great feeling."

Both Matt and Pat said their family thinks it's great that they're stationed together. "They say it seems too good to be true," said Matt. "Our family is a huge supporter of the Navy. Every award, certificate and picture we've ever received

are framed and mounted. Once my mom got a letter from the captain about us and she started crying."

Ironically, the Hansons broke tradition by joining the Navy. No one in the Hanson family ever served in the military.

Pat points to the travel as his reason for joining. "I've never been to so many places in my life. It's great." And Matt added, "I wanted the education (the G.I. Bill) and the chance to travel. I didn't travel much as a kid, so I knew I would travel in the Navy."

Instead of world travel as children, the two played sports.

"Both Matt and I were football and baseball players as kids so we were very competitive," said Pat. "One always wanted to outdo the other. But Matt was always bigger. Today the most common question is 'Who's older?' Everyone thinks Matt is because he's big and bald."

In terms of weight, Matt does have the edge (by some 30 pounds). In terms of seniority, Pat has the upper hand. But does he boss his "little" brother around? "No, not really because we are in two different divisions and departments, but I find myself as a 2nd class defending Matt if I think he is getting a raw deal." ("Yeah, he definitely looks out for me," added Matt).

The two Hanson brothers take leave together. Off the ship, they hang out together. "We're each other's best friend," they say. The two cite countless advantages to having the same duty station: We can share clothes, phone bills, the car, etc.," said Pat. "Between the two of us, we never run out of anything. I would definitely recommend this arrangement to other Sailors who have siblings in the Navy.

"We've always been close, but this has made us even closer."

Benson is a photojournalist assigned to All Hands.

USS *Clark* Blazes Through Great Lakes During Summer Cruise

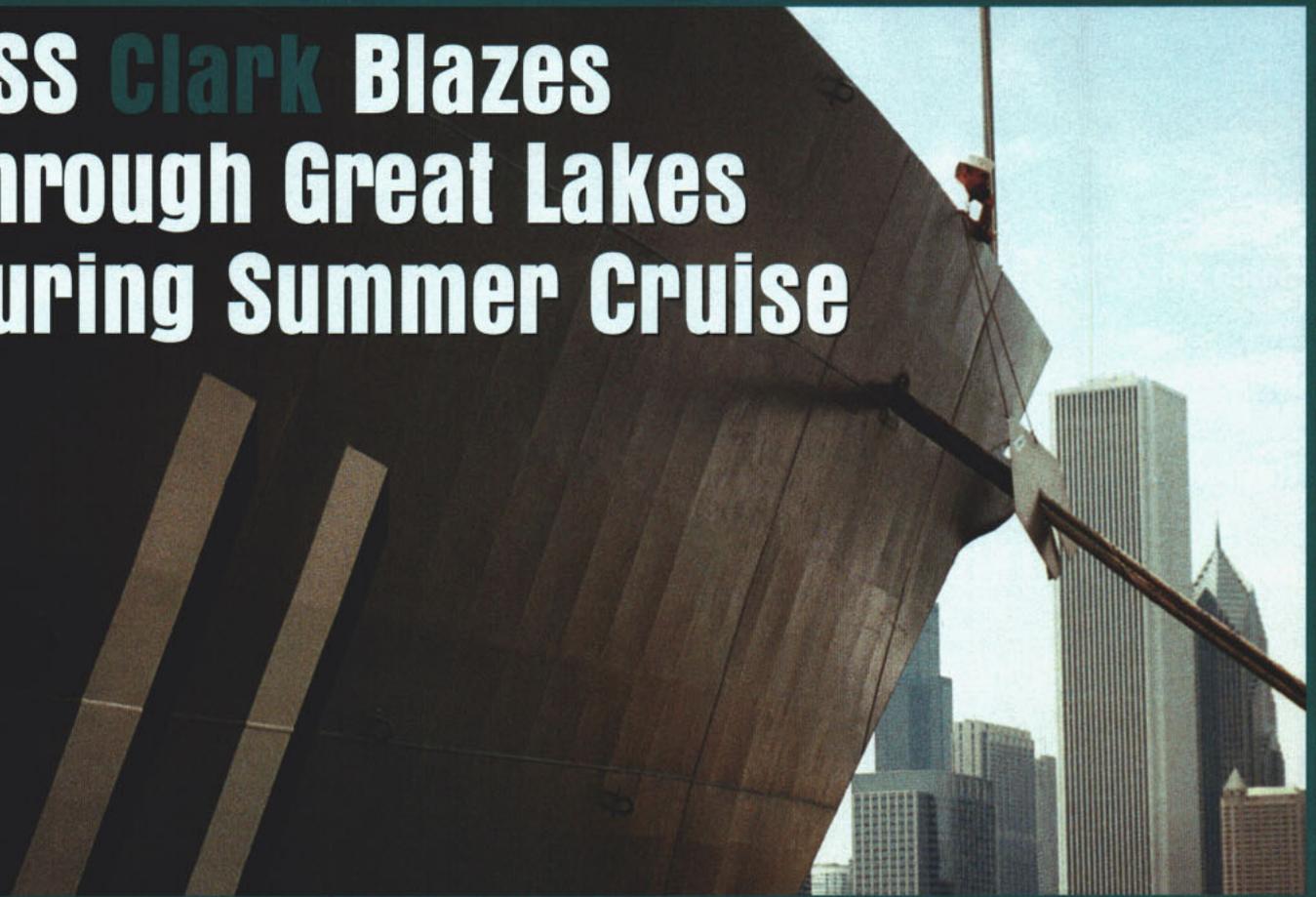


Photo by Joti Robert Benson

Story by LT Chito Pepler

The Navy offers travel to exotic ports in the Atlantic, Pacific and Caribbean, but few Sailors are given a chance to sail the Navy's fourth coast – the Great Lakes. This summer, USS *Clark* (FFG 11) did exactly that. Embarked on a three-month, 16-port Great Lakes Cruise, *Clark* visited New England, Canada and middle-America. *Clark's* mission was to showcase the ship, her Sailors and the Navy.

During the cruise, *Clark* visited ports as large as Chicago where the crew hosted more than 4,000 visitors a day, and as small as Muskegon, Mich., where each Sailor received a hero's welcome. In Sault Sainte Marie, Mich., on the U.S./Canadian border, the red carpet was rolled out and the crew treated like celebrities.

A stop in Milwaukee proved to be an exciting and emotional homecoming for Storekeeper 2nd Class Patrick Hanson and Fireman Matthew Hanson - two brothers

who call *Clark* their second home. For many, it was their first experience, and one that they'd probably not soon forget.

"This is an excellent chance for middle America to see the capabilities and opportunities that exist in our Navy and also for Sailors on board *Clark* to see part of middle America," said Fire Control Technician 3rd Class (SW) Jason Seetin from Atchison, Kans.

Music filled the air during many port visits as *Clark's* Rock and Roll band played. The band even opened for Peter Frampton in front of an audience of 2,000, and performed at Cleveland's rock and roll Hall of Fame in front of a younger crowd who were attracted to the music and were equally impressed with the band members' accomplishments as Sailors.

"We help bridge the gap between the Navy and youth," said FC1(SW) Dave Hewitt from Hope Mills, N.C., who plays drums and percussion. "We're here to show that the Navy provides opportuni-

ties for Sailors to pursue their hobbies and interests. In short, we have fun, too."

USS *Clark* (FFG 11) looks nearly as massive as the Chicago skyline. The crew visited the windy city during their three-month, 16-port Great Lakes Cruise recently.

Each host port is different, but Chicago meant window shopping along the Magnificent Mile and Cleveland meant rooting for the Indians at Jacob's Field and swimming in Lake Michigan.

In every town or city, Sailors got a chance to feel the heartbeat of middle America and went away with a little better knowledge of each host port.

When the cruise ended, *Clark* had transited more than 6,500 miles and navigated through 32 locks in the St. Lawrence Seaway. This year's Great Lakes Cruise provided an opportunity for more than 100,000 visitors - to see first-hand what the Navy is all about.



Since 1976, the **NAVAL HOME** in
Gulfport, Miss., part of the Armed Forces
Retirement Home system, has housed
nearly **500 AMERICAN HEROES.**

“This is a living museum of
AMERICAN HISTORY,” says CDR Jack
Zink, describing the U.S. Naval Home in
Gulfport, Miss. The deputy director also
calls it a “**PURPLE HOME**” - since it’s
open to veterans of all services including
the Coast Guard.

This month as we honor Veterans on
Veterans Day, we go to the Naval Home to
MEET A FEW RESIDENTS and **HEAR**
THEIR STORIES ...

At the end of the day, David Spiro
likes to sit by the window and
relax, thinking of earlier memo-
ries of family, friends and his
days in the Navy.

One of the ships
David Spiro served on
was USS *Kentucky*
(BB 66).



Story and Photos by PH2(AW) Jim Watson

A Century *in the* Making

“Is Mr. Spiro’s nurse around? Does anyone know where Mr. Spiro is?”

The nurse on station looks around and answers, “He was just here a minute ago.”

What if the man you are looking for is *more than 100 years old*? He should be in his room, in bed sleeping or under the constant care of a physician, you say?

Not if you’re prior Navy bugler David Spiro. At more than a century old, he’s still active, and still plays the bugle. He is a shining example of how you can never be too old to do what you love.

Spiro, born in early November 1898, found his calling one morning while at Grace Presbyterian Church, Brooklyn, N.Y.

“I learned to play the bugle at church,” said Spiro.

“They had a drum and bugle corps there.” Although his hearing is less than perfect and he moves a little slower than he did, say 80 years ago. Spiro easily recalls events from more than 90 years ago – he speaks fondly of the church that had uniforms for those in the drum and bugle corps. Spiro loved being in uniform and playing the bugle, and that love led him to the Navy near the beginning of World War I. In 1914 Spiro was 16 years old and weighed 108– 37 pounds under the minimum requirement.

“I was a good bugler and they couldn’t pass me by,” Spiro said. “That’s the only reason they took me.”

Without his mother’s knowledge, Spiro signed up and entered the Navy in 1914 and kept it a secret until he was ready to deploy for the beginning of World War I.

“My mother was against it,” Spiro said



David Spiro lets out a bugle call that the whole third floor of the Naval Home can hear. Although he no longer plays every day, Spiro still has the magic and the ability to sound a bugle call.



Although Spiro may need the use of a cane to walk on his own, he still manages to get around the Naval home quite well. Spiro and others wait in line for chow in the lobby of the naval home.

laughing. "She almost had a fit when she found out I was going to war."

In fact, his mother was determined to get him out of the service. Spiro's desire to go on active duty was so strong that he lied to his mother about what the Navy would do to him if he backtracked on his commitment.

"I had to lie and say they would arrest me," said Spiro. "I told her horrible prison stories about what they would do to someone like me."

Spiro's mother eventually gave in. During World War I, Spiro served on board USS *Martha Washington* (SP 3019), which was used to patrol the coastal waters off the United States and inspected the cargo of incoming ships.

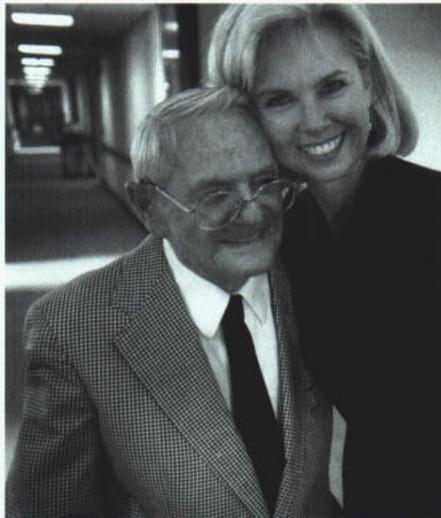
He also served on board the battleship USS *Kentucky* (BB 66). In those days, all the battleships carried four or five buglers. Since Spiro had been part of the New York State Naval Military Guard before entering active duty, he knew all the bugle calls except boat calls when he arrived on board. Quick to catch on, Spiro had them memorized within the week and could sound anything the captain ordered.

"I played for Admiral Dewey many times," Spiro said. "And for presidents, too."

Presidents including Woodrow Wilson, William Howard Taft and Teddy Roosevelt all heard Spiro's bugle calls.

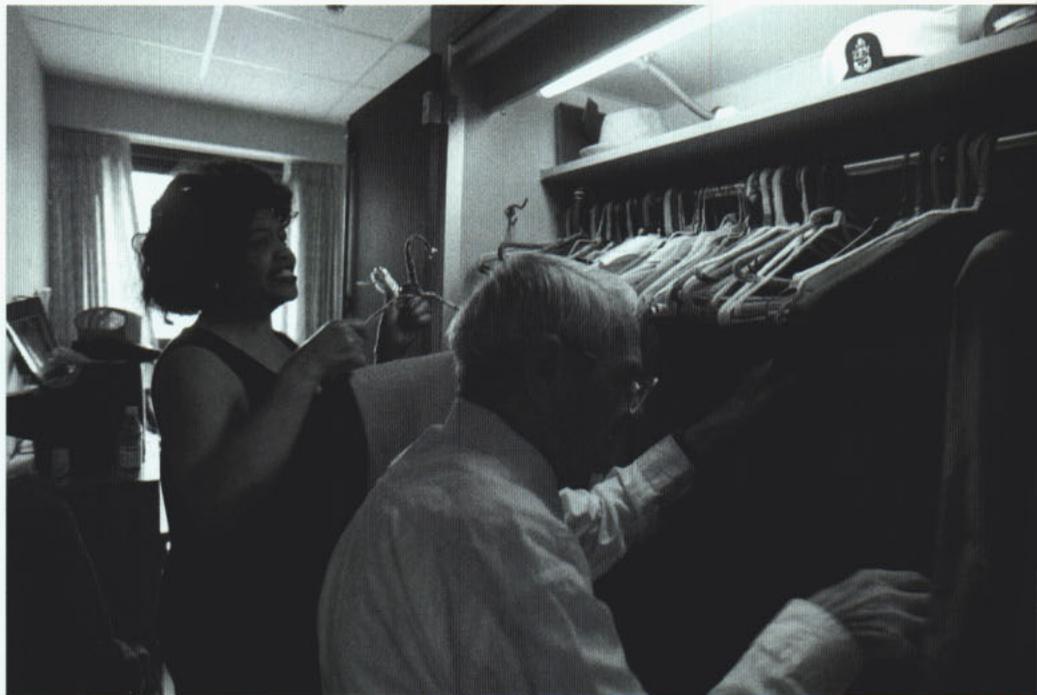
After the war, Spiro got out of the Navy and took a job with the U.S. Postal Service as a mail courier. He walked the streets of Brooklyn for more than 37 years delivering mail. He retired in 1954, and worked several other odd jobs until 1972 when he moved into the Naval Home after his wife passed away.

At the Naval Home Spiro found his love of the bugle once again, as he blew taps and reveille every day. Up until his 100th birthday, Spiro could be found practicing and preparing for one of the many ceremonies, funerals and VIP visits he played for. Now he plays when asked or on special occasions.



Spiro embraces the Naval Home's Executive Secretary, Shelda Jones, who has become very dear to him. Shelda is one of the few people at the home Spiro opens up to and speaks freely with. At his age trust is earned over time, but not with as many people.

Below: Mary Thornton, Spiro's friend and social worker, helps him sort through his clothes to find his chief petty officer uniform that was given to him after he was made an honorary chief by the MCPON.



"The bugle has kept him healthy," Executive Secretary for the U.S. Naval Home, Gulfport, Miss., Shelda Jones said "Blowing it day after day has really kept his lungs strong."

The Naval Home has three patient care levels—Independent Living, Assisted Living and Long-term Care for those who need constant attention from medical providers. Remarkably, Spiro has only lived in the Assisted Living Unit for four years. Before that, he performed with his bugle on various occasions and rode his bicycle on a 10-mile journey to the local

mall and other shopping areas.

For the last two years Bobby Reed, a certified nurse assistant for the home, has been by Spiro's side helping in what many have called his "slowing-down phase." A phase that only took Spiro 99 years to reach.

Still an inspiration to all at the Naval Home, David Spiro is a part of naval history.

Watson is a photojournalist assigned to All Hands.

Flying Through the Ranks

Richard Beaver, Enlisted Pilot and Navy Veteran

By PH2(AW) James Watson

Did you know that during World War II, Navy and Marine Corps pilots destroyed more than 15,000 enemy aircraft, sank 174 Japanese warships and destroyed 63 German U-boats?

If you didn't know the exact numbers, I am sure that you had a pretty good idea. But did you know that during that time, and since the beginning of Naval Aviation, the Navy trained and used enlisted pilots?

Richard D. Beaver, one of the retired Navy veterans at the Naval Home in Gulfport, Miss., was one of the lucky chosen to attend flight school and became a chief aviation pilot during the war.

"I had wanted to be a pilot since I was young," said Beaver. "Going to flight school in Pensacola, Fla., was the highlight of my time in the Navy."

Beaver was assigned to preflight school at the University of Georgia in September of 1942 and graduated as a pilot in June of 1943. He then went on to a patrol squadron in the Pacific and was based at Funafuti in the Ellis Islands. During his time there he conducted long range combat patrols and night mine laying and bombing missions.

"We bombed every night," Beaver remembers. "I kept asking myself, why

am I here? We didn't have this back in Illinois."

Prior to his days as a pilot, Beaver enlisted in the Navy as a seaman in 1938 and became a machinist mate. He was promptly promoted through the ranks to first class petty officer before being selected for enlisted pilot training.

While on duty in Honolulu, Beaver got his private pilot's license flying from island to island. Beaver says this was what made him a prime candidate for flight school when the opportunity arose.

"I already knew how to fly," said Beaver. "That was what helped me get selected."

Beaver flew more than 20 different types of aircraft as an enlisted pilot and has since flown in the private sector for the Federal Aviation Administration. Pictures of aircraft cover Beaver's wall, along with certificates and awards received throughout his life. One such memento was a picture of him taxiling in a PBY-5A, a version of the Catalina flying boat that was used for anti-submarine warfare.

"While in the patrol squadron, we started by flying a two engine P2Y," said Beaver. "We then went on to the more powerful PBY-5's."

Beaver was also in the Korean War and remembers stopping in Kwajalein, a small island in the south Pacific where the United Nations had their headquarters.

"It was a fueling stop for our planes," said Beaver. "Were all on our way to Korea for the war."

Beaver retired from the Navy at the rank of lieutenant junior grade with 30 years of service. He also spent 10 years working for the FAA as a controller and supervisor in Illinois and as facility pilot as needed.

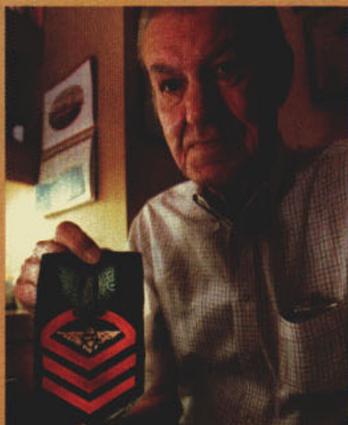


Photo by PH2(AW) James Watson

Wedded Bliss for First Married CPOs

By J01 Robert Benson



Photo by J01 Robert Benson

They were called the king and queen in Corpus Christi, Texas 50 years ago, and today, at the Naval Home in Biloxi, Miss., many would agree they still hold that title. Everyone there, it seems, knows Marian and Jules "Skeets" Powers and their claim to fame: they were the first chiefs in the U.S. Navy to marry each other.

"I ran as fast as I could but she caught me anyway," jokes Skeets today, 54 years later, of their courtship.

The Powers' story began at Kingsville Naval Air Station where the two crossed paths in the mid 1940s.

Skeets was a self-confessed "wrench turner" who worked on the flightline as an aviation machinist mate. Marian was a parachute rigger.

"Before the Navy I worked in a tailor shop," explained Marian, "so the Navy assigned me to fix parachutes, which was a related field of

F O U R V E T S

work." Marian went to boot camp – a shortened one month long training – in Cedar Falls, Iowa. She went to Lakehurst, New Jersey, for parachute rigging training, then to Alameda, Calif., and from there to Kingsville. "That's where I met my downfall," she joked.

Quick with a comeback, Skeets added "but she's older than I am by three weeks, and I never let her forget it!"

Marian made chief on Jan. 11, 1946, and the two married a little over a month later, on Feb. 21, 1946. "The military wedding was outstanding," said Marian.

Skeets' duty assignments included Pensacola, Virginia Beach, Memphis, Tenn., San Diego, Oklahoma City, and Patuxent River Naval Air Station.

Although he never saw combat, Skeets recalls at least one harrowing experience. "The only thing that ever scared me was in a PBY," he remembers. "We were flying from Puerto Rico to Miami. I was the flight engineer and we were hauling 18 personnel. Halfway into the flight both engines quit."

Skeets heard only the sound of wind on the wings.

"The silence was deafening. The problem was with the fuel pump. The fuel wasn't getting from the wing tanks to the engines, so I had to manually work the fuel pumps to restart engines and make it to Miami. We worked the fuel pumps all the way there. The engines were using as much fuel as we could pump, so we couldn't let up for a minute."

Photos of some of the aircraft Skeets was close to are in his room at the Naval Home. The room itself, along with the home, are things Marian and Skeets love. "We got here on May 7, 1997 and it was the best move we ever made," said Skeets. "We love it here," added Marion. "There's plenty to do. I work in the mail room and take over editorship of Homeport (the home's newsletter) soon."

About the only thing that outranks the two is the Naval home itself. It was established Feb. 26, 1811 by the

Honorable Paul Hamilton of South Carolina, Secretary of the Navy under President James Madison. The charter was to provide "permanent asylum for decrepit and disabled naval officers, seaman and Marines."

Today, the Naval Home is where service men and women bring a wealth of lifetime experiences that enrich retirement life. Stimulating programs and activities are regularly planned, including the resident assistant volunteers, the resident elementary and middle school mentors, and a variety of other community programs.

But the gems of the home are the residents themselves, people like the Powers, who are living American history.

Harboring a Life

Retired HMC remembers how he survived Pearl Harbor, Hawaii during the attack.

By PH2(AW) James Watson

The alarm sounded. Was this a drill? A fire? Was that an explosion?

"Eighteen inches of armor plating gives you a hell of a sense of security, until a torpedo hits," said retired Chief Hospital Corpsman Paul Ellis, now a resident of the U.S. Naval Home in Gulfport, Miss.

"We went to general quarters, then to a fire drill and then back to general quarters," remembered Ellis. "Then another torpedo hit. The ship was sinking and we had to abandon ship."

"The stern was beginning to list," said Ellis. "I looked over the side and then up in the air I saw another plane coming."



Photo by JOT Robert Sanson

Ellis's ship, USS *West Virginia* (BB 48) was just forward of USS *Arizona* (BB 39).

"Sailors were jumping off into burning oil and gas. The ship was on fire. I couldn't jump."

Frightened of what could happen to him in the burning ocean, Ellis ran to the bridge where he found his injured captain.

"I tried to help him," remembers Ellis. "But the other officers wouldn't let me."

A hospital corpsman striker at the time, the officers felt he didn't have the experience to help the captain. Ellis proceeded back to the afterdeck.

"I could see three planes coming," said Ellis. "I saw the bomb, it dropped through gun turret No. 4."

Ellis went down the ladder, across the USS *Maryland* (BB 46), over the quay and then on to Ford Island. Luckily the bomb was a dud or Ellis wouldn't have even made it a few steps.

"I stayed on the island for two days helping victims," he said.

Ellis saw much more of the war after Pearl Harbor on USS *Bremerton* (CA 130) in the Coral Sea, but luckily lived to tell about it. Ellis was able to attend Corpsman "A" school and was promoted to chief petty officer and retired in 1959.

Cyber Sailor

Death, Taxes and Moving: Time for a change?

For those of us in the Navy, the old adage of “the only certain things are death and taxes” needs a minor revision. One more certainty should be added – moving. Now, it seems to me that duty station changes come twice a year, usually in the fall and summer. I could be wrong, since it also seems to me that I just keep getting better looking as time goes on. ... In any case, we’re at the start of the new fiscal year, and I’ll bet there are lots of you out there pulling up stakes and heading into the great unknown, courtesy of the Navy’s newly-minted dime.

The difference these days is that with the advent of the Internet and World Wide Web, the “great unknown” doesn’t have to be. No longer do we have to rely on the engineering or disbursing guy who “used to be there 12 years ago” to tell us what the housing in Yokosuka, Japan, is like. To get the info, pull up your trusty search engine like I did. I quickly found a great site, maintained by Yokosuka’s Public Works Center, at www.pwcyoko.navy.mil/housing. Photos, floor plans, and even a link to check your progress up the waiting list for Navy housing are included. And Yokosuka is not unique - Most bases have their own web pages, as well as a listing on SITES.

These homepages typically include links on Morale, Welfare and Recreation info, barracks descriptions, school listings and childcare services, as well as links to local community information.

Speaking of SITES, (www.dmdc.osd.mil/sites) it has links to information about nearly every DOD installation in the world, so if for some reason you’re headed to an Air Force base, chances are you’ll find it there, as well as Navy, Marine Corps and Army installations. The information may not be as in-depth or as up to date as a base’s homepage, but it’s a great place to get started.

Still other resources for military-specific information are the civilian pages that have been popping up. One fairly new entry is the Military Relocation Information Network, at www.mrin.com, with info on real estate, community organizations and the local job market.

Another which has been around a little longer is Military City (www.militarycity.com), sponsored by the Army Times Publishing Company, which publishes *Army Times*, *Navy Times*, *Air Force Times* and *Marine Corps Times* newspapers. The civilian-sponsored sites tend to be centered on stateside duty, since they earn revenue by selling ad space to real estate companies, colleges and the like which hope to have you as a customer some day. Since you’re going to need a place to live anyway, not to mention that doctorate in bicycle mechanics you’re pursuing, it’s a good deal for them, and a great deal for you.

Yet another old adage comes to mind that applies to Navy life: The only constant is change. With the greater access to information that the Internet is providing Sailors, DK1 in disbursing may tell great Yokosuka sea stories, but you’ll want to go to the Web for the real deal. Change is good!

Cyber Sailor

The appearance of commercial Web sites in *All Hands* does not imply endorsement by the Department of the Navy or Defense.

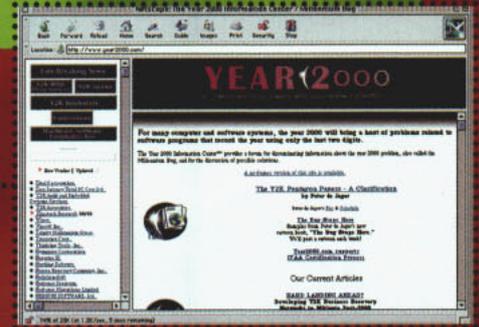
Y2K on the net: Hype is a four-letter word

Looking for straight info on the Y2K Bug? Look no further than www.year2000.com. There you'll find no-nonsense articles and essays on different aspects of the problem, and well-researched studies on the most likely consequences of the inability of old computers and software to handle the change to the 21st century.

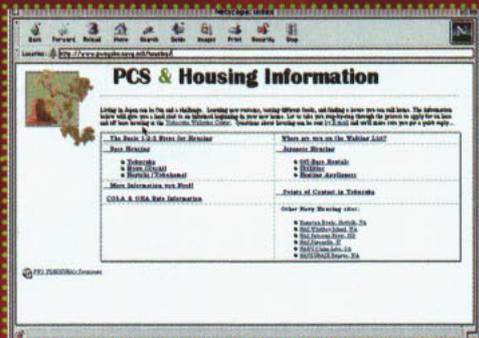
www.militarycity.com



www.mrin.com

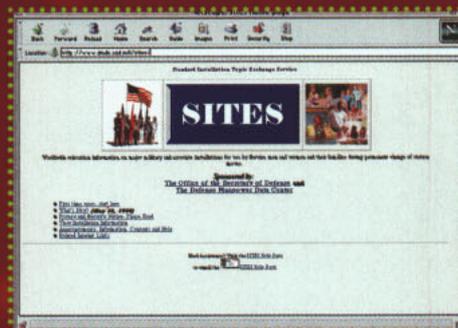


www.year2000.com



www.pwcyoko.navy.mil/housing

www.dmdc.osd.mil/sites



Eye on the Fleet

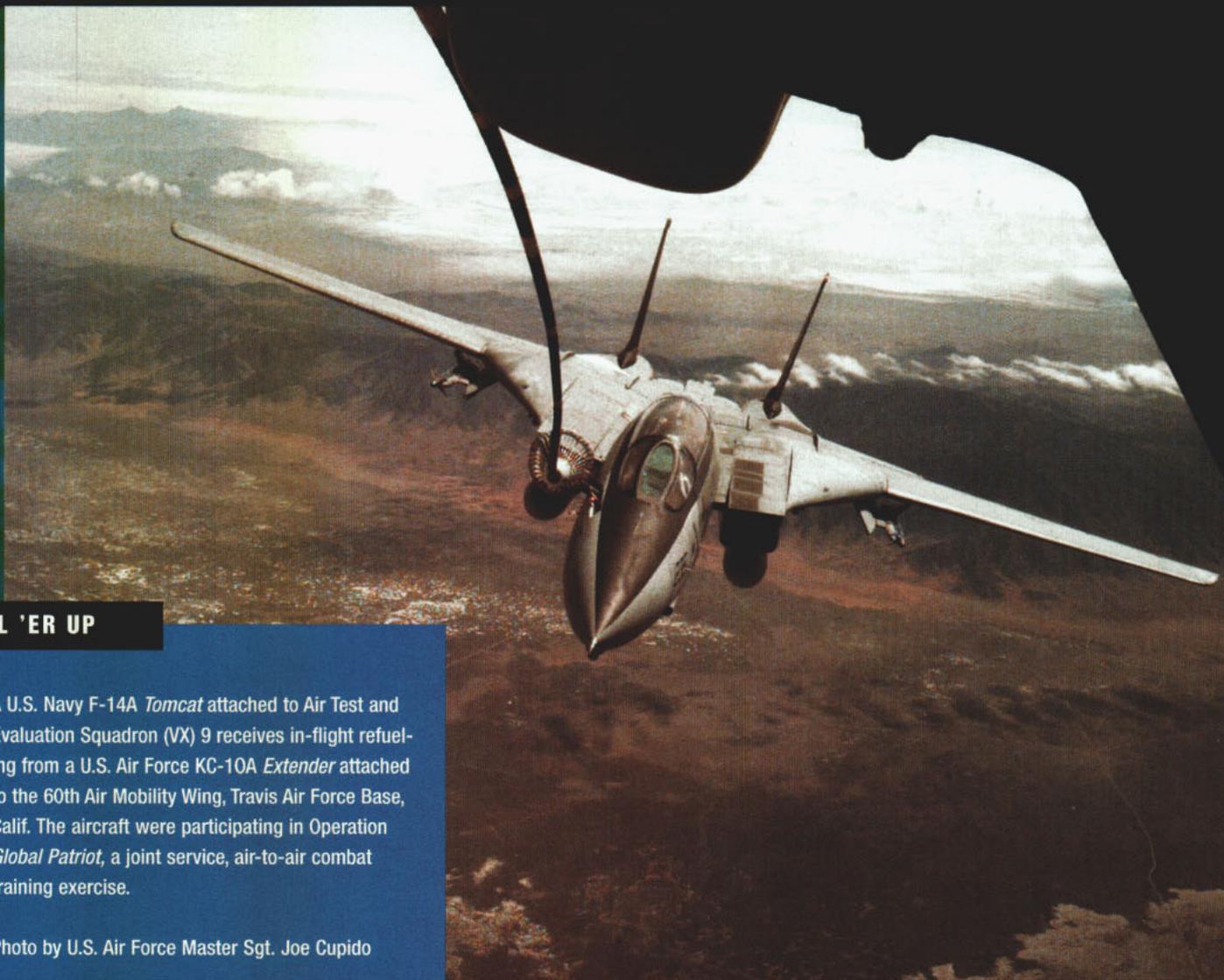
EYE ON THE FLEET

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.



FILL 'ER UP

A U.S. Navy F-14A *Tomcat* attached to Air Test and Evaluation Squadron (VX) 9 receives in-flight refueling from a U.S. Air Force KC-10A *Extender* attached to the 60th Air Mobility Wing, Travis Air Force Base, Calif. The aircraft were participating in Operation *Global Patriot*, a joint service, air-to-air combat training exercise.

Photo by U.S. Air Force Master Sgt. Joe Cupido



PERFECT FIT

PN2 Toni Nola of San Diego, makes sure her MCU-2/P gas mask fits properly during a general quarter drill aboard USS *Dwight D. Eisenhower* (CVN 69). *Eisenhower* is currently pierside at Portsmouth Naval Shipyard.

Photo by PH2 Shawn Eklund

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.

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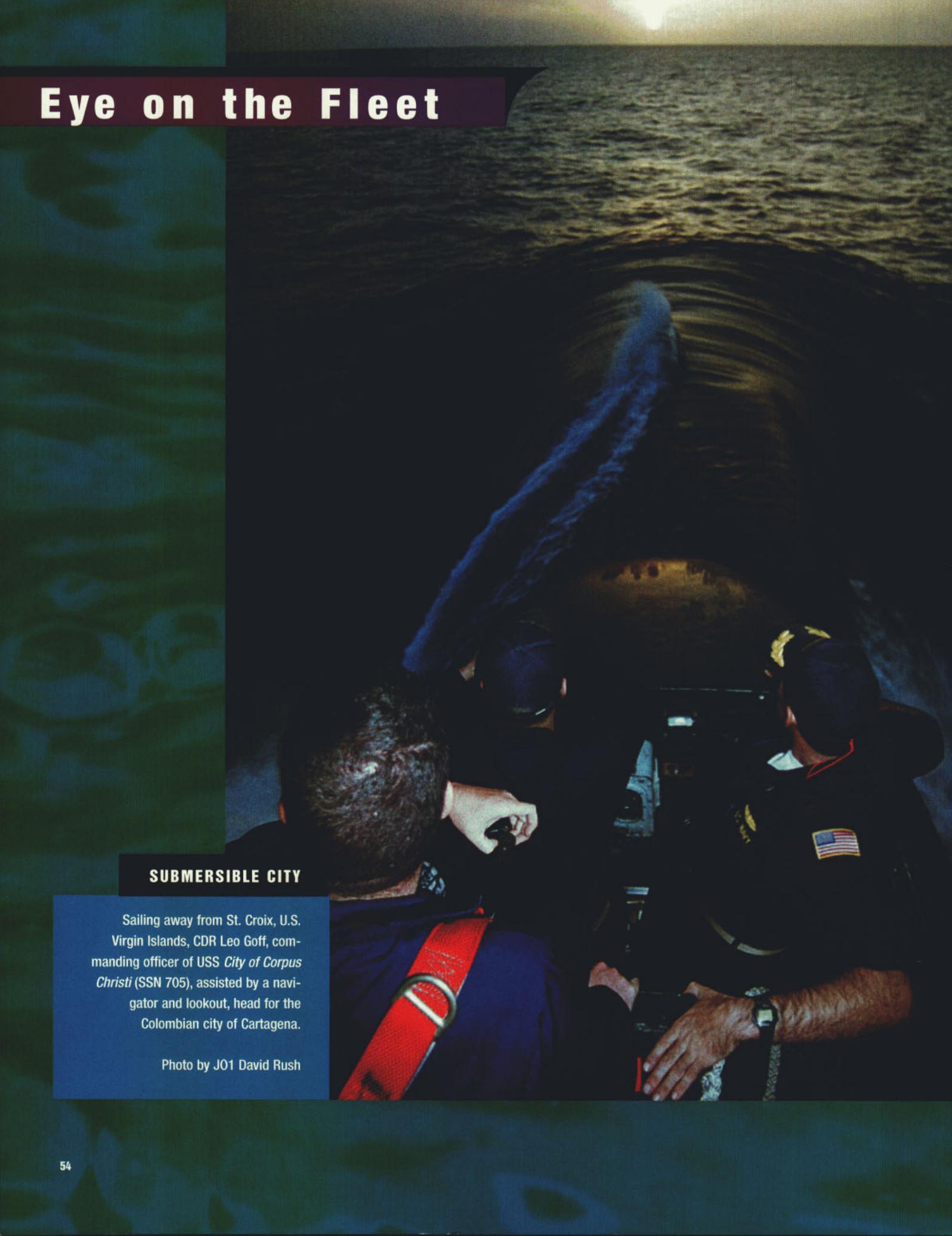


GIVE ME AN "L"

A landing signalman aboard USS *Kearsarge* (LHD 3) guides an AH-1W *Super Cobra* attack helicopter from Marine Medium Helicopter Squadron (HMM) 365 in for a landing.

Photo by Marine Corps Lance Cpl. Justin T. Watkins

Eye on the Fleet



SUBMERSIBLE CITY

Sailing away from St. Croix, U.S. Virgin Islands, CDR Leo Goff, commanding officer of USS *City of Corpus Christi* (SSN 705), assisted by a navigator and lookout, head for the Colombian city of Cartagena.

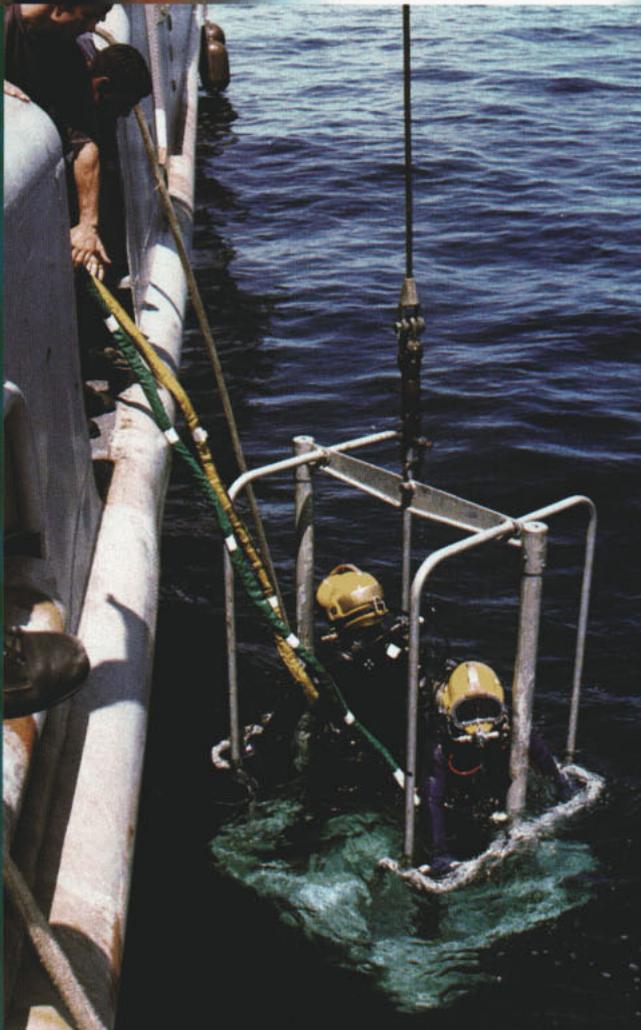
Photo by J01 David Rush



HIGH TECH WIZARD

AE3 Daniel Gagnon from Tampa, Fla., removes a circuit board from an aircraft gyro system for maintenance aboard USS *Theodore Roosevelt* (CVN 71). *Roosevelt* and accompanying Air Wing 8 are in the Arabian Gulf in support of Operation *Southern Watch*.

Photo by PH3 William L. VanderMate



DEEP DIVING

U.S. Navy divers from USS *Grasp* (ARS 51) surface from a search and recovery dive while trying to recover the wreckage of the small plane belonging to John F. Kennedy Jr. off the coast of Martha's Vineyard, Mass.

Photo by PH1 Andrew McKaskie

Around the Fleet

(continued from page 9)

TIME CAPSULE

This month we took a look at issues from 10, 25 and 50 years ago to see what the Navy and *All Hands* were up to.

November 1989 — The Russians came to Norfolk for a historic port visit and we got to see what life was like on the Soviet guided-missile cruiser *Slava*; we highlighted the oldest watch in the Navy, the “Lookout;” and the Navy balloon team flew a recruiting message.

November 1974 — This issue featured “Navymen Doing Their Thing” with stories about the Navy’s America’s Cup sailing crew, mountain climbers and coaches. Also, we took a look at the “Gator Navy” during Operation *Kangaroo 1*; the destroyer USS *Laffey* (DD 724); and alcoholism in the Navy citing the startling statistic that 38 percent of all Navy personnel at the time were more-than-moderate drinkers.

November 1949 — The cover of this 50-year old issue showed a Navy gun pointer on board USS *Coral Sea* (CVB 43) scanning the sky for enemy planes. Sailors learned damage control on board USS *Buttercup*, a 40-ton training vessel floating in her own concrete-bottomed sea at the Navy’s damage control school at Treasure Island, Calif. A study by BUMED showed Sailors were getting healthier, and we featured a large story on the state of the Navy with emphasis on a new pay scale called the “Career Compensation Act of 1949.” The scale showed an E-1 was making \$75 a month and an admiral with more than 30 years service was making close to what an E-1 fresh out of “A” school is being paid today. Who says we’re not getting pay raises?



SHIPMATES



Hospital Corpsman 1st Class (SS) John Thomas was selected as Naval Hospital Pensacola’s Senior Sailor of the Quarter. Thomas is an anti-terrorism instructor, the leading petty officer on board Corry Station and the president of the hospital’s Petty Officers Association. The Shaker Heights, Ohio, native also serves as the hospital’s Habitat for Humanity coordinator.



Engineman 3rd Class (SW) Vincent S. Aldan was selected as Sailor of the Quarter, 2nd Quarter 1999 onboard USS *Shamal* (PC 13). The Saipan native was recognized for his daily demonstration of extraordinary professional ability, desire, motivation and unlimited potential.



Yeoman 1st Class Teresa M. Kelley was selected as Sailor of the Year for 1998 at Helicopter Training Squadron 18, NAS Whiting Field, Milton, Fla. Kelley, a native of Grove City, Ohio, was singled out for her superior work as the administration chief. This is her second consecutive year to be the squadron’s Sailor of the Year.



Chief Postal Clerk (SW) Otilio Santos of Naval Support Activity Naples, Italy, and a native of Bronx, N.Y., was recently selected the Mediterranean Postal Clerk of the Year. He led a team of more than 25 military and civilian postal clerks through a perfect postal assessment during a recent inspection. He is responsible for three postal finance offices in Naples that conducted \$3 million in error-free sales of money orders and postage while distributing more than 900 tons of mail.

(continued from page 9)

temperature, at over 100 degrees, didn’t last.

Additional assistance came from *TR*, in the form of a magnetic compass and 30 gallons of gas. *Kinkaid* provided clothing for each of the fishermen to protect them from the elements. After receiving aid and directions, the four men shook hands with *Kinkaid*’s boat crew and thanked them for their assistance.

“These guys had to be four of the luckiest and most surprised people in the world, when the entire *Theodore Roosevelt* battle group came to all stop alongside their tiny vessel to assist them and get them back home,” added Chief Warrant Officer Patrick Paddock, *Kinkaid*’s Tactical Action Officer, from Bloomfield, Ind.

Story by 5th Fleet public affairs office.

BREAK into the **FUTURE**



NAVY COLLEGE PROGRAM

