The Chief of Naval Personnel speaks up for women in the Navy

Having noted the wide controversy surrounding Brian Mitchell's *Weak Link: The feminization of the U.S. military*, I can't help but recall the lyrics of a popular song from the 1960s: "... the times, they are a-changing." Yes, the times *have* changed during the era of the all-volunteer force. Opportunities for women to serve afloat and ashore have expanded consistently since 1978, and Navy women have forged a solid record of accomplishment. It is a record based on *performance*, and it is unfortunate that Mr. Mitchell does not document this performance factually.

During the past year, for example, CDR Deborah Gernes was selected for command at sea. LCDR Kathryn Sullivan, USNR, became the first female Navy astronaut. CDR Rosemary Mariner, now Executive Officer at VAQ 34, will fleet-up to CO in a year. For the second year in a row, our Shore Sailor of the Year is a woman: AD1(AW) Jamie Murphy. AVCM(AW) Janice Ayers, the first female command master chief selected for duty at sea, now serves aboard USS Shenandoah. I could go on, but my point is clear. Such "firsts" are neither isolated examples nor tokenism. They illustrate how Navy women are pursuing the opportunity to progress as far and as fast as their *talent* and *capabilities* will take them. Navy women are smart. They are motivated. They are paying *their* dues.

When I am asked why Navy women are succeeding, I recall the comments of the commanding officer of the destroyer tender Acadia when his ship returned to San Diego after a prolonged presence in the Persian Gulf to repair USS Stark. He was asked how important the women in his crew were to his mission, and he replied, "I couldn't have done it without them." Women officers and enlisted are turning in similar performances today as they serve in demanding assignments afloat and ashore around the world.

Has the Navy adjusted well to the comparatively rapid growth in the numbers of women assimilated into our ranks in recent years? Yes. Has change come easily in every instance? Perhaps not. Change represents a challenge to every segment of American society; new ideas hurt some minds the way new shoes hurt some feet. But the issue is not *if* women belong in the military. That debate was over more than a decade ago.

The Navy's challenge is to provide the leadership and environment where all service members, male and female, can reach their full potential within the laws and policies governing our service. That approach will lead to a better Navy today than yesterday and will help us build a better Navy for tomorrow.

J. M. Boorda
Vice Admiral, U.S. Navy
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Front cover: Chief Personnelman Tex Davis, captain for the emergency medical technicians at Centreville, Virginia’s volunteer fire department, stands in front of a smouldering house. See story, Page 18. Photo by PH1(AC) Scott M. Allen.

Back cover: One of the greatest pleasures of Navy life is coming home again. See story, Page 28. U.S. Navy photo.
Military pay

October 1 payday changed ‘to avoid financial hardship’

Secretary of Defense Dick Cheney decided to advance the Oct. 1, 1989, military payday to Sept. 29, 1989, to “avoid the financial hardship for our soldiers, sailors and airmen.”

In a memorandum to all service secretaries, Cheney wrote, “The October 1 payday was not advanced last year when it fell on a Saturday. Even that small delay in payment was an inconvenience to many service members and for some, a financial hardship.

“This year, the October 1 payday will fall on a Sunday. Unless the payday is advanced, many of your personnel will not receive their pay until Monday, October 2. Therefore, you should take the necessary actions to advance the military payday to Friday, Sept. 29, 1989.”

Sea duty credit changed for ‘partial credit’ sailors

All enlisted sailors who, as of Feb. 1, 1987, reported to commands where they received partial sea duty credit, will now receive full sea duty credit for the entire period of their assignments. Sailors on type seven duty in Bermuda, Puerto Rico and Guam will receive full sea duty credit regardless of their reporting date. All tour lengths will remain the same.

All sailors assigned as of Jan. 1, 1989, to the nucleus phases of new ships being constructed will also receive full sea duty credit for the entire period of their assignment.

These policies released in NavOps 050/89 and 051/89, will be incorporated in the next regular change to the Enlisted Transfer Manual (NavPers 15909D).
Pregnancy policy revised

The Navy has issued new policies concerning pregnant sailors based on recommendations by the Navy study group on women's progress. The group revised the OpNav instruction on the management of pregnant service women. Major changes to the instruction include:

- Extension of convalescent leave after childbirth from four to six weeks for medical reasons.
- Reduction in the recovery period from six to four months prior to reassignment to sea duty.
- Pregnant personnel can be on board their ship until the 20th week or until the ship deploys, whichever comes first, but cannot get under way with their ship unless they can be evacuated to an Ob/Gyn facility within three hours.

Other subjects addressed in the revised instruction provide management guidance for pregnant "A" and "C" school students and aviators.

For more information see OpNavInst 6000.1A.

Air mail info

Military discounts for shipping packages

Military members can now get reduced rates for same-day delivery service from USAir and Piedmont airlines.

A service member may ship packages weighing up to 50 pounds anywhere on the USAir/Piedmont system for $23, and packages weighing from 51 to 70 pounds for $33. Contact USAir or Piedmont for more information on size limitations, pick up and drop off procedures, and identification requirements.

Leadership course restructured

The Chief of Naval Personnel recently announced that, by 1990, the Leadership Management Education and Training program (LMET) will be replaced by the Career Leader Development Program. Sailors will be required to have formal leadership training if they hope to reach the highest enlisted ranks.

CLDP recognizes the need for continuing leader development for all hands throughout their careers. It combines the individual sailor's commitment to self-improvement with the training provided by the command and formal leadership courses.

New formal CLDP courses, such as the leading petty officer and chief petty officer courses, will be shortened to one week (vice the two weeks currently offered) and be more demanding.

The focus of the new courses will be on proven Navy leadership principles.

Enlisted personnel in paygrades E-6 and E-7 will have to attend the CLDP course in order to be eligible for the FY92 chief petty officer and senior chief petty officer selection boards.
Keeping ‘Ike’ afloat

Damage control

Good communication makes the damage control program work aboard Eisenhower.

Story and photos by JO2(SW) Joe Gwlowicz

 Vigilance is the best friend a sailor can have — and complacency is the worst enemy.

"Damage control organizations can never allow themselves to rest or take it easy, they’ll never recover," said LCDR Steve Weingart. "They’ll never get ready for the next evolution or the real thing."

Weingart is damage control assistant on board the Norfolk-based aircraft carrier, USS Dwight D. Eisenhower (CVN 69). On “Ike,” the crew keeps ready through a rigorous damage control training program and constant communication up and down the ship and damage control chains of command.

While the ship’s executive officer is in charge of damage control training for the ship, it’s the damage control assistant who plans and coordinates the program for the roughly 1,050 sailors who man the ship’s 10 main repair lockers and 25 unit lockers.

Constant, clear communication on all levels makes the whole program work, according to Weingart. He meets with department heads and the executive officer each week and works with division officers daily to ensure locker manning requirements are met.

"In order to get all our lockers up to speed and keep personnel trained, we have to have a good damage control training team," says Weingart.

Forty-two of the ship’s most experienced and knowledgeable sailors make up the ship’s damage control training team. The DCTT members spread throughout the repair lockers during any damage control drill to share their knowledge and experience with Ike’s junior sailors. The damage control organization averages about 30 different drills during a given
general quarters exercise, according to Weingart. The crew is called to general quarters for training twice a week while underway.

The time spent at general quarters in damage control and firefighting training keeps the entire crew ready for virtually any problem that may arise. They learn to work as a team and become familiar with the equipment necessary for any damage control need. The keys to successful shipboard damage control are confidence in the sailors and equipment, good organization, leadership, and above all, constant communication.

The damage control assistant relies on the main and locker unit officers and passes the word up and down the chain of command. Above: Unit 74's number one and two nozzlemen wait for orders before moving into a space to fight a mock fire.
to maintain local control of their casualties during drills. Through sound-powered phone lines, the locker leaders relay information to Damage Control Central. There—with the help of 15 phone talkers, six damage control chart plotters and one experienced second class hull technician to coordinate them—the damage control assistant maintains the "big picture."

"We concentrate on the knowledge of the on-scene leaders," says Weingart, since on-scene leaders need to be qualified in every damage control watchstation and know their areas of responsibilities well. At the site of a casualty, on-scene leaders direct their men to fight fires and flooding, and to repair damage.

"Carriers often have the reputation that they are so big, there are so many people, that damage control is often too difficult, even impossible to do right," says Weingart. "On 'Ike,' this is not the case."

By communicating effectively, the right people can get the big picture, sharing the vigilance of keeping their ship afloat. □

Gawlowicz is assigned to Public Affairs Office, USS Eisenhower (CVN 69).

Above: "Ike's" Executive Officer, CDR Dan Roper (right) listens as the Damage Control Assistant, LCDR Steve Weingart, describes the training and drills planned for the day's battle stations exercise. Right: A sailor plots damage control information on detailed diagrams of the ship during a general quarters drill.
Almost a year ago All Hands magazine put out a call around the fleet for stories about sailors who volunteer their time helping those around us who are less fortunate. We received more than 400 phone calls and letters from sailors and commands with stories to tell about sailors, who with little fanfare, spend their off-duty time trying to make the world a better place.

Today, more than 80 million Americans volunteer — they are the unsung heroes of the 80s. Through their compassion, selflessness and sensitivity, sailors also have given their time and energy to helping others. Their causes are many — helping the homeless, manning AIDS hotlines, working in soup kitchens, coaching Little League, reading for the blind, fighting fires, teaching children basic math skills — but their goals are all the same: to help those in need.

Much of this issue of All Hands is dedicated to the men and women who give of themselves by helping others. Sailors portrayed in the following special segment are representatives of the thousands of other Navy men and women who serve their communities in addition to serving their country.
When you think of volunteers, you may picture gray-haired ladies passing out cookies and coffee. But for three men — two Navy men and a Navy civilian employee — volunteering means the chance to save lives and help others.

To these volunteer divers for the San Diego County Sheriff’s Department’s Underwater Search and Recovery Unit, being on call 24 hours a day is a way of life. Working hand in hand with the sheriff’s department, they dive under adverse and often dangerous conditions.

For Master Chief Torpedoman’s Mate George Gil, a leading chief petty officer aboard USS Dixon (AS 37), being a member of this type of unit is a dream fulfilled. He is a reserve lieutenant on the diving team.

“I started working with the unit in 1984,” said Gil. “On the law enforcement end, I guess it's something I've always wanted to get into. It's one of those thankless jobs, but somebody has to do it. I kind of look at the job as a way of helping people, and as a diver it's a chance to do something that most divers will never get the opportunity to do.

“On the down side, it’s something that most divers don’t want to do, because we get called into bad weather conditions that cause problems in the first place,” continued Gil. “We often dive in zero visibility — sometimes you can't see the inside of your mask. The waters we dive are sometimes man-made lakes or canals, sometimes natural bodies of water. We find abandoned cars with torn metal, glass, wire fences — so we’re putting our lives in jeopardy right off the bat.”

Another volunteer, Hull Maintenance Technician 1st Class Gary Snyder, is a first class deep sea-diver and an instructor for the Underwater Demolition Team/SEAL Team at the Navy Special Warfare Center.

“I became involved with the unit through a flyer I saw in the dive shop,” said Snyder, the unit training coordinator. “They were looking for divers, and I thought it would be interesting. The type of diving is very specialized. We do a lot of low visibility diving, search and salvage, high altitude and also rappelling work, so we have to be fundamentally sound divers.”

“I heard about the sheriff’s dive team through George Gil,” said Rusty Hoar, a civilian employee at the Naval Sea Support Center, Pacific Branch in San Diego, and a reserve sergeant for the dive unit. “I want to put something back into the community. It’s a ‘necessary evil’ job that has to be done. If a bad guy decides to get rid of some evidence — a weapon or something — in the water, there’s no other way to retrieve that evidence except to send a diver into the water to search for it.”

As level three deputies for the department, they all must go through strenuous training in legal procedures as well as diving.

“We learn laws of search and seizure, arrests, evidence handling — basically all the things that would be needed when we are working at a crime scene, so everything is handled professionally in case we find some evidence that can be used in court,” said Snyder.

“When someone, especially a child, drowns, it’s a necessary part of the grieving process for the victim’s family to have the body for burial or cremation,” said Hoar, a former HT2.

“If I can ease the pain somewhat, or help those families to get on with their lives, it’s well worth it.”

Joseph is assigned to NIRA Det. 5, San Diego.
LT Hayes Deacon

"It is my Christian responsibility to serve the church and the people of the community."

"In the name of the Father and of the Son and of the Holy Spirit," chanted Deacon Robert "Phil" Hayes, as he began the sacred rite of baptism. Though already five feet below Connecticut's Thames River, he began to pour water from the ship's bell onto the baby's forehead.

"I never realized that there was a tradition in the Navy of baptizing a baby using a ship's bell," said Hayes, who performed the baptism in the wardroom of USS Shark (SSN 591).

After the chaplain of the submarine base at Groton, Conn., confirmed there was such a tradition, Hayes received permission from his bishop to proceed with what he considers the most unusual ceremony he has performed.

Hayes, the interior communications officer and auxiliary division officer for the Naval Submarine School in Groton, Conn., is a deacon for the St. John's Mission in Bozrah, Conn., the oldest mission east of the Mississippi River. He has dedicated his life to serving his church and his community by sharing his faith.

"It is my Christian responsibility to serve the church and the people of the community," Hayes said.

He began to see that responsibility eleven years ago when CAPT John Bevins, a Navy chaplain and close friend, convinced him to become the Catholic leader and eucharistic minister on board Hayes' ship, USS Narwhal (SSN 671). Seeing the merits of Bevins' suggestion, Hayes decided to accept the position despite his lack of formal religious education.

For the next three years he served communion on Sundays and helped his shipmates who needed to talk out a problem or sought spiritual advice. A sailor who had been away from the church for many years came back to the church because of the strong influence that Hayes had on him.

"I thought to myself, with no training at all I was able to help somebody do this," Hayes said. "With some kind of training maybe I could help more people."

Hayes decided that he wanted to devote more of his time to the church and the community, so he talked with Bevins about becoming a deacon. He applied, was accepted and began three years of courses in counseling, scripture, Old and New Testament, morality, church history and dealing with the ill.

Hayes and his wife Linda, who shares his involvement in church activities, relieve the pastor of many of the burdens associated with running the parish. They have taken upon themselves the leadership of several programs, including the youth and adult education programs, the worship committee and the prenuptial classes.

"The most fun is working with couples while they're preparing to get married," Hayes said.

"The people of this parish are now becoming more involved," said Linda Hayes. "Knowing that he is there all the time really encourages the people to pitch in."

Mrs. Hayes described the parishioners as having strong community spirit. "Phil was just able to nourish that and expand on what is already there," she said.

What began as an innocent suggestion by a close friend has become a life commitment for Hayes. Said Hayes, "It's no longer voluntary."

Allen is a photojournalist assigned to All Hands. PH2 Mark Therien, assigned to the Naval Imaging Command, Washington, D.C., contributed to this story.
MM1 Capazzi

Toy drive organizer

"... if I could get 15 to 20 18-wheelers full, that would make a lot of kids happy."

As families gather around their Christmas trees early on Christmas morning, thoughts of children who don’t have gifts to open may cross their minds — briefly. The thought is usually gone within seconds.

However, Machinist’s Mate 1st Class Peter Capazzi, the 3-M coordinator for the Naval Submarine School, Groton, Conn., gives more than just thought to needy families. Capazzi, a father of four, has headed up the past two Naval Submarine School “Toys for Children” drives in the Groton area and is currently planning the 1989 toy drive.

In 1988, Capazzi organized more than 600 toy drive volunteers from the submarine school and in the off-base community.

With help from these volunteers, and plenty of support from his command, Capazzi collected two and a half 18-wheelers full of toys and food — approximately 5,000 new toys, and 500 cartons of food, used toys and clothing to distribute to needy children throughout Connecticut.

Capazzi began planning for the 1988 toy drive 11 months before it was officially “kicked off.” Once the 1988 toy drive was under way, 200 collection boxes were put out on base, in neighboring malls and at a local radio station.

The drive through Navy housing was the second phase of the toy drive. “We actually had a caravan of the 18-wheelers, local police vehicles, fire trucks, a radio station van and personal vehicles driving through the housing areas,” said Capazzi.

A Christmas party for 500 area children was the final phase of the 1988 drive. Eager children were greeted by Santa Claus and received coloring books, crayons and other treats. “We ran applications in the Dolphin, the New London Day and handed out applications in Crystal Mall and at other drop-off points,” said Capazzi.

Initiating a volunteer mission like this one wasn’t easy according to Capazzi. He started with a “zero budget” and had to follow Navy guidelines to get sponsors for the toy drive. “I thought when you said ‘I want to help people,’ all you had to do was volunteer. I suggest that anyone who wants to coordinate something like this talk it over with the base legal office and have them keep up with the legalities.”

Capazzi holds high hopes for future toy drives. Next Christmas he wants to fill five 18-wheelers full of donations, though he knows that won’t be enough toys to distribute among Connecticut’s needy children.

“It’s a big state. Now, if I could get 15 to 20 18-wheelers full, that would make a lot of kids happy.”

Spahr is a writer assigned to All Hands. Hogbin is assigned to Naval Submarine School, Groton, Conn.
Volunteering time and energy to help others is something that Personnelman 1st Class Jeffrey Cashatt has done since he was a young man growing up in New Ulm, Minn. The 17-year Navy veteran continues to involve himself in activities that enrich other people's lives.

Cashatt's volunteer endeavors during his Navy career have included the Boy Scouts, Special Olympics and the March of Dimes, among others. In Orlando, Fla., where he is now stationed as a senior enlisted classifier at Recruit Training Command, he has been involved with "Project Whitehat," a program in which Navy volunteers work with incarcerated youths and other young people with histories of juvenile problems.

But Cashatt feels his most important affiliation with a volunteer program is with Central Florida AIDS Unified Resources, Inc.

"I see my involvement with CentAUR as a reflection of what the Navy can do in the community," he said.

Cashatt hopes his connection with the Navy will project a positive influence when helping AIDS victims. "I see my involvement with CentAUR as a reflection of what the Navy can do in the community," he said.

"The Navy is definitely working with me to provide for the community and is giving me an adaptable schedule for counseling and community education programs.

"AIDS has a stigma of being an 'outcast' disease that the general population doesn't want to get involved with," he said. The road to changing minds about AIDS, as Cashatt has found, is difficult. "People are afraid to reach out to AIDS victims.

"Personally, I feel that despite all the time I have put into CentAUR, I've gotten more out of it than I've put in. It's very gratifying to have a person come up and thank you for simply giving them a hug when nobody else wants to have anything to do with them."

Cashatt has headed that speaker's bureau for more than two years, and averages two or three speaking engagements a week. "Fortunately, I have a very understanding command that allows me to have a flexible working schedule," Cashatt said.

Cashatt's commitments at CentAUR don't end with giving speeches, however. He is also the organization's president. He attends weekly committee meetings, works as a volunteer counselor and sits in as a hotline volunteer once a week.

"I got involved with CentAUR and AIDS counseling because it was a need in the community that wasn't being addressed anywhere else," Cashatt said.

"It never ceases to amaze me, to see these people face the social stigma and the physical problem of dealing with AIDS, and refuse to be beaten, refuse to let the system get them down. They continue to fight. To see people who were told in 1985, 'Well, you've got AIDS and you're going to die in six months,' still going strong, hale and hearty in 1989, is a very positive and uplifting thing. It's a great feeling to know you're there when they need you, when other people aren't."
“Kids these days — they’re out of hand!” This cliché is uttered daily by parents, teachers and others who know what youngsters were like in the “good old days.”

The lifestyle of many of America’s youth — too much television, too much junk food, too much time talking on the telephone and too little exercise — compounds the “kids-these-days” stereotype.

Sailors and Marines at Naval Air Station Memphis, Millington, Tenn., are taking an interest in the growing legions of young “couch-potatoes” and they’re using the “SAFE” approach.

Schools with Active Fitness Education is a health and fitness program designed for middle and high school-aged youths.

“Before I began lifting weights, I weighed less than 150 pounds,” said Marine Corps Staff Sgt. James Witherspoon, an air traffic controller instructor at Naval Air Technical Training Center, NAS Memphis. Witherspoon used his experience to help develop SAFE and continues to work with kids. “My self-confidence was shaky at best. I tell them my story and they can see that I’m in shape.

“A lot of kids don’t have anybody to look up to,” he said. “Their parents don’t spend time with them or encourage them. I love kids. I volunteered for the SAFE program because I saw it as an opportunity to help them succeed.”

About 30 Navy and Marine Corps volunteers have contributed to developing and presenting the SAFE program to about 2,000 students. The program is beginning its third year in six Tennessee schools this month.

During the first of four SAFE sessions, the students learn about the importance of good diet and exercise to their quality of life. Other sessions involve physical fitness tests and, eventually, an awards ceremony for the program’s top student performers.

The aim of the program is to encourage kids to stay healthy and fit. Providing young people with positive role models is another goal of the program, according to volunteer Aviation Fire Control Technician 1st Class (AW) John House. “If more people got involved with the youth, the kids wouldn’t have so many problems,” he said.

The SAFE volunteers like to help out the school coaches, who, according to House, have their hands full with large physical education classes.

Another volunteer believes the SAFE program helps kids gain awareness about health and fitness and, most importantly, about their potential. Chief Aviation Fire Control Technician (AW) Bruce Ellrich said that when he was a youngster he didn’t have people encouraging him to excel.

“I want to give them what I didn’t have,” he said. “I want to help kids realize their full potential. I get a lot of satisfaction from their expressions when they cross a finish line. Accomplishment is written all over their faces.”

The Navy volunteers and the SAFE program are helping kids to live healthier. Students learn that fitness is more than exercising once or twice a week. They discover that fitness can help them in school and with life’s challenges.

“I want to influence peer pressure in a positive way . . . and help them grow up fit and smart,” Ellrich said. “I want also to set an example and encourage Navy and Marine Corps people to get involved with kids.”

Guillebeau is assigned to the Public Affairs Office, Naval Technical Training Center, Millington, Tenn.
For most people, dealing with the unknown isn’t easy. It’s especially difficult when unknown dangers threaten your own children. However, it was just a matter of “playing with the hand he was dealt” for CDR Patrick Sabadie, special assistant to the Secretary of the Navy for manpower and reserve affairs, Washington, D.C.

Fifteen years ago, Sabadie’s wife gave birth to their second son, Mark. Now a high school junior, Mark was born with spina bifida — a neural tube defect in which the spine fails to form properly. Sabadie and his wife had never heard of spina bifida and were terrified of the unknown.

Today, however, Sabadie knows a great deal more about the disease and is determined to educate others. He’s more than actively involved in the Spina Bifida Association of America — in fact, Sabadie is currently SBAA’s national president.

“In 1974 my wife and I couldn’t find much information on spina bifida...”

Sabadie later joined an SBAA chapter while stationed in Jacksonville, Fla., and served as president of the chapter, but dropped out when he went to sea.

Eventually, however, he became the SBAA national president. As president, Sabadie hopes he will be able to ensure that children born today with spina bifida will get proper treatment early on. He spends seven to 10 hours weekly sharing his experiences and organizational skills to help others cope with the problems of spina bifida.

The SBAA organizes support groups for parents of children with spina bifida and publishes print and audio-visual informational materials. It also conducts programs to increase public awareness of improved treatment available for spina bifida and the increasing capabilities of people with the condition.

“For the first 10 years the organization was run by a bunch of moms and pops around coffee tables,” Sabadie said. “My main thrust has been to bring some organization to the SBAA and start to understand our finances. We have a long way to go to find a cure for the disease and we need to provide bigger grants to researchers to find a way to eliminate spina bifida altogether.” Sabadie said it will take millions of dollars to achieve these goals.

Before the 1960s, most newborns with spina bifida died. Today, most babies born with spina bifida survive, and with proper medical care and rehabilitation, live normal life spans and become contributing members of society. Spina bifida usually strikes a fetus within the first month of pregnancy and can be detected with special prenatal testing techniques.

According to Sabadie, if you’ve been diagnosed as carrying a child with a neural tube defect, you should be prepared to transfer your baby to a children’s hospital when it’s born, because the baby may need surgery within 24 hours to minimize the risk of infection and to preserve existing function in the spinal cord.

Playing the hand he was dealt has enabled Sabadie to watch Mark grow into who he is today — an intelligent, physically-active teenager. The willingness of Sabadie and other SBAA members to explore the unknown make it possible for people such as Mark to excel in just about anything to which they set their minds.
Tourists jog, saunter or ride bikes on Atlantic Avenue's two-and-a-half mile boardwalk in Virginia Beach, Va., many wearing T-shirts imprinted with two red hearts. "Virginia is for Lovers," the shirts proclaim. Motels, seafood restaurants and surfer-wear boutiques, along with kiosks offering jet skis and scuba gear to rent by the hour, encroach on the white sand and blue ocean.

Yes, tourists and lovers flock to the beach, yet two blocks away on Pacific Avenue and 17th Street, runaway teenagers, the homeless and the poor flock to a stairway of a former firehouse. They come not for a perfect tan or a snow-cone. They come for supper at the resort's only soup kitchen. Here they find a different sort of love — the love that Sonar Technician G (Surface) 2nd Class Joseph Varaksa, who volunteers to work here as many as five nights a week, calls "compassion, the drive that is in my heart."

Varaksa can remember just a few years ago feeling despondent when he was off-duty. Drinking, partying, buying expensive stereo equipment and stylish clothes were his goals in life. Varaksa spent more and more time alone in his room. The drinking got worse. For Varaksa, it was a frightening time.

"I asked God to either kill me or cure me," he said. Varaksa stepped up his attendance at church and a young people's Bible study in Virginia Beach. It was there he first learned of the soup kitchen.

"I guess I was searching for some way to do God's work. I didn't know where to start. One of the kids at the Bible study group told us about a 65-year-old woman who was a regular at the soup kitchen — she was raped and killed on the streets. I wanted to find out more about the place, so I showed up to work and I have been there ever since."

The soup kitchen is sponsored by a non-denominational umbrella organization called the Virginia Beach Christian Outreach.

Joe Varaksa stands out in the crowded soup kitchen — he is tall, healthy, young and handsome. Tonight's other volunteers are gray-haired and golf-shirted, middle-aged men from the First Baptist Church; the homeless and poor are thin and unkempt. Among the soft, Tidewater Virginia drawls, his booming energetic voice and Philadelphia accent rise above the clatter of pots, pans and dishes.

A young man, 17 or 18 years old, approaches Varaksa. "Everything got ripped off the first day we were here," he tells Joe. Varaksa eyes the kid's black T-shirt, which has a large white skull emblazoned in the front. "You
need some clothes? I can get you some clothes," Varaksa replies. Clothes don't appear to be what the kid wants; he turns away. "Hey," Joe calls after him, sounding like an echo of Sylvester Stallone's "Rocky." "What's your name? I'm Joe," he offers, smiling then he shakes the kid's hand, his green eyes shining with genuine friendliness. The young man smiles back, his guard drops a little, they talk for a while.

Varaksa admits he is drawn to those who are his own age, or a little younger, because he believes he narrowly escaped the same life. "If anything, he relates too much," says Dick Powell, the Christian outreach center director, who also runs the soup kitchen. "You can't do that, or it will kill you."

The soup kitchen rules are simple: no cursing, begging or fighting, and customers must wear shirts. There is no sermon before the meal, however one of the men from the Baptist Church says a short grace. "We don't evangelize here," Powell said. "We just let the people know we do this because we are Christians."

Varaksa found that his own supply of Christian charity and zeal fell short of his expectations the first time he went to work the soup kitchen. "I was revolted by how they [homeless and poor people] looked and smelled. I didn't know what to say to them — I didn't want to sit near them," he recalled. "I didn't want to eat off the same plates." Gradually, Varaksa discovered that once he was willing to share a meal with the people, they became willing to talk to him.

The direction his life has taken is sometimes hard for his parents and eight brothers and sisters to understand, Varaksa said. His family finds the total dedication he brings to his volunteer work, and his decision to get out of the Navy soon and devote his time completely to mission work incomprehensible.

"Where I come from, there are no homeless," Varaksa said of the Pennsylvania steel town where he grew up. "Families take care of each other. Everybody knows everyone else. My family doesn't understand a transient place like Virginia Beach — why these runaway kids can't go, or won't go, home."

As Varaksa talks, he motions to a spike-haired boy, about 12-years-old, who has just finished eating. The boy — whose family has eaten at the kitchen that night — is helping Powell and some other volunteers clean up: wiping tables, picking up dirty paper plates, cups and napkins and throwing them away. "Matthew, come here," Varaksa tells the boy, who is wearing "new" clothes from the pile of donated garments in a corner of the room. Joe engages Matthew in a brief, friendly wrestling match. Matthew's face lights up; he's delighted with the attention.

Varaksa gives the gift of recognition, of validation, of seeing no distinctions or barriers between these homeless men, women and children and himself.

It is a gift of life. □

Lefler is assigned to NIRA Det 4, Norfolk. Allen is a photojournalist assigned to All Hands.
Unsung heroes

RPC Bob Walsh, ventriloquist — puppet is Seaman Jeremiah Recruit, USS New Orleans (LPH 11). "Jeremiah can bring a point home and do it with humor in a way that I can't. Children especially enjoy his antics. Jeremiah has performed at crippled children's homes, orphanages and schools. Some people can't donate money, but I feel that everyone has a gift, and this is mine."

LCDR James Cranston, National Ski Patrol Volunteer, Groton, Conn. "I combine my love for skiing with a different style that enables me to get to the scene of an accident rapidly. I feel that volunteers are being recognized as essential due to the lack of funds to pay professionals for certain levels of support. The busiest people are the best volunteers because they organize their time and seem to get everything in."

YN1 Cindy Patterson, Association for Retarded Citizens, San Diego, Calif. "When I first started volunteering, I didn't know why I was doing it. But as I spent time with the people who rely on the program, I found that I was getting a good feeling that lasted through the week, even while I was at work in the Navy. I'm lucky. I've found something that I enjoy doing during my off hours, and I will be involved with these special people in some volunteer way for the rest of my life."
YN2 Christopher Dangerfield, volunteer auxiliary policeman, Jacksonville, Fla. “As an auxiliary policeman, I have full arrest authority and I handle the same situations as full time policemen. I do it because I love the excitement and being able to make a difference in the community.”

CAPT Joe Strada, Volunteers for the Visually Handicapped, Washington, D.C. “I've always felt that sight is the most difficult sense to be without. You learn a great deal from these people about courage and independence. All they want is equal treatment like the rest of us. Everyone has limitations. The visually impaired just happen to have sight limitations. Sighted people often see the limitations instead of the person.”

DP1 Stephen B. Young, Boy Scout and Girl Scout volunteer, Norfolk. “I volunteer because I have children and I want to have an effect on how they grow up. I want them to know leadership, use teamwork and have values. I'm glad that there are organizations that promote these things and I want to help out. If we reach children before they can get involved with some of the bad things the world has to offer, we can put them on a good course, and they will have a happier life.”
Smoke was billowing out of the windows and around the edges of the door of the burning house. "I heard someone coughing inside so I made a forced entry," said Chief Aviation Anti-submarine Warfare Technician Neal Adams.

Unable to see anything because of the thick, black smoke, he got down low to the floor. The only thing that guided him was the sound of the victim coughing. The smoke began to make his eyes water and his sinuses drain. He began to cough because of the heating his lungs were taking from the smoke. Finally, after crawling though the living room and down the hallway, he found the victim and brought her out.

Imagine going into a burning building to rescue an elderly woman, or entering a house where minutes earlier a shooting occurred and the gunman might still be inside. Suppose you had to enter a basement and were suddenly knocked to the ground by a huge fireball. What if you were responsible for cutting apart the bent and twisted remnants of a car accident to save a person's life?

Thousands of sailors all over the world volunteer to help out the people in their communities. Whether these sailors are assigned to an area for three months or three years they always find the time to lend a helping hand.

For sailors who are volunteer policemen, firemen and emergency medical technicians, being prepared for the worst at any given time is what their volunteer work is all about. To respond properly to dangerous situations they must have hundreds of hours of training provided by the county and state authorities. Only then are they allowed to become volunteer policemen, firemen or emergency medical technicians and come to the aid of people in danger.

"That is what firefighting is all about, to get in and get the victim out," Adams said.

For his actions that day Adams received the Navy and Marine Corps Medal, the highest non-combat medal given for heroism.

"Volunteer firefighting has been a way of life for me," said Adams, who is stationed at the Naval Aviation.
Right: AD1 Harvy questions a boy on handgun possession. Opposite page, clockwise from top: PNC Davis administers first aid to a volunteer fireman. A boy peers at a visiting auxiliary policeman. AXC Adams plans the best strategy during a training exercise.

Maintenance Office in Patuxent River, Md. He has been a volunteer firefighter for 27 years and in four different states. "Once you have it in your blood, it stays there," he said.

Aviation Machinist's Mate 1st Class Karl Harvy, who is stationed at Naval Air Station, Oceana, Va., enjoys the small rewards most about his volunteer work, although it is sometimes very frightening. Harvy, an auxiliary police officer for the Virginia Beach Police Department, recalls one of the scariest situations he had on the police force.

While on patrol he and his partner responded to a shooting call late at night. A man had been shot and was lying on the ground a block from the house where the shooting occurred.

"One of the most frightening things is to go into a house that has no lights on, with the windows shattered and blood on the floor," Harvy said, "and wonder whether there is anyone in the next room ready to shoot at you." Although the gunman had fled, the thought of confronting him was harrowing, Harvy said.

To a police officer, having trust and faith in your partner is very important, particularly in dangerous situations. "To me, officer safety is the number one priority," said Gus Simonetti, a police officer for the Virginia Beach Police Department. "Having the auxiliary police, which is 50 percent manned by volunteer military people who live in the Virginia Beach area, has been a great help. The auxiliary police are trained very well." Each officer receives more than 400 hours of training before being allowed to patrol the streets. "I have no fears when I'm working with the auxiliary," Simonetti said.

The most rewarding experience for Harvy, who has been a volunteer police officer for more than two years, was a child endangerment case. A two-year-old boy had climbed out of a window onto the roof of his second-story home. Harvy knocked on the door but no one answered. Although he could not reach the child Harvy talked calmly with him until the fire department arrived and rescued him. He later found out that the child's mother was in the house sleeping.

"It never gets to be routine or boring. There is only one out of ten calls where you are desperately needed, but you don't know when that one is going to be, so you take them all seriously," Harvy said.

Another person who takes his volunteer work seriously is Interior Communications Electrician 2nd Class Brett Guinan. While at a house fire he and another volunteer firefighter were in the basement where a large propane tank was leaking. They extinguished the fire and just as they turned the valve off on the propane tank, the fire re-ignited.
"A ball of fire rolled out of there and knocked me backward," Guinan said. "I remember taking up religion very quickly."

"I came out of there and my eyebrows were singed and my ears were burned from the heat," he said. "I don't want to be in a confined space with a fireball like that again."

Guinan, who is stationed at the Trident Training Facility in Bangor, Wash., is a lieutenant for the volunteer fire department in Kitsap, Wash. "I got involved in firefighting and emergency medical care for the excitement," he said. In 1988, he logged more then 1,800 hours of volunteer work.

Being there for the little emergencies is what Chief Personnelman Tex Davis enjoys most about his volunteer work. Davis is stationed at Naval Military Personnel Command, Washington, D.C., and is a firefighter and captain for the emergency medical technicians at the volunteer fire department in Centreville, Va.

He finds the job rewarding, whether it's something as simple as a public service call to help an invalid who's fallen out of bed, or to take someone to the hospital for a routine visit, Davis said.

Not all of these calls Davis has gone out on have been so simple. "I responded to a major gas leak in Centreville where a 30-inch gas main broke," he said. "We spent four days securing that one." Extricating the victims from vehicles that have been in accidents, as quickly as possible, in order to save their lives is another important role Davis plays as a volunteer emergency medical technician.

Davis' most memorable experience was assisting in the birth of a child. "Just the feeling of reward — for their happiness that we were able to help them — makes it all worthwhile," Davis said.

"Being a policeman, fireman or an emergency medical technician is not always fast-paced," said Chief Communication Technician (SS) Joseph Tomlinson, a volunteer reserve police officer for the Summerville, S.C., police department. He described his police work as hours of tedious boredom interrupted by moments of extreme terror.

"People look to the police to solve their problems," Tomlinson said, "so when they show their gratitude it gives you a good feeling."

To put themselves at risk, as these sailors do each day to protect their country is, in itself, courageous. But those who choose to risk their lives on their own time as volunteer police, firefighters, and emergency medical technicians for sake of their community, are truly heroic.

Allen is a photojournalist for All Hands. PH2 Mark Therien, assigned to Naval Imaging Command, Washington, D.C., contributed to this article.
Above: Large hands bestow their own unique pitching ability to the eager hands of a Little Leaguer. Right: A "rookie" gets tips from his coach, PR1 Blair.

Sharing tradition

Sailors volunteer for Little League.

Story by JO3 Susan Reinhardt, photos by Deborah Sevigny

A ball cracks against a bat and feet pound the ground in a sprint for first base. The shout, "He's safe!" sounds above the roar of the crowd. It's a tradition as American as apple pie.

Many sailors help introduce children to this American tradition — baseball — by volunteering to coach.

Three sailors from Naval Air Station Fallon, Nev., spend about 18 hours a week coaching one of ten Little League teams in the Fallon community.

Aircrew Survival Equipmentman 1st Class Richard A. Blair, of Naval Strike Warfare Center, is head coach for the "Angels." He is assisted by LT Charles E. Cash, Seaman Bobbie P. Lopez and Airman Charles J. Robertson, who all work at Fallon's permanent squadron, Fighter Attack Squadron 127.

"I've been involved in Little League, soccer, basketball and many other sports coaching kids," Blair said.

"My main goal is teaching kids as much as I can about the game, team effort, how to work hard and get along with other people," he continued.

"Also, I really stress the importance of school over sports. Education has got to be number one."

Blair and his assistants coach a team of 11 boys and one girl, ages nine to 12. According to Blair, the Angels are the only area Little League team to have a girl, since most of the other girls in the age group prefer softball to baseball.

The Angels are a rookie team in the league this year, but Blair doesn't think that will hurt the team's chances of winning first place. "The kids all give 110 percent of themselves. The practices and 18-game season take up most of your time off and you wonder where you get the
energy from. But for me it's a family effort and everything pretty much revolves around it."

Blair's wife Cathy, and seven-year-old daughter, Christine, go to every game to watch Blair coach his 10-year-old son, Richard Jr., and the rest of the Angels.

Blair spent the 1988 season coaching in the farm league, assisted by Lopez and Robertson.

"I got involved because I like working with kids and giving them the type of experiences I had when I was growing up," said Lopez, who teaches fielding basics.

"I have two kids of my own, so when they get old enough to play I'll have enough experience to help them out," he continued.

Little League is also a family affair for Lopez, his wife Lois, son Bobbie Jr., two, and daughter Brandi, eight months. "I work so much with the kids, I hardly have time to spend with my family. So we make a picnic out of the games and practices we attend," he said.

Lopez said the time he invests with the kids pays off in a big way. "I feel proud of myself and the kids even if we lose. At least we try," he said. "They learn about losing and how to lose well. They also learn about discipline and responsibility. We make it a fun activity but we all do our part — teamwork, just like the Navy.

"Teamwork isn't spelled with an 'I' but an 'e.' A bunch of 'I's can't work with each other as a team," he continued. "It prepares the kids for junior high and high school sports."

Robertson got involved after he heard that Blair was coaching Little League and could use some help.

A single sailor, Robertson enjoys watching the kids improve their skills. "Seeing the team get better makes me feel like I've accomplished something," he said. "That makes me feel good."

Robertson works primarily with the Angels’ pitchers and catchers, but the training doesn't stop there. "We try to teach the kids that it's not the winning but the playing for fun that's really important," he said.

All three sailors say that coaching takes up most of their free time, but they will continue to coach in coming years. The time these sailors spend with the children in the Fallon Little League is precious to them and they consider it a well-spent investment in America's future.

"I always wanted to work with kids," said Blair. "I didn't have this kind of thing when I was growing up in a family with 10 kids in Los Angeles. Programs like this keep kids off the street."
Sailors give students one-on-one attention in their academics.

At 9:30 a.m. the school bus is 20 minutes late. In Virginia Beach, Va., 16 Pembroke Elementary School children—some patient, some squirming—wait to embark on their weekly outing. While they wait, three Navy seamen in their late teens try to amuse them. One young sailor blows enormous soap bubbles through a three-inch plastic loop. His young audience is wheelchair-bound—the chrome and steel frameworks form a semi-circle at the edge of the parking lot and reflect the alternating early morning sunshine and clouds.

The young sailors are electronics "A" school students from the Dam Neck Fleet Training Center’s Guided Missile School who, like thousands of other sailors around the Navy, volunteer their time helping young students in local schools.

In Washington, D.C., a pilot program has been developed to bring inner-city kids to the Pentagon and the Navy Annex for one-on-one tutoring, goal orientation and role modeling. Participants in the "Pentagon Kids" program such as one local student, Anthwyn Gantt, admit they’ve learned a lot from their tutors. "Before the program I was getting Cs and Ds," said Gantt. "I’ve learned more math and my spelling has improved. It's helped me learn a lot more—about school, about myself and about life."

Academic improvement is up by 40 percent among the students in grades four through six who are participating in the program.

In Bangor, Wash., LCDR Raymond F. Toll Jr., staff oceanographer for Commander, Submarine Group 9, is the area coordinator for a successful educational partnership between the submarine base and two school districts. The educational program is known as "personal excellence through cooperative education."

PECE capitalizes on the experience, education and enthusiasm of Navy volunteers.

"I’ve always enjoyed giving people a helping hand, especially teaching," said Toll. He helps match area schools with commands to provide tutoring and educational support. In May, Toll shared his experiences in developing the PECE program with 1,000 educational officials and volunteer coordinators at the National Conference of the National School Volunteer Program in Baltimore, Md.

Cryptologic Technician 1st Class Tom Lahman has seen firsthand that sometimes just giving some one-on-one attention can help a youngster who is having difficulty. Lahman coordinated the Saturday Scholars program at Mokulele School in Pearl Harbor, Hawaii. Charlotte Nogoshi,
results: sailors can help young kids gain self esteem. "Jennifer's got her confidence back. A lot of her problem was that she got behind in school and didn't get the help she needed to get back on track," said her father. "After a while, it snowballed on her and pretty soon she didn't even want to try because she was sure she'd fail. These guys were able to get her back on track and help her realize that she can do the job. It worked great!"

Lahman has seen his efforts result in benefits to the sailors assigned to his command as well. "We had a lot of junior people participating, and looking back, I think they gained as much from this program as the children did," said Lahman. "You're looking at young, non-rated sailors who had no leadership experience or leadership opportunities. Now they're taking somebody under their wing, and directing and guiding others. I've seen people in my division become strong leaders because of this program."

On board USS Shenandoah (AD 44), Chief Instrumentman Steve Brown coordinates the ship's adopt-a-school program with the largest elementary school in Norfolk. Many of the children who attend Camp Allen Elementary School have one or both parents in the military. Brown says the many Shenandoah volunteers serve as positive role models for the children whose parents are often at sea.

"We've received a lot of praise from the community for our program," he said. "They've become so accustomed to us being there that there's a bit of a let down when we have to go to sea."

Brown doesn't require much from his volunteers except the desire to get involved and a commitment to make it to the school each week.

During the ship's two-year affiliation with the school, nearly all of Camp Allen's 930 students have been aboard the ship for a tour and lunch. The visit serves as an opportunity for career education for the youngsters and helps them understand a bit more about what Navy people do.

Brown says the reason most of the
sailors get involved in the program is the same reason he devotes so much of his time. "It's important for me to be involved in something I really believe in. It makes me feel better inside," Brown said. "Whatever we can do now to help a kid go in a positive direction may keep him from being influenced in a negative direction later."

* * *

Twenty USS Georgia (Gold) (SSBN 729) volunteers started a tutorial partnership two years ago with Central Kitsap High School on Washington state's Olympic Peninsula. Since the partnership's early beginnings, Chief Engineman Earl Apperson Jr., a father of two sons attending the school, has spearheaded his boat's support of the school. At the beginning of the last school year, Apperson met with the school's principal and discussed what the goals of the ship's and school's cooperation should be.

"We can give these students the individualized attention they require to catch up in their classes," said Apperson. "A lot of these students also need to know why they're being taught certain information.

"While I can't tell them I conjugate verbs every day, I can tell them that it's very important for me to know how to write reports and official correspondence on patrol."

* * *

"They did more than we ever could have expected," said Jerry Junkins, vocational math instructor at Bonneau Vocational Center in Bonneau, S.C. Junkins was referring to the sailors of USS Holland (AS 32) who volunteer at least one day a week tutoring vocational students.

Last June, Holland entered a business education partnership with the school, giving students tests to help identify individual students' weak areas and stressing improvement. Small, individualized study groups concentrating on math, word comprehension and mechanical aptitude were incorporated into the vocational center's weekly training plan.

Holland sailors point out the many college programs the military offers to students soon to graduate from the vocational center. "We are helping students explore ways to make money for college through the military," said Electronics Technician 2nd Class Andrew Schmitt. "There is a lot of talent in the school, both vocationally and academically. We want to help the students go as far as they can."

* * *

On the other side of the world from South Carolina, sailors are also helping youths. Cryptologic Technician (Technical) 3rd Class Kirk L. Jones, of Naval Security Group Activity, Misawa, Japan, has been a volunteer teacher for both Japanese and American students for the past two years. Jones works at the high school one day each week as a teaching assistant. This school year he worked with 75 eighth grade students, helping out in English and social studies classes.

During the presidential election, he coordinated a mock debate where students acted as the presidential can-

didates, pollsters, journalists and campaign workers.

Jones' work is not limited to Misawa Air Base. Off base, in the small city of Towada, Jones teaches conversational English to two Japanese adult classes. He also teaches English at two local Japanese secondary schools.

"Energy, enthusiasm, zest and a zeal for learning are what I feel I can offer both my Japanese and American students," said Jones. "I think I can motivate them to set goals for themselves. One of my goals in life is to get a commission in the Navy, and I tell them this, in hopes that they too will set higher goals for themselves."

* * *

Hospital Corpsman 1st Class Roland Burkhead was a school teacher in New Zealand before joining the Navy and is now assigned to USS Tripoli (LPH 10). Burkhead is one of many sailors on board Tripoli who spend their early Saturday mornings tutoring as part of the "Saturday Scholars" program at Calvin L. Lauderback Elementary School in Chula Vista, Calif. "Kids truly do need one-on-one attention some-
One-on-one attention is sometimes needed to bring a child's grades up.

"It's the DARE officer . . . " is a familiar phrase Chief Master-at-Arms Donald Campbell and MAC Fred Funderburg Jr. hear whenever they enter elementary and middle school classrooms at Naval Station Roosevelt Roads, Puerto Rico.

The DARE program teaches children to resist drug abuse by reinforcing the basic values taught to them by their parents and teachers. The program also offers law enforcement officers an opportunity to show youngsters what real policemen are like. Everyone hopes the program can help overcome some of the negative perceptions and influence of television and movies.

"We want people to know we're not 'Robocop' — we're real people," said Campbell.

Back in Virginia Beach, Electronic Technician 1st Class Richard Smith waits for the bus with the kids in the wheelchairs. His volunteer work with the handicapped children of Pembroke Elementary School has meant reaping the rewards of special friendships that have developed.

"Wes, you gonna eat another shirt today?" Smith asks a 14-year-old who is busy stuffing the front of this shirt into his mouth. Wes spits out the shirt and grabs Smith's hand.

"I have learned honest emotion, because that is what these kids have," said Smith. "You will never get more honest affection than you get from these children."

For many sailors like Smith, giving something back to society has meant gaining a lot more for themselves.

Contributors to this story include JO1 Kevin Clarke, Submarine Force Pacific, Pearl Harbor; MAC Fred Funderburg Jr., U.S. Naval Station Roosevelt Roads; JO2 Susan Hallden, Naval Security Group Misawa, Japan; JOSN Marke Spahr, All Hands magazine; JO1 Melissa Lefler, NIRA Det. 4, Norfolk; JO2 Tim Morse, USS Shenandoah; JO1 Walter Rekoski, Naval Submarine Base, Bangor, Wash., and JO3 Rachel Steele, USS Holland.
Coming Home

...where the heart is.

Story by W. W. Reid

If going away from home and family for long periods is one of the major drawbacks to service in the U.S. Navy, then certainly one of the greatest pleasures of Navy life is coming home again.

For the larger units — carrier battle groups, for example — there are large-scale celebrations that are a major focus of the entire community (and a big-time media event!)

But for ships of any size, the attention that’s directed to the event is never as important as the event itself. For most sailors, the crucial thing is not getting on the evening news, it’s getting home.

Indeed, media coverage of a homecoming can actually be dangerous for sailors, especially in cases where the coverage is directed at individual Navy members and their families following military missions affecting nations who endorse terrorist retaliation. It is official Navy policy to safeguard the identity of Navy personnel and their families whenever the release of that information could in any way endanger them. The publicity surrounding homecomings puts a lot of extra pressure on Navy officials who are charged with protecting their shipmates’ identities.

There are other reasons why some sailors regard homecomings as less joyous than many of their shipmates do. Many sailors don’t have families in their homeports. Homecoming is very exciting for the sailor who has a spouse and five kids waiting on the pier; it’s less exciting
for the sailor whose only family consists of parents living way off in Minneapolis.

It is also important to remember that homecoming is not exclusively a time for sea-weary sailors to forget shipboard life and spend the next few months doing nothing but playing with the kids and working in the yard. For many Navy men and women with maintenance and repair responsibilities, the end of underway operations is the beginning of real work. Gear that can’t be worked on while the ship is underway now requires around-the-clock attention to prepare for the next underway period.

Many air crewmen also look to the homecoming as a time of extra work, not extra rest. Aircraft are flown off the carrier and the squadrons reassembled at nearby air
Finally, perhaps after many months, the fleet is in and that means sailors can get reacquainted with their loved ones at the end of that long cruise. It’s time for giggles and hugs.

stations. Once ashore, before the ship pulls in, the aircraft are prioritized for the extensive repair work, testing and training that can’t be done during operations.

A word also needs to be said on behalf of sailors who would rather be “haze gray and underway.” The very definition of a sailor is, after all, someone who goes to sea in ships. For some of those sailors, homecoming means an interruption of what they enjoy most in life.

But for most sailors, homecoming means a welcome time when things will relax a bit, when work will be less intense and the pressures of underway operations will lift for a time, and — most importantly — when the separation from loved ones will end, at least for a while. Fathers will, in some cases, be meeting sons and daughters for the first time. Older children will regale the rediscovered seafarer with tales of schoolyard adventures, athletic triumphs and the general run of trials and tribulations of growing up. Husbands and wives will get “reacquainted,” reaffirming those emotional bonds that must always be strong enough for the family to endure the push and pull of long deployments and frequent changes of duty station.

No one is more keenly aware of the personal difficulties of family separation during deployment than the Navy itself. The Chief of Naval Operations has clearly established — and frequently reaffirmed his commitment to — a “tempo of operations” that will not keep sailors deployed for longer than six months. Although there have been exceptions to this OPTEMPO since it was established in 1986, the vast majority of sailors have, indeed, not been away from home for more than 180 days.

Whether this enviable record will remain intact through the 1990s, is as crucial a question as has been asked of the U.S. Navy in modern times. The next decade will be one that promises excruciating decisions between personnel considerations and weapons systems as we face a budget deficit that can no longer be ignored.

But these are questions that can be deferred, at least for the moment, as eager sailors crowd the rail (long before the first line is put over), searching the pier for those special faces; as children scamper, squealing with glee, across the tarmac to climb all over a sailor who has been little more than a photograph for half a year.

It may be a time of testing a new love, to see if it can bear what promises to be only the first of many such separations. Or it may be yet another reunion in a tried and true romance between a couple who have stayed together for decades despite the duty that keeps them apart for months. Either way, homecoming offers some of the sweetest moments sailors and their loved ones will ever know.

Reid is editor of All Hands.
Separation is difficult and the end of the long wait — at the rail and on the beach — is something to cheer about.
Wooden ships

Wisconsin craftsmen keep the past alive as they build modern Navy mine hunters using old-time techniques, skill and pride.

Story and photos by PHC(AC) William V. Breyfogle
The Navy's ancient, all-but-forgotten tradition of "wooden ships and iron men" is neither ancient, nor long-forgotten—at least not in Wisconsin.

At two small port cities along the shores of the Great Lakes, dedicated craftsmen and sure-handed artisans keep alive the art of building wooden naval ships. It is the same kind of craftsmanship (even with some very important touches of modern technology) that helped build such famous men-of-war as Constitution, Constellation, Enterprise and Bon Homme Richard.

Peterson Builders, of Sturgeon Bay, Wis., and Marinette Marine, of Marinette, Wis., are two of the last shipyards in the country where the lore and craft of building wooden warships still live.

"At one time there were about 27 shipyards building wooden barges in the United States," said Ellsworth Peterson, chief operating officer of the yard at Sturgeon Bay. "In the 1970s, it narrowed down to just us."

Even in this era of titanium frames and steel alloy hulls, the Navy still has a need for large wooden ships, in this case, the new 224-foot mine countermeasures ship.

The Navy put out a bid, trying to find someone who could build its new, wooden-hulled, Avenger-class mine hunter ships.

Marinette and Peterson answered the bid and wound up sharing the program.

Gordon Wicklund, public relations spokesman for Marinette, said, "We started building wooden barges for the Navy in the 1940s, so we've been at this for a while."

Roger Derusha, Marinette president, spoke of the more than 1,300 ships and barges Marinette has built for the Navy over the years. "Everything from YTB harbor tugs to LSMs, LCU's, patrol boats, repair barges and now, the new MCMs," he said. "As follow-on shipyard for the entire program, we're using the latest technology in an ancient shipbuilding craft—one that isn't around much anymore," Derusha said.

Peterson explained that most other commercial shipyards in this country have shifted to building steel and aluminum hulls. Modern shipwrights have long felt that wooden hulls were too heavy, too easily damaged, took too much preservative care and were too vulnerable to the marine animals that bore through water-softened wood. Wooden hulls other than MCMs also tend to flex as they crest big waves; this can shift the caulking between the wood planks and cause the hull to leak.

Peterson admits that wood hulls require care. But he said that the extra work is worth it. "Wood is a good material for a ship hull," he said. "It's really the nicest material to work with. Besides," he pointed out, "the new MCMs use an entirely new structural technology that overcomes many traditional wooden ship maintenance problems."

Peterson's executive vice president, Jack Soderlund, agreed, adding that in some harsh marine environments, wood is the only material to work with. "Wood is very forgiving and very pliable," he said. "It'll bend and give and go back to its original shape."

But wood has another characteristic, one that especially endears it to the mine warfare community. "Wooden ships are among the few that are likely to survive in the middle of an enemy mine field."

Many modern mines react to different influences, particularly magnetic field distortions caused by any large mass of metal—such as a ship's steel hull. But ship hulls made of non-ferrous materials, such as wood, generate little magnetism and thus are far less likely to activate magnetic mines.

"These wooden ships are state-of-the-art in mine hunting," Soderlund said.

Both Peterson and Soderlund point out that wooden shipbuilding has changed a great deal since "Old Ironsides" and her sister ships were built.

"The workmanship certainly has improved," Peterson said. "When shipwrights built their ships in the 1700s and 1800s, they worked with all naturally grown wood. If they wanted to make a curved rib, they had to find a curved tree or branch and bend it to fit."

**USS Avenger (MCM 1), the lead MCM-class ship.**
Wooden ships

But now there’s a better way. Petersen and other laminators have perfected a means of laminating small pieces of wood — gluing them together into long, springy spars, and then baking and steaming them into the required shape.

In Petersen’s giant, hangar-like laminating workshop, the 100-degree air from the ovens is heavy with the sweet-sour smell of resin-based glue. Stacked against one whole wall are giant plywood cutout patterns — each one the shape of a future Avenger deck timber, curved railing, rib, frame or beam.

Laminators run one thick white plank after another through the wringer-like gluing machines.

It is painstaking work, but laminator Tony Buhr said there are no shortcuts.

“We glue one board at a time, and lay it up on the jig,” he said. “Then we carefully pull it around.”

The jigs are huge, horizontal bending tables — each one looks like a playground-sized, open-topped grand piano. A series of upright steel pegs on each table has been bolted into place to fit one of the many Avenger pattern outlines. The boards, now evenly coated with glue, are clamped together to form a 30-foot-long, one-foot-thick beam, which is then manually set in place on the jig.

Next, twin pneumatic winches haul the ends of the springy beam into shape around the steel pegs. More pegs secure the lamination in place, before huge rubber hoods are lowered over the whole affair. The jigs are now enclosed in what amount to giant ovens, baking and curing the glued boards into permanent shape.

It all sounds very high-tech, but laminator Mel Hucek, a 26-year veteran of wooden shipbuilding, says the work is still hard. “It’s all rough carpentry here,” he said.

For instance, Hucek explained, the 224-foot Avenger-class keel is made up of strips laminated into one giant beam. Once formed, that keel must be manually muscled out of the workshop on dollies, turned around and brought back in to be run through the shaping saws.

“There’s still a lot of ‘bull work’ here,” he said. But even given the continuing importance of old-fashioned
shipbuilder muscle, new construction techniques are also important to MCMs. Marinette, for example, has developed more highly automated construction techniques, leading the ancient wood shipbuilding arts into the 21st century.

Avenger hull planks are first glued solidly to each other, then the unified hull planks are screwed to the frame. This makes the Avenger MCMs rigid enough to ride out heavy seas without flexing too much, even though they are much longer than previous ships of that type. “I think that just happens to be built from stem to stern, instead of from bottom to top — and will float off to sea afterward.

“I worked on houseframing for 20 years,” said carpenter Elvis Delfosse. “The work is pretty much the same here, except that everything is on a much larger scale.” Carpenter Lloyd Uecker said the military ships he helps build require more precise measurements than other projects. “You’ve got to be more exact,” he said. “It takes a little thinking.”

Electrician Roger Allan patiently splices together wires that will carry power to the ship’s all-important sensors. Much of his work on wooden hulls is the same as on steel hulls, but he says he still prefers working on wooden ships. “It’s a lot quieter and cleaner on a wooden ship,” he said. “Steel ships are noisy to work on.”

But building wooden ships takes time. Many of the mass-assembly techniques used in “normal” shipyards are unavailable here. Soderlund explains that wooden ships must be assembled piece-by-piece, which makes the work go a little slower. “On a steel ship, you can have many parts of the ship constructed at the same time and then assemble all the parts,” he said.

Once a ship is launched, caring for it becomes a matter of sea-going carpentry. Navy hull technicians aboard the Avenger-class ships say their duties resemble those of their forebears.

“There is something unusual about my work on this type ship is that there’s — obviously — a lot more woodworking than you’d expect,” said Hull Maintenance Technician 1st Class Paul Defibaugh. “Damage control means keeping up with woodworking techniques and fiberglass repairs.”

Soderlund agrees that maintenance is a little different on a wooden ship. “It takes plenty of sanding and painting,” he said, “but mostly just a little tender, loving care.”

Some Peterson craftsmen are still called upon to work on the wooden minesweepers made in their yards 35 years ago. And Peterson craftsmen say they feel right at home, repairing work of earlier artisans.

In 1973, when the famous frigate Constitution received her first overhaul in almost a century, Peterson employees were among those hired to restore the historic wooden ship. “We made a lot of replacement parts for Constitution,” Peterson said. “It makes you proud to work on a ship that’s been afloat for almost 200 years.”

The skilled work of modern-day wooden-ship builders — and the pride they take in their work — could mean the Navy’s new Avenger class ships will still be afloat 200 years from today.

Breyfogle is a reservist assigned to Naval Reserve Det. 713, Milwaukee.

A close-up view of an MCM-class hull reveals the complex workmanship required to accommodate the necessary fittings.
The ‘A-Gang’

Whidbey Island’s Auxiliaries Division does it all.

Story by JO1 Donald Cobb, photos by PH3 Ryan Jackson

On a U.S. Navy ship, there probably is no division with more diverse responsibilities than the Auxiliaries Division.

This is certainly true aboard USS Whidbey Island (LSD 41), first of the Navy’s newest class of dock landing ships.

“We have a hand in everything, from the anchor windlass up forward, to aft steering,” said Chief Warrant Officer Bill Collins, “A-Gang” Division Officer aboard Whidbey Island.

Collins, a 20-year Navy veteran with 17 years at sea, selected duty aboard Whidbey Island as A-Gang Division Officer to round out his engineering experience. “I enjoy it,” he said. “You learn a lot about 20-ton cranes, welding, piping and electro-hydraulic motors,” he said. “Seventy-five percent of the equipment in engineering is auxiliaries, and anything hydraulic.”

“Anything hydraulic” could range from minor preventive maintenance on Whidbey Island’s forklifts to major repairs to the ship’s huge stern gate, which opens to release the embarked Marines and their fighting equipment aboard air cushioned landing craft during amphibious operations.

Whidbey Island, recently in the Mediterranean as part of 6th Fleet’s Task Force 61, participated in many amphibious exercises. As a result, A-Gang members, such as Engineman 3rd Class Lea Johnson, had their work cut out for them. While anchored off Naples, Italy, for a port visit, Johnson was grinding rust and old paint off the pit area of the giant hydraulic ram that pushes open the stern gate.

“When the stern gate opens, thousands of gallons of water flood this area,” he said. “That creates rust, so it has to be sanded, primed and painted again.”

Above: EN2 O’Donnell takes periodic readings from the refrigeration and heating units. Right: EN2 Ostovich gives the 671 in-line diesel engine a tune-up before replacing it in the Whidbey Island utility boat.
ENFA Hans Reid performs preventive maintenance on a capstan.
Below: EN3 Johnson sands rust from the rear gates of USS Whidbey Island.

Johnson had “duty A-Gang” that day, meaning he was the division representative aboard ship after normal working hours. After he finished his work in the pit around 4 o’clock, he stood a four-hour watch as duty engineman aboard the ship’s 50-foot utility boat, running liberty parties ashore. A-Gang is responsible for ensuring the utility boat’s diesel engines are in good working order.

After his watch, he remained aboard Whidbey Island for any recall that could involve problems with the dishwashing machine in the ship’s scullery, steam leaks that could affect Whidbey Island’s hot water supply, or repairs to the ship’s ventilation or refrigeration systems. “It’s a 24-hour job,” he said.

A-Gang keeps all the equipment that makes life easier aboard ship in good working condition. During a six-month Med cruise, this upkeep is of prime importance to the crew’s morale. Maintaining equipment as diverse as the ship’s laundry machines, the air-powered whistle topside, the five 80-ton air conditioners down below and 31 scuttlebutts throughout the ship, A-Gang Division Officer Collins wears several different “hats.” “If they don’t know who to give it to, they give it to us,” he said.

Whidbey Island is making her second Med cruise, and Collins said the ship is still “cutting its teeth” in some areas. “If something breaks, getting spare parts can be tough because, with her being a new ship, we find that the parts are sometimes not yet covered in the ship’s list of supply parts,” he said. “When that happens, we have to submit feedback reports. That’ll assist follow-on ships in their outfitting.”

EN2 Nick Ostovich sat on a stool taking a break in his shop. He had just finished operating the ship’s transverse crane, a monorail that carries heavy equipment fore and aft in the well decks. His crew had worked hard this week tearing down and rebuilding the electric engines from three of Whidbey Island’s air conditioners. He talked about other skills he has acquired since coming to the division. “The three ship’s elevators with all their cabling and braking equipment are our responsibility for repair and maintenance,” he said. “We also operate aft steering because it’s hydraulic. If something were to happen, like a casualty on the bridge, we could take immediate control of the ship.”

CWO Collins said that for amphibious operations A-Gang operates Whidbey Island’s ballast tanks. “We sink the stern of the ship by allowing water into the ballast tanks,” he said. “This allows us to deploy the landing craft and bring equipment on when we have to.”
Portland Rose Festival

The Navy is welcomed by Portland, Ore., residents at the annual summer celebration.

Story and photos by JO2 John Joseph

What began in 1908 as a ceremony to pay homage to the roses, has now become one of the most talked about annual events in which the Navy participates.

The 1989 Portland Rose Festival, sponsored by the city of Portland, Ore., is viewed by many Navy personnel as perhaps one of the best liberty opportunities in the United States. The 81st annual month-long extravaganza featured a host of activities and entertainment programs.

A combination of 21 ships from the United States Navy, Coast Guard and the Canadian naval forces were on hand hosting ship tours, and explaining what shipboard life is all about to the local residents and guests.

"This year we had 55 events that both the community and the Navy were able to enjoy," said Pat Mickiewicz, a ship liaison host for the festival. "There was a lot of interest in the community with the Navy involvement, and we think it was great."

Sporting activities, a carnival, balloon races and the Grand Floral Parade — complete with marching bands and colorful floats — were among the events available to visiting service members. The sailors were looking forward to it.

"It was my first time at the festival, and I heard that it was going to be a good time," said Aviation Anti-submarine Warfare Technician 2nd Class Keith Hayes, of Helicopter Anti-submarine Squadron (Light) 84, homeported at Naval Air Station, North Island, Calif. "I took advantage of all the activities they had to offer, especially the sporting events and the nightlife."

According to Mickiewicz, festival activities have increased over the years, due to planning stages that usually begin shortly after the previous festival concludes. And this year's gala proved to be one of the most memorable, both for visiting service members and the community as well.

"We have some specific activities designated for the sailors that always seem to work well. One of the most popular activities is our 'Host-a-Sailor' program," said Mickiewicz. "We think it's wonderful. The people in the community donate their time to take sailors out into the communities and experience the city of Portland's hospitality," she said. "They take sailors shopping, sponsor lunches and dinners at local restaurants — and it's just a good way to meet people."

"The Host-a-Sailor program was great for people like myself, because this was the first time I'd been to Portland," said Radioman 1st Class Edward Duff, a crew member aboard USS Gray (FF 1054), homeported at Naval Station Treasure Island in San Francisco.

"A trailer was set up at the carnival, and I called people who were likely to be compatible with me. It's similar to a blind date, but I usually had a good time. It was a great way USS Gray makes her way up the Willamette River."
to meet the people of Portland," Duff said.

"It was a good feeling to be moored right at the carnival, and to have all the activities available nearby," said Quartermaster Seaman James Mascarenas, also stationed aboard Gray. "This event was really good for ship's morale, and it gave the people of Portland a good understanding of the Navy.

"I think that when we show the ships and our uniforms, it really gets any community interested in the military, and it's a good way to get more quality people into the Navy," he added.

The festival offered something for everyone, with other events such as air shows and "Indy-class" car races. The Navy League sponsored the annual Blue Jackets' Ball (held for all enlisted personnel) and the Admiral's Ball (for officers).

Perhaps one of the most talked-about events each year is the eight-hour, up-river cruise from Astoria, Ore., at the mouth of the Columbia River, into the heart of downtown Portland. The 180-mile cruise, set up much like a dependents' cruise, gave local residents who came along a feeling of shipboard life, and a pleasurable tour of the Columbia and Willamette Rivers.

Crew members of Gray had a special surprise for their up-river cruise guests, as they were treated to a helo-deck cookout. The San Francisco-based Navy Band was also on hand to provide the latest in top 40 music.

"I think it was really nice that the Navy took the time to treat us to a very special day," said Betty Morris, a ship's liaison host. "This was my first time being involved with the festival, and the ship has been terrific. The band was extremely professional, and it was just a lot of fun," she said.

"Some sailors really didn't have time to enjoy all that was offered, but I think it's something all sailors should experience. The people here really appreciate the Navy," said Operations Specialist Seaman Joseph Lasseigne. "The air shows were nice, and I especially enjoyed the parade.

"I really would like to thank the people of Portland for putting this together and for their hospitality. I also feel that the festival promotes a good image of the Navy." □

Joseph is assigned to NIRA Det. 5, San Diego.
The long road back

Chaplain fulfills lifelong dream as career comes full circle on duty with PhibRon 2.

Story by JO1 Donald Cobb, photos by PH3 Ryan Jackson

Anything worthwhile is worth waiting for. No one knows the truth in those words better than LT Chin Dang, staff chaplain, Amphibious Squadron 2.

Dang presides over Catholic mass for the amphibious ships of the U.S. 6th Fleet's Task Force 61, riding the circuit in the Mediterranean, counseling sailors and Marines.

He's fulfilling a lifelong dream that began when he was an 18-year-old, studying in a seminary in Vietnam in 1968. He was only months from graduating and being ordained when his studies were violently disrupted by the Tet Offensive, North Vietnam's massive assault on Saigon and all the major cities of South Vietnam.

"It was a general offensive," Dang explained. "The South Vietnamese government called a general draft and everybody had to go into the military services. We had the draft, but seminarians were exempt from it. With the Tet Offensive, we thought we were going to lose the country, so I had to discontinue my seminary training," he recalled. "I ended up in the navy."

Dang began his naval career as an ensign assigned to a South Vietnamese gunboat. As the war with the north raged on, he was promoted to lieutenant. During that period, he was engaged in heavy fighting against the Communist Viet Cong along the Mekong River. He was ambushed several times and lost many friends in battle. In the early '70s, he witnessed America's slow withdrawal from the war.

In 1975, the American forces ended their involvement in Vietnam. That year, Dang was attached to Destroyer Number 1. The South Vietnamese Navy was ordered to Con Son Island off Vietnam's coast to await further orders. The day after they arrived at Con Son, the south surrendered to the North Vietnamese. Unwilling to face the possibility of re-education camps or whatever fate the Communists held for them, the fleet fled to the Philippines. "We just took off," said Dang. "Seven or eight ships sailed to Subic Bay."

After his arrival in Subic Bay, Dang spent a month in a refugee camp in Guam before being flown to another camp at Eglin Air Force Base, Fla., as part of a U.S. refugee program. He was eventually sponsored by Father Bob Warren, a priest from Richmond, Va. Dang worked for Warren repairing an orphanage and doing volunteer work for the community. That summer, he asked the priest to get him back into the seminary. Warren agreed.

Dang's studies would take eight
years — four years studying at St. Joseph’s University in Louisiana where he earned a bachelor’s degree in philosophy, followed by four years at St. John’s University in Minnesota, where he graduated with a masters degree in divinity. His biggest obstacle was overcoming the language barrier because he hadn’t learned to speak English. “The first two years were torture,” he said. “I sat there and couldn’t understand anything. I earned just six credits.”

By his third year, however, Dang rebounded strongly. He mastered English and had earned 22 credits. He finally achieved his goal 15 years after the Tet offensive halted his studies in 1968. “I was ordained and became pastor of my own church in 1983,” he said. “The Church of the Vietnamese Martyrs.”

Finally achieving priesthood, Dang was happy, but he discovered that life as a sailor had grown on him. He found himself missing navy life.

“I asked my bishop to let me join the Chaplain Corps,” he said. “I missed the ocean. The idea was, I’d been in the navy, and I knew how lonely, how depressed sometimes a sailor can get,” he explained. “I wanted to share and help them understand from my firsthand experience with loneliness, depression, frustration — a lot of things.”

Dang explained that becoming a chaplain was his main ambition upon re-entering the seminary, but his diocese was short on priests, and his bishop required him to serve a while longer. He served as pastor to his church for five years before approaching the bishop again, but found him still resistant. “He still wasn’t very willing to let me go,” he said. “So I recruited more Vietnamese priests and brought them in,” he continued. “Then I said, now you have more Vietnamese priests for the diocese,” said Dang. “He was very nice and let me go under the condition that I have to be back in six years.”

Dang began chaplain school at Newport, R.I., on July 7, 1988. He attended school for seven weeks before reporting to PhibRon 2 in August 1988.

Dang had lost his vocation as a priest in 1968 when he was an 18-year-old. He lost his Vietnamese navy career and position as a lieutenant in 1975. He is now a lieutenant and a chaplain, 21 years after the war disrupted his life. CAPT John McKay, Commander, Task Force 61, pinned Dang’s bars on last March.

Cobb and Jackson are assigned to 6th Fleet Public Affairs Detachment.
Taking risks earns new position for woman officer

“Riding point” is a familiar phrase to some people, mostly to those who have served in the Army or Marine Corps. The term refers to a forerunner—a person who takes the lead in a given situation. Riding point involves breaking new ground and taking risks.

Riding point is something CDR Sharon Gurke knows about. In some ways, Gurke has been breaking new ground all her life.

Most recently, she became the Navy’s first woman director of operations at the Naval Aviation Depot, Naval Air Station, North Island, San Diego, where she is currently assigned. NADep, North Island is the biggest of six depots in the country and employs the largest number of Navy civilians in San Diego County.

Joining the Navy after graduating from Molloy Catholic College, Rockville Center, N.Y., was a natural choice for Gurke, who had two brothers in the military at the height of the Vietnam War.

“I felt I could get some experience—some direction. I knew I wasn’t going to be a social worker in New York,” she said of her decision 19 years ago.

“Even more important, I felt I owed something to this nation for the liberties I was given,” she said, alluding to the basic values that she got from her parents and which still influence her decisions today.

Being the first child in her family to graduate from college, Gurke has her family and especially her sister Marion to thank. “She put me through college. Now, I’m returning the favor.” That kind of support, Gurke said, wasn’t demanded or expected of them by their parents but rather was nurtured. “Throughout our lives, we shared taking care of each other,” she said.

When Gurke joined the service, appointments to the Naval Academy were not available for women. She entered through the Navy’s “juniors” program, an officers’ training program for women.

It was in 1974, while attached to Training Squadron 19, Gurke got a glimpse of aviation maintenance. “CAPT John Holm recognized I had the capability and gave me the opportunity to perform in a non-traditional role.”

Unfortunately, at the time, the law denied women access to such assignments. They were limited to administrative billets.

With the help of CAPT Howard Goben, Gurke received orders to Commander Naval Air Force, U.S. Pacific Fleet, where there were aviation maintenance billets. Her desire and persistence paid off in 1976, when the Navy opened the field to women. She became the first female officer selected for the designator of aeronautical engineering duty officer.

Her tour at ComNavAirPac marked two other milestones. It was there she met CDR Lee, whom she married. “He is one of my greatest supporters,” she said. During this time she also completed her master’s degree in systems management from the University of Southern California and received her private pilot’s license.

Throughout her career, Gurke has fought to have people judge her on her performance alone. “There is always a price to pay for breaking new ground. Everyone comes across it somehow, somewhere along the line. . . . I coped, and I grew from it.”

Gurke, who said she’s resolved any initial fears she may have had growing up, knows her capabilities and feels confident she can assist in leading even the largest of organizations like the Depot.

She considers herself a hands-on manager who likes to get into the shops and see what the problems are first-hand.

“I recognized early on that there are incredibly talented people working at the Depot, but there was a lack of teamwork.” Her no-nonsense approach includes holding people accountable and not accepting excuses.

“Having a problem is not a problem,” according to Gurke. The idea is to find the solution and see that it gets resolved, she said.

With the total support of managers who decide they want to follow her leadership and everyone “across the board” working as a team, Gurke feels she can make a difference. “I’m here to help drive the train by directing priorities and providing a stimulus for improvement. We can be the best Depot in naval aviation.”

—Story by Patricia M. O’Connor, Naval Aviation Depot, North Island, San Diego.
NavEdTraCom chooses top instructors of the year

Two of the Navy's top instructors were honored in June at the second annual Naval Education and Training Command "Instructor of the Year" awards program at the Pensacola, Fla., Yacht Club.

The Instructor of the Year program was initiated in 1987 by the Chief of Naval Education and Training to recognize one officer and one enlisted member who best personify the meaning of personal excellence and who serve with dedication and professionalism as Navy instructors.

Chief Quartermaster Richard E. Kabrick of Surface Warfare Officers School Command, Newport, R.I., and LTJG Hilda E. Jewell of Naval Aviation Schools Command, Pensacola, were named NavEdTraCom enlisted and officer Instructors of the Year.

Kabrick is a navigation instructor at Surface Warfare Officers School who has made numerous contributions to the curriculum at the division officer course and to the science of navigation by developing a method that is now part of the officer course. Kabrick also revised the curriculum by implementing a variation to the Franklin method — that he originated — for determining gyro error. His method has also been adopted as part of the curriculum at the U.S. Naval Academy.

Jewell is responsible for the training of more than 1,200 officers annually through Naval Aviation Schools Command's Officer Indoctrination School. Since arriving at NASC in March 1986, the lieutenant has twice been selected the command's Instructor of the Year (1987 and 1988).

The winners were presented with the Navy Commendation Medal by Chief of Naval Education and Training VADM John S. Disher who said, "These two fine instructors represent the best of the best of today's Navy."

Two national organizations, Freedom's Foundation at Valley Forge and the Navy League of the United States, co-sponsored the annual NavEdTraCom Instructor of the Year ceremony.

—Story from Public Affairs Office, Chief of Naval Education and Training, NAS Pensacola, Fla.

Mayport sailors earn college degrees while at sea

Many seagoing sailors face this dilemma: how to complete a college degree while spending much of their time under way.

Some take a course while spending much of their time under way.

Others simply wait for a shore duty assignment to enroll in a nearby college or university.

A number of Naval Station, Mayport, Fla., sailors are not waiting; instead, they take advantage of degree opportunities available through the Navy Campus Contract Degree Program and the Program for Afloat College Education.

Recently compiled statistics for FY88 and halfway through FY89 show that 38 individuals have earned college degrees while assigned to 15 ships homeported at Naval Station, Mayport.

Half of the Mayport fleet sailors who earned degrees were assigned to two Mayport based ships: 12 individuals from USS Forrestal (CV 59) and seven sailors from USS John Hancock (DD 981).

During that year and a half, nine sailors completed associate degree requirements from Central Texas College, using PACE courses taught on board deployed ships. (Students must meet Central Texas College's residency requirement of 12 to 15 semester hours.)

Also, 28 sailors earned degrees from either New York State University or New York City University. These two Northeastern universities participate in the Navy Campus Contract Degree Program, which permits men and women to enter into a written agreement with a college or university and to complete degree requirements without the traditional residency requirement.

Students may choose to use credits from traditional college classes, Defense Activity for Non-traditional Support (DANTES) examinations such as CLEP, DSST or ACT-PEP) or independent study courses and credit recommended for Navy rating and military service schools to fulfill degree requirements with both Central Texas College and the Contract Degree Program colleges and universities.

Your Navy Campus for Achievement office provides several alternatives for fleet sailors to earn a college degree.

And, as Mayport sailors prove, you don't have to wait for shore duty.

—Story by Ray Carver, Navy Campus Field Office, Naval Station Mayport, Fla.
Bearings

Navy Relief Society offering free training for volunteers

All spouses, retirees and active duty personnel are invited to attend Navy Relief Society courses beginning in September. There are no charges for these courses and child care and mileage can be paid by the Society.

Although the primary purpose of the course is preparation for volunteer work with the Society, it also provides current information on pay and allowances, Navy Relief policies and money management.

Your own knowledge of the military organization and pay system, as well as service life in general, is excellent background for helping military families solve many problems they encounter today. Volunteer opportunities are open; however, attending the classes doesn’t impose any obligation.

Contact the NRS activity nearest you for further information. —Story from the Training Department, Navy Relief Society Headquarters, Washington, D.C.

Not being sick doesn’t always mean you’re healthy

People who recently participated in the 4th Annual Army Fitness Challenge Walk-a-thon in the Pentagon center courtyard, Washington, D.C., learned there’s more to being healthy than “not being sick.”

The walk-a-thon was sponsored by the Army/Pentagon “Fit To Win” program to increase awareness of not only getting in shape, but preventing potential health problems. Department of the Army people weren’t the only participants in the walk-a-thon—they were joined by teams of walkers from the Navy, other service members and Pentagon civilians.

Teams were made up so that there was at least one person walking around the courtyard for 20-minute time periods. There was no limit to the number of walkers a team could have walking at the same time or to the number of laps an individual could walk. Sign-on and sign-off sheets were used to keep track of the participants. Prizes were given out to the team that had the most members, the team that walked the most laps and for the individual who walked the most laps on his or her own.

Still, the walk-a-thon had a serious side to it. The purpose of the event was to increase awareness of heart disease and other problems that can be controlled by a person's lifestyle. Cholesterol screening, carbon monoxide screening (a test to see how cigarette smoke affects you) and blood pressure screening were offered.

These issues weren’t new to all the men and women who participated in the walk-a-thon.

“Physical fitness is a priority in my life — I try to work out regularly,” said LT Alan Kaufman of the Office of the Navy Judge Advocate General, Washington, D.C. “I know a lot of people who have high blood pressure and have to be medicated. It causes a lot of problems if you don’t take care of it. Because of that, I try to keep my diet as low in fat as I can and work out almost every day.”

According to Radioman 1st Class Vicki Hickle of the Office of the Chief of Naval Operations, Graphics Department, sailors are showing more interest in their health and the difference is obvious. “When I first joined the Navy I saw a lot more ‘beer guts’ hanging over sailors’ belts — today I hardly see anyone like that. I’m glad to see more sailors are concerned about their health.”

—Story and photo by JOSN Marke Spahr, All Hands writer.

L12 Bonnie Day and RM1 Hickle prove they are physically fit.
Petty officer saves Navy from being short-changed

Builder 1st Class Mark Adler recently saved the Navy more than $13,000 and earned a reward for himself.

Last fall, Adler replaced a few standard fuses in his Portsmouth, R.I., home. Shortly after, while reordering supplies for the Naval Education and Training Center's Green Lane Self-Help Center, where he is manager, Adler noticed an excessive price listed for the same fuses.

The Navy supply system was charging $24.48 for a box of four fuses, compared with a local distributor's price of $1.39 per box.

After checking a computer printout to verify the price error, Adler called the Buy Our Spares Smart hotline. When BOSS receives a challenge on questionable prices, it researches the issue. If a price is determined excessive, a refund is granted.

The Navy Fleet Material Support Office, which operates the hotline out of Mechanicsburg, Pa., took Adler's information and checked it against its own. Adler then received a letter asking for details of where a comparable fuse could be bought at a lower price. He responded with the information requested, but didn't hear from the hotline office for several months.

On June 8, 1989, a BOSS representative called Adler to tell him he would receive a $1,200 reward for his alert action.

"I feel the most satisfaction in knowing that the government isn't being taken advantage of," Adler said.

In addition, his job at the self-help center allows him to keep an eye out for other discrepancies.

"This story ties in with self-help because self-help saves money for people, as well as the government," Adler said. "We give people the chance to repair things themselves, to avoid expensive repairs."

According to sources at the Navy Fleet Material Support Office, the vendor made the error, not the government. As a result, the vendor paid the government a $13,500 refund.

"If you think a price is excessive, challenge it," said Barbara Jumper, a claims agent at the hotline office. "Petty Officer Adler's case is a perfect example of why a person should take the challenge. It's nice to see him get rewarded for his efforts."

Adler's advice to anyone with a price question: "Call the hotline — it might pay off for you and the government."

—Story by David Sanders of the Naval Education and Training Center Public Affairs Staff, Newport, R.I.

Norfolk unit number one in NJROTC competition

The Maury High School Naval Junior Reserve Officers Training Corps unit in Norfolk won the fifth annual NJROTC National Academic Competition.

The second place team in the national NJROTC competition was from the Bishop Kenny High School unit of Jacksonville, Fla. Third place went to the Middleburg, Fla., High School NJROTC unit.

In this year's competition, 489 five-member teams from 222 NJROTC units competed in the national competition held this past Spring.

The national competition was established to promote academic achievement among nearly 30,000 cadets and 237 units across 39 states, the District of Columbia and Guam.

The national test consisted of 100 multiple-choice questions taken from three naval science textbooks that the cadets are required to study as part of their NJROTC curriculum.


Members of the second place finishing team members from Bishop Kenny High School were Margaret E. Barry, James P. McCarthy, Daniel N. Shrine, Jamie M. Sims and Elizabeth A. Thomas.

The winning teams received plaques and individual team members received medals.

—Story from Public Affairs Office, Chief of Naval Education and Training, Pensacola, Fla.
Bearings

Promotion pushes officer one step closer to her goal

"Someday . . . I hope to command an oiler," said the newly promoted officer as she put away her ensign bars for the last time.

For LTJG Ann M. Padilla, Communications Officer on board USS Prairie (AD 15), the promotion was the second special event for her in just two days. She received her gold Surface Warfare Officer pin just 48 hours before her promotion to lieutenant junior grade.

"It was hard work, but the satisfaction of knowing that now I'm qualified as a surface warfare officer is worth it. This will bring me another step closer to my goal of command at sea," said Padilla, who had previously completed her advanced training aboard Prairie while she was a midshipman at the Naval Academy.

Among the young officers serving aboard Prairie, the oldest Navy ship on continuous active duty, Padilla, 24, is one of seven women line officers. Additionally, Padilla joins the elite group of women officers to serve aboard Prairie since women officers were first assigned to the ship in 1981. "I chose Prairie because I knew from being aboard as a midshipman that the experience to be gained on Prairie would be the best," she said.

"During my summer cruise aboard Prairie I was given many positions of leadership—that was very beneficial because the ability to command doesn't happen overnight," Padilla continued. "The officers I worked for trusted me to perform. That confidence contributed greatly to my qualifying as a surface warfare officer early in my career."

Groves saves the day for two vessels

While undergoing refresher training in Guantanamo Bay, Cuba, USS Stephen W. Groves (FFG 29) participated in two separate search and rescue operations in a two-day period.

June 12, 1989, Groves rescued 64-year-old Roberto T. Lamat of Santo Domingo, after his boat was spotted 60 miles south of Guantanamo Bay. Lamat said he had been adrift for 12 days, the last five without food or water.

Groves' Light Airborne Multipurpose System helo rescued Lamat and Groves towed his 28-foot fishing boat, Ferrisa II, to Naval Base Guantanamo Bay. Lamat was brought to the naval hospital in Guantanamo Bay and was reported to be in good condition.

"Thank the Lord for my rescue—I feel like a young boy again," said Lamat.

After returning to sea on June 13 for routine exercises, Groves again came in contact with a disabled vessel. The 35-foot sailboat, Foxy Lady, carrying a cargo of soda pop bottles, was heading home to Haiti from Nassau, Bahamas. The vessel was spotted by Groves 60 miles southeast of Guantanamo Bay—Foxy Lady had also been adrift for 12 days. Groves towed the vessel to Guantanamo Bay Naval Base where repairs were made and the crew was soon able to sail back to Haiti.

After all the excitement, Groves resumed her rigorous refresher training schedule.

——Story by IOSN Alma L. Southmayd, Public Affairs Office, USS Prairie (AD 15).
Aviation Electrician's Mate 2nd Class Phillip Michael Ryan of Commander Light Attack Wing 1 at Naval Air Station Cecil Field, Fla., became the Navy's one thousandth service member to earn an apprenticeship certificate through the Department of Labor/Navy National Apprenticeship program.

This program gives Navy enlisted personnel a way to apply Navy training and credited work experience in their technical skills to civilian journeyman certification. Apprenticeships are available through an agreement with the Department of Labor in 34 apprentice trades. As much as 50 percent of the total required training can be satisfied by previous experience.

Ryan completed 8,000 hours of specified skilled work requirements to earn his aircraft electrician's journeyman certificate.

At the air wing, Ryan is the maintenance training improvement program coordinator for the entire Light Attack Wing community.

The Navy/DoL program was started in 1976. "It took us 12 years to get journeyman certificates for 500 Navy personnel... but we've equaled that number in the past two years," said Dick Russell, apprenticeship administrator.

Russell is stationed at Pensacola at the Naval Education and Training Program Management Support Activity.

"The program encourages sailors to remain in the Navy," said Russell. "It gives the sailor the feeling that while he's serving his country, he's not being left behind by his civilian counterparts."

"The benefit to the Navy is that it provides highly-skilled, Navy-oriented journeymen, who will continue to use their technical skills and knowledge in the Navy," said Russell. "It's one of the best kept secrets in the Navy."  ■

—Story from Public Affairs Office, Chief of Naval Education and Training, NAS Pensacola, Fla.

In today's Navy, with complex personnel rotations between sea and shore, and tours averaging three and four years, it seems impossible that a sailor could remain in one command for 22 years.

At Naval Air Station, Barbers Point, Hawaii, CDR Chet Zeller, commanding officer of Patrol Squadron 22, assembled members of the "Blue Geese" to celebrate Senior Chief Aviation Structural Mechanic Douglass C. Gillet's 22 years with the squadron.

While stationed with VP 22, Gillet has logged 15,000 flight hours, the equivalent of 4.5 million miles and 180 trips around the world. He claims that remaining at one command was all a matter of administrative timing and good luck in having a position available. Also, his reenlistment dates and sea-shore rotation matched up, Gillet claimed he used that to his advantage while bargaining with his detailer.

"VP 22 has always been my favorite among the other tenant commands. The Blue Geese always take care of their people — and the people have always made the squadron feel like home," said Gillet of the squadron which deploys to some of the most exotic locales throughout the Western Pacific.

Squadron members say that Gillet is the "core" of VP 22. His service record is a virtual history of VP 22 and he's often called upon to relate his personal experience of the events that shaped the squadron since 1967.

Gillet joined the Blue Geese May 23, 1967, and commenced his first deployment to NAF Naha, Okinawa, in support of 7th Fleet operations during the Vietnam War. As an airman working in the airframes shop, he was eventually assigned to the permanent detachment in Cam Ranh Bay, Vietnam. After designation as an air crewman, he began his flight career as a mechanic aboard P-3A aircraft flying around-the-clock in surveillance of shipping.

"In those days we had a tendency to overlook some rules, simply because there was a war going on," said Gillet. "I'm glad to say that's not the case today. Our commitment to flying safely and effectively is the cornerstone of instruction, and is reemphasized throughout our daily operations."

Gillet has trained over 200 pilots and flight engineers in VP 22. Virtually every flight station air crewman currently in VP 22 is, or has been, a "Gillet trainee."

His advice to those just starting out in aviation is, "Do your job to the best of your ability — always give 100 percent. It makes everyone's job, including yours, safer and easier."  ■

Story by LTJG Alan B. Shaffer, Public Affairs Office, Patrol Squadron 22, Barbers Point, Hawaii.
Mixed signals

In your May issue of All Hands, the article on signal flags quotes Signalman 1st Class Gloria Nix as saying the Signalman “A” school was cut some time ago. Most of your readers get the wrong impression, SM “A” school is alive and well at Service School Command, Orlando, Fla.

As Assistant Chief of Staff for Surface Warfare and Basic Training on the Staff of the Chief of Naval Technical Training, I am taking this opportunity to write in an effort to correct an erroneous impression created by the article “Signal Flags” in the May 1989 issue of All Hands.

In that article, SM1 Gloria N. Nix of USS Puget Sound is quoted as saying... "The SM ‘A’ School was cut some time ago." Nothing could be further from the truth. SM “A” School has been, is current-and will continue to be taught at Service School Command, Orlando, Fla.

Fiscal year 1988 throughput for SM “A” School was 698 students graduated and FY89 is projected to be 604.

Graduates of SM “A” School are alive and well.

— CAPT R.H. Schmidt
Naval Air Station
Memphis
Millington, Tenn.

The signal bridge of USS Puget Sound (AD 38) was pleased and excited to assist in the writing of “Signal Flags” (May 1985). As we read the article, however, it became clear that the notes were jumbled between the interview and final write up. To provide some clarification, there are 26 alphabet flags, 10 numeral flags, 10 numeral pennants, 18 special Navy flags and pennants and only four substitutes, vice the 33 stated.

The second error was about full dress ship. As was quoted from NTP 13, (Flags, Pennants and Customs), full dress ship is specifically authorized on Washington’s Birthday and Independence Day. Other occasions are promulgated by message. Thank you for the opportunity to clear up a few misunderstandings.

— SM1 Gloria Nix
USS Puget Sound

In reference to your May 1989 article, “Signal Flags,” Pages 30-31, there was incorrect information given to you concerning the number of flags which it takes to Full Dress Ship. The days in which we Full Dress Ship according to NTP-13 [B], Flags, Pennants and Customs are (President’s Day and Fourth of July) when not under way; if the Fourth falls on Sunday, you Full Dress Ship on Monday.

It also depends on the size of your ship if you can use 65 flags or not. In the standard U.S. Navy flagbag, there are 26 alphabet flags, 10 numeral flags, 10 numeral pennants, 18 special flags and pennants and four substitutes.

— “Signal gang”
USS Dewey (DDG 45)

• We received many letters from signalmen setting the record straight. Everyone agreed: SM “A” School exists! There was less unanimity, however, regarding the proper occasions for “dress” and “full dress” ship. Thus, we asked the CO, Service School Command in Orlando, home of the SM “A” School, to offer the final word on the subject. — ed.

The standard naval flagbag contains two each of the 68 flags and pennants listed in ACP-129 (c) [Communications Instruction, Visual Signaling Procedure] Article 107, Plate II, Pages 1-11 through 1-13. Thus, a total of 136 flags and pennants are in a standard flagbag.

The principle difference between dress ship and full dress ship is that a “rainbow display” of signal flags is flown for full dress ship in addition to the flags directed for dress ship. The technical requirements for dress ship and full dress ship are as follows:

• Dress Ship: The largest national ensign and union jack with which the ship is furnished is flown from the flagstaff and jackstaff, respectively. In addition, a daily ensign is flown from each masthead. This is modified to accommodate personal flags and command pennants. (Reference NTP-13B, Annex E for proper display.)

• Full Dress Ship: In addition to ships being dressed as mentioned above, a rainbow display of signal flags are arranged from bow to mast and from mast to stern. Sequence is as listed in NTP-13B, Article 705, Pages 7-1 and 7-2. Dress or full dress is conducted from 8 a.m. until sunset. Ships under way do not dress or full dress.

There are additional provisions covering dress ship/full dress ship in honor of a foreign nation, as well as provisions for ships with unusual mast configurations. (Reference Navy Regulations, Chapter 10, Article 10, Article 1079 for definitions of dress/full dress ship.)

• Mandatory days of dress/full dress ship:
  • Washington’s Birthday — third Monday in February (full dress)
  • Memorial Day — last Monday in May (dress)
  • Independence Day — July 4 (full dress)
  • Navy’s Birthday — Oct. 13 (full dress)

— CAPT Richard T. Sloane
Commanding Officer
Service School Command
NTTC Orlando

Preserving a memory

I am writing in reference to a comment letter sent into your Mail Buoy column in your April 1989 issue of All Hands magazine.

Concerning a picture (published in January 1989 issue) of a boatswain’s mate painting the hull of the USS Guadalcanal (LPH 7), the writer had a statement on the violation of safety precautions used while working in a small boat, specifically on the proper procedures of wearing a life preserver.

I commend the lieutenant on a very keen eye for safety. Yes, he is absolutely correct that the personnel on the small boat were in direct violation of safety precautions. But, what I also believe, is that the All Hands photographer caught the actual meaning in the statement of “taking pride in your work.”

Most sailors take for granted that their ships will always be the best looking warships the world has to offer, which is true. But how many times have you said to a boatswain’s mate, “good job”—and then explain how his/her job could make it better safety-wise?

I would like to say “bravo-zulu” to all BMs, and the All Hands photographer—and lieutenant for his knowledge of safety, and for a job well done.

—SN Sean E. Pope
USS Guadalcanal (LPH 7)
Last chance—ALL HANDS Photo Contest

The All Hands photo contest is open to all active duty, reserve and Navy civilian employees. NIRA personnel are not eligible.

All entries must be Navy related. The photo need not be taken in the calendar year of the contest.

There are two categories: single-image feature picture and picture story (three or more photos on a single theme). Each category has three groups. Black-and-white print, color print and color transparencies. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories that are presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

There is a limit of six entries per person. Each picture story is considered one entry regardless of the number of views in the picture story.

Minimum size for single-image feature picture is 5 inches by 7 inches.

All photographs must be mounted on black 11-inch by 14-inch mount board.

Picture stories must be mounted on three 11-inch by 14-inch mount boards taped together, excluding photo stories entered in transparencies.

Please include name, rank, present command, complete mailing address, title for the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount, or use entry form (below).

Certificates will be awarded to 1st, 2nd and 3rd place winners in each of the six groups. Ten honorable mentions will also be awarded certificates. Winning photographs will be featured in All Hands magazine.

Entries will not be returned to the photographer.

DEADLINE: ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1989.

For each entry, please indicate in which category and group you are entering the photograph. Attach this entry form to your entry.

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Name: ____________________________________________
Command: ________________________________________
Address: _________________________________________

Phone: ___________________________________________

Send entries to:  All Hands magazine
Photo Contest
Navy Internal Relations Activity
601 N. Fairfax St., Suite 230
Alexandria, VA 22314-2007