

A BLUE-SHIRT  
CAPTAIN

MY BOAT

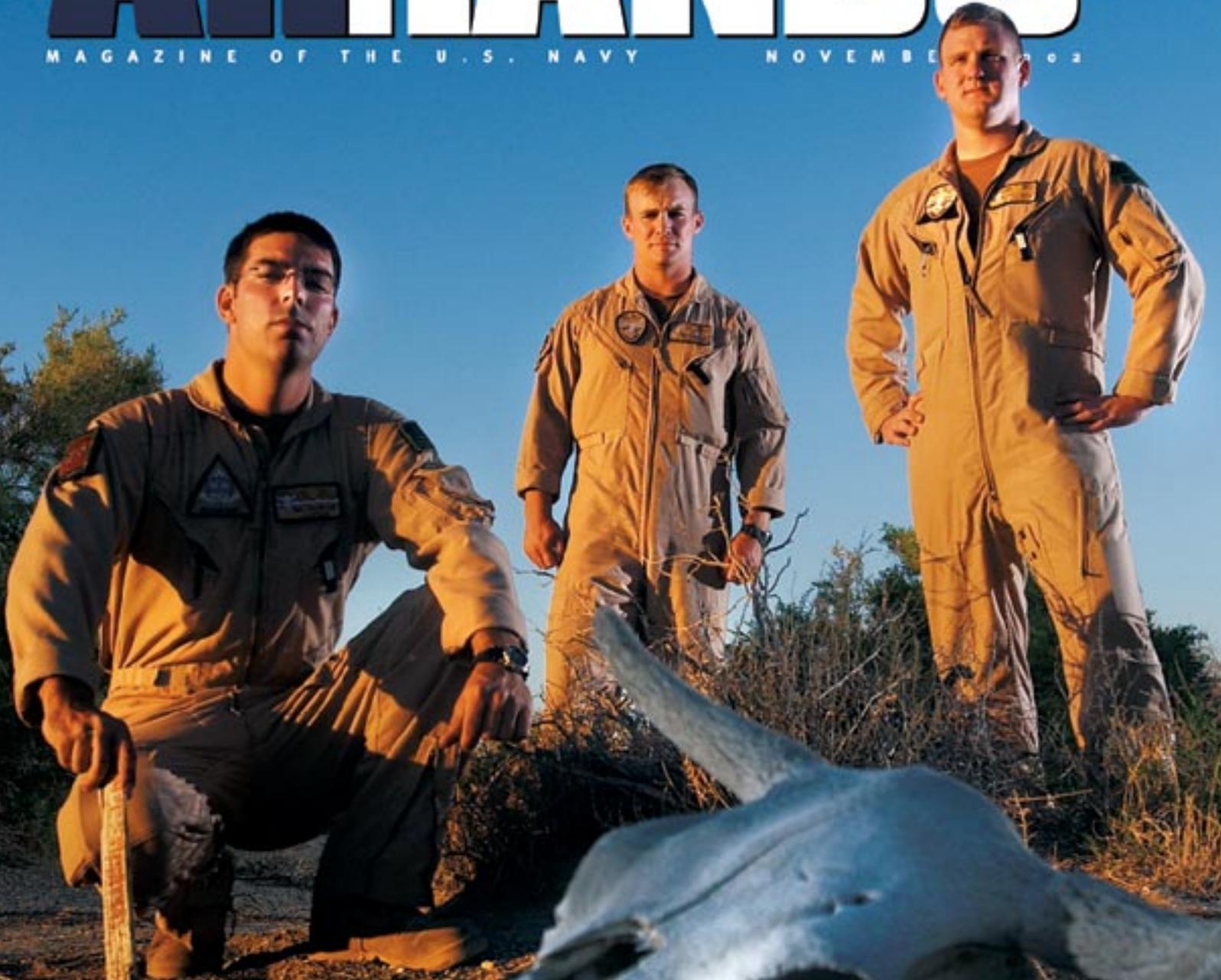


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# All HANDS

MAGAZINE OF THE U.S. NAVY

NOVEMBER 2012



# Sierra Search and Rescue



[Number 1027]

ALL HANDS

# 16 The Rocketman

# November

### [On the Front Cover]

Putting their own lives on the line in the name of saving others, AT2(NAC) Sean Lawson, HM2(NAC/FMF) David Clipson and AM2(NAC) Dustin Wiggans play critical roles as members of Naval Air Station Fallon, Nev., "Longhorn's" search and rescue team.

Photo by JO1 Preston Keres

### [Next Month]

Join *All Hands* as we focus on duty in the United Kingdom. We'll also take look at this year's *Rim of the Pacific* Exercise.

## [Departments]

- Speaking with Sailors – 6
- Around the Fleet – 8
- Eye on the Fleet – 42
- Eye on History – 46

Photo by PH2 Bob Houlihan

Starbase Atlantis, a five-day program at the Trident Training Facility, Submarine Base Bangor, Wash., is teaching hundreds of fifth-graders annually that science and math are amazing things that make the world go round.

## [Features]



Photo by JO1 Preston Keres



## My Boat 32

Yard Patrol Craft are run by a crew of enlisted Sailors. Join the crew of YP 695 as they teach Naval Academy midshipmen and junior officers navigation and seamanship.



Photo by JO1 Preston Keres

## 24 Sierra Search and Rescue

It's tough duty in the mountainous terrain around Naval Air Station Fallon, Nev., but the search and rescue crewmen of the "Longhorns" wouldn't want it any other way.



Photo by PH3 Antoine Themistoclous

## 38 A Solid Wall of Standards

Throughout our nation's history, Sailors have been the bricks that make up the foundation of the U.S. Navy. The mortar holding them together is the senior enlisted, and out of these ranks rise the role models whose leadership skills and superior performance set them apart from the rest.

Photo by PH1 Steven L. Cooke



Photo by PHAN (AW) Ruben U. Apodaca



Photo by PH2 Eric S. Logsdon



Photo by PH1 (AW) William R. Goodwin



Photo by PH1 (AW) Brian Alexander



# By Dawn's Early Light

Photo by PH2 John L. Beeman

Sailors aboard **USS Harry S. Truman** raise the "First Navy Jack" at morning rise in commemoration of the events of Sept. 11, 2001, on the first observance of "Patriot Day." Under direction of the **Secretary of the Navy, Gordon R. England**, all U.S. Navy ships will fly the First Navy Jack in place of the Union Jack for the duration of the war on terrorism.



Photo by PH3 Stacey Hines



U. S. Navy Photo



Photo by PH3 Daniel J. Mark



Photo by PHAN (PJ) Philip A. McDaniel



Photo by PH2 (AS/SAR) H. Dwain Willis





## Play Ball!

Photo by PHz(SW/DV) Eric Lippman

Soldiers from **Camp Harriman** and Afghan little league athletes are participating in a morning baseball game. The first ever Afghan little league consisting of two teams, the Eagles ("Sahein" in Arabic) and The Afghan Club, play baseball every Friday. This league started with one ball and one glove sent to a soldier from the **96th Civil Affairs** battalion forward deployed to **Camp Harriman**, Orgun, Afghanistan.

# Speaking with Sailors

Master Chief Petty Officer of the Navy  
MCPON (SS/AW) Terry D. Scott

## This question came from an all hands call during MCPON's recent visit to a Florida Reserve center:

**Q:** Every month 50 cents of my pay goes to the Naval Home, and I was wondering what is the percentage of former enlisted Sailors in the Naval Home and what are the eligibility requirements for residency?

**A:** I get questions about the Naval Home quite a bit as I travel around the fleet, and I'd like to share some background about it with you.

The U.S. Naval Home, Gulfport, Miss., officially opened in 1834. As early as 1799, contributions of 20 cents per month were taken from every active-duty member for the relief of seamen in the service. For nearly 100 years, these monies funded the Naval Home. In 1934, Congress abolished this Pension Fund and the proceeds were deposited into the U.S. Treasury. From 1935 until 1991, the Naval Home was funded by Navy appropriations. Today, it is funded solely by active-duty payroll deductions of 50 cents, fines and forfeitures from military disciplinary actions, interest

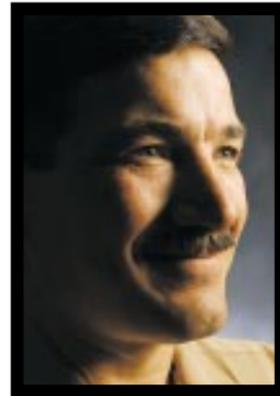


Photo by JO1 Preston Keres

earned on the Trust and residence fees.

Residents pay a monthly fee of 35 percent of all their income for independent living. Those residents living in long-term care pay 65 percent of their total income.

Veterans are eligible to become a resident of the U.S. Naval Home, as well as the U.S. Soldiers' and Airmen's Home, Washington, D.C., if their active-duty service was at least 50 percent enlisted, warrant officer or limited duty officer. In addition, they must also be:

- Veterans with 20 or more years of active-duty service and are at least 60 years old, or
- Veterans unable to earn a livelihood due to a service-connected disability, or
- Veterans unable to earn a livelihood due to non service-connected disability, and who served in a war theater or received hostile fire pay, or
- Female veterans who served prior to 1948.

Supporting the Naval Home is the obligation of all of us to those who have served their country. Sailors have always taken care of Sailors, and that is what your 50-cent contribution is doing. We owe it to these men and women who paved the road for all of us to follow. 

*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.*

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## All Hands

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## All Hands

Recipient of the following  
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for 2000-2002:



### Editor,

I just opened up the August 2002 issue of *All Hands* and was smacked in the face once again by what an outstanding publication this is. Many times, I have felt a desire to write to the magazine to thank you for the world-class photography that fills every issue, but have always been just a little bit too lazy to do so.

I cannot hold it in any longer though, the photography in this magazine easily rivals any other mainstream magazine out there, including *Time* and *National Geographic*. The writ-



ing, layout, and other aspects of the magazine are also great, but the photography sets you apart from your peers.

It is the nature of members of the military to

not blow our own horn, or go searching for recognition, but I truly hope your publication is being entered in whatever awards contests you qualify for. It is too easy to be overlooked as a serious publication when you are writing for the Navy, but the circulation of *All Hands* should certainly be comparable to some other national

# Mail Call

Letters to the *All Hands* Editor

magazines, so you should be entering in the same competitions. Good luck and keep up the good work!

**MM1(SS) Scott A. Nelson**  
**Navy Recruiting Station**  
**Fargo, N.D.**

*Editor's Note: Thanks for your positive comments. If you look at the bottom of Page 6, you'll see that All Hands has been accorded recognition for its efforts on behalf of our Sailors.*

### Editor,

Just read your spread on MCPON. JO1 Keres did a really great photo package and the words paint a great story. The whole thing together makes a super piece which reads easily and educates us well. BZ!

**CAPT J.R. Haley**  
**Commanding Officer**  
**USS La Salle (AGF 3)**

**The Great American  
SMOKE  
OUT**

**Thurs. • Nov. 21 • 2002**

**Commit to Quit**

## OPSEC is Everyone's Responsibility

**W**ithin the Navy, the odds of making it through boot camp without hearing, 'Loose Lips Sink Ships'

are improbable. Though the slogan is old,

it still embodies the basic principle of

Operational Security, or OPSEC.

OPSEC is a multi-faceted concept that strives to prevent the inadvertent compromise of sensitive or classified activities, capabilities or intentions. According to Marine Corps **Gunnery Sgt. Fred Wilson**, assistant OPSEC officer and OPSEC program manager at Navy Europe Headquarters, London, OPSEC involves a relatively simple five-step process that anyone can use.

- Identify critical information. The information you have that could assist an adversary in any way.

- Analyze the threat to that information. Does an adversary have the capability to collect or use the information, and if so, how?

- Analyze the vulnerabilities. How is the critical information relayed in the course of your daily duties and how is it protected?

- Assess the risk. How likely is it that the information could be compromised?

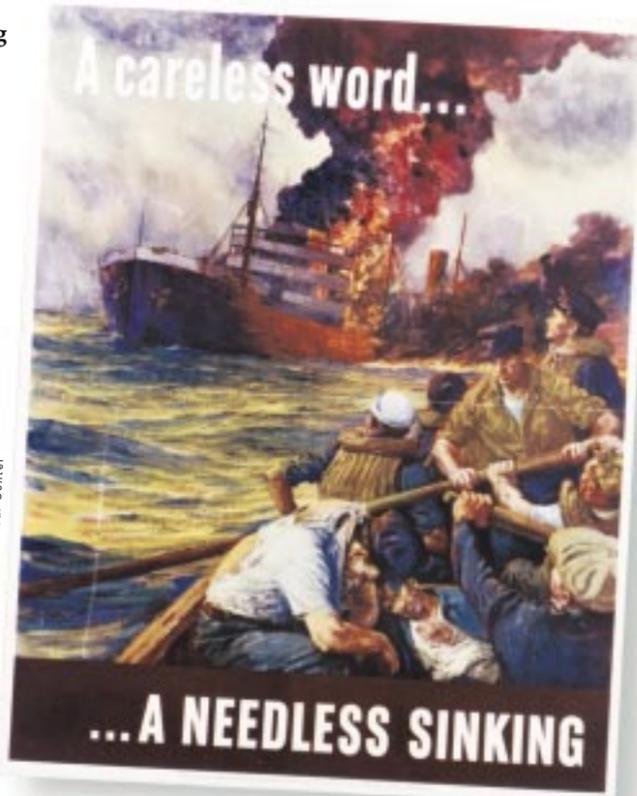
- Develop countermeasures. What can you do to protect the information from being disclosed?

"These steps should be taken from the adversary's perspective," said Wilson. "To catch a bad guy, you have to think like one."

Wilson explained that OPSEC requires the active participation of every service member, regardless of his or her rank or job. He added that the best defense to protect critical information is educating people through annual required training.

"It's a combination of people knowing what information is considered sensitive and then knowing when to shut their mouth," Wilson said.

To put OPSEC in perspective, Wilson said he has seen Sailors and Marines go to extreme



Poster courtesy of the Naval Historical Center

regular phone. When this is not possible, secure communication equipment include secure email, telephone and fax machines. No matter which method is used, service members should hold conversations using a secure medium.

"These procedures are put in place for a reason," said Wilson. "If the information is not instantaneously available to you then it's shouldn't be readily available to a potential adversary."

Wilson offered these simple guidelines. Avoid talking about work away from the office. Be aware of your immediate surroundings at all times and who is in the area. Also keep in mind that what is not being said can be information in itself.

"The mere fact that a person is trying talk around

a subject will actually raise interest in what is being said and could give clear direction for someone to focus their attention," said Wilson.

Whether on or off work, a Sailor's safest bet is to assume nothing.

"Just because a person has a clearance for certain levels of information does not necessarily mean they have the need to know that information," said Wilson.

Communication comes in many forms, not just verbal and written. Routines and habits also need to be consid-

lengths to protect information about things such as surprise birthday parties and promotion lists, yet discuss details of their work freely and openly.

"We need to take that same mindset and apply it to our everyday job," said Wilson.

One of OPSEC's worst enemies, Wilson said, is convenience. Making the job efficient may increase productivity, but easier isn't always better. The path of least resistance, while the easiest to travel, usually offers the least amount of protection.

"The combination of secure communications and physical security, if used consistently and properly, greatly reduce the risk of disclosure," said Wilson.

Walking to another office to speak face-to-face with someone is more secure than talking on a

ered with OPSEC in mind. Wilson explained that what seems innocent or insignificant can in fact be a piece of a much larger puzzle.

"A classic example is the increase of pizza delivery at the White House and Pentagon prior to the onset of **Operation Desert Storm**. We need to think three or four layers down, added Wilson."

For more Naval Forces Europe news, go to their Navy NewsStand Web page at [www.news.navy.mil/local/naueur](http://www.news.navy.mil/local/naueur).

Story by **JO1 Cindy Gill**, **NAEUR Public Affairs**

### Smart Study Habits Help Sailors 'Make The Grade'

**T**he Navy is like any other employer in America. If you want to make more money and tackle more responsibility – you have to perform.

The Navy's method of measuring performance is comprehensive. It includes an annual evaluation, a bi-annual advancement exam tailored to each Sailor's job specialty, personal awards and the length of time the Sailor has served at the current rank. The two biggest factors in determining who advances are the evaluations and the exam.

Advancement exams challenge Sailors. The exams are inherently competitive because they are evaluated on a bell curve, which compares the Sailor against other Sailors who take the same exam. The exam with the most correct answers receives the highest score, an 80. To score high on these exams, Sailors must accurately answer as many questions covering all aspects of a job

specialty as possible.

**Electronics Technician 1st Class Cletus Thayer** of **PCU Ronald Reagan (CVN 76)** has scored an 80 twice in his career. "I like being best at what I do," he said.

Sailors prepare for advancement exams in different ways. Thayer used the bibliography to study. It lists the resources used to write the test questions and is available at [www.advancement.cnet.navy.mil](http://www.advancement.cnet.navy.mil). He said studying the bibliography is really important to performing well. "I stuck to it completely," he said.

**Reagan's** Educational Services Officer, **ENS Kirk Nichols**, also advises studying the exam bibliography. Other study materials Nichols recommends are the advancement handbook and the job specialty training manuals for each rank. Thayer and Nichols agree



**E-4 Candidates** aboard **USS Dwight D. Eisenhower (CVN 69)** take the semiannual promotion exam.

that turning the information from the bibliography into knowledge takes committed study habits. Thayer's study program started three months before the exam and consisted of 20-minute study sessions, five times each week. He said how you approach studying is as important as what you study.

## Shipmates

**Storekeeper 1st Class (SW) Denise DePozo** received the 2001 Sailor of the Year for Fleet Industrial Supply Center, San Diego. In June, she also received the Outstanding Volunteer Service Medal for her part in various volunteer projects within the community, including: "Meals On Wheels," "Adopt-a-School" at Edison Elementary School and Roosevelt Middle School in San Diego and numerous multi-cultural fairs in the area. DePozo is currently assigned to **USS Boxer (LHD 4)** as leading petty officer of the multi-purpose amphibious assault ship's Stock Control Division in Supply.



"Don't start the first week and try to study so much that you get burned out," he said. "If you feel like you aren't in the mood, or you are having trouble concentrating, stop and take a break."

tured method to study the bibliography, but he said the most important thing for him was the study habits, not so much the procedure.

Nichols recommends using a team approach to studying. "The 'buddy system' works," he said. "Find a buddy to study with, or form a study group if possible." Nichols also said flash cards are an "excellent study tool."

Another tactic used in the fleet is training and studying throughout the year. "It is important for Sailors to become familiar with the instructions and directives referenced in the bibliography when performing their duties," Nichols added.

Regardless of how well prepared they are, some Sailors still get nervous on exam day. Thayer is no different.

"I always go in really nervous and I leave thinking I did terribly, since the tests are really hard," he said. However, Sailors have many options available to help deter those exam day nerves.

Thayer said he studied the least familiar sections of information during the weeks before the exam to increase his ability to perform well on exam day.

Photo by PH3 Alisha M. Gray

Also, Nichols said to avoid mental exhaustion by not trying to cram just before the exam. "It is very important to have a rested mind," he said.

Committed Sailors receive high returns on their investment efforts. For Sailors who advance, the rewards are professional and personal. They move up in rank, are given more responsibility and receive that sought-after raise in pay. Each Sailor's participation benefits both themselves and the organization as a whole.

In "Fight and Win! CNO's Guidance for 2002," ADM Vern Clark said, "We are the greatest Navy in the world because of our people. Our future is bright because we are a service that sets goals and strives to become better."

This philosophy is as true for individual Sailors studying for exams as it is for the Navy organization as a whole.

For more news from PCU Ronald Reagan (CVN 76), visit their Navy NewsStand page at [www.news.navy.mil/local/cvn76](http://www.news.navy.mil/local/cvn76). ☞

Story by EM2 Jennifer Copcutt, PCU Ronald Reagan Public Affairs

## Domestic Violence Resource Ready

After months and months of research, interviews and rewrites, a new resource guide is hitting the streets of Jacksonville, Fla., in an effort to help educate all medical personnel dealing with domestic violence cases.

The guide, which was put together by a team of volunteers, including personnel from the NAS Jacksonville Fleet and Family Support Center (FFSC) and Naval Hospital Jacksonville, is an updated revision of a previous one originally published as part of the Mayor's Task Force on Domestic Violence.

In an effort to identify resources for domestic violence victims, determine gaps in services and to make recommendations on how to fix the problems, Jacksonville Mayor John Delaney created the task force in April 1997.

"At that time, domestic violence was on the rise in our city and there were so many holes within the legal system that cases often fell through the cracks. There wasn't much cooperation between the agen-



NAS Jacksonville Fleet, Family Support Center (FFSC) and Naval Hospital Jacksonville have teamed-up to help prevent domestic violence in the Jacksonville, Fla. community.

cies working the cases and the various organizations that handled these types of situations," said Patti Tebow, a counselor at the NAS Jacksonville FFSC who has been involved with the task force since it originated.

After several years of investigating to determine the extent of the problems within the system, a report was published in October 1998 stating the recommendations that were to be made.

"We put together this guide based on months and months

of research, interviews and guidance from experts. It was originally published about four years ago as a supplement to *Jacksonville Medicine Magazine* which is published by the Duval Medical Society," stated Tebow.

As the years passed by, information changed. "We felt we needed to update our guide this year, so for the past six months a small group of task force members have been working on the new version. There was so much more information that needed to be inputted, espe-

cially Web site addresses. Our original guide has gone from 15 pages to 26," said Leslie Freeman, also a counselor at FFSC who joined the task force when it originated.

"We've printed about 5,000 copies and plan to have them distributed throughout the Jacksonville community. Right now, our goal is to get this resource guide into the hands of everyone in the area who may deal with domestic violence cases to use as an education tool. Eventually, we'd like to see it being used nationwide," continued Tebow.

"As a result of all this, the Duval County Courthouse has completely changed the way they handle domestic violence cases. With the one-stop center, victims can go there, file a report, get an injunction and deal with the state attorney all in one place. This means warrants are issued much faster and victims can get the help they need," Tebow said.

One of the first organizations to purchase the new guide was Naval Hospital Jacksonville. "We purchased 250 of the resource guides to be distributed to all our clinics. The product is really wonderful. The staff here shares the concern with the City of Jacksonville and is heavily invested in curbing domestic violence cases," said CAPT John Sentell, executive officer, Naval Hospital Jacksonville.

For more news from Naval Air Station Jacksonville, go to their Navy NewsStand Web page at [www.news.navy.mil/local/nasjax](http://www.news.navy.mil/local/nasjax). ☞

Story by Kaylee LaRocque, Naval Air Station Jacksonville Public Affairs

## VR-51 Builds 'Habitat' Homes

Shelter is usually considered a basic human need and the *Windjammers* of Fleet Support Logistics Squadron (VR) 51 based in Marine Corps Base Hawaii (MCBH) at Kaneohe Bay have found a way to help provide for that need through a program called "Habitat for Humanity."

Thanks to the Sailors assigned to VR-51, the Leeward Habitat for Humanity Chapter received a much-needed boost in their project in Nanakuli, completing the construction of the home ahead of schedule.

The new home was dedicated in July to the delight of the Keaulana family of Nanakuli.

"We're so appreciative of the help that VR-51 and the other volunteers have provided our *ohana*," said Cynthia Keaulana, mother of three children.

With the pride of a new homeowner, Cynthia and her family happily accepted the keys to their home and are enjoying the culmination of their work and other Habitat volunteers.

Every Saturday for the past few weeks, the *Windjammers* have provided the work force necessary to help an underprivileged family in need of a home.

"This is a great opportunity for me to get out in the community and contribute my skills to someone in need," Aviation Storekeeper 1st Class Brent Geist, a regular volunteer with Habitat for Humanity, said. "I learn a lot about building homes too."

# Time Capsule

This month we look back in the *All Hands* archive to see what was going on in the month of November. To view these issues in more detail on the Web, go to [www.news.navy.mil/media/allhands/](http://www.news.navy.mil/media/allhands/)



### 43 Years Ago - 1959

The second *Polaris*-firing, atomic-powered submarine USS *Patrick Henry* (SSBN 599) slid into the water, to become the Navy's newest nuclear submarine. We looked at what it takes to prepare USS *Saratoga* (CVA 60) to relieve USS *Franklin D. Roosevelt* (CVA 42) in the 6th Fleet. We followed some Sailors as they got a warm welcome in

Thailand, and then we headed to Hawaii to find out what it's like to ride on a torpedo retriever. These Sailors retrieve practice torpedoes so that they may be used over and over again.



### 33 Years Ago - 1969

The cover was painted by JO3 John Roach, the only enlisted man officially designated **Combat Artist** by the Navy, depicting deck action during underway replenishment. After hurricane Camille swept through Mississippi, the Navy housed and fed refugees from the storm, repaired sewer lines and water systems and provided emergency power.

Then-MCPON Delbert Black discussed leadership, and we celebrated the contributions African-Americans have made in service to the Navy.



### 26 Years Ago - 1979

A P-3A *Orion* Patrol Aircraft from Patrol Squadron (VP) 8 graced the cover on a flight over the Atlantic on the cover. We visited USS *Detroit* while she was in the yards in Bath, Maine, for overhaul. To assist the informed consumer we provided a buying guide for the latest and great-

est in camera equipment. We also looked back at submarines through the eyes of possibly the oldest living submariner in the United States, then-87-year-old retired Chief Machinist's Mate Willard R. Clewell. Clewell, was a submariner on board USS *Cavite* in 1908.

There are thousands of homeless families in Hawaii, and many more who live in crowded and substandard conditions. Of the 40 families Honolulu Habitat has built homes with, some were living in parks, beaches, tents, vans,

crates or old houses falling down around them. Others were part of the hidden homeless - families that have doubled-up or tripled-up in the homes of relatives or friends.

The VR-51 *Windjammers* are currently involved in a home

## Ricky's Tour

By JO2 Mike Jones

mikejones43@hotmail.com



project in Waimanalo. The groundbreaking ceremony was completed in August and the home is scheduled for completion in approximately four months.

For more news from **Commander, Navy Region Hawaii**, go to their Navy NewsStand Web page at [www.news.navy.mil/local/crnh](http://www.news.navy.mil/local/crnh). 

Story by LCDR Daniel E. Smeller, VR-51 Public Affairs, Kaneohe, Hawaii

## Motorcycle Training Now Mandatory For Sailors In Europe

**S**ailors, civilians and their family members in Europe who travel by motorcycle are now required to complete a safety course prior to registering and riding their bikes.

For those who have already taken the course, a change of duty station will mean a mandatory refresher course.

"In the last three years, there have been 16 fatal motor vehicle accidents within the **NAVEUR Theater**, of which 35 percent involved motorcycles," said **NAVEUR Public Safety Director Jim Walter**.

Walter said the numbers are alarming, and the first line of defense is training geared specifically to the countries where the Sailor is based. The U.S. Navy Motorcycle Safety Foundation course provides the curriculum for certification.

It was determined that a change to NAVEUR policy was needed to better educate Sailors who choose to ride motorcycles. According to Walters, the entire NAVEUR Traffic Safety Program is under review.



The U.S. Navy Motorcycle Safety Foundation course has been established within the **NAVEUR Theater** to help keep Sailors, civilians, and their families safe.

"We are customizing the Traffic Safety Program to fit our needs in Europe, and hopefully to protect our Sailors," said Walter.

After reviewing the NAVEUR accident reports, it was apparent that similarities existed in the majority of the accidents. Motorcycle accident victims had not attended safety training in Europe, and personal protective equipment was not worn or was not worn properly.

According to the accident reports injuries sustained in non-fatal accidents included broken bones, memory loss, leg amputation and paralysis.

The review has prompted the requirement of adding the Motorcycle Safety Foundation (MSF) basic and refresher courses to the program.

"Riding, even driving in Europe is a distinctly different experience than in the United

States," said Walter. "Traffic moves faster on some European roads, slow moving vehicles are mixed in with traffic moving at a very fast pace, traffic signs and lights are not always obeyed, merging is conducted at closer tolerances, etc."

Walter said traffic safety is a challenge to control beyond the front gate at foreign duty stations. Here in Europe, public safety controls out in town aren't what Americans are accustomed to he explained.

Different cultures throughout Europe have different attitudes toward things like helmets and other personal protective equipment (PPE).

All U.S. Navy personnel in Europe are affected by the policy changes, and are obligated to comply with the requirements, whether on base or not, on duty or not.

Mandatory PPE include helmets that meet or exceed U.S.

Department of Transportation standards, impact/shatter resistance eyewear or helmet shield. Clothing includes long sleeve shirt or jacket and full leg trousers. Full finger gloves and sturdy boots or over the ankle footwear round out the basic attire to enjoy the wind on the road.

Cyclists can be hard for motorists to see. The last item of PPE is a brightly colored reflective vest. In daylight the bright color stands out attracting attention to the rider, and at night, the reflective material makes a nearly invisible rider more visible.

While based in Europe, the list of things to see and experience can be daunting. Touring by motorcycle can be a fun way to experience other cultures. See the county, but be safe as well.

For more news from **Naval Forces Europe**, go to their Navy NewsStand Web page at [www.news.navy.mil/local/naveur](http://www.news.navy.mil/local/naveur). 

Story by JO1 Cindy Gill, NAVEUR Public Affairs, London

## Patrol Coastal Ships Transfer to SURFLANT

**A**ll nine Atlantic Fleet Cyclone-Class Patrol Coastal (PC) ships have now come under the administrative control of **Commander, Naval Surface Force, U.S. Atlantic Fleet (SURFLANT)** for issues regarding manning, equipping, training and maintenance.

Previously, those matters and operational issues were handled by **U.S. Special Operations Command (USSOCOM)** through **Commander, Naval Special Warfare Command (CNSWC)**.

With the shift of administrative responsibility for the PCs from **USSOCOM** to **SURFLANT**, the ships will continue to operate in **Operation Noble Eagle** under the tactical control of the Coast Guard Atlantic Area command, but will now fall under the operational control of the U.S. Navy's 2nd Fleet.

The ships will report to **SURFLANT** on administrative issues through their immediate superior in command, **Commander, Amphibious Group 2 RADM Michael P. Nowakowski**.



**Rear Adm. Michael P. Nowakowski**, Commander of **Amphibious Group Two (COMPHIBGRU 2)**, addresses Sailors assigned to **Patrol Coastal (PC)** ships at **Naval Amphibious Base, Little Creek, Va.**, **COMPHIBGRU 2** recently assumed administrative responsibilities of all PC ships.

The ships were originally slated for decommissioning, but in the wake of the Sept. 11, 2001, terrorist attacks on America, they have proven to be valuable assets to homeland defense.

Since Nov. 5, 2001, the patrol coastal ships have operated with embarked U.S. Coast Guard law enforcement teams

in support of **Operation Noble Eagle**. It is the first time U.S. Navy ships have been employed jointly with the U.S. Coast Guard to help protect American coastlines, ports and waterways from terrorist attack.

"SURFLANT ships were among the first to respond to the call for homeland defense on Sept. 11, so we're no stranger to this business," said **CAPT Ray Snell**, Assistant Chief of Staff for Operations for Commander, Naval Surface Force, U.S. Atlantic Fleet. "We

Photo by Lt. J. G. Kelley Anderson

shores from terrorist attack. It's extremely important and we look forward to supporting the patrol coastal force and all they bring to the fight," Snell said.

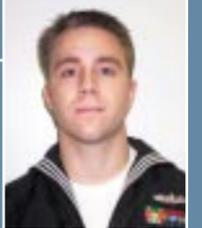
Using the patrol coastal ships for homeland security is a perfect example of this new mindset.

"Although the mission is new, it makes perfect sense to use **Cyclone**-class ships for maritime homeland security. Their speed, maneuverability and firepower make them extremely well-suited for the mission," said **LCDR Michael T. Echols**, commanding officer of the Little Creek-based **USS Whirlwind (PC 11)**.

"Our Sailors and ships provide the Coast Guard with assets they don't have. Plus they bring their law enforcement expertise and authority to the fight. The entire package — ship, Sailors and Coast Guardsmen — provides a capable, versatile, ship perfect for fighting terrorism in the maritime environment," Echols said.

As the lead agency for maritime homeland security, the Coast Guard is responsible for protecting more than 360 ports

## Shipmates



### Hospital Corpsman 3rd Class (SW/AW/FMF) James Nicholson,

of Treasure Island, Fla., is a preventive medicine technician aboard **USS Iwo Jima (LHD 7)**. He regularly conducts inspections throughout the ship to ensure the safety, health and welfare of the crew and tends to patients during daily sick call. Since checking onboard, he has earned both his Enlisted Surface and Air Warfare pins. He is also Fleet Marine Force qualified. In his spare time, Nicholson is very involved with the ship's MWR program, coaching the men's basketball team. He is currently pursuing a degree in Aeronautical Engineering.

and 95,000 miles of U.S. coastline. Together with the Navy and federal, state and local law enforcement, the Coast Guard is conducting its largest port security operation since World War II.

The Coast Guard teams aboard the PCs are specially trained Coast Guard law enforcement officers from Coast Guard Tactical Law Enforcement Team North (TACLET), based in Yorktown, Va.

They deploy aboard the ships on maritime homeland security patrol to conduct law enforcement boardings of vessels at sea, prior to the vessel's entry into a U.S. port. The PCs also provide anti-terrorism/force protection for Naval ships and escort commercial ships in and out of U.S. ports.

U.S. Navy personnel, as members of DOD, are normally prohibited by law (Posse Comitatus Act) from participating directly in law enforcement activities.

Coast Guard personnel, on the other hand, are authorized to board vessels to enforce U.S. law. This arrangement — having a Coast Guard boarding

# Around the Fleet

team aboard a Navy ship — is similar to the one employed for years in joint Navy-Coast Guard counter-narcotics operations, dating back to the 1980s.

Coast Guard law enforcement detachments have also deployed aboard U.S. Navy ships worldwide in support of port security and maritime interdiction operations in the Persian Gulf and Southwest Asia.

They frequently operate with the Coast Guard and other military units. These factors make the ships particularly relevant for participation in **Operation Noble Eagle**.

The PCs will be used for homeland security for the next two years, but their use for homeland security in the long-term future has not yet been determined.

For related news, visit the Commander, Naval Surface Force, U.S. Atlantic Fleet Navy NewsStand page at [www.news.navy.mil/local/surflant](http://www.news.navy.mil/local/surflant). 

*Story courtesy of Commander, Naval Surface Force, U.S. Atlantic Fleet Public Affairs*

## New GQ Drills Bring Additional Realism, Intensity to Boot Camp

**A**s today's Navy faces a changing world and new threats, basic training is changing to better prepare the Navy's newest Sailors for the challenges that await them in the fleet.

Following the terrorist attacks on **USS Cole (DDG 67)** in October 2000, and the attacks of Sept. 11, 2001, the most pressing enemy facing today's Sailors is terrorism. The changing face of the enemy has neces-

sitated innovative changes in basic training.

"We will always be responsible for training a basic Sailor, but we must now also teach that Sailor, from his or her first day in the Navy, the critical skills necessary to combat this new and very real threat," said **RADM Ann E. Rondeau**, Commander Naval Training Center Great Lakes. "In today's Navy, everyone must be prepared to be part of the security team as well as a technical expert in their respective fields."

Two additional drills designed to prepare recruits for daily fleet operations have now been added to the recruit training curriculum. Both are designed to test their skills, awareness and ability to react to unknown situations.

"Man overboard, Man overboard, all personnel muster on station!"

The words are intimately familiar to Sailors at sea. But now, recruits in their third week of boot camp are being introduced to the emergency drill as part of their training.

During the new exercise, recruits are awakened during the night to the sounds of the man overboard announcement. They must respond, just as they will be required to respond in the fleet, by dressing quickly and reporting to their man overboard stations.

"We are basing these drills on situations that happen to Sailors at sea," said **Chief Warrant Officer David Becraft**, Battle Stations Division Officer. "When you go to sea, man overboard alarms don't often sound during 'normal' working hours. They sound when Sailors are asleep and disoriented. This drill prepares them for daily life aboard ship, and it helps to reinforce the concepts of the watch, quarter and station bill

which they are being taught in their boot camp curriculum."

Following a complete muster, the teaching points of the drill are reinforced by the Recruit Division Commanders,



Photo by P.H. Michael Werner

**Navy Recruits** from recruit division 195 are given the scenario that their ship is lost and they must abandon ship. This drill is a portion of "Battle Stations" at recruit training, Great Lakes IL.

through case histories and sea stories, which illustrate the importance of the drill to safety and security at sea.

A second fleet-based drill is being piloted with Sailors during their final days of boot camp training. General Quarters Drill 2 is tested the night following Battle Stations, where Sailors have been up for more than 30-hours. During this drill, Sailors are awakened sometime during established sleep hours due to a "security alert."

The division, led entirely by Sailors in training, will then be instructed that they are augmenting the base security force due to a specific threat. Organizing themselves into teams, they will be required to

find "props" representing items that are out of place and potential hazards.

The goal is for the Sailors to be able to identify a threat, secure the area and call in the

The practical lessons are proving to bring the training message home more so than a classroom lecture.

"These training exercises are designed to insert more rigor, build teamwork and to introduce our new Sailors to Fleet expectations," Rondeau said. "We are all part of the anti-terrorism force protection team from the first day we begin our Navy careers."

In addition to the two drills, recruits receive anti-terrorism and force protection training beginning during in-processing days as they are introduced to the definitions of threat condition levels.

**CAPT O.W. Wright**, Commanding Officer of Recruit Training Command, also discusses the real threat of terrorism and the need for each recruit to take their boot camp training seriously during his processing day brief to new divisions.

Recruits also stand quarter-deck watches throughout their training with 9mm handguns, which have been disarmed for training purposes to increase their familiarity with weapons handling.

"We are mentoring these recruits to be our replacements in the fleet and to be able to handle the emergency situations they are most likely to encounter," Rondeau said. "It is important we bring as much realism and intensity to boot camp as possible. It's the only way to mentally and physically prepare our new Sailors for their roles on the front lines in the war on terrorism."

For related news, visit the Naval Training Center Great Lakes Navy NewsStand page at [www.news.navy.mil/local/great-lakes](http://www.news.navy.mil/local/great-lakes). 

*Story by JOC Rhonda Burke, NTC Great Lakes Public Affairs*

## U.S. Navy Band Holiday Concert Broadcast 2002



Photo by MUI Steve Hassay

**Conducted by CDR Ralph M. Gambone**, the **U.S. Navy Band** and **Sea Chanters** chorus perform at the 2001 "Happy Holidays" concert, broadcast live to the fleet from DAR Constitution Hall, Washington, D.C.

**P**lan to join your shipmates for the **U.S. Navy Band's** "Happy Holidays" concert broadcast live from DAR Constitution Hall in Washington, D.C. This is the seventh live broadcast of this annual event produced by the Naval Media Center.

Under the direction of **CDR Ralph M. Gambone**, the concert will feature **The U.S. Navy Band** and its specialty groups in 90 minutes of outstanding family entertainment guaranteed to put you in the holiday spirit. **Gambone** and all the members of the band extend a warm invitation to you and your families to join them for this joyous celebration of songs and traditions of this wonderful time of the year.

In CONUS, the concert will be broadcast live on DISH Network, Channels 227 and 9601 on Sunday, Dec. 22, 2002, from 3 to 4:30 p.m., (EST). CONUS cable systems and over-the-air television stations that intend to air the program live or by delayed broadcast will be listed on the Navy Band's Web site at [www.navyband.navy.mil](http://www.navyband.navy.mil).

The Armed Force Network (AFN) will carry the concert on Dec. 25, 2002, as follows:

**AFN-Atlantic:** 7 a.m. and 8:30 a.m. (Central European Time)

**AFN-Pacific:** 7 a.m. and 8:30 a.m. (Japan Time)

**AFN-Korea:** 7 a.m. and 8:30 a.m. (Japan Time)

The program will also appear on Direct to Sailor (DTS) television on Dec. 25, 2002.

**DTS-Atlantic:** 7 a.m. and 8:30 a.m. (Central European Time)

**DTS-Pacific:** 7 a.m. and 8:30 a.m. (Japan Time)

For more information, check your local listings for times, or go to:

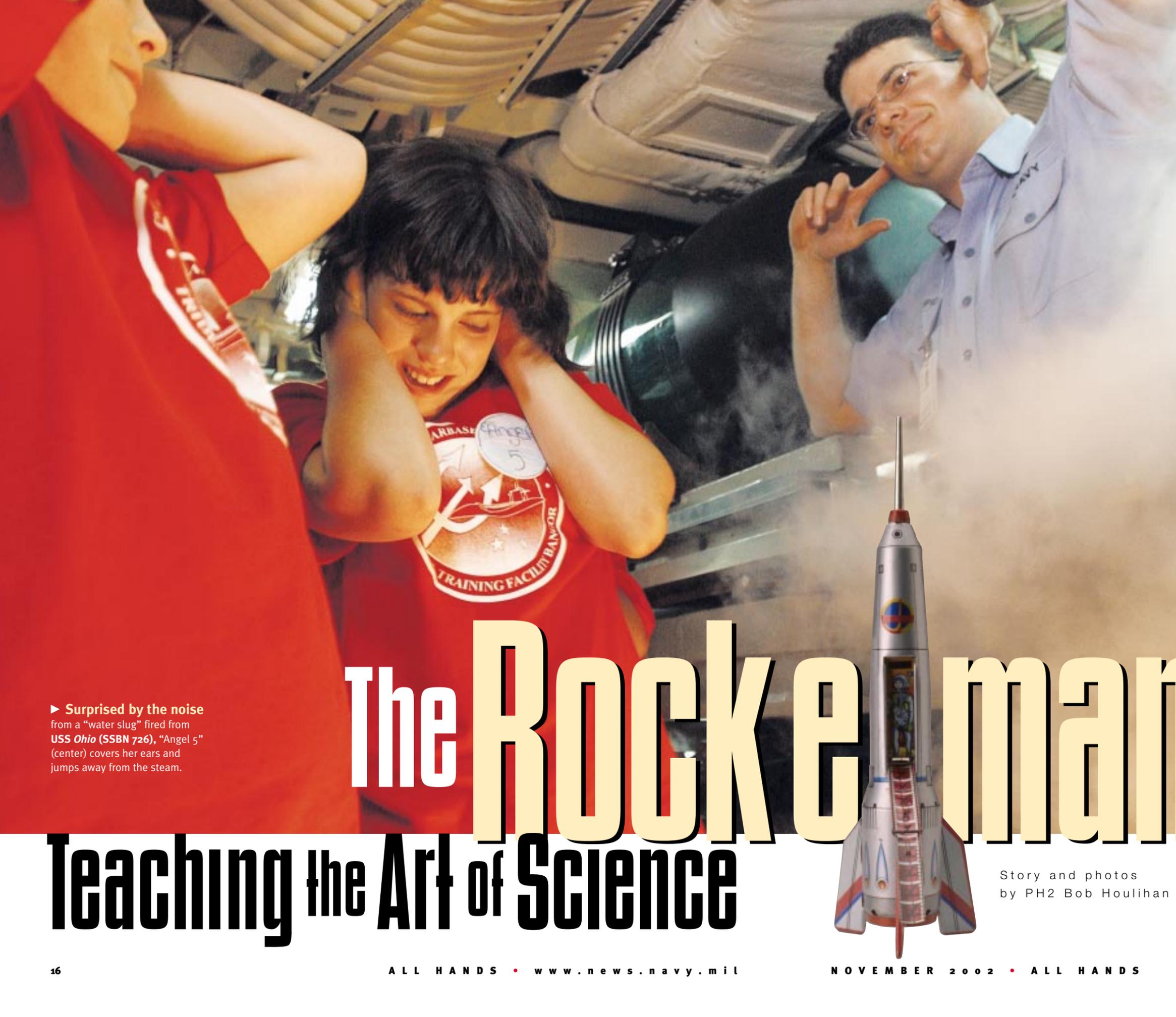
**U.S. Navy Band Web Site:**  
[www.navyband.navy.mil](http://www.navyband.navy.mil)

**Naval Media Center Web Site:**  
[www.mediacen.navy.mil](http://www.mediacen.navy.mil)

**AFN Web Site:** [www.myafn.net](http://www.myafn.net)

If you're in the Washington, D.C., area, plan to attend the concert, on Saturday, Dec. 21, 2002, at 7:30 p.m., or Sunday, Dec. 22, 2002, at 3 p.m., at DAR Constitution Hall, Washington, D.C.

The concert is free, but tickets are required for admittance. Ticket information is available on the Navy Band's Web Site at [www.navyband.navy.mil](http://www.navyband.navy.mil). 



► Surprised by the noise from a "water slug" fired from USS Ohio (SSBN 726), "Angel 5" (center) covers her ears and jumps away from the steam.

# The Rocketman

## Teaching the Art of Science

Story and photos by PH2 Bob Houlihan

**"Bernoulli? Isn't he that guy in the 'Sopranos' on HBO?"**

**"No, he's that science guy."**

**"Bill Nye?"**

**"No, not Bill Nye, The Science Guy."**

**"The guy who came up with that principle thing about drag, lift and thrust."**

**"Oh yeah, the stuff that makes airplanes fly."**

**Y**ou can lecture kids until you are blue in the face and they are falling asleep at their desks, but the way they really learn is by getting their small hands around a project and learning how it works by doing. At Starbase Atlantis, hands-on is the name of the game. The five-day program, located at the Trident Training Facility, Submarine Base Bangor, Wash., is teaching hundreds of fifth-graders each year that science and math are not dry subjects you learn in books, but the amazing things that make airplanes fly, submarines dive and the world go round.

The learning starts the moment the children walk in the door of a classroom packed to the ceiling with everything a child could imagine to make learning fun. Disco balls, black lights, aquariums and model rockets; they're all here.

Each child starts with a pre-test to determine where they stand in their math and science skills so the instructors have an idea of how far the students have progressed at the end of the course. The pace just gets faster from there. Soda cans are heated and crushed, eggs get sucked into milk bottles and rockets are built ... all in the name of science.

"Our instructors here have taken the different things we've seen and focused on how to put that on the kids' desks and get their actual hands on it," said Starbase Atlantis Director, Joe Barrett, a retired Navy commander.

"The action itself gives them an experience to remember. They can connect that with the theory that goes with it much more easily and remember it longer than just giving them the theory and having them forget it two weeks from now," Barrett continued.

Joe Barrett may be the name on his driver's license, but at Starbase Atlantis, he is known only by his call sign, "Rocketman."



◀ **“K-9 Flame”** uses a rudimentary scale to compare the weights of balls in different sizes and materials.

# The Rocketman

Teaching the Art of Science

Every student and instructor comes up with a call sign reflecting his or her own style or personality and it will be their name throughout the course.

**Starbase Instructor MariLynn Maas-Jones**, call sign “Isis,” has been an educator for more than 28 years. To Isis, it’s all about having fun.

“The idea is to get the kids to learn while all along they thought they were playing,” said Isis.

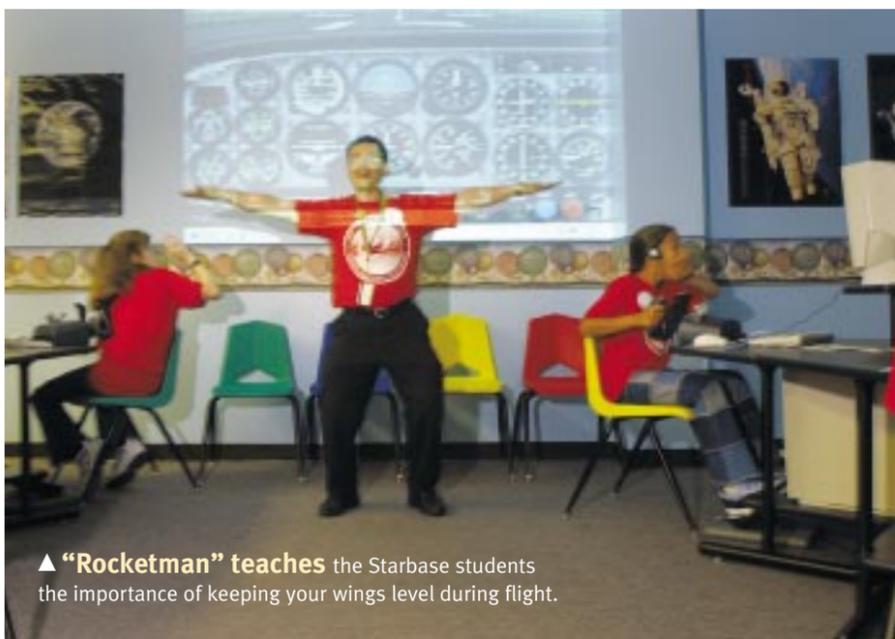
The program got its start when a second grade teacher wanted to get her class excited about science and math and saw a great opportunity with the local Air National Guard Base to see airplanes and technology in action. The Air National Guard was more than happy to oblige, and the Starbase program was born.

The original program became so successful that other Guard units started similar programs, eventually gaining DOD recognition and funding.

In 1994, the Navy got into the act with Starbase Atlantis in Pensacola, Fla., and gave it their own twist by adding the ocean of air concept (atmosphere) aeronautics, aerodynamics, the ocean of water and hydrodynamics to show how submarines and fish “fly” through the water. The core of the whole program is how things fly — airplanes, submarines — anything that moves through a substance.

Since its inception, Starbase Atlantis has grown to seven sites in each of the areas of fleet concentration with plans to expand to Naval Reserve Centers throughout the United States. “We’re trying to get more inland to show these types of things to kids who normally

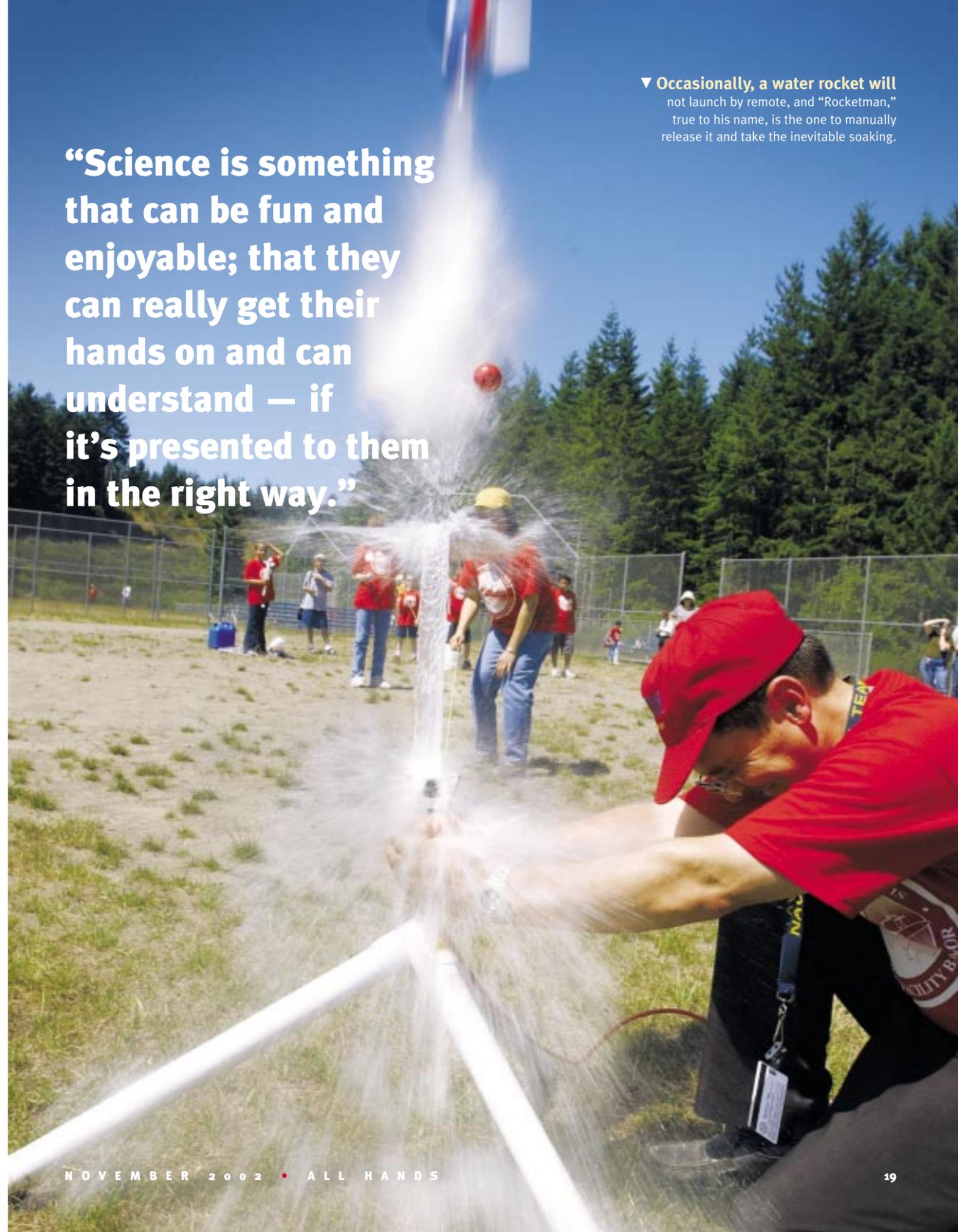
▼ **Always the class clowns,** “Princess” and “Nike Girl” try on the selection of Navy uniforms available to them at the Keyport Undersea Museum.



▲ **“Rocketman” teaches** the Starbase students the importance of keeping your wings level during flight.

“Science is something that can be fun and enjoyable; that they can really get their hands on and can understand — if it’s presented to them in the right way.”

▼ **Occasionally, a water rocket will** not launch by remote, and “Rocketman,” true to his name, is the one to manually release it and take the inevitable soaking.





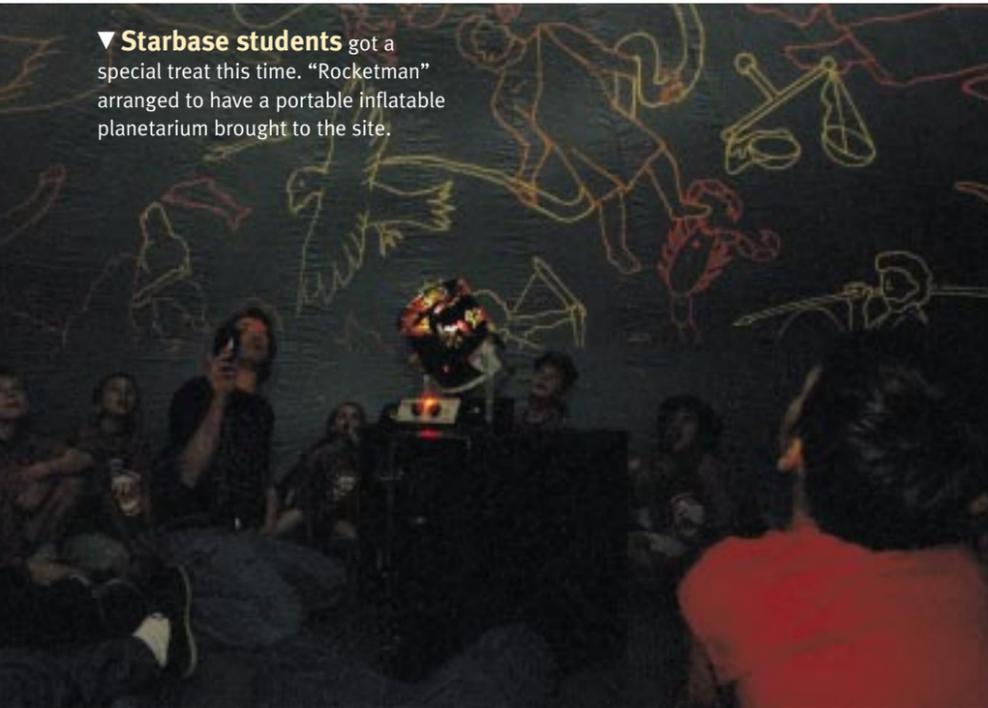
◀ **It takes a lot** of muscle to get the water rockets up to full pressure, and “Princess” gives it her all.

# The Rocketman

## Teaching the Art of Science



▼ **Starbase students** got a special treat this time. “Rocketman” arranged to have a portable inflatable planetarium brought to the site.



wouldn't see them,” said Rocketman.

“The program is conducted on military bases so children can become comfortable with their neighbors – the military, and see the opportunities there are in just about every walk of life. Whatever you want to do with the rest of your life, there's always a place for you in the military,” said Rocketman. “Sailors are the best role models that kids could hope for.”

Starbase is targeted at the fifth-grade level where kids are more impressionable to science and technology and apt to ask more questions. In the higher grades kids are starting to turn themselves off to things that don't interest them. It's not cool to be intellectual.

“They're more into the social game than they are in advancing their futures. So, we are trying to get them interested in math and science before they [embrace the] concept that it's uncool,” said Rocketman.

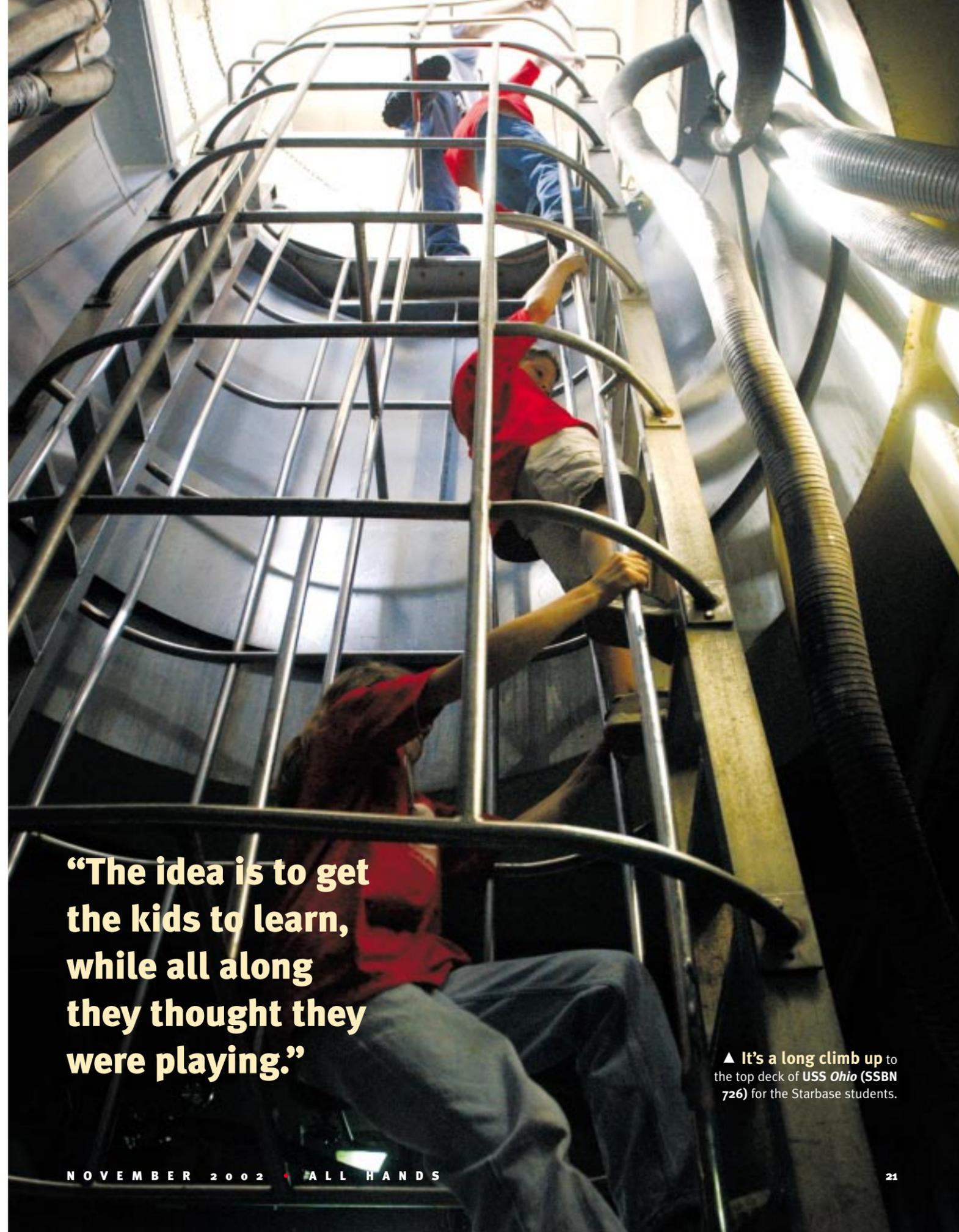
“Science is something that can be fun and enjoyable; that they can really get their hands on and can understand — if it's presented to them in the right way.”

The kids all agree that getting their hands on a physical object to learn a theory is much more fun than listening to a lecture. Sadly, that's the way that science and math are generally presented and that's one of the many reasons kids turn it off.

“I've found lots of new ways to get the students excited. Every time we have a new class, we change something based on their input. To me science is all about being hands-on and having fun,” said Isis.

“I didn't even know I liked math and

▼ **It may be rocket science,** but it can still be fun. “Bomber Man” puts the finishing touches on his water rocket.



**“The idea is to get the kids to learn, while all along they thought they were playing.”**

▲ **It's a long climb up** to the top deck of *USS Ohio (SSBN 726)* for the Starbase students.



◀ **Touring USS Ohio** (SSBN 726), a *Trident*-class, nuclear-powered, fleet ballistic missile submarine, gave the students a chance to relate to the way a sub “flies” through the water.

# The Rocketman

## Teaching the Art of Science



◀ **The many field trips** allowed the children to get their hands on many things that might not physically fit or be available in a classroom. A scavenger hunt at the Keyport Undersea Museum gave the students a fun dose of submarine history.

science before I came here,” said one student, call sign “Jaguar.”

Being located at Submarine Base Bangor, Wash., has given this site a distinct advantage over many other Starbase Atlantis locations. Submarines! By touring *USS Ohio* (SSBN 726), a *Trident*-class, nuclear-powered, fleet ballistic missile submarine, the students get to see how many of the theories they learn in the classroom relate to the way a sub “flies” through the water.

One of the main goals of Starbase Atlantis is to excite not just the kids, but the teachers and parents, too. Adults are encouraged to come along and participate with the class to experience everything on a kid’s level and to see the excitement that can be generated by the hands-on part of science.

“It’s something I think the teachers also come away with, having a good time and seeing how much fun the kids have. They see a lot of our experiments aren’t something they would have tried in the classroom, but they’re really not all that difficult and messy,” said Rocketman. “The teachers also have a feeling of, ‘Hey I can do that.’”

“If they remember something they learn with an experience that goes with it, that’s something that will last them a lifetime,” said Rocketman. “When they watch that rocket go off, hopefully they’ll remember good old Isaac Newton.”

*Houlihan is a photojournalist assigned to All Hands*



▲ **The can crush was one** of the favorite experiments by far. “Bomber Man” heats his can before immersing it in cold water to watch it implode.



**“If they remember something they learn with an experience that goes with it, that’s something that will last them a lifetime”**

▲ **Besides all the fun and learning,** every Starbase student took away new friendships that will last forever.

**T**heir home is in the middle of the desert surrounded by some of the most extreme landscapes in the Western United States. Visitors flock to this region by the millions every year to enjoy the snow-capped mountains in the nearby Sierras and hike, hunt and fish in the desert valleys that surround this remote base.

This varied geography makes the daily routine of the Search and Rescue team at **Naval Air Station Fallon, Nev.**, anything but routine. It is often just as exciting as the recreational activities of the thrill seekers who come to play in the unforgiving region.

“People pay good money to do things less exciting than what we get to do for our job on a daily basis,” said **Aviation Electronics Technician 2nd Class (NAC) Sean Lawson**, a six-year Search and Rescue aircrew veteran

▼ **HM2(NAC/FMF) David Clipson (left)** and **AT2(NAC) Sean Lawson** wait for clearance from **AM2(NAC) Dustin Wiggans** (far left) before they board the helicopter for one of their many training missions in the Nevada desert that surrounds the naval base.

# So Others May Live

A Navy Search  
& Rescue Varsity Team



# So Others May Live

## A Navy Search & Rescue Varsity Team



▲ **The terrain** the “Longhorns” fly in and around is very rigid. The scale of the mountain ranges that surround the base can look unimposing from a distance, but once the crew reaches a rescue point, the helicopter and crewmembers are dwarfed by the landscape.

and crew chief for the distinguished “Longhorns.”

All in the name of saving lives, they fly in some of the most challenging conditions in the Navy, where operating near 10,000 feet is not uncommon. To top it off, they reach that altitude in what can be called the Volkswagen of helicopters, the **HH-1N Huey** – a Vietnam-era workhorse.

Yeah, it’s tough duty and dangerous at times, but the pilots and crew, who count themselves as being fortunate enough to call these orange and white rescue birds their office in the sky, wouldn’t have it any other way.

“I’m into extreme sports, and this is

for more than six years. “We start out at 4,000 feet above sea level and go up. It’s hard for other commands to compare, because most start out at sea level. When we take off, we already have a mark against us.”

Operating in these demanding conditions requires the most out of every member inside the helicopter – especially the enlisted crew. The flying is so difficult at times, that it is often referred to as getting a master’s degree in helo flight for these aviators. Once they get into a hover though, it’s all about the aircrew.

“From what I’ve seen, the teamwork is more extensive here,” said Lawson, “because 90 percent of the job is done by the crewmen.”

No one can stress that fact more than the pilots, who are at the controls of the base’s three Longhorn birds and depend on the expertise in the back seats to keep everyone out of harm’s way.

“They are my eyes and ears in the back,” said **SAR Team Leader LCDR**

pretty much the extreme job,” Lawson added.

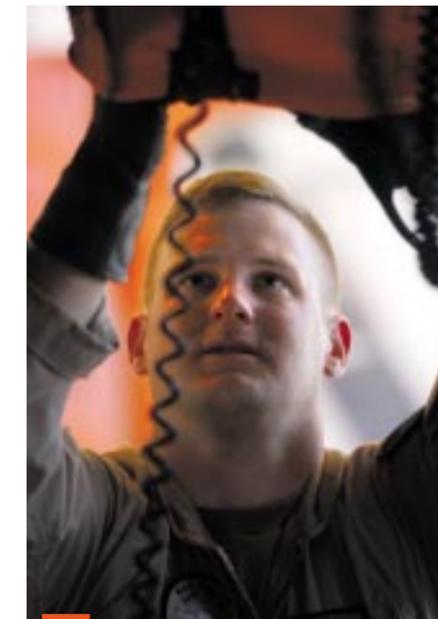
But that word, extreme, is not thrown around that much inside Hangar 7 of the desert-locked naval air station just east of Reno, Nev. The SAR team would rather refer to what they do as “varsity” flying, because of the level of skill and concentration required for safely completing their mission.

“There is no other helicopter flying in the Navy more varsity than what you’ll find here in Fallon,” said **Aviation Structural Mechanic 2nd Class (NAC) Dustin Wiggins**, who has been in aircrew SAR



▲ **Before every mission**, the pilots and crew go over every detail and possible hazard they may encounter during the flight.

▼ **As the pilots preflight the Huey** for takeoff, the “Longhorn” glares off the nose as a symbol of pride for the NAS Fallon SAR crews.



▲ **AM2(NAC) Dustin Wiggins**, puts the finishing touches on his preflight before the helicopter is pulled onto the flightline for takeoff.

**Theo Kulczak**, a 20-year veteran pilot. “I trust them 100 percent to keep the aircraft in a safe position. When they tell me move left, I move left. I’m just driving the bus. They’re putting it where it needs to go.”

There are many times when those crewmembers need to get into some confining places to pull off a successful rescue. They do so though with the utmost respect for the terrain and understanding of safe procedure.

“We are going into places that are tight,” said Kulczak, “where inches mean success and power is critical.” So crucial in fact, every crewmember has charts to calculate power before entering the rescue location. “Out at sea, it is primarily done by the pilots,” he added, “while here, both the pilots and crew calculate and then compare notes.”

What can be so important to cause these SAR crews to push the envelope virtually every time they leave the ground?

Despite their primary mission of rescuing downed military pilots in the vast bombing ranges that surround the

# So Others May Live

## A Navy Search & Rescue Varsity Team



▲ ATz(NAC) Sean Lawson and HMz(NAC/FMF) David Clipson race to a downed victim during a training evolution a few miles away from the base.



▲ When the heat of the desert beats down on a victim and life weighs in the balance, the sight of the orange and white SAR helicopter is a godsend for those who need rescuing.

base, most of the search and rescues are launched for the civilian population.

NAS Fallon is located near the picturesque Sierra Mountain ranges of California and Nevada – home to some of the best skiing, hiking and outdoor exploration areas in the nation. And with that terrain, comes lost hikers, injured climbers and downed skiers who find themselves in need of being plucked off the sides of mountains where the average rescue crews can't reach.

The Longhorns have the distinct capability to hoist their victims from harm, and because they are able to do so, they get called fairly often – a fact that also separates them from their counterparts out at sea.

“You might get one real SAR flight during a sea tour,” said Lawson. “Here, I got around 10 in my first year at the command.

If you're flying, you're working.” Even on what can be considered a mundane flight – just over the nearest mountain peaks – pilots and crew must calculate everything from the winds, the heat and the elevation, among other factors, all before they preflight the bird for launch.

Once airborne, some rescue flights push the limits so much that the crew must land and make safety adjustments to remove all unnecessary weight to go higher, including leaving behind doors, extra gear or even a crewmember.

“There are times at take-off when it feels like we are already at 7,000 feet with

► Because Naval Air Station Fallon Search and Rescue has hoist capabilities, they are often called upon to pluck stranded hikers and climbers off the sides of mountains.



▲ During a training evolution, HMz(NAC/FMF) David Clipson treats a “downed pilot.” Virtually, every day, these crewmen are either flying a training mission or a real SAR.

# So Others May Live

## A Navy Search & Rescue Varsity Team

► **HM2(NAC/FMF) David Clipson** leans out on the skid as he prepares to rappel, while **AT2(NAC) Sean Lawson** directs the pilots to the rescue location.



▲ **The “Longhorns” train** constantly to ensure they stay on top of their game. Every crewman must understand every facet of each others’ jobs to safely complete their missions.

aren’t some death-seeking, thrill junkies looking to push the envelope beyond its reaches, but they do know that the nature of their job means they must have a keen understanding of everything in the helicopter.

For the corpsman, that not only means he must know his medical profes-

sion well, but that he also has to be as technically sound on aircraft operations as an air crewman.

“That’s the challenging part of the job,” said Clipson. “Until the helo and crew are on the ground safely or the aircraft is in a safe flight regime, I have to focus on flying and medical care.”

“To me, the patient care is the easiest part of the job, because we train for it so often that I don’t even really have to think about it,” added Clipson. “It’s as if I am on autopilot.”

When flying though, there is no autopilot. Every crewmember must be in tune with what they are doing as well as what the others are doing.

“We feed off each other,” said Clipson. “When somebody talks, I almost know what they are going to say. Even the tone of their voice tells the rest of the crew something. When you have a thought, someone else can help you finish it. We balance each other out.”

This Longhorn crew trains and works

### ► The patch says it all.

A big reason why these crewman enjoy doing what they do is for the opportunity to make the ultimate difference in people’s lives.



### ▼ The “Longhorns” are on call

24 hours a day, seven days a week. Night flights add yet another variable to the already challenging flights these teams conduct on a daily basis.



together so much they joke that it’s almost like a marriage.

“Sometimes it’s even better than a marriage, because you don’t have to go home with them at night,” said Clipson. “But seriously, our lives depend on each other almost more than in any other relationship.”

When flying in conditions that few helicopter crews in the Navy must face, teamwork is essential.

“You trust the other members of your crew implicitly,” stressed Lawson. “When the aircraft is within inches from rocks

and cliffs, and any slight movement in the wind or helicopter can be catastrophic, you learn to depend on and trust everyone’s training. Here, the difference between a good day and a bad day is very small.”

“Everybody knows their position, and a SAR couldn’t be possible unless everyone works their position at 110 percent,” said Wiggins.

The teamwork and pride of the Longhorns rivals any in the Navy. Theirs is a unique bond, created by the unforgiving nature of the job and a desire to

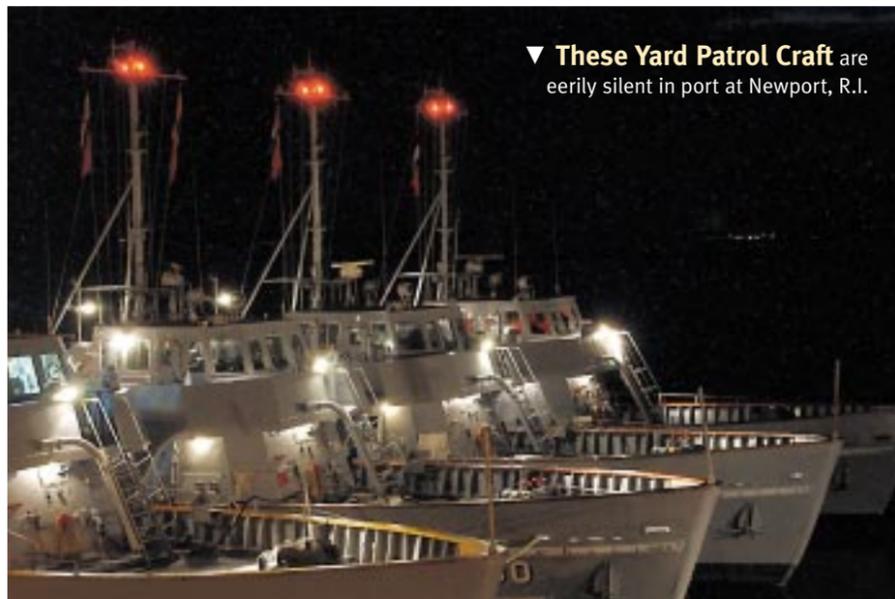
ensure their legacy for excellence is maintained for a long time to come.

“When I first got started in this job, it was all about, ‘Man I’ve got a bad-ass job where I am able to save someone’s life,’ but now it’s all about passing the experience and knowledge to those who are just getting started,” said Clipson. “I want to maintain and improve the standards and goals I’ve set for myself and everyone here at SAR.”

So others may live. ■

*Keres is a photojournalist assigned to All Hands*

Story by PHAN Morgan Freed,  
photos by PH3 Antoine Themistocleous



▼ These Yard Patrol Craft are eerily silent in port at Newport, R.I.

**O**N A CLEAR DAY, THE TINIEST OF SHIPS CAN BE SEEN WHERE THE HORIZON meets the ocean. Many could mistake this ship for a simple fishing boat from afar, but once the haze gray structure looms closer, its identity becomes clearer. This is a naval vessel – a **Yard Patrol Craft (YP)** to be more precise. Unlike other Navy ships, there's no naval officer on board. Rather, an enlisted Sailor is the "skipper" of this boat. In the case of **YP 695**, it's **Boatswain's Mate 1st Class (SW) James Olinger**, who controls the destiny of this 108-foot vessel.

As a matter of fact, the YP is one of the few craft in today's Navy that is run by an entire crew of enlisted Sailors.

It is the responsibility of these blue shirts to take a crew of 3rd Class midshipmen from the Naval Academy, Annapolis, Md., out on a two-week training evolution up the East Coast every summer. Here, they teach the midshipmen hands-on navigation and shipboard life.

"The mids learn a lot in the classroom, but then they come here and they get to apply everything they have learned," said **Olinger**. "It takes a while, but in two weeks I see them develop into the professional officer the Navy needs. My job is to create Sailors, and that's what we do."



► **BM1(SW) James Olinger** stands in charge at the bridge of **YP 695**, as he supervises, the midshipmen navigate the course.

# A BLUE-SHIRT CAPTAIN MY BOAT

# A BLUE-SHIRT CAPTAIN MY BOAT



it makes me feel good when they find me and tell me, 'Thank you.'

The midshipmen go through rigorous training at the Naval Academy, but after the two-week cruise, they feel as if they learned a lot about what it takes to be a Sailor in today's Navy.

Midshipmen Andrew Mawdsley discovered that not all training can be done in the classroom and that it takes a little hands-on experience. "We learn how to act among our peers," said Mawdsley. "We also take confidence and discipline with us. That's what the foun-

dition of the Navy stands on. We are also trained how to be naval officers. We learn ship values and ship handling. There is a lot on the line for us to do. When we are done with this cruise we become better Sailors."

Typically, it's a boatswain's mate or a quartermaster running the ship, while an engineer and one or two seaman line handlers assist in the shipboard operations. It takes a combined effort, and like every Navy ship, it takes 100 percent dedication to keep the YP shipshape.

"Even though we are overworked, undermanned and under-budgeted," said Olinger, "I feel blessed that the Navy entrusts me with a \$6 million craft."

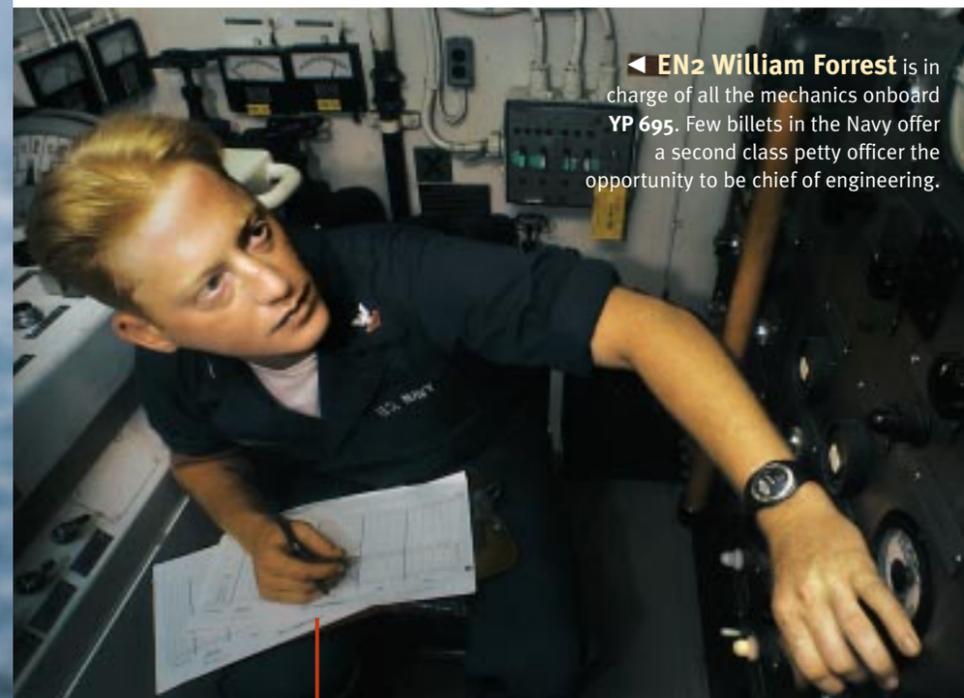
In the fleet, the commanding officer needs his crew to make his ship run, and it's no different for the captain of the YP. "I need **Engineman 2nd Class William Forrest** and **Seaman Mark Ahrens** to make this ship work," said Olinger.

"This boat moves because of my engineer and my one seaman. I hold a large burden above their heads, and it is to be safe, professional and on time."

Though it is considered shore duty, BM1 is out to sea six to seven months a year, on average.

All YP crews have pride in their boat and a friendly rivalry between each other. Olinger and his crew are just as competitive as any other. "There are 18 other YPs, but I believe that 695 is the best. We are the ambassador of the Naval Academy," said Olinger.

Forrest is the chief engineer of YP 695, who ensures the ship runs and that every piece of equipment stays at top working order. It's a hard job — being a second class and running engineering — knowing that all mistakes are yours and yours alone.



◀ **EN2 William Forrest** is in charge of all the mechanics onboard YP 695. Few billets in the Navy offer a second class petty officer the opportunity to be chief of engineering.

Photo by PHAN Morgan Freed

In addition to training the midshipmen, Olinger and his crew also give young officers a refresher course on how to operate a boat.

"It's different working with mids compared to officers," said Olinger. "For one, the maturity level is different, so what I tell them is extremely important. The officers know what they have to do and what's going on. They know their level of potential."

Another exciting aspect that Olinger likes about teaching young officers is that his crew may come across them later in their naval career and see them doing well. "When I see an officer I've trained,

▲ **BM1(SW) James Olinger** instructs **ENS Amy Zimmerman** on how to navigate a ship. The mission of the YPs is not only to teach the Academy midshipmen, but to also train junior officers on naval navigation.

▶ **Olinger teaches naval navigation** to the midshipmen. Classes like these are held daily during the two-week cruise.

▶▶ **A midshipman learns how to** abandon ship under the supervision of two boatswain's mates. The three-day refresher training for midshipmen starts before their summer cruise aboard the YPs.



# A BLUE-SHIRT CAPTAIN MY BOAT

► **The fleet of YPs cruise** along the East Coast. As midshipmen drive the patrol craft, they steer a course to stay in formation, much like they would in a battle group.

▼ **Midshipmen Charles Lewis and Kevin Martin** enjoy a moment of relaxation after **BM1(SW) James Olinger** authorized an inflatable pool on deck, while anchored off Long Island, N.Y.



▼ **BM1(SW) James Olinger** makes sure everyone has put their kapok life preservers on correctly.

► **A midshipman mans the rail** as the ship approaches Boston. Excitement is in the air, as liberty is just a couple of hours away. Being at the U.S. Naval Academy for most of the year, this is definitely a highlight of their trip.

hard work. A lot of responsibility is placed on my head," said **Ahrens**. "I am basically the rig captain of a ship, and being only a seaman makes me feel good about what I do. I have more responsibility than most E-4s or E-5s in the fleet."

Teaching soon-to-be officers can be stressful on the crew, but they handle it confidently. **Ahrens** likes working with the midshipmen because it gives them a chance to see what an enlisted

person does.

"Working with people who will eventually out-rank you can be rewarding," added **Ahrens**. "It is good to show these young Sailors what we do so they can take it to the fleet and understand how we operate."

**Ahrens** enjoys the time he spends on **YP 695**. He has been taught how to be an effective leader and what part he plays in a leadership roll. "I can affect the lives of 31 other people when

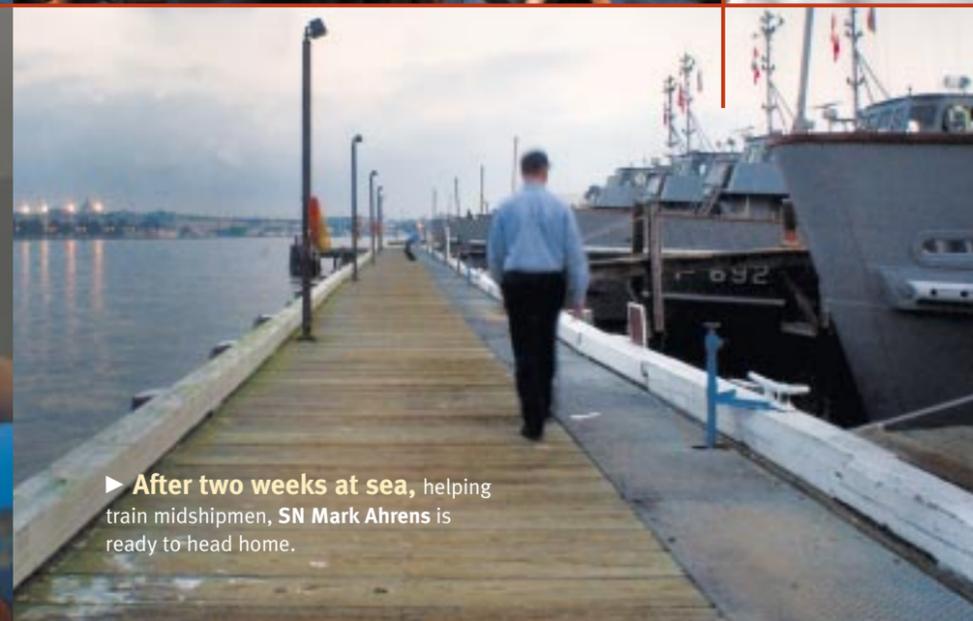


"I feel good and bad that I am the head engineer," said **Forrest**. "In a good way, I get to shine and stand out. In a bad way, I am also the only engineer on my ship, which means anything that happens is my fault. They give you just enough rope to swing or sway on. I also have a fear that my boat never has a problem, but it's a good fear because if [it's problem-free] that fear turns to pride."

The mids learn a lot from **Forrest**; standing watches in the engine room and learning what to do in case there is a problem.

Another person with a big responsibility is **Ahrens**.

"Being the only seaman is a lot of



► **After two weeks at sea**, helping train midshipmen, **SN Mark Ahrens** is ready to head home.

I go to work every day, and even though it's stressful, I enjoy doing it."

As **YP 695** finishes pulling into their Naval Academy homeport, **Olinger** and his crew can watch this team of midshipmen debark from another learning experience. They can take pride knowing that they have made a difference in the Navy of tomorrow and in the lives of these young Sailors today, while at the same time growing themselves as leaders, teachers and Sailors. **NS**

*Freed and Themistocleous are photographer's mates assigned to All Hands*

**T**HROUGHOUT OUR NATION'S HISTORY, SAILORS HAVE been the bricks that make up the foundation of the U.S. Navy. The mortar holding them together is the senior enlisted, and out of these ranks rise the role models whose leadership skills and superior performance set them apart from the rest.

They are the Navy's 2002 Sailors of the Year (SOYs). Each is from a distinct background, reaching this pinnacle of their career by different paths, but all with something very much in common – they love the Navy and what it stands for.

"You have got to want to better the Navy," said **Chief Boatswain's Mate (DSW/SS) Joseph Howard**, Shore SOY. "My philosophy has been that at every command I have been to, I have tried to leave it better than it was when I found it; in some way. Not just making the books look better, but in other ways: making morale better, work better, people better. Just make it better."

It's important to remember, these Sailors weren't always those "poster child" performers from day one of boot camp either.

"I graduated in the lower half of my 'A' School, but just kept at it," said **Chief Machinist's Mate (SS/DV) Lorenze Tate III**, Pacific Fleet SOY. "I think that set the tone for my work ethic throughout the rest of my career."

"I was going to get out after my first tour," Tate added,



**The SOY Standard Upheld:**

(l to r) — Pacific Fleet SOY '02 **MMC(SS/DV) Lorenze Tate III**, Atlantic Fleet SOY '02 **HMC(SW/FMF) William Burrell**, Reserve Fleet SOY '02 **ISC(AW) Kerstin Elledge**, and Shore SOY '02 **BMC(DSW/SW) Joseph Howard**.

# A Solid Wall of Standards

..... **SOYS 2002** .....

# A Solid Wall of Standards

.....SOYS 2002.....

## SHORE SAILOR OF THE YEAR

“but because of tremendous guidance of the chiefs above me and the values they instilled in me, and the lessons I learned from them, I decided to stay in.”

Now, some may think these top Sailors are ego-driven individuals who care only about their own careers and that they believe they alone are responsible for where they are today, but that couldn't be any further from the truth.

“Not by any stretch do I feel I am the No. 1 Sailor in the Atlantic Fleet,” said **Chief Hospital Corpsman (SW/FMF) William Burrell**, Atlantic Fleet SOY. “I think the planets were aligned or whatever.”

Burrell likens the Navy to sports and the all-star team, where good teams usually have more all-stars than the not so good teams. And because his ship came out of nowhere to be awarded the Navy Battle “E,” his command was thrust into the limelight.

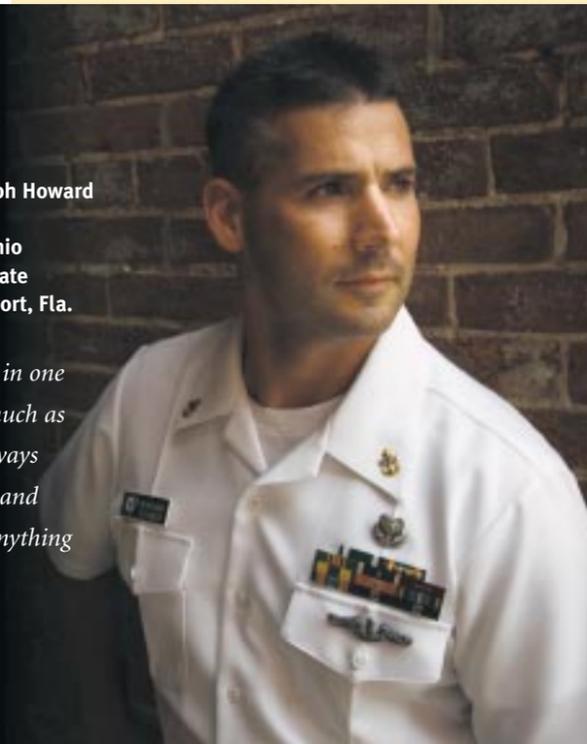
“Because of that, we got an all-star picked and I was fortunate enough to represent my ship. No way am I here without the support of the crew; from that deck seaman who recently checked on board, to the commanding officer, to the squadron staff ... all the way up the chain of command.”

That's always the heartfelt opinions of every Sailor of the Year. Without the outstanding support and performance of those above, below, and next to them in the chain of command, they would be single bricks, not a part of a wall of stability.

And in today's world climate of joint military operations, no one can dispute the great affect Reservists make and have made, especially since September 11th in

**Name:** BMC(DSW/SS) Joseph Howard  
**Years Service:** 14 years  
**Hometown:** Waynesville, Ohio  
**Command:** Shore Intermediate Maintenance Activity, Mayport, Fla.

“ I never stood too long in one spot. I always gained as much as I could and moved on, always expanding my knowledge and never limiting myself to anything or close any doors. ”



## ATLANTIC FLEET SAILOR OF THE YEAR

**Name:** HMC(SW/FMF) William Burrell  
**Years Service:** 12 Years  
**Hometown:** Milwaukee  
**Command:** USS *Cormorant* (MHC 57), Ingleside, Texas

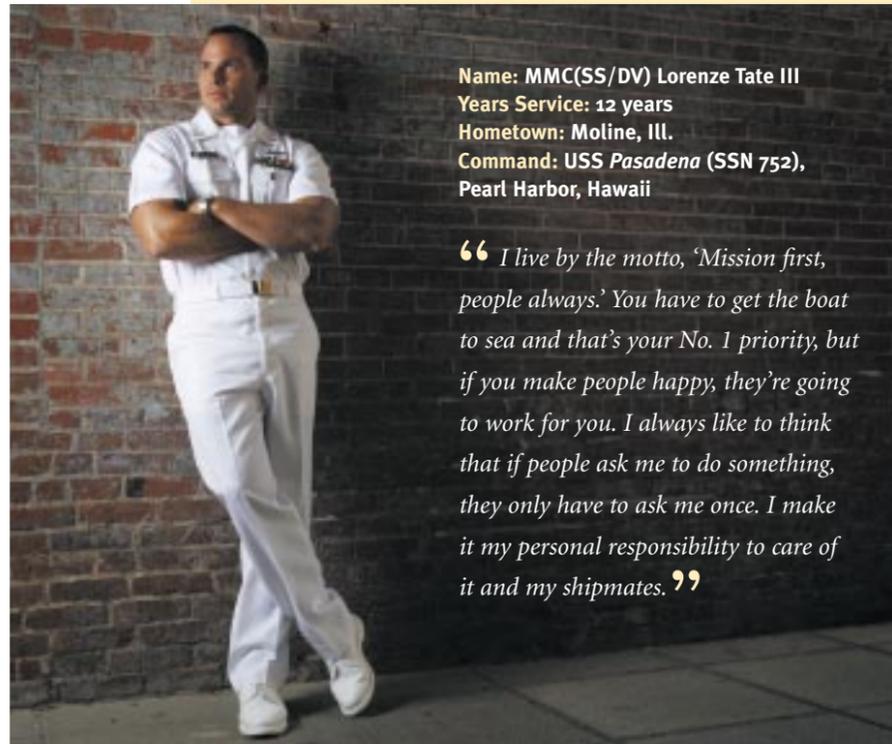
“ You should look at the Navy like a bank account – you're going to get out of it what you put in. If you do something great for the command and the Navy, it's like a big deposit. If you mess up, like show up late to work every day or have to redo your tasks, it's like a withdrawal. When your account reaches zero you're in big trouble, but when your account gets pretty big, you get a lot out of it, like promotion, recognition, etc. ... ”



## PACIFIC FLEET SAILOR OF THE YEAR

**Name:** MMC(SS/DV) Lorenze Tate III  
**Years Service:** 12 years  
**Hometown:** Moline, Ill.  
**Command:** USS *Pasadena* (SSN 752), Pearl Harbor, Hawaii

“ I live by the motto, ‘Mission first, people always.’ You have to get the boat to sea and that's your No. 1 priority, but if you make people happy, they're going to work for you. I always like to think that if people ask me to do something, they only have to ask me once. I make it my personal responsibility to care of it and my shipmates. ”



## RESERVE SAILOR OF THE YEAR

**Name:** ISC(AW) Kerstin Elledge  
**Years Service:** 16 years  
**Hometown:** Green Bay, Wis.  
**Command:** Joint Forces Intelligence Command, Devons, Mass.

“ I am always trying to make sure I know as much as I can about the unit. I've been lucky that I don't have a lot of stoppers that other Reservists have with their civilian jobs and life. I can get up and go in short notice and the family support is there. ”



the battle against terrorism. Make no mistake either, **Chief Intelligence Specialist (AW) Kerstin Elledge**, Reserve SOY, is as motivated and up to the challenges that today's Navy offers as her active-duty counterparts.

“These [Sailors] live Navy inside and out every day, and I envy them because I would like to be like that,” said Elledge. “I think Reserve duty is quite hard at times, and there may be things that some active-duty Sailors don't always take into consideration.”

So what does it take to get to this level, to be recognized as one of the Navy's Sailors of the Year?

“A lot of it is just being fortunate enough to work with great people who recognize you for the good things you do,” said Tate. “There are a lot of [Sailors] out there who do just as many good things, if not better, but just don't get the recognition they are warranted. So, it's important to recognize the efforts of your people.”

It is also important to not stop when you have reached your goals. These over-achievers are dedicated to constantly bettering themselves and the Navy.

“I have merely reached the next rung on the ladder, and my next goal is to put the star above the anchor,” said Howard.

“I want to go straight back to sea,” added Tate. “I think I'll have the most benefit to the fleet out to sea. I enjoy teaching the younger [Sailors] coming in how to run an engine room and how to be a good mechanic.”

Whether it's a mechanic, a diver, a corpsman or whomever, these selected Sailors realize they are each just one brick in the solid wall of that is the Navy team, and without the rest of the bricks, the Navy wouldn't be as strong as it is today.

“I am just one man in the Navy,” said Howard. “If the rest of the Navy left and I was here alone, there would be no Navy, and it takes every intricate part of the Navy to do what we do.”

*Keres is a photojournalist assigned to All Hands*

# Monitoring Under sea from Underground

“When you think of sonar techs, you think of the movies, ‘The Hunt for Red October’ or ‘U-571’ and being out to sea,” said **Sonar Technician (Surface) Seaman Eric McFarland**. “The last thing that comes to mind is working underground.”

Well, that’s exactly where McFarland and his shipmates of **Undersea Surveillance Command** head for duty every day – inside the **Joint Maritime Facility**, St. Mawgan, beneath the rolling hills of Cornwall, England, in the southwest corner of the United Kingdom.

Day in and day out, U.S. Sailors work with their British counterparts of the Royal Navy and Royal Air Force in this bunker-like facility, keeping a keen eye on the goings-on beneath the surface of the oceans deep.

One of the perks of working in a multi-national

command is that Sailors are able to see there is often more than one way to get a job done.

It’s interesting to see how they work and the intricacies of the British military,” said McFarland.

It’s obviously a bonus, being able to expand their cultural knowledge and professional horizons, but don’t think for a second that these watch standers don’t truly understand why they sacrifice the luxury of light, 12-hours a day, while they sit at their post.

“Knowing the importance of this job, with it being stood 24-hours a day, I am proud of my part in protecting the fleet and protecting the country from harm,” said McFarland.

The citizens and navies whom they serve wouldn’t know such vigilant deterrence exists under the tranquil English countryside. Then again, it’s hard to imagine just how technology fathoms the distances between the undersea and the underground. 



# Eye on the Fleet

**Eye on the Fleet** is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for **high impact**, quality photography from **Sailors** in the fleet to showcase the American Sailor in **action**.



### ◀ Get Ready, Get Set ...

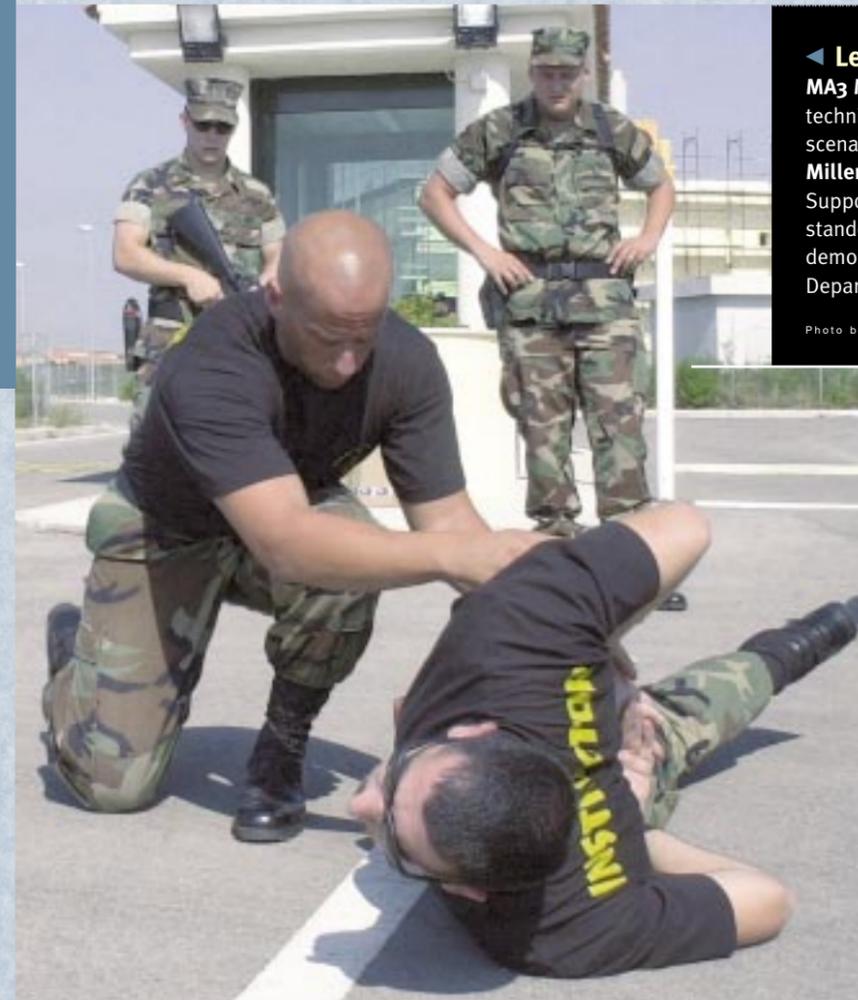
The landing signals officer prepares to give the signal to launch an **F-14B Tomcat**, assigned to **Fighter Squadron (VF) 11**, from the flight deck of **USS John F. Kennedy (CV 67)**.

Photo by PHAN Joshua Karsten

### ▶ Cloud Burst

At sea aboard **USS George Washington (CVN 73)**, an **F-14 Tomcat** assigned to the **Jolly Rogers** of **Fighter Squadron (VF) 103** conducts a high-speed "fly-by" above the ship. **VF 103** is part of **Carrier Air Wing Seventeen (CVW 17)**, embarked onboard **George Washington** on a six-month deployment conducting combat missions in support of **Operations Enduring Freedom** and **Southern Watch**.

Photo by JO2 David Valdez



### ◀ Lessons in Lockdown

**MA3 Michael Puhl** demonstrates a handcuffing technique on **MA2 Carlo Miller** during a training scenario. **IT3 Phil Ciufo** (left) and **EN2 Jason Miller** are among the more than 350 Naval Support Activity Naples, Italy, security watchstanders taking part in this training since the demobilization of the New York Police Department Reservists that began in February.

Photo by JO2 Eric Brown



### ▶ Boss Boatwain

**USS Blue Ridge (LCC 19)** Sailors receive orders from the ship's boatswain while conducting a replenishment at sea with the Military Sealift Command ship **USNS Rappahannock (T-AO 4)** during exercise **Ulchi Focus Lens 2002**.

Photo by PH2 Crystal Brooks

### ▶ The Gig is Up

Crewmembers from the deck department, on board **USS Essex (LHD 2)**, raise the Captain's Gig from the water during the ship's sea and anchor evolution.

Photo by PH3 Gary Granger



**To be considered**, forward your **high resolution (5" x 7" at 300 dpi) images** with full credit and cutline information, including **full name, rank and duty station**. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date. Commands with digital photo capability can send attached .jpg files to: [navynewsphoto@hq.navy.mil](mailto:navynewsphoto@hq.navy.mil)

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# Eye on History

**Eye on History** is a monthly photo feature sponsored by the Naval Historical Center.

For more photos pertaining to naval history, go to [www.history.navy.mil](http://www.history.navy.mil).



◀ **1958**  
An **A-4D Skyhawk** prepares for takeoff on the canted deck of **USS Forrestal (CVA 59)**.



**1922** ▲  
An **Aeromarine (39B)** approaches the flight deck of the converted aircraft carrier **USS Langley (CV 1)**.



**1963** ▶  
**LTJG R.G. Barnes** from **Attack Squadron (VF) 113** accepts congratulations from **USS Kitty Hawk's (CV 63)** Air Officer **CDR Lloyd Cooper**. Flying an **A-4C Skyhawk**, Barnes became **Kitty Hawk's** first jet centurion.

**1942** ▶  
Returning warbirds were greeted by deck crews, who immediately respotted them. Speed and coordination were as essential then as now for safe flight deck operations.



◀ **1928**  
The first plane to land on the flight deck of **USS Saratoga (CV 3)** was piloted by **LCDR Marc Mitscher**. In later years, Mitscher again entered the naval history books as the admiral who commanded fast carrier task forces against the Japanese during World War II.

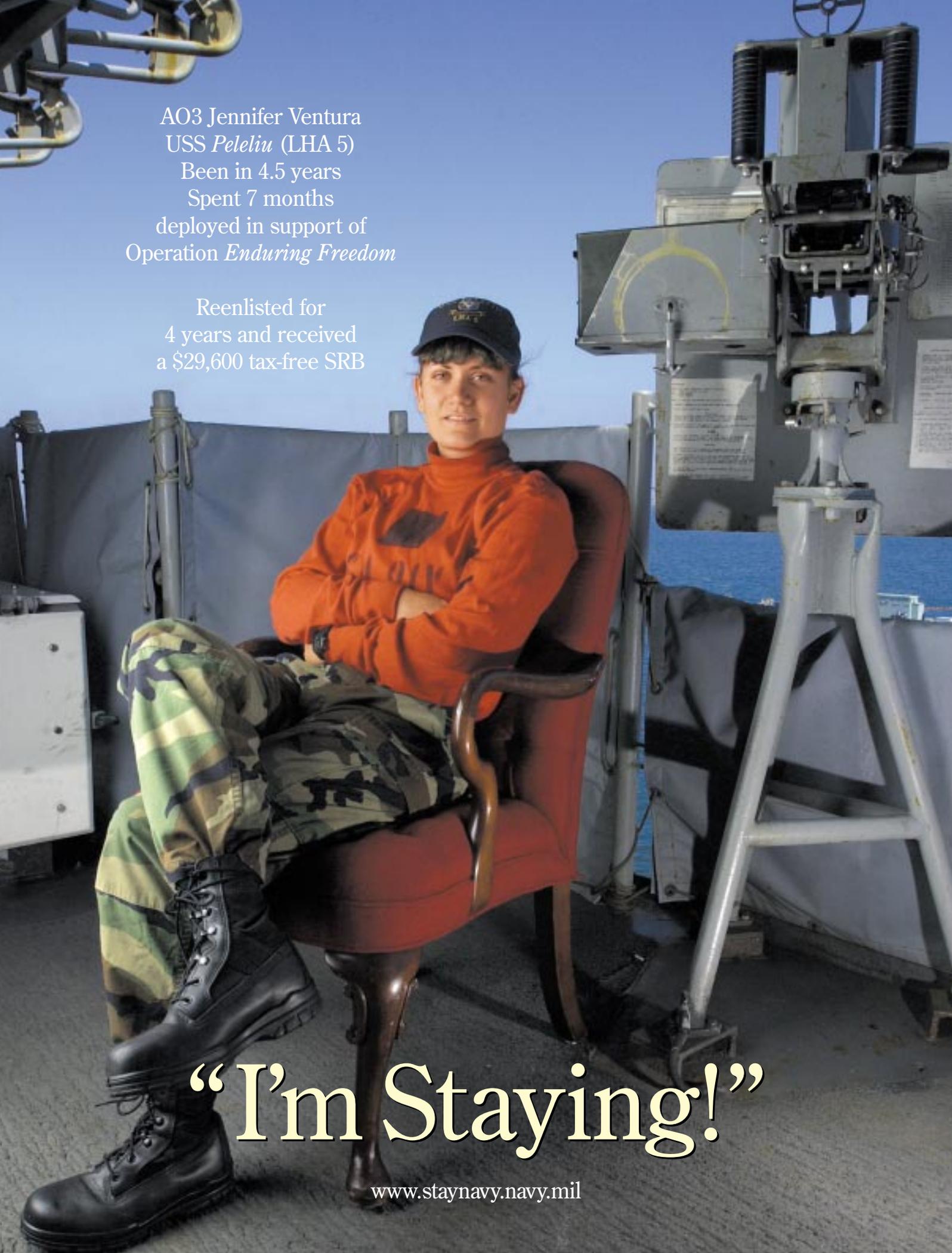
U.S. Navy Photos Courtesy of the Naval Historical Center

REMEMBER THOSE  
WHO HAVE  
GONE BEFORE.

VETERAN'S DAY  
NOVEMBER 11, 2002

DONT TREAD



A woman in military uniform is sitting in a red upholstered chair on the deck of a ship. She is wearing a dark blue cap, an orange turtleneck sweater, and camouflage pants. Her arms are crossed, and she is looking directly at the camera. The background shows the ship's deck with various pieces of equipment and a clear blue sky.

AO3 Jennifer Ventura  
USS *Peleliu* (LHA 5)  
Been in 4.5 years  
Spent 7 months  
deployed in support of  
Operation *Enduring Freedom*

Reenlisted for  
4 years and received  
a \$29,600 tax-free SRB

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