True Colors
JULY 1995
SN Robert C. Hockett, from USS Savannah (AOR 4), and Arkeem Johnson (right) paint a house for "Habitat for Humanity" during a port visit to the ship's namesake city — Savannah, Ga.
Honor Guard shows its true colors
SA Michael L. McNabb (left), from Clementon, N.J., and SA Ethan H. Simley (right), from Seagoville, Texas, check out rifles from the armory before a ceremony.
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Front cover: AN Marvin E.B. Grant of Live Oak, Fla., folds colors during a funeral at Arlington National Cemetery. Photo by PH1 Dolores L. Anglin

OOPS!
April 1995 - The credit line for the copyrighted artwork on Pages 6 and 7 should read Sally J. Bensusen/Visual Science Studio.
May 1995 - The photo credit for the back cover photos should be JO1 Ray Mooney.
June 1995 - The box on Page 26 should read as follows: "The declared nuclear powers include the United States, Russia, China, Great Britain and France."
New recruits will receive a physical training (PT) clothing allowance to help them meet the requirement to participate in mandatory Navy fitness training.

Recruits currently are required to purchase PT clothing as an out-of-pocket expense upon arrival at the recruit training center. New funds will provide each recruit with a one-time allowance to purchase the required PT gear. Each recruit will receive an allowance for one set of sweat clothes, a knit cap, two sets of shorts and shirts and four pairs of socks. The allowance of $56.35 will begin Oct. 1, 1996.

The Navy moved Fleet Training Group (FTG) from Naval Base Guantanamo Bay, Cuba, to Naval Station Mayport, Fla., and will disestablish the Engineering Training Group (ETG) now at Guantanamo Bay.

The Navy based the final decision to move FTG and disestablish ETG on a number of factors, including the commitment to keep families together, improve the quality of life for Sailors, to conserve money, and the unknown future of Guantanamo Bay. The move to Mayport also decreases transit time for ships, which allows more training time in other areas to heighten ships' readiness.

FTG’s 10 officers and 81 Sailors on July 1 began moving to Mayport, where they will continue to conduct underway training of the U.S. Atlantic Fleet, U.S. Coast Guard and foreign navies. ETG Guantanamo will disestablish July 15.

The 11 ETG billets will be reprogrammed into other areas of fleet concentration, primarily in the Mayport area.

Recently separated and soon-to-be separated veterans can join the ranks of local peace keepers through a new police training grant program announced May 2 by DOD and the Department of Justice. The program, “Troops to Cops,” provides up to $5,000 in training funds to eligible policing agencies for each veteran hired this year. DOD has awarded $15 million to the Community Oriented Policing Services (COPS) program to assist with conversion efforts and expedite a presidential mandate to put 100,000 peace-keeping officers on the streets.

Eligible veterans must have been a member of the Armed Forces on or after Oct. 1, 1993, and been honorably discharged. Veterans should contact their local transition office to find out about police vacancies.

More than 7,700 law enforcement agencies across the country were selected to receive COPS hiring grants. Grants may be used to pay for academy, supplemental or in-service training costs for veterans hired after Jan. 1, 1995.

Bibliographies (Bibs) for advancement study, Personnel Advancement Requirements (PARS) and the Updates to the Catalog of Nonresident Training Courses (NAVEDTRA 12061) are now available on the BUPERS Access bulletin board and on the Streamlined Automated Logistics Transmission System (SALTS).

Advancement handbooks can no longer be ordered from the Naval Education and Training Program Management Support Activity. For CY96, NETPMSA will mail each command a set of Bibs and PARS for all ratings in the form of a hard-copy printout and a WordPerfect 5.1 disk file.

For CY97 and beyond, commands must obtain Bibs and PARS from BUPERS Access or SALTS. For information on SALTS, call DSN 442-1112 or (215) 697-1112. For information on Bibs and PARS, call DSN 922-1663 or (904) 452-1663.
Dental contract award delayed, premiums cut

Effective July 1, 1995, beginning with the June payroll deduction, active-duty service members will see the monthly premiums for the dental plan reduced from $10 to $6.77 for one enrolled family member and from $20 to $16.92 for two or more enrolled family members. This represents a 32 percent reduction in the single rate and a 15 percent reduction in the family rate. Families who are signed up for the plan by their military sponsors on or after June 1, 1995, will be enrolled at the lower premium.

However, the transition to a new contractor for DOD's TRICARE active-duty family member dental plan has been delayed, pending resolution of a protest by an unsuccessful bidder.

After competitive bidding, the contract to operate the program was awarded to United Concordia Companies, Inc. (UCC) of Camp Hill, Pa., on Feb. 6. However, the current contractor, Delta Dental Plan (DDP), filed a protest of the award to UCC with the U.S. General Accounting Office. The GAO is expected to rule on the merits of the protest by late June.

Meanwhile, the new contractor's planned starting date of Aug. 1, 1995, will be delayed. So there will be no break in service, DDP will continue to operate the TRICARE active-duty family member dental plan for an additional six months, through the end of January 1996.

Team makes disestablishments less painful

Enlisted aviation detailers at the Bureau of Naval Personnel (BUPERS) are trying to make aviation squadron disestablishments easier for Sailors.

Detailers now conduct disestablishment conferences for squadrons and use pre-slating as part of the process. Pre-slating or pre-negotiating orders is conducted by command representatives based on command needs and priorities. This gives Sailors more career choices by opening more requisitions for a longer period of time. This method replaces the older system in which only requisitions at the time of the disestablishment conference were available for Sailors.

The commanding officer of one of the first squadrons to use the pre-slating process, CDR John Miller of Fighter Squadron 142, had nothing but praise for the system.

"I can personally assure you that your efforts in making us the first command to pre-slate ... produced satisfied 'Ghostriders' checking out through my office," said Miller.

USO moves to Washington Navy Yard

The world headquarters of United Service Organizations (USO), Inc., moved to their new offices at the Washington Navy Yard in early May 1995. The USO will now share space with some of the military personnel they have served throughout the years. To contact the USO, use this new address and phone number.

USO World Headquarters
Washington Navy Yard
901 M St., S.E., Bldg. 198
Washington, D.C. 20374-5090
Phone: (202) 610-5700
Standing watch inside a hollowed-out mountain in Colorado, Sailors use space technology to sound the alarm for U.S. and allied forces when ballistic missiles are launched anywhere in the world.

The Sailors are assigned to U.S. Space Command (USSPACECOM), Colorado Springs, Colo., — a Cold War-era organization born in 1985 — but whose utility has gained importance countering the growing threat of missile technology in the Third World.

The command began operating satellites and radar watching for a missile attack from the former Soviet Union. USSPACECOM fed that warning data to the North American Aerospace Defense Command (NORAD) facility inside Cheyenne Mountain Air Station in Colorado Springs. That mission continues today.

With more than 20,000 nuclear weapons still in the hands of former adversaries, NORAD continues to watch for any aerospace attack. Within four minutes, the bi-national U.S.-Canadian command must provide the national leaders of Canada and the United States a warning and assessment of any aerospace attack on North America.

While the possibility of attack on North America has diminished, the threat of missile attack against U.S. and allied forces deployed overseas has greatly increased. Providing the warning to those forces falls to USSPACECOM. The men and women of USSPACECOM sounded the alarm when CNN broadcasted the sirens warning of incoming SCUD attacks during the Gulf War.

The USSPACECOM Missile Warning Center is one of several warning and surveillance operations conducted 1,700 feet inside Cheyenne Mountain, a unique facility built in response to the Cuban Missile Crisis of 1961.

"In the 1960s they were looking for a nuclear-survivable location for NORAD," said Army Capt. Gary M. Kolk, Cheyenne Mountain plans and presentations officer. "This outcropping
Assigned to USSPACECOM's space control center, OS2 Robert K. Baumgarten helps keep track of the approximately 7,800 man-made objects in orbit around the Earth.

of the Rockies is solid granite, so it met the hardness criteria engineers were looking for."

The Cheyenne Mountain complex remains the focal point for a worldwide network of space-based and land-based sensors used to detect and track ballistic missiles, bomber aircraft and cruise missiles anywhere in the world. It is manned by about 1,500 service members from all branches of the military. These personnel are divided into five crews which stand watch in the mountain's centers.

"We have a space control center; an air defense operations center; systems and intelligence; a missile warning center; and a weather support unit," said CAPT Charles M. Kraft Jr., one of the five command directors at the combined NORAD and USSPACECOM command center.

Hundreds of times a year, these watch centers inside the mountain receive indications of an event which sets off a global reaction.

"We’re talking about actual missile launches of all types, many of which are launches to put objects into space. But then there are also training and testing launches of intercontinental ballistic missiles (ICBMs) and sea-launched ballistic missiles (SLBMs)," said Kraft.

"We know about some launches in advance," said Operations Specialist 1st Class Fred Rhines of Walton Hills, Ohio, a missile warning center crew chief. "With the Russians we do, but in the Middle East we usually don’t." This leads to some tense but exciting moments as analysts sift data and identify the event.
"We receive information from intelligence, from our processing nodes around the world and from the centers here in the mountain. They each lend the human element to that final decision, 'Is this a threat to North America?'

- CAPT Charles M. Kraft Jr.

"In the first 1.5 minutes, a network of strategically placed personnel is connected by a communications system that circles the globe," said Kolb. "In the next 2.5 minutes the significance of the event is evaluated."

"All of these centers provide information to the command center and ultimately to the command director," said Kraft. "They assist in making two decisions: One — Is the event being viewed on our displays a real event? Is it valid? Two — If it's valid, is it a threat to North America?"

Because decisions made in Cheyenne Mountain are so critical to war or peace, the people who make them allow no margin for error.

"...In our business, we have to make a correct assessment 100 percent of the time," said Kraft. "There is no room for error and that's why we don't rely on machines to make the judgments. People make the judgments because machines are not always going to show us reality.

"We receive information from intelligence, from our processing nodes around the world and from the centers here in the mountain. They each lend the human element to that final decision, 'Is this a threat to North America?' When it comes to my desk, I can be sure my assessment is going to be correct 100 percent of the time," he said.

According to Rhines, accurately processing an event is the most challenging part of his job. "Lots of times things will be a little slow, but once a missile event goes, we start moving, especially if it's an unexpected one or one that's in the CENTCOM region [Middle East] with the troops there."

"During the Gulf War, Iraqis were firing SCUDs into Saudi Arabia and Israel, and there was also the potential for launches that might go into the Persian Gulf," said Kraft. "This system detected those short-range ballistic missiles when they were launched and cued the theater missile defense batteries, the Patriots, to the launch so they were...

◆ LTJG Yvette Dwonch's duties in the Cheyenne Mountain's Space Control Center include warning the space shuttle's crew if they are in danger of colliding with orbiting space debris.
ready and alert."

There is more to USSPACECOM than its missile warning mission. The Space Control Center inside Cheyenne Mountain tracks objects orbiting Earth to protect and monitor space-based assets.

"Right now we have a box score of about 7,800 objects," said OS2 Robert K. Baumgarten, assigned to the mountain as a space control officer. "These are all man-made objects — we only track man-made. Out of that 7,800, only about 10 percent are active. The rest is debris associated with launches or dead payloads," said the Casper, Wyo., native.

The objects tracked by the Space Control Center range from Russia's Mir space station to an astronaut's glove and screwdriver lost on a space walk. Because these objects in orbit travel at about 17,000 miles per hour, a collision with a satellite or a shuttle could be catastrophic. "We build a safety box around the shuttle so it doesn't get hit," said LTJG Yvette Dwonch of Bollingbrook, Ill.

"That was very important with the rendezvous with Mir. We were giving them confirmation of how close they really were, making sure they weren't too close. The shuttle approached to about 33 feet from Mir and that's a very dangerous position. So I was constantly updating Mir and the space shuttle about where they were."

Duty deep inside a mountain is a far cry from assignment to a ship. The multi-service environment and global mission of USSPACECOM offer Sailors assigned there a unique opportunity to participate in operations that push the envelope of military technology.

"It was different, but once you get used to working in the space element, it becomes very natural," said Baumgarten. "I've been on crew for 2.5 years and I've seen launches and watched shuttles go up. The first barrier is the hardest to overcome. Once you're over that, it's great." ‡

* Stephens is a photojournalist for All Hands.
Anatomy of a Med cruise

The frigate Klakring makes tracks

In October 1994, USS Klakring (FFG 42) got under way from Charleston, S.C., to join USS Dwight D. Eisenhower's (CVN 69) battle group for a six-month deployment.

Ike and the cruiser USS Anzio (CG 68) split from the group for duty in the Persian Gulf. Klakring, with the rest of the battle group, steamed to the Med in support of various U.S.-interest and United Nations missions.

Klakring deployed with Helicopter Anti-submarine Squadron (Light) 42 Det. 2 and two LAMPS III helos that logged 423 flight hours on the cruise.

During the deployment, 29 crew members earned Enlisted Surface Warfare Specialist (ESWS) pins and four Surface Warfare Officer (SWO) devices were awarded.

This is a look at Klakring's cruise — places visited, exercises completed and milestones for the crew. It was a deployment similar in many ways to those experienced by Navy men and women every day, filled with personal and professional challenges, underway periods when days blend into one another, foreign ports to explore and a mission to fulfill.

Transfer on the high seas

Klakring's deployment covered 26,329 miles in 181 days.

Multiply that by the number of ships in an average battle group and it's easy to conclude the Navy won't go anywhere without its fleet of supply and support ships.

The following ships transferred stores and fuel to Klakring and are among the many keeping our fleet under way every day.

USS Detroit (AOE 3)
USS Platte (AO 186)
USNS Kanawha (T-AO 196)
USNS Concord (T-AFS 5)
USNS Sirius (T-AFS 8)
USNS Leroy Grumman (T-AO 195)
Spanish Oiler Marques de la Ensenada
Canadian Ship HMCS Preserver

Dec. 29 - Jan. 3
Port visit to Civitavecchia, Italy

Dec. 7 - 10
U.S.-Spanish amphibious exercise, refuel at Rota, Spain

Nov. 10 - 13
PASSEX with Tunisian navy ships Tunis (502) and Carthage (503)

Jan. 10 - 18
Intermediate maintenance availability with USS Shenandoah (AD 44) in Palma, Spain

Jan. 5 - 11
On station with the Amphibious Readiness Group, USS Nassau (LHA 4), USS Ponce (LPD 15) and USS Gunston Hall (LSD 44) in the Adriatic Sea

Oct - Nov
Depart Charleston, Oct. 20
CFC drive raises $8,500, Oct. 23-29
Transit and ASW Ex. Oct. 23-Nov. 3
Relieve USS Doyle (FFG 39) Nov. 3, transit Straits of Gibraltar
Aviation standdown, Nov. 15
Frolicking ceremony, Dec. 16
Ship's Christmas party, Dec. 24 in Palma

ALL HANDS
Repair 5 fire fighters check their oxygen breathing apparatus before attacking a simulated main space fuel oil fire.

**Nov. 28 - Dec. 12**
On station conducting search and rescue ops with USS Nassau (LHA 4) off Bosnia in the Adriatic Sea.

**Feb. 7 - 13**
Port visit to Trieste, Italy

**March 8 - 14**
Port visit to Corfu, Greece

**March 21 - 24**
Port visit to Patras, Greece

**Feb. 20 - 23**
Port visit to Souda Bay, Crete

**Nov. 17 - 21**
Port visit to Limassol, Cyprus

**Nov. 19 - 24**
Port visit to Haifa, Israel

**Jan. 25**
Relieved USS Robert G. Bradley (FFG 49) at Souda Bay, Crete, for interdiction operations during Operation Sharp Guard off Yugoslavia in the Adriatic Sea

**Jan. 24 - 25**
PASSEX with Turkish navy

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<th>January</th>
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<td>New Year's Eve celebration in Rome</td>
<td>Halfway, or Hump Day, observed while under way, Jan. 17</td>
<td>Prep for engineering casualty drills, Feb. 14, (Valentine's Day)</td>
<td>Rules of engagement exercise, March 6</td>
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<td>Training with Turkish navy, Jan. 24</td>
<td>Personnel and zone inspections; rights, responsibilities, sexual harassment training, Feb. 20-23</td>
<td>Return to Charleston, April 15</td>
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Cracking down on

Sailors make big bucks pinpointing overcosts

Story by Scott Fireoved

Toilet seats for $2,000 and hammers for $500 are a supply officer's nightmare, and since every Sailor is a taxpayer, there's no question that eliminating such waste is in everyone's best interest. But what if Sailors could get paid to look for examples or overpriced parts of consumables bought by the Navy?

The Navy's Price Challenge Hotline provides that opportunity. All you need to do is identify overpriced spare parts or consumables managed by the DOD supply system.

You can do this by reporting those items to the Navy's "Price Fighters" via the Price Challenge Hotline. You get extra money and the Navy avoids high costs and saves money.

To date, more than $270,000 has been awarded to challengers. Cash bonuses can range from $50 to $25,000, depending on the type and amount of savings. Cash bonuses are also presented to challengers who identify spare parts or consumables that:

$ Are identical and would achieve a reduced price
through combined demand by consolidating their management under one national stock number (NSN).

$ Would achieve a reduced price through a new commercial source of purchase.

$ Would achieve a reduced price through a new source of repair.

$ Would achieve a reduced price as a result of a buy/make decision.

The Navy is willing to create these opportunities because it needs your help to reduce costs. It would be impossible for every procurement official to know the intrinsic value of all the complex items they buy for today's sophisticated weapon systems. Therefore, they need to rely on your technical knowledge to identify overpriced spare parts and consumables and provide feedback using the Price Challenge Hotline.

NAVSUPPUB 485 provides a mailing format which identifies the minimum reporting requirements. If you need to report via telephone, be prepared to provide the command's address, your phone number, NSN or part number of the item, contract number (found on receipt paperwork) when identifying items by part number only, item's price, source of the price and why you think the item is overpriced. Any additional information submitted on the item could increase your chances of receiving an award and reduce the price challenge's processing time.

A letter of acknowledgment will be sent to the price challenger confirming receipt of each price challenge. If the price challenge results in a cash bonus, the funding authorization will be forwarded to your command's supply officer or disbursing officer.

The cost avoidances and savings realized by this program help the Navy get a bigger bang for each buck. For more information, contact your supply officer, the Navy Pricing Hotline Coordinator or the Price Fighters. Take the challenge ... the Navy Price Challenge. ¹

FICOved is assigned to Naval Supply Systems Command, Arlington, Va.
A tidal wave of Navy volunteers swept over the Hawaiian island of Oahu in April, during a week-long schedule of events commemorating the 25th anniversary of Earth Day. Commander, Naval Base (COMNAVBASE) Pearl Harbor sponsored several events that spread military and civilian Navy volunteers from the North Shore to Diamond Head.

The Navy's kick-off event was the beach-front cleanup of James Campbell National Wildlife Refuge on the North Shore. Representatives from a dozen Pearl Harbor area commands removed more than 150 bags of debris. About 300 pounds of rope and netting were also freed from the jagged lava rocks near the shoreline.

Honolulu Mayor Jeremy Harris suited up with Navy divers to participate in the state's first underwater cleanup at the mouth of Ala Wai Yacht Harbor and Canal. "The Navy has always been active in community affairs, giving their time and talents and doing what they can to make Honolulu a better place," said Harris. "They have a great track record with the local community and we're very
appreciative of that. They certainly make a difference here.”

The largest cleanup effort focused on the Pearl Harbor Naval Complex perimeter and outlying roadways frequently traveled by Navy personnel. More than 500 volunteers fanned out across an area roughly 15 miles long. More than 700 bags and tons of larger articles, including cars, were piled along the roadside awaiting pick-up by state litter control crews.

Other events during the week included assembly and distribution throughout the complex of 12 recycled plastic picnic tables. The tables were purchased from a plastics recycling company and represent the equivalent of 2,700 one-gallon milk jugs.

The annual Diamond Head cleanup drew a large contingent of Navy personnel. After six full days of working to better the world surrounding them, Navy volunteers and their family members were treated to a Sunday afternoon Earth Day concert by the Pacific Fleet Big Band.

“All in all, I think we did real well out there,” said Electrician’s Mate 3rd Class Craig More, stationed on board USS Fletcher (DD 992). The Salisbury, Mass., native said he got involved in the cleanup, “Because when I have kids someday, I want them to have a clean place to play.”

“People here in Hawaii talk a lot about protecting the land and keeping it clean,” added Aerographer’s Mate 2nd Class Jeff Scooler, assigned to Naval Pacific Meteorological and Oceanography Center. “Maybe our getting out and cleaning up areas like this will motivate someone else to do the same.”

Celli is assigned to the public affairs office, Naval Base Pearl Harbor.

Navy commands around the world celebrated Earth Day in a variety of ways. In Europe, Earth Day was observed at Naval Activity London with displays produced by Department of Defense Dependent Schools elementary school children, as well as a community cleanup.

U.S. Fleet Activities Sasebo, Japan’s Earth Day week included a household hazardous waste rodeo, where unwanted hazardous waste products such as pesticides and cleaning products were collected by the Public Works department.

A collective effort of Norfolk-area commands featured Navy exhibits geared toward recycling and pollution prevention, and exhibits from more than 40 civilian organizations at an Earth Day fair. Fleet Anti-submarine Warfare Training Center, San Diego, coordinated a bay-wide cleanup of naval activities’ beaches and shorelines.

These examples of how the Navy honors Earth Day are just a few of the many celebrations and educational efforts sponsored this year.

Everette is the assistant editor of Navy Wire Service.
When Henry Ford began building automobiles, it's a safe bet he didn't have any idea cars would be blamed for a large part of today's air pollution. During the years since widespread car use began, many alternative fuels have been introduced to combat pollution problems associated with gasoline-powered engines, but none have been successful until now.

The Navy is one of the leaders in the development of just such a solution. It's called a compressed natural gas (CNG) vehicle, and it may be the wave of the future.

In 1993, when CNG first caught the Navy's attention, the Public Works Center, Washington, D.C., had only one vehicle that burned the alternative fuel. Two years later, the center has 52 CNG vehicles, with 60 more slated for conversion this year.

The story is the same throughout the fleet. At Naval Construction Battalion Center (CBC) Port Hueneme, Calif., 12 vehicles have been converted for CNG use, and another 87 will be converted before year's end. CBC hopes to convert its entire fleet over to the CNG system.

"It's a pretty gutsy move," said Jimmy Harvey, a transportation specialist at CBC, "but we think it's tried and true and we are going to prove it."

The concept of the CNG vehicle is simple. Regular gasoline-burning engines are converted with equipment that enables them to burn compressed natural gas. The natural gas is stored in a cylinder similar to that used to store helium for balloons. Vehicles can be converted strictly to CNG or can be equipped to use both CNG and gasoline.

Bob Gill, transportation director at PWC Washington, D.C., gases up at a fast fill station located at Naval Station Anacostia. Many cities are offering incentives to those driving the environmentally-friendly vehicles. In the Washington, D.C. area, where heavy traffic is a fact of life, those driving CNG vehicles are now allowed to use the lanes set aside for carpools.
CNG vehicles are the wave of the future. By the end of this year, the Navy will have more than 800 CNG vehicles. The procurement of alternative fuel vehicles is part of a unified plan to increase the use of domestic fuels and reduce air pollution.

Using natural gas as an alternative to more traditional gasoline and diesel fuel has several benefits. Because natural gas is readily available in the United States, CNG is less expensive than gas — about $4 for a 12-gallon equivalent tank. It also burns cleaner, with about 50 percent fewer emissions than unleaded gasoline.

“This program was originally sold on its economic value,” said Bob Gill, transportation director at PWC Washington, D.C. “But it has turned more into the right thing to do.”

While CNG vehicles are now mostly being driven in industrial fleets, several U.S. automakers, Ford and Chrysler, will introduce CNG vehicles to the general public in August 1996. Who knows, in a couple of years we may be telling our dealer, “Hey ... make mine a natural!”

Burford is assigned to the public affairs office, Port Hueneme, Calif. Butler is a photojournalist assigned to All Hands.
The crew aboard USS Sentry (MCM 3) helps guide a minesweeping cable into the Gulf of Mexico. Sailors must maintain downward pressure on the cable to prevent snafles through seas.
A rebirth of the mine warfare community is under way as aging minesweepers are decommissioned, making room for two new classes of mine warfare ships. CAPT Richard L. Owens, commander, Mine Countermeasures Squadron 3, calls this the "renaissance of mine warfare."

It began with 14 Avenger-class mine countermeasures ships, all homeported at Naval Station Ingleside, Texas. The renaissance continues with the ongoing construction and homeporting of 12 Osprey-class coastal minehunters.

Forward presence

Maintaining a strong forward presence is an important part of the mine warfare renaissance. MCMs have made successful deployments throughout the world, and two MCMs, USS Guardian (MCM 5) and USS Patriot (MCM 7), are forward deployed, operating from U.S. Naval Base Sasebo, Japan. They are manned by crews that rotate to the ships from Ingleside every six months.

The rotational crew plan grew from the need for a continued forward presence in the Persian Gulf. "We determined it would be best to forward deploy two ships and develop a rotational crew concept," explained Owens. "So we ended up developing the six ships and eight-crew concept."

More crews than ships

"There was a lot of concern about Sailors not being identified with a specific ship anymore," said Owens. "They are Rotational Crew Alpha through Hotel Sailors, and they don’t have an identity with a ship until they re-embark on one." Owens added that while this could be frustrating for the rotational crew members, the Sailors understand the unique nature of the situation and have adjusted nicely.
SR James West of Hot Springs, Ark., paints USS Sentry's (MCM 3) anchor as his shipmates watch him at the safety tending lines. West, who has been in the Navy eight months, is a Mine Countermeasures Rotational Crew Delta Sailor on board Sentry, homeported at Naval Station Ingleside, Texas.

LT John Gray, executive officer of Rotational Crew Delta, likes the rotational crew plan. "We have the rotational crews because minesweepers sometimes lack the speed to keep up with the battle group," Gray explained. "With the ships forward deployed and Sailors rotating through them, we can maintain PERSTEMPO[personnel tempo] goals. We keep a qualified, well-motivated and well-rested crew ready for combat at all times."

"The hardest part [about rotating to another ship] is getting used to how each ship is set up," explained Gunner's Mate (Guns) 1st Class SW Billy Gordon, who has been with Crew Delta since September. "Even though these ships are from the same class, each one is configured a little differently."

Owens acknowledged there are still some bugs to work out of the rotational crew system. But, as with any new endeavor, that is to be expected. The program will be in full swing when the Bravo and Delta crews deploy to Japan later this year. They will be the first rotational crews trained from scratch for the program. Owens added he looks forward to watching the next chapter of this new Navy mine warfare renaissance unfold.

Kohler and Kieschnick are assigned to the public affairs office, Naval Station Ingleside, Texas.
MCM Rotational Crew Golf, one of eight rotational crews for six mine countermeasures ships, is currently based ashore. While at Naval Station Ingleside, Texas, crew members will undergo four to five months of training. The crew will move on board USS Sentry (MCM 3) later this month.

Crew Rotation Cycle

Rotational crews serve for six months aboard forward-deployed ships (USS Guardian/USS Patriot)

Rotational crews move off training ships for a three to four week standdown period before next deployment

Rotational crews move aboard Ingleside-based ships — USS Sentry, USS Champion, USS Devastator, USS Scout — to continue training for next deployment (about nine months)

Rotational crews fly to Ingleside and begin training/re-training in temporary facilities (four to five months)
A U.S. Navy beachmaster signals to an air-cushion landing craft as it comes ashore near Trondheim, Norway.
Northern

Played out in the cold of Norway, Strong Resolve prepares NATO members for future conflicts

U.S. service members learned the true meaning of teamwork recently when they and troops from 11 other nations converged upon Norway during Strong Resolve '95, NATO’s largest post-Cold War military exercise.

The exercise was designed to test NATO’s ability to respond to an evolving crisis through rapid deployment and employment of multinational maritime, air and land forces. "It was great interacting with the other nations and learning how they operate," said Senior Chief Gas Turbine System Technician (SW) David Coker, a craftmaster assigned to Assault Craft Unit Exposure.

Story by JO2 Michael Blankenship, photos by CPOA (Phot) Ric Burch

JULY 1995
(ACU) 4. Coker's unit was responsible for moving nearly 3 million pounds of equipment and Marines from the amphibious ship USS Wasp (LHD 1) to the shore in their air-cushioned landing crafts.

Though Strong Resolve is a continuation of the alliance's traditional teamwork exercises, new tactics were employed to improve NATO's response to future military operations.

A Norwegian soldier (left) and a German Army mortar team share training tips during the three-week exercise.

Traditionally run by one of NATO's two major commands, Allied Command Atlantic (ACLANT) or Supreme Headquarters Allied Powers Europe (SHAPE), this marked the first time the exercise was run jointly. The two staffs, located in Belgium and Norfolk, used teleconferencing to coordinate the
exercise. According to German Navy Rear Adm. Klaus Schwabe, ACLANT's deputy assistant chief of staff for operations, this technology was crucial. "We were able to talk to them at length, face to face," said Schwabe.

Strong Resolve also tested NATO's ability to carry out a sea-based combined joint task force (CJTF), which is a deployable force capable of establishing alliance presence in an area without an in-place NATO command structure.

While all involved are touting this year's exercise as a success, plans are already under way for Strong Resolve '98. "I'm sure all the exercises we undertake between now and Strong Resolve '98 will reflect the benefits of the lessons we learned this year," said United Kingdom Navy Vice Adm. Sir Peter Abbott, deputy SACLANT.

Blankenship is assigned to Supreme Allied Commander Atlantic, Norfolk. Burch is a member of the United Kingdom navy.

Soldiers of the U.K. Royal Green Jackets patrol the Nordic hillside.

Ceremonial Guard

TRUE COLORS

Story and photos by PH1 Dolores L. Anglin
he young petty officer eyed the Sailors one last time. He looked for a loose thread, a renegade fingerprint, a spot on a white hat, but found none. Haircuts — 4.0. Uniforms — squared away. Brass — flawless.

Satisfied with what he saw, he stepped back and called his squad to attention. “Color guard, ATTEN-HUT!” With that, the door to the church swung open and a coffin was wheeled out. Welcome to the work spaces of the U.S. Navy Ceremonial Guard.

The Guard, located at Naval Station Anacostia, Washington, D.C., is the first permanent duty station for some of the Navy’s newest and sharpest Sailors. Made up of roughly 180 men and women, the Ceremonial Guard represents the Navy in official functions and public ceremonies. Funerals, wreath-layings at the Tomb of the Unknown Soldier and state dinners at the White House are routine for the Guard.

“I love this job. It’s great. I would do this...
my whole Navy career if they had a billet for it," said Machinist Mate 3rd Class Matthew C. Tabisz. Tabisz, a native of Plano, Texas, has been with the Guard since March 1994. He is squad leader for the colors (flag) unit, and is the one with the discerning eye.

Enterprise Hall, headquarters for the Ceremonial Guard, buzzes like a bee hive before every ceremony. A salty chief bellows out some last minute details from the operations office while guard members make their way out the door, uniforms in hand. In the winter everyone carries four hangers of uniforms to every job, just in case the weather changes. Summer uniforms aren't as complicated.

Pre-ceremony preparations can appear chaotic. Sailors shuffle about, careful of metal taps on their shoes that constantly threaten to throw their legs out from under them. The steady hum of hair clippers from the barber shop and the constant chatter of Sailors in varying stages of readiness might lead a visitor to think that there is no rhyme or reason to all the activity. But, within moments, the halls are nearly empty, except for the chief, who watches a bus full of spit-shined Sailors head for Arlington National Cemetery. The scene will be repeated three more times that day.

Recruited straight from boot camp, these young men and women voluntarily serve a two-year tour of duty with the Guard before attending an "A" school of their choice. Senior Chief Boatswain's Mate Clyde Thompson, the senior enlisted Sailor at the Guard, travels to Great Lakes Recruit Training Center once a quarter to recruit new members. Acceptance standards are strict. Candidates must be recruiting-poster perfect.

"We require the men to be at least 6 feet tall and the women have to be at least 5 foot 10. You need a good complexion and no bad facial scarring," said Thompson. Other requirements include being within weight standards, having good posture, possessing good coordination and passing a background security check. The clearance needed, termed a "yankee white," means that a recruit's civilian and military records are spotless.

The Guard does recruit from the fleet, but those billets are generally assigned to petty officers who fill the staff positions of yeoman, boatswain's mates and ship's service-man.

Upon reporting to the command, recruits pass through several phases of training that range from learning to dry-clean their uniforms to marching as a unit. This initial training lasts about four months. Recruits also learn the
MM3 Matthew Tabisz, of Plano, Texas, inspects his unit one last time just prior to a ceremony.

A Brass plates on the inside of shoes give Guard members an audio cue during performances.

SN Daniel Hsiung, right, from Torrance, Calif., (right), and Jason L. Matthews, from Louisville, Texas, perform a funeral in Arlington National Cemetery.
skills they will need before they are assigned to a specific unit. Carrying the colors, firing weapons for a 21-gun salute and executing close-order rifle drills are practiced and refined until the team's movements appear as a single, precise motion. After this first phase of training, some recruits will be assigned to the display ship Barry (DD 933), berthed at Washington Navy Yard. The Barry has about 45 Sailors who provide tours to the public and support various official ceremonies. Their tour on board is also two years.

Sailors who think they learned about attention to detail in boot camp better think again. Boot camp can't hold a candle to what guard members learn about shined shoes, polished heel brass and teamwork. This aspect of training comes out in the many personnel inspections they stand, often several in one day. Lockers are another tool used to drive this lesson home. An inspection-ready locker is expected to have uniforms pressed and hanging precisely two inches apart.

To be inspection ready anytime can be stressful, and the pressure brings out light-hearted, one-upsmanship within the ranks.

"We have competitions among ourselves to see who has the sharpest uniform," said Seaman Daniel Hsiung. "Every time I go out on a set (a funeral), I say ‘Hey, my brass is better than your brass’ or ‘My shoes look better than your shoes.’"

Hsiung, with shoulders that could block out the sun, is assigned to the body bearers unit of the Guard. Having served 20 months with the Guard, he tries to share his knowledge and experience with the newest members of his close-knit squad.

"The body bearers stick together. If one of us needs help or something, we try to help each other out as a team," Hsiung said.

Staff personnel also play a major role in helping to develop these fledgling Sailors, and this role is brought into greater focus as a Guard member's tour of duty comes to an end. In an effort to prepare departing members for life in the fleet, the staff encourages TAD trips and on-the-job training. Staff personnel set up transportation, cut hair and counsel these young men and women, who become fountains of fleet knowledge.

"With all the petty officers here, I get to talk to them a lot one-on-one. They tell me how the fleet is, what to watch out for, what ratings are like and how those ratings can prepare you for life in the civilian community," said SN Miriam A. Samuels. "The petty officers here really look out for you."

What draws a new recruit to the Ceremonial Guard? Travel, prestige, curiosity — you name it. The reasons are as varied as the people.

"What attracted me to the Guard was that I would be
representing the Navy in a way very few people get a chance,” said Tabisz. “I’ve done a lot of ceremonies and spent whole days in Arlington National Cemetery doing funerals, but I still get butterflies.”

“It’s prestigious,” said Airman Ann M. Bozung. “You get to perform in events where the President of the United States is standing four feet away or you meet famous people, diplomats and VIPs. I would never see this in Greenville, Mich., which is where I’m from.”

Developing a green recruit into one of the Navy’s finest is a role that is not taken lightly at the Ceremonial Guard. More often than not, the success of guard members comes from within themselves, with the staff helping to draw out character already present.

“I’ve never worked around a group of young people who have so much pride and are willing to do anything you ask,” said Thompson. “You tell them to do something, they don’t question, they just go [do it]. We should all be like that.”

The Guard is in Arlington National Cemetery today for yet another funeral.

“I don’t know how [well] this person was respected before, but I’m going to [show] respect today to the fullest capacity that I can, just because I’m proud they were in the Navy,” said Tabisz.

Tabisz kneels in front of a grieving spouse and speaks the words slowly. “On behalf of the President of the United States, a grateful nation and a proud Navy, I present this national ensign to you for your loved one’s dedication and service to the United States Navy and the United States of America.”

These are heavy words for a young Sailor to have to say so early in his career. But he walks away from the scene fully realizing the seriousness of his job and his purpose for that day.

Anglin is a photojournalist assigned to All Hands.
With their 12th season winding down, producers of the Wheel of Fortune — called the world’s most popular game show — were looking for something special to finish out the year. They found it aboard USS Dwight D. Eisenhower (CVN 69).

The show dropped anchor in Norfolk to tape 10 episodes aboard Ike, five of which featured soldiers, Sailors, airmen, Marines and Coast Guardsmen as part of Wheel of Fortune’s Armed Forces Week. The carrier also played host to more than 5,000 audience members during the two weeks of taping.

Taping the show aboard an aircraft carrier presented unique challenges to the crews of both the show and the ship. Cranes lifted cars, boats, two aircraft and 280,000 pounds of set, scenery and equipment aboard Ike. The crews then transformed the ship’s hangar deck into a sound stage. Working side by side, both crews quickly formed a mutual admiration for each other.

“We’re so in awe of this ship and the personnel and the way everything just gets done,” explained Charlie O’Donnell, the show’s announcer. “We’re so in awe of them and they’re in awe of what we’re doing down here

LT Steven Newlund (center), assigned to USS Gunston Hall (LSD 44) competes against his Army and Marine counterparts during Wheel of Fortune. Newlund was just one of many military contestants participating in the recent two-week taping of Wheel of Fortune aboard USS Dwight D. Eisenhower (CVN 69).
"In the last year I've met the President, the Secretary of Defense, been on Wheel of Fortune and been around the world. You can't beat that."
— RM1 David Cooper Jr.

with the show. We kind of laugh at them and they laugh at us. But, it's just fabulous."

Sailors for the Armed Forces Week shows were selected from the carrier's crew during a competition held last year in Norfolk. Soldiers and airmen were also selected during the same competition. Radioman 1st Class David Cooper Jr., of Riverdale, Md., was picking up his leave papers following the ship's return from a six-month deployment when he found out he had been selected to represent like as a contestant.

"I had a ball," said Cooper. "I've never been so nervous in my whole life. You can sit at home and play this game until the cows come home and it's easy. But when the lights and the camera are on you and the pressure's on, you've got to maintain your composure and try to think about what's going on. I didn't even think about the money. I hadn't a clue how much money I had because I was concentrating on the board."

"This is a very simple game," said O'Donnell. "It's the old children's game, Hangman, that anybody can play. But it's that combination of the wheel, the jeopardy of 'lose-a-turn' and 'bankrupt.' You may know every puzzle up there and, if the wheel is playing against you, tough luck."

Pat Sajak and Vanna White are two of the most recognizable faces on television. But even these show-business veterans are quick to point out that seeing the crew of a Navy ship in action is enough to impress anyone.

"This is probably one of the most memorable trips we've taken," White said. "Being aboard an aircraft carrier is just so spectacular. I don't know how to describe it. The size of the ship, being on the ship, knowing where this ship has been, it's just overwhelming."

Sajak is no stranger to the military. He spent 18 months with Armed Forces Radio in Saigon during a tour in the Army from 1968 to 1970. But, he admits, nothing he has seen compared with his "tour" aboard like.

"It's a very unusual place to do a show," said the popular Chicago native. "This is certainly the first aircraft carrier game show, and everybody's been great. Logistically, it's very tough to mount a show like this in a non-broadcast facility. So, the officers and the men and women on the ship have been terrific. One thing you forget when you're out of the military for a while is how people work as a unit. It's great to see teamwork. It's kind of an inspiration for our show."

For Quartermaster 3rd Class Brian Grilli of Naval Station Norfolk, the experience as a contestant was certainly inspirational — and profitable. He walked away with a new Corvette. "Awesome," he said. "Incredible. I can't get over it."

"It was a once-in-a-lifetime experience," said Cooper. "In the last year I've met the President, the Secretary of Defense, been on Wheel of Fortune and been around the world. You can't beat that."

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

BM2 Yvonne Dunn, stationed aboard like, plays the bonus round with Pat Sajak. She won more than $6,000 in cash and prizes.

Chicago native QM3 Brian Grilli and fiance Cindy, get a first-hand look at their new Corvette. He also won $47,000 in cash.
Editor's note: Several months ago we asked Sailors to send us their cartoons. The next four pages reflect only some of the submissions we received, and we intend to run more of this batch in the next few months. We hope to make this a regular feature in the magazine, so keep those cards and cartoons coming in.

(Right) DMC(SW) Michael M. Luck
Patrol Squadron 30
NAS Jacksonville, Fla.

(Below) DM Jeffery Thompson
USS Gary (FFG 51) CS-2

"Honey, I sewed your 'crows' on all of your shirts by myself to save money."

Eh sir? Did I ever tell you about the first time I tried parallel parking in drivers ed?
"Has anybody seen that lazy messcook!!"

(Jump zone 1 mile, stand by to hook-up."

"George, this is definitely the last time I let you talk me into 'Space-A' travel."

(Left)
QM1(SW) John P. Shea
Navigation Dept.
USS Estocin (FFG 15)

(Below)
Retired CAPT John T. Williams
Bonita, Calif.
(Right) SR Tramaine Michael King
USS Peleliu (LHA 5)

(Below) PR1(AW) Jeff Hobrah
NAS JRB Willow Grove, Penn.

"There's no such thing as 'relative bearing grease!'"
"Yes, we do have a ship called USS Enterprise, but I can neither confirm or deny that we have photon torpedoes."

(Left) IC2(DV) Daniel R. Knauss
SIMA Charleston, S.C.

(Below) MS1 Nick J. Prieto
National Naval Medical Center
Bethesda, Md.
Most of us probably take our faces for granted. Our eyes, nose, ears and teeth are there every morning when we get up, and aside from some daily hygiene and maybe a little cosmetic magic, we don’t really give them much thought.

But what if a routine exam turned up a spot of malignant cancer and your ear had to be removed? Or suppose you caught a line drive with your teeth instead of your glove? Or maybe it was all just fun and games until someone lost an eye.

Well then, meet CDR Robert M. Taft and Dental Technician 2ND Class Steven T. Wheeler. They put stuff back where it’s supposed to be at Naval Medical Center San Diego.

“It’s replacing parts of the head and neck area lost due to traumatic injury or cancer,” Taft said. It’s called maxillo-facial prosthetics, and with the help of modern dental tools and supplies such as acrylics, new noses, ears, eyes and teeth become a reality.

“I say the head and neck area, but we don’t limit ourselves to that. We do go below the head to include digits and various parts of the body,” said Taft, a native of Utica, N.Y.

But these prosthetics don’t come off the rack like a cheap suit, according to Taft. “If you went into a hospital and saw an orthopedic prosthesis service, you’d walk in and see spare legs hanging up. That’s not what we do here. Everything we do here is custom-made. Nothing is stock. Everything is done by hand.”

And that’s because their work is open to such scrutiny, Taft said. “People who have anything done to the external part of the face are left open to public criticism, and so people are very conscious of those things.”

Every patient has a unique face and a unique concern, providing constant challenges for this two-man team. Once they’ve decided what they’re going to do, that’s just the beginning. There’s more to it than just making a mold and casting a nose in acrylic.

“Our patients want to look the way they looked before they had the surgery,” Taft said. With that in mind, they look at hiding the prosthesis. “We’ll sit down and map out the person’s face, find the normal areas of shadowing and cut the prosthesis to fill in those areas so you won’t see it. To end it on a flat surface, it would be easy to pick out.

“It’s painstaking. It takes time. And many times we’re unhappy and we’ll do it over, and we’ll do it over, and we’ll do it over,” Taft added.

And the job’s still not finished. Every patient has a different skin tone, or freckles, or a pattern of moles, or something else that makes the job a bigger challenge. Armed with more acrylic, dyes, paints, brushes, bits of thread, and even pieces of their own hair, these artisans put colors, textures, bumps, lumps, lashes, veins and vitality into their creations, all in an effort to get it right.

“We’re more critical of our work than our patients are,” Taft said. “Most people are just thrilled to get anything.”

“Sometimes I find that the patient’s happy and it looks great,” Wheeler said. “But with most of my prostheses that leave here, I [always] think I could have done it better.”
And the compassion to do a job like this, to work intimately with patients who are missing parts of their face, doesn’t come easy.

"I started as a basic lab tech where you sit and you don’t even see the patient," Wheeler said. After two years on the job here he admits, "I’m still trying to perfect it."

"It’s a learned skill. It’s not something you’re born with," Taft explained. "What happens is, your ability to overlook the obvious grows out of your compassion and your feeling for what that patient is going through."

And at the end of a 10- or 12- or 14-hour day of supporting other departments that require prosthetic services; meeting a new patient just medevaced in from Guam; reevaluating an old patient who wants a nose with a summer tan; and repairing or remaking a prosthetic device that has worn out; maybe there’s a postcard in the mail — maybe from a patient from years before, or from just last week, dropping a line to say thank you for what was done — to say how much it helped.

And then it’s all worth it.

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

A prosthetic eye.

They’re making eyes at you

Story by Georgianna Lear

Dental Technician 1st Class Laura Tooley remembers the first eye she made for a patient who had been wearing tape and sunglasses to cover up her lost eye. "When I finally placed the eye, she just started crying and gave me a hug," Tooley said.

"I can never make the perfect replacement compared to [the real thing], but I can try," said Tooley, who is responsible for all maxillo-facial needs of patients at Naval Medical Center, Oakland, Calif. The maxillo-facial area is the upper jaw area of the face and cheek bones.

Tooley said the most difficult part of her job is that she is a perfectionist. "It means a lot to me to do my best in helping to make the patient feel whole again," she said. It’s a big order recreating a face, but patients are grateful.

Tooley has made many body parts since coming to Oakland two years ago from the Navy School of Health Sciences, Bethesda, Md., where she received her training. From creating eyes of every color, to custom-made tracheotomy tubes (an opening in the trachea through the neck to allow the passage of air), ears, faces and cranial plates, Tooley has made them all.

Tooley is one of only seven people in the Navy who do this specialized kind of work. Currently only five hospitals offer this particular care for Navy personnel and their families. "My recruiter said my chances were slim, but I thought, ‘If it is meant to be, I will get it,’” she said.

The handiwork of nature will never be replicated perfectly, either through artistic or scientific means. However, the work done in the maxillo-facial department is proof of the valiant effort to restore people’s lives with good reproductions of nature’s creation.

Mooney is assigned to the public affairs office, Naval Medical Center, Oakland, Calif.
Breaking the silence

Navy combats domestic violence

Story by Patricia S. Oladeinde

This sickness does not discriminate. It has no friends and many enemies. It's on the rise, and touches all economic, ethnic and social groups. Some people manage to escape it, most people know someone who's affected by it and still others do everything they can to stop it. It's called domestic violence.

The military cannot shield itself completely from the devastating effects of abuse. However, the Navy is doing a great deal to educate its people in preventing abusive behavior and helping stop the cycles that have already begun.

According to Eileen Grady, a clinical social worker (advocacy-licensed), at National Naval Medical Center (NNMC), Bethesda, Md., domestic violence tends to work in a cycle. A husband who abuses his wife may also abuse his children. An abused wife may take her anger out on a child. Children then often abuse other siblings who may grow up to continue the cycle of abuse. The cycle usually starts with emotional abuse and gradually builds to physical confrontation.

"There is usually a combination of factors that can add to family tensions," said Grady, "especially for the E-1s to E-6s. For instance, a lot of our Sailors are young and away from their families for the first time. Distance, along with financial problems, feelings of isolation, a history of witnessing violence as a child, substance abuse and many other components that make up military and personal lifestyles, take a toll on these young Sailors or couples, and minor problems are exacerbated to out-of-control situations."

"A significant amount of abuse stems from a lack of communication and parenting skills," said Angelique Nolan, community health nurse for family support advocacy at NNMC. According to Nolan, the Family Advocacy Program (FAP) not only provides counseling services for families of domestic violence, but also provides victims with information on support groups, shelters, CHAMPUS benefits and safety planning.

The effects of domestic violence can last a lifetime

- Domestic violence occurs among all races and socio-economic groups.
- Approximately 95 percent of the victims of domestic violence are women.
- In the United States, a woman is more likely to be assaulted, injured, raped or killed by a male partner than by any other type of assailant.
- An estimated 3 to 4 million American women are battered each year by their husbands or partners.
- Research suggests that wife-beating results in more injuries that require medical treatment than rape, auto accidents and muggings combined.
- Each year, more than 1 million women seek medical assistance for injuries caused by battering.
- The FBI reports that 40 percent of female homicide victims are killed by their husbands or boyfriends, while 8 percent of male homicide victims are killed by their wives or girlfriends.
- Violence will occur at least once in two-thirds of all marriages.
- During the six-month period following an incident of domestic violence, approximately 32 percent of women are victimized again.
- National Crime Survey data show that women are the victims of violent crime committed by family members at a rate three times that of men.
- Crimes committed by relatives are more likely to result in an attack and injury than those committed by acquaintances or strangers.
- Spouses or ex-spouses commit more than half of all violent crimes by relatives and about two-thirds of all crimes by relatives against women.
- Battering often occurs during pregnancy. These women have twice as many miscarriages as nonbattred women.
- Children from violent homes have higher risks of alcohol and drug abuse and juvenile delinquency.
Nolan said the rise in reported cases is based on the fact that military agencies are more aware of signs of abuse and are mandated to report them to Navy officials. In addition, the Navy has increased its family service center staffs to include more programs and services to reach the community and its victims.

"All states now require people in public service positions — doctors, teachers and child-care workers — to report suspected abuse or neglect," said Grady. There is also "good faith" reporting, which protects people who report suspected abuse or neglect cases from being sued by the person if the report was made in good faith, with no intention of malice.

"This is not a 'guilty until proven innocent' kind of thing," said Grady. "Our main concern is to protect the child or spouse."

If you suspect that a child or spouse is being abused, report it to family advocacy. They will have those involved come in for an initial consultation. After that session, the social worker decides if an abuse case needs to be opened.

"Family advocacy is here to help you, not judge you," said Nolan. "We always give the support, training and referral if needed to anyone who seeks help. This way, we can all work together to break the abuse cycle and prevent another one from starting."

Early identification increases the chance of a positive and safe outcome and most importantly, it will help cure this sometimes-fatal sickness.

Oladeinde is a staff writer for All Hands.

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**Child abuse and neglect indicators**

**Physical abuse:**

- Physical indicators
  - unexplained bruises
  - unexplained burns
  - unexplained fractures.
- Behavioral indicators
  - extreme aggressiveness or withdrawal
  - wary of people
  - feels deserving of punishment.

**Emotional abuse:**

- Physical indicators
  - shallow, empty facial appearance
  - failure to thrive in a normal way
  - lags in physical development.
- Behavioral Indicators
  - depression
  - poor self-esteem
  - developmental lags.

**Neglect:**

- Physical indicators
  - underweight, poor growth pattern
  - consistent hunger, poor hygiene
  - lack of supervision.
- Behavioral indicators
  - inappropriate seeking of affection
  - extended stays at school
  - avoids other children, embarrassed to be with others.

**Sexual abuse:**

- Physical indicators
  - difficulty walking or sitting
  - torn, stained underclothing
  - venereal disease
  - early pregnancy.
- Behavioral indicators
  - sophisticated or unusual sexual behavior or knowledge
  - sexually acting out with other children
  - acting out guilt with self-destructive behavior.

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If you are aware of a violent episode in progress, report it. Seek help if you are involved in an abusive relationship and refer any individual in a violent relationship to a family violence, crisis or counseling resource. For more information, contact your local family service center.
Signs to look for in a battering personality

Jealousy: At the start of a relationship, an abuser may say, "Jealousy is a sign of love." Jealousy has nothing to do with love, it's a sign of possessiveness and lack of trust.

Controlling behavior: The batterer will say this type of behavior is based on a concern for the safety of the abused individual.

Quick involvement: Many battered women dated or knew their abuser for less than six months before they married or lived together.

Unrealistic expectations: Abusive people will expect their partners to meet all their needs. They expect the perfect spouse, father/mother, lover and friend.

Isolation: The abusive person tries to cut the abused person off from all resources. Victims who have friends of the opposite sex are "whores;" those with friends of the same sex are "homosexual." Victims who are close to family are "tied to the apron strings."

Blames others for problems: If abusers are chronically unemployed, someone is always doing them a wrong, or out to get them.

Hypersensitivity: Abusers are easily insulted. They claim their feelings are "hurt" when really they are mad. They also take the slightest setbacks as personal attacks.

Cruelty to animals or children: An abuser may punish animals brutally or be insensitive to their pain or suffering; this individual may expect children to be capable of doing things beyond their ability. For example, an abuser may whip a one-year-old for wetting a diaper.

Past battering: Abusers may say they abused before because the victims "made them do it." Batterers will beat anyone they're with if the victims stay around long enough for the violence to begin. SOURCE: National Naval Medical Center

Spouse Abuse Offenders (by age)

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<th>Age</th>
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<tr>
<td>31-40</td>
<td>75</td>
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<tr>
<td>41-50</td>
<td>20</td>
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<td>5</td>
</tr>
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<td>4</td>
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SOURCE: National Naval Medical Center
Source of Family Advocacy Referrals

![Pie chart showing the percentage of referrals by source]

- Self (2%)
- Spouse (6%)
- Family & Friends (6%)
- Security/Police (8%)
- Medical (20%)
- Command (22%)
- Transfer-In (10%)
- FAPs (17%)
- Other (9%)

SOURCE: National Naval Medical Center

Treatment Services Available in the Military through FAP

**"Learning to Live Without Violence"** — A four-week general military training course on domestic violence in the military.

**Women's educational group** — A six-week educational group for women who experienced violence in a relationship.

**Women's therapy group** — A long-term, insight-oriented, interpersonal therapy group for women who have completed a short education group.

**"Domestic violence treatment"** — A 14- to 17-week long behavior change, education and insight-oriented treatment group for men who have perpetrated violence within a relationship.

**Domestic violence treatment group (based on the Duluth, Minn., model)** — A 24-week behavior change, education and insight oriented treatment group for men who have perpetrated violence within a relationship.

**Men's group counseling** — An open-ended, interpersonal, insight-oriented and behavior change follow-up group for men previously treated in structured group.

**Couples' group counseling** — Time limited educational, interpersonal group for couples who have experienced domestic violence.

**PACE** — A 20- to 24-week educational, behavior change, interactional group for men involved in perpetrating domestic violence.

**Adults Molested as Children** — A long-term interactional group for individuals sexually abused as children.

**Parenting treatment group** — An 8- to 13-week educational and behavioral change program for parents.

**Children's/parents' concurrent group treatment programs** — A 6- to 10-week interactional, educational program for children and parents (separately).

Training may vary from command to command.

SOURCE: National Naval Medical Center

JULY 1995
Keeping a

How your moods affect your driving

Story courtesy of Parlay International

It’s a fact of life — we all have good and bad moods. But, when you’re driving, you have to keep those moods under control — especially the negative ones.

Keeping cool, calm and collected under all circumstances is important to your safety. A mature Sailor maintains his or her self control.

Temper, temper

It’s inevitable you’ll lose your temper once in awhile. But learning to handle your anger is important because angry people can become dangerous people when they’re driving motor vehicles.

It may be difficult to keep your anger under control, but it can be done. Your own attitude is a starting point. For instance, you may be tempted to get back at another driver who does something foolish. But, as a professional, you make a wiser choice. You know the other driver has created a dangerous situation and you could make it even worse if you react in anger.

Take some deep breaths, keep your lid on and remind yourself your own safety is more important than any urge to react. Set a good example for other drivers — including the one who made you angry.

As long as you stay in control, chances are the situation won’t escalate into something more perilous than it already is. Being a defensive driver can make your driving life safer and easier. You need good judgment when there’s risk involved. Emotional responses only make the risk greater.
Impaired driving
If you start your day in a bad mood, it can actually impair you physically. Your normal reactions may be clouded by anger, anxiety or grief. By starting out under stress you can tire early and can develop a headache, upset stomach or other problems.
It’s good to know how to respond to stressful situations and how to avoid them if possible. If you can’t, make sure your driving is orderly and careful. Your good habits will carry you through.

Learn to relax
If you are stressed out, try some relaxation techniques. Stop if you can. Get out, stretch and walk around a little. Put some soothing music on the radio. Do some deep breathing while you’re at the wheel. On the other hand, it can be dangerous to get overly relaxed when you’re driving. A blissful mood may be pleasant but it can cause you to daydream. Your mind may wander and, in a tight squeeze, your reactions may be too slow. Keeping an even keel is your best bet.

Keep in shape
The condition of your body plays a big role in the control of your moods. Avoid fatigue when you’re on the road. It’s easy to fall into a negative mood when you’re tired.
The food you eat also plays a part in your moods. Avoid junk foods and too much sugar. Eat balanced meals, eat moderately and go easy on caffeinated beverages, as well as spicy foods that can upset your stomach. There’s no doubt that your state of mind governs the way you drive. Make sure your mind is in a positive mode before you start out — and do your utmost to keep it that way. It’ll make your day a lot easier.
Models of Success

All Hands focuses on the Navy's role models

Seaman Thang Pham

**Ship:** USS Barry (DDG 52)
**Hometown:** Ho Chi Minh City, Vietnam
**Job Description:** Deck hand aboard USS Barry
**Hobbies:** Volleyball, swimming and basketball
**Marital Status:** Single
**Achievements:** “I left Vietnam in 1987, lived in Thailand until 1989 when I moved to Hawaii, received my citizenship and decided to join the Navy. I had to muster all the courage I had to leave my family and country to make a name for myself in the United States.”
**Key to Success:** Dedication to self-improvement.
**Favorite quote:** “You never really lose until you stop trying.”

Command: Navy/Marine Corps Reserve Center, Ebensburg, Pa.
Hometown: Sacramento, Calif.
Job Description: Staff corpsman for 10 active-duty and 80 reserve Marines
Hobbies: Aerobics, softball and painting
Marital Status: Married with four children ranging in age from four to 23.
Key to Success: “Be positive. Carry out your duties with a sense of honesty and fair play. Let instruction be your guide, and be consistent in their use. Always temper all assignments with humanity. Remember, we are all in this together. Remain focused on each new challenge.
Favorite quote: Lead by example.

Hospital Corpsman 1st Class
Libby Ann Valeski

Command: Navy/Marine Corps Reserve Center, Ebensburg, Pa.
Hometown: Sacramento, Calif.
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Favorite quote: Lead by example.
Environmental protection is a vital concern everywhere these days, but aboard USS John F. Kennedy (CV 67), undergoing a two-year overhaul at the Philadelphia Naval Shipyard, hazardous material (HAZMAT) control is a definite challenge.

"Because of our present environment and the Navy's policy on hazardous material, we track all HAZMAT from what is called the 'cradle to the grave,'" said LTJG Mel C. Davis, Kennedy's HAZMAT officer. Davis and his team make sure all HAZMAT is controlled from the time of requisition to the time of disposal.

Total accountability is one of the things that makes the program successful. "We begin issuing hazardous materials, such as primer, paint and lube oil at 7:30 a.m. We continue issuing material throughout the day," Davis said. "The containers we issue are specifically labeled with warnings and identification numbers that make them easier to track. By the end of the work day, we have an accurate accounting of every container."

Each person is given a receipt for any material issued. When that person returns any unused material, the issued receipt is stamped and the copy on file is also stamped.

"If, at the end of the day, the material hasn't been returned, the tracking process is at the tip of our fingers," Davis said.

While Kennedy is in the shipyard, quite a bit of primer and paint is being used, but the HAZMAT staff issues the precise amounts needed for a job. "We use special-ordered measuring cans so primer waste will not occur," Davis said.

Davis estimates that USS John F. Kennedy's HAZMAT Program is saving the Navy more than $900 a week on primer alone. "When you have concerned people working with hazardous materials," said Davis, "your program will be a definite success."
Airmen earn their sea legs

The number of Air Force people who can tell sea stories grew by five recently when airmen from Travis Air Force Base, Calif., got under way with USS Carl Vinson (CVN 70).

One mechanic, three operators, an officer-in-charge and an R-11 refueler truck were aboard the carrier to provide backup JP-5 aircraft fuel while the ship's own fuel system was being re-certified.

Fuel certification has to be done after an extended ship's restricted availability," said Fuels Officer LT William Bailey. "We need clean fuel to give the embarked air wing.

"We topped off three helos the first day," said Air Force Capt. Tim Schaffer, officer-in-charge of the small detachment. "We maintained stand-by services after the fuel system came back on line."

Schaffer was impressed, especially during flight operations. "We got to see how a sister service does things. That was really something. We saw how you do business and compared notes."

All five Air Force personnel got to experience exactly what a Navy ship does at sea, and they enjoyed every minute of it, according to Air Force Sgt. Mark P. Rios. "We had a real good tour of the ship," he said. "We got to see how they do business upstairs on the flight deck. We went up to Vulture's Row about 10 times. That was a real rush."

Story by JO1 George Hammond, photo by JO1 (AW) William Dagendesh, both assigned to public affairs office, USS Carl Vinson (CVN 70).
If mess management specialists (MSs) from Naval Computer and Telecommunications Station (NCTAMS), Eastern Pacific, Hawaii, had their way, the number of high school dropouts would decrease dramatically. The number of “A”s would increase astounding and the number of high school grads going on to be chefs might skyrocket.

When five MSs took over a local high school’s home economics class for the day to prep students for the Hawaii Student Culinary Exposition, the students refused to leave when the bell rang.

“You guys need to go to English,” insisted Laura Sato, the school’s home economics instructor. “I’ll give five extra credit points to anyone who goes to English.” The students sat quietly, oblivious to the bell and the teacher’s voice. They watched intently as MS3 Samuel Reed squeezed out frosting rosebuds on a cake.

“How about 10 extra credit points,” pleaded Sato. The enraptured students pretended not to hear. They wanted more. “It was amazing!” said Sato. “We had very active participation from the students. They really loved it.”

“NCTAMS has been coming out here every year for about four years. It’s always an excellent chance for the students to get hands-on experience.”

The students were “wowed” by the MSs wielding their culinary expertise. MS2 Glenda Perez showed how to make a napkin stand on three corners during her napkin folding demonstration.

MS1 Moises Lovinaria turned an orange into a bright, colorful flower using mashed potatoes and food coloring. MS2 Gilberto Eleazar made a flying duck out of a carrot and MS3 Ernie Scheer joined Reed in cake decorating.

“Another 20 or so more and you’ll get the hang of it, encouraged Lovinaria, as high school student Randy Fernandez attempted to make an edible flower.

“This isn’t so tough. I think I’ll make one of these for the exposition,” said Fernandez as he “spooned” blue mashed potato petals onto an orange.

“You see them progress in a matter of minutes,” said Reed. “What we’re showing them today directly relates to what they’ll be doing at their culinary exposition. It’s also fun coming out here. It feels good to interact with the students and the community.”

NCTAMS Food Services Officer, MSCM Danilo Batac, echoed his MSs’ feelings. “They are very eager to learn. We look forward to coming out here every year. We keep getting invited back, so they must like it, too!”

MS2 Glenda Perez watches as students attempt to recreate her napkin folding techniques.
Yeoman 1st Class Joyce Bland was recently selected Military Sealift Command Far East's Shore Sailor of the Year. "Working with MSC has exposed me to working with other services," Bland said. Her advice to other sailors is: "Cross train yourself and know every area of the mission of your command." A native of Gary, Ind., Bland is attached to MSC Okinawa.

CAPT William J. Phillips was recently presented with "The Order of the Long Leaf Pine," by North Carolina Governor James B. Hunt Jr. Phillips, a native of Kannapolis, N.C., was officer-in-charge of the U.S. Navy Band, Washington, D.C., until his retirement last month. The award is the state's highest service award and was presented in recognition of Phillips' outstanding achievement during his 38 years of naval service.

Aviation Boatswain's Mate 1st Class (AW) Joseph D. Howard was recently named USS Theodore Roosevelt's (CVN 71) Sailor of the Year. Howard credits his success with a simple concept: "Follow up. When you delegate a task to someone, you need to follow up on it," Howard said. Howard, hailing from Connellsville, Pa., works as career counselor for the ship's air department.

Dr. Thomas L. Reinecke, head of the Electronic and Optical Properties Section, Electronic Materials Branch of the Naval Research Laboratory's Electronics Science and Technology Division, was recently awarded the 1994 Humbolt Research Award for Senior U.S. Scientists. The award is granted by the Humbolt Foundation to "outstanding U.S. scientists in recognition of accomplishments in research and teaching."

Aviation Structural Mechanic Debra A. Samborski was recently chosen to participate in the Navy's Enlisted Commissioning Program. Samborski, a native of Chicago, is attached to the Aircraft Intermediate Maintenance Department, Naval Air Station Fallon, Nev. Of the 700 applicants, 150 Sailors were chosen for the 1995 program.

Quartermaster 1st Class (SW) Daniel J. Nicholson was recently selected the Atlantic Fleet Surface Force Sea Sailor of the Year. Nicholson, from Reading, Mass., was cited for his exceptional achievements as USS Clifton Sprague's (FFG 18) assistant navigator, Enlisted Surface War Specialist Coordinator, command financial specialist and Combined Federal Campaign coordinator.
Crew members of USS George Washington (CVN 73) survey the flight deck during a test of the ship's countermeasure washdown system on April 9, 1995. (Photo by PH1 Craig McClure)
Name: EN3 Douglas G. Paschall

Hometown: Paris, Tenn.

Hobbies: Sports, especially tennis

Watch responsibilities: Main Engine Operator, Main Machinery Room 2, USS Whidbey Island (LSD 41).

Job responsibilities: Hydraulics Shop, "A" Division – performs maintenance on ship’s ballast system, deballast air compressor and ship’s boats.

Places visited while in the Navy: South America, East Africa, Puerto Rico and Cuba.

Best part of the job: Humanitarian relief in the Straits of Florida. "It was a rewarding feeling helping the Cuban refugees during Operation Able Vigil."