16 Home to America’s Embrace
USS Enterprise (CVN 65) was on her way home from a six-month cruise when terrorists attacked the United States Sept. 11, 2001. The cruise was extended and the crew answered their nation’s call, which made homecoming just a little sweeter.

22 “It’s My Plane” A Brown Shirt at War
When Airman Michael Holmes finally crawls into his rack and takes a minute to relax, he thinks about his family and the crew members he works with aboard USS Carl Vinson (CVN 70). He also thinks about working on one of the most dangerous places in the world, the flight deck of an aircraft carrier. But, most of all, he thinks about his plane.

30 The Parted Curtain
It has only been during the last decade that the U.S. Navy has been able to conduct port visits in the Black Sea. But even now, since the Iron Curtain was pushed aside, there is only a small percentage of Sailors who can see the world through the Parted Curtain.

36 Turn Over a New Leaf
Did you over-do the holidays? Did you buy a new car and decided you couldn’t live without the new stereo system and DVD, too? Are your credit card bills making you crazy? Then take a good, hard look and find out how to get out from under all those bills and simplify your life.
As the Olympic torch passed through Washington, D.C., on its way to Salt Lake City, ITC(SW/PJ) Bernard Brown carried it through an honor cordon in memory of his 11-year-old son, Bernard Jr., who was aboard the jet that crashed into the Pentagon. The Salt Lake City Organizing Committee for the 2002 Olympic Games hosted the ceremony for the heroes and victims at the Pentagon River Parade Field.

Photo by JD1 Joseph Gunder
USS Kitty Hawk (CV 63) crewmembers enjoy a rare opportunity to jump off aircraft elevator 1 during a swim call. Kitty Hawk celebrated its 58th day at sea in support of Operation Enduring Freedom by having a steel beach picnic, which included food, games on the flight deck, and a dip in the warm waters.

Photo by PH3 Christopher Borgens II
Editor, I am a Sailor deployed in USS Theodore Roosevelt (CVN 71) in support of Operation Enduring Freedom. I have been in the Navy for three years now and I finally picked up BM3 off this last test. I just wanted to tell you that your magazine is the best out there to keep us Sailors, who are away from home, updated on what’s going on in the world. I would also like to suggest you feature a magazine article on Operation Enduring Freedom. Thanks for your time.

BM3 Elizabeth Rodgers
USS Frank Cable (AS 40)

Publisher’s Note: Congratulations BM3! Hopefully, soon after advancement results were announced, you and your shipmates received a copy of our November 2001 issue, which was printed late due to our retyping of the issue so we could present the events of September 11, and Operation Enduring Freedom. The war on terrorism will continue to remain prominent in the pages of future All Hands, with such coverage specially noted by our “War and Readiness” logo.

BM3 Lonnel Calaway
USS Theodore Roosevelt (CVN 71)

BY THE NUMBERS

62,000
Approximate number of nautical miles traveled by USS Enterprise (CVN 65) during her extended deployment. (Story on Page 16)

400
The number of the CAG’s plane on board USS Carville during Operation Enduring Freedom. (Story on Page 22)

125
Number of months needed to pay off a balance of $1,000 at an interest rate of 24 percent (calculated using the simple interest method). (Story on Page 36)

5
Countries visited by USS La Salle (AGF 3) during a 17-day cruise to the Black Sea. (Story on Page 30)

S H I P M A T E S

Fireman Apprentice Richard Williams of USS Dwight D. Eisenhower (CVN 69) was recognized recently for heroic actions while commuting home on I-64 in Virginia. Williams and other Sailors assisted in pulling a woman from a flaming vehicle that had hit a road divider, ripped and landed on the shoulder. He and another service member used a fire extinguisher to beat back the flames, allowing another group of Sailors and Marines to free the woman and pull her to a safe distance.

Hospital Corpsman Jason Deggled was recently nominated for Bluejacket Sailor of the third quarter of 2001. Deggled joined the Nimitz in 2000 after serving in the Marine Corps. He is recognized for the community service he provides, including volunteering as a Boy Scout troop leader and a Special Olympics volunteer.

Disbursing Clerk 3rd Class Lonnelle Calloway was recently recognized for his work in the disbursing department aboard USS Nimitz (CVN 68). Calloway manages more than 500 enlisted and officer pay accounts. He also conducts regular training for the ship’s 3,200 crew members on how to read their Leave and Earning Statements.

Mess Management Specialist 2nd Class (SS) Richard P. Gold was recently selected as Submarine Group 7’s Senior Sailor of the Quarter for the third quarter of 2001. Gold served as the staff Auxiliary Security Force coordinator, augmenting requirements for the Security Department at Yokosuka Naval Base. He also provided five-star culinary service for various flag functions, retirements and submarine receptions.

Speaking with Sailors

These questions are from a recent MCPON all hands call:

Q: What is the Career Status Bonus (CSB) and how do I know if it’s right for me?

A: The decision to take the Career Status Bonus (CSB) option or remain with the High-3 retired pay system is a major choice for Sailors and their families. This decision should not be made lightly, and should not be based on short-term needs. Although the CSB payment of $30,000 is attractive and immediate, it may not be beneficial for every Sailor in the long run.

Under the High-3 retirement system, a retiree with 20 years of service receives 50 percent of the highest three-year pay average, with 2.5 percent added for each additional year of service up to 75 percent. Retirees under this system also receive annual cost-of-living adjustments (COLAs) at the rate of inflation based on the consumer price index (CPI). The REDUX retirement system, which you would opt for by choosing CSB, offers 40 percent of the high three-year pay average for 20 years with 3.5 percent for each additional year up to 75 percent. The COLA rate paid under REDUX is 1 percent less than the CPI.

Q: What is a SMART transcript and how can I get one?

A: Individual Sailor/Marine American Council on Education Registry Transcripts (SMARTs) are available to every member of the Navy and Marine Corps on the Internet via the NAVY College Program (NCP) Web site. Sailors and Marines can get a copy of their individual SMART transcript to see what college credits their military training has earned them by going to the SMART access page at http://smart.cnet.navy.mil. The SMART documents recommend college credit for a Sailor’s military training and occupational experience. Your official SMART transcript can be sent directly to an academic institution of your choice, and must be requested from the Navy College Center or by visiting your local Navy College Office.
Crew

ALL HANDS

Apartment from other carrier's CTPs (Customer Training Programs) are separated into levels of expertise.

The Sailor Continuum is established for all enlisted rates and officer communities, proficiency levels associated with each pay grade will be identified. This will allow Sailors to know what performance expectations are, and what promotion milestones must be achieved.

“This process is going to be linked to advancement,” said Ulrich. “We are going to promote people based on performance, on what they’ve accomplished, and on what they learn.”

The Sailor Continuum is going to give us clearly defined career paths for Sailors. When Sailors achieve milestones and their overall performance measures up, they will get promoted.

“The Sailor Continuum is all about eliminating career roadblocks. This system gives Sailors the tools and opportunities they need to grow professionally and personally. This is covenant leadership,” Ulrich added.

Task Force EXCEL is one of Chief of Naval Operations ADM Vern Clark’s top action items for this year. Task Force EXCEL’s goal is to revolutionize and revitalize Navy training to provide Sailors the opportunity to succeed and prosper in their professional and personal lives.

This revolution will challenge long-accepted assumptions, implement new processes, and create new tools that will make a real difference for Sailors and our Navy’s warfighting capabilities. For more information on the Chief of Naval Operations Education and Training, go to www.cno.navy.mil/ncp.

DOD asks Vigilance in “Cyber Domain”

The World War II-era adage “Loose Lips Sink Ships” underlined the peril of releasing privileged defense information in public—all possible within earshot of enemy spies.

The United States today is engaged in a war against global terrorism and the need to safeguard classified — and even unclassified — information needs to exist not only in the physical domain, but in the ‘cyber domain’ as well.

DOD has myriad systems in place to mitigate possible probing of information-rich conduits. Some such as e-mail traffic, Leonard remarked in a recent interview. Nevertheless, he said, information security is everyone’s responsibility.

“The best eyes and ears we have out there are our service men and women, civilians and family members,” he said.

For example, military members, government employees, contractors and family members should be suspicious of e-mails that requests information about DOD operations, Leonard said. All personnel, he added, should be aware of the security impact of information in their business e-mail and avoid including official information in personal e-mails.

“They need to look from the perspective of a potential adversary,” Leonard said. Situations of concern, he remarked, involve information that might have force protection or operational capabilities implications.

People who suspect a breach of information security through DOD e-mail traffic or Internet should immediately bring it to the attention of the appropriate person in their command, to make sure it is looked at in that context,” he said.

New Improvements Get Ronald Reagan Crew Ready for Action

P (PCU) Ronald Reagan, the ninth Nimitz-class nuclear-powered aircraft carrier, is currently under construction at Newport News Shipbuilding, Newport News, Va., and due to be delivered to the fleet in 2003. New latest technological advances in design and combat systems.

These advances include flight-deck configuration, primary flight control, aircraft arresting gear, jet blast deflectors, aircraft fueling and integrated communications and advanced network systems.

A change that will set Ronald Reagan apart from other carriers is the flight deck configuration. The new design has shifted the angle of the landing area immediately to the port side.

“It gives the carrier the ability to launch F-14 Tomcats from catapult No. 2, while simultaneously ‘trapping’ on the angle just a few feet away,” said Chief Aviation Boatswain’s Mate (Handling)(AW) Jonathan Reed, Ronald Reagan’s leading aircraft director. “This will be the only carrier in the fleet that can do it. It’s incredible.”

Innovations with the carrier’s arresting gear will also make it unique. Ronald Reagan will operate with three arresting wires instead of four. The ship actually has four wires; however, only three are in operation at any one time. The new three-wire arresting gear design can withstand more aircraft landings than the old design due to stronger wir eaves.

According to the carrier’s catapult and arresting Gear Maintenance Officer, LT Charles Huntington, “Having one arresting wire down helps reduce the impact due to main-
This month we look back in the All Hands archive to see what was going on in the Navy 52, 23 and nine years ago.

52 Years Ago – January 1950
We showed how a refrigerator ship, or reefer, keeps provisions fresh and Sailors happy with what is on their plate. We also spent some time with Sailors from U.S. Naval Forces Germany as they toured Berlin. We highlighted Volunteer Naval Reservists and how they are “staying savvy” through regular training, while not receiving any pay (a true volunteer force). We also posted a list of 77 ships slated for deactivation.

23 Years Ago – April 1990
In this month’s edition, we looked at a daring rescue mission piloted by LTJG Clyde E. Lassen deep into North Vietnam. He flew his UH-2 SeaSparrow F1 enemy territory and, even after taking heavy fire to his aircraft, managed to rescue two downed aviators and make it to USS Preble (DLG 15) with only five minutes of fuel remaining, USS Lassen [DDG 82] is named for him.) We looked at the different avia-

Nine Years Ago – July 1992
In this issue of All Hands, we covered a reenactment of the Doolittle Raid with the launching of two privately owned B-25 bombers from the flight deck of USS Ranger (CV 61). We showed how recruiters find new Sailors in places as diverse as New York City and Rapid City, N.D. We also showed

Around the Fleet

T I M E  C A P S U L E
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Ricky’s Tour
By 202 Mike Jones

W O R D S  O N E  S P O K E N  C A N  N E V E R  B E  R E C A L L E D
F E B R U A R Y  2 0 0 2  •  A L L  H A N D S
10
11

mikejones43@hotmail.com

BEWARE OF SHARKS

B O O M S E L L ,  c o m m a n d i n g  o f f i c e r ,  N a v a l  A i r  S t a t i o n  J a c k s o n v i l l e ,  F l a . , a n d  C A P T  M a t t  E .  S c h f l b o r n ,  c o m m a n d i n g  o f f i c e r ,  N a v a l  S t a t i o n  M a y p o r t ,  F l a .  T h e  p r o j e c t  r e c r u i t s  c i v i l i a n s  t o  h e l p  n o n - p r o f i t  o r g a n i z a t i o n s  i n  t h e  p l a c e  o f  u n i f o r m e d  p e r s o n n e l  u n a b l e  t o  v o l u n t e e r  b e c a u s e  o f  m i l i t a r y  o b l i g a t i o n s .

M e m b e r s  o f  t h e  J a c k s o n v i l l e ,  F l a . , N a v y  a n d  c o r p o r a t e  c o m m u n i t i e s  r e c e n t l y  l a u n c h e d  O p e r a t i o n  C o r p o r a t e  T r o o p s .  J o i n  c o m m u n i t y  e f f o r t ,  O p e r a t i o n  C o r p o r a t e  T r o o p s  i s  d e s i g n e d  t o  k e e p  t h e  n o r t h e a s t  F l o r i d a  c o m m u n i t y  s t r o n g  i n  t h e  e v e n t  m i l i t a r y  p e r s o n n e l  a r e  d e p l o y e d  t o  s u p p o r t  t h e  w a r  o n  t e r r o r i s m .

N a v y  l e a d e r s h i p  s p e a r - h e a d i n g  c o m m u n i t y  e f f o r t  i n c l u d e :  R A D M  J o n  C .  G a d i u s ,  c o m m a n d e r ,  N a v y  R e g i o n  S o u t h e a s t ,  C A P T  M a r k  S .
percent of them can’t get out
into the community because
they are deployed, or because of
increased security, we want to
keep our community strong
while they are protecting
America.

“I am not surprised that the
northeast Florida business and
corporate community has stepped
up to the plate to make sure our
non-profit organizations receive
the continued volunteer support
they require,” said Gaudio at the
kick-off event. “This endeavor is
another great example of the
strong ties between the Navy
and civilian community, ties of
which we are proud.”

Blue Cross and Blue Shield of
Florida, the first to enlist in the
effort to mobilize volun-
teers, called the effort a natural
extension of its own employee
volunteer program.

“Our employees reach out
into our communities across
the state, to help to support hundreds of
organizations alongside our military
volunteers,” said Joyce Kramzer,
group vice president, North
Geographic Business Unit.

“Every time a deployed service-
man or woman returns with the news
that he or she will stay at sea until the job is done.

The cattle had supported
Ozamia laden, the new
female leader of the Afghani
terrorist network. Bin Laden is
believed to have masterminded
the Sept. 11 attacks on the New
York World Trade Center and
the Pentagon.

The war against global
terrorism may go on for years,
myers told the crew. But, he
added, such an extended war
might be prosecuted by other
just military means, to
include financial stratagems to
dry up terrorists’ funding.

Theodore Roosevelt has
available at www.speak.navy-
.mil/.

After completing his visit to
Theodore Roosevelt, Myers
toured two more U.S. military
facilities that day. At one site,
Airman 1st Class Mya Farrah
Airman, a food service
specialist, had her picture taken
with Myers. She said her
meeting with the general “was a
great honor,” adding that her
mother back home is proud of
her military service.

The war against global
terrorism, Aja emphasized,
is worth fighting. “We need a
world that is safe to live in,
and we shouldn’t have to worry
about things going on, like the
Sept. 11 attacks,” she said.

More information about
USN Theodore Roosevelt
is available at www.speak.navy-
.mil/.

USN Theodore Roosevelt’s
"history making crew"
recieves praise from

T O P L I N K S

F E B R U A R Y 2 0 0 2
A L L H A N D S

Bataan Hoists
World Trade Center
Ground Zero Flag

On this week after observing a
moment of silence to reflect
and remember the three-month anniversary
of Sept. 11 with one flag raising

ceremony, USS Bataan (LHD 5)
held another one. But this time,
the ceremony honored the first
flag flown at “Ground Zero” amid
what was once the World
Trade Center.

The “first” flag was raised
in the middle of the rubble by
New York City firefighters, and
has since flown on the aircraft
carrier USS Theodore
Roosevelt (CVN 71) and other
U.S. Navy ships deployed in
support of Operation
Enduring Freedom.

I was very pleased to have been able to fly that
flag on Bataan,” said the ship’s commanding officer, Capt.
Martin R. Allard. “This was done as a tribute to all those
heroes who died attempting to
save others. I’m ready, and my
ship and Sailors are ready, to
stay at sea until the job is done.”

The first flag flown at
“Ground Zero” has drawn
controversy, while Marines
raised at two sites during World War II
on the New York World Trade Center and
the Pentagon.

The WTC flag will
fly from Bataan to the ships
that make up its amphibious
battalion group, USS Shoshoi (LHD
12) and USS Whidby Island
(LSD 41), before being passed
to the ships in the Theodore
Roosevelt Battle Group.

Bataan held its flag-raising
ceremony Saturday, a 12-by-18
American flag, which was sent

to the 26th Marine Expeditionary
Unit (Special Operation
Capable)(MEU[SOC]) by the
New York City Emergency
Unit (Special Operation
Ambush Ready Group).

The flag from the NYPD
Emergency Service
Corporation public
affairs office in Manhattan,
was flown on Dec. 11. That
particular flag had hundreds of tributes and
inspirational messages written in
honor of the fallen NYC police
officers who perished Sept. 11. It
was the flag that draped World
Financial Center II, near the
World Trade Center for two
weeks after the attack. It was
wrapped in a giant banner
that read “United We Stand.”

Bataan’s ceremony included
the passing of the WTC flag
from Command Master Chief
SWO(NE) Mike Taiskourtis
to Sergeant Major Willis
McKnight of the 26th MEU, to
a line of Sailors and Marines
who passed it from one to
another until it finally reached
Yosman 2nd Class SWJ Esther
Martie, a native of the Dominican
Republic in 1991, at 14, with her
family. “I received my
citizenship in New York City most of
what I earn for my life. So, being
chosen for this honor meant
a lot to me.”

Martie continued, “I know
that they are a lot of other
Sailors and Marines aboard
Bataan from New York City,
so it was a very special event
for me. When I was carrying
that flag, I felt that I was carrying
it for everyone in New York City.”

while their uniformed men and
women fight for our freedoms,
at home and abroad.”

Gaudio added, “The Navy
has a proud tradition of neigh-
bor helping neighbor, and today
this volunteer spirit is need-
ner than ever before.

I encourage everyone to
donate time to help build a
stronger community and
as individuals, to contribute to the
war effort in a meaningful way.
We’re enlisting as rein-
forcements on the home front,
while our uniformed men and
women fight for our freedoms,
at home and abroad.”

Theodore Roosevelt
— I mean
Theodore Roosevelt
sailed into New York
with one flag
raising.

John Gray, who raised it while
outside the British Naval
Facilities that day.

The WTC flag, draped beneath
a giant banner
financial stratagems to
dry up terrorists
funding.

New VA Web Site Promotes Vets-in-
Schools Program

The new site, hosted on VA’s
main site at www.va.gov/vets-in-
schools, will link to sites
operated by veterans’ service
organizations, civic education
organizations and the VA’s own
Veteran’s Day section.

“New one can tell the story
of our nation’s struggles
against the foes of freedom
better than our veterans,” said
Secretary of Veterans Affairs
Anthony J. Principi.

He added that veterans’
organizations already encourage
members to visit schools
with stories about mili-
tary experiences, and the VA’s new
Web site will support their
educational programs.

Principi emphasized that
the President’s call to veterans
to offer themselves as guest
speakers at schools goes beyond

which strives to bring a veteran
to every school for Veteran’s Day.

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Principi emphasized that
the President’s call to veterans
to offer themselves as guest
speakers at schools goes beyond

remembrance of all who
died Sept. 11.

According to Martie, being
the person who was chosen
to take the flag to the ship’s
commanding officer was an
honor beyond the words
“unimaginable.”

The three-year Navy veteran.
I felt so proud and
honored,” Martie, who recently
was meritoriously advanced
a paygrade to second class
petty officer, said that
even though she was not
considered a volunteer in the
United States, she’s
considered a New Yorker.

I received
my citizenship
in New York City most of
what I earn for my life. So, being
chosen for this honor meant
a lot to me.”

Martie continued, “I know
that they are a lot of other
Sailors and Marines aboard
Bataan from New York City,
so it was a very special event
for me. When I was carrying
that flag, I felt that I was carrying
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it for everyone in New York City.”
Admiral Praises Saipan’s Warrior Spirit

"You are warriors first, and you’re the best. That’s the message USS Saipan (LHA 2) crewmembers received during an address from RADM J. Kevin Moran, commander of Amphibious Group 2, during a recent visit aboard the general-purpose assault ship. Saipan is undergoing a complex overhaul at the Norfolk Naval Shipyard, Portsmouth, Va.

After receiving a brief on the overhaul’s progress, the high-light of Moran’s visit was an “all-hands” assembly. Before speaking to the crew, he presented the enlisted surface warfare specialist pin to three Saipan Sailors, and used the occasion to introduce his next award presentation — the 2000 Battle Efficiency Award. "This is a significant accomplishment," Moran said, congratulating the crew. "You beat all the competition." During its Mediterranean deployment last year, Saipan conducted operations off the Adriatic coast in support of the Federal Republic of Yugoslavia elections and participated in a series of ground-breaking exercises with Croatia.

Moran praised Saipan for its achievements, the admiral warned the crew about the military’s worst enemy — complacency.

"We are the greatest Navy in the world. When you’re the best," Moran said, "there’s only one way to go, and that’s down. The challenge is to stay on top." To meet that challenge, Moran said the military will have to focus more on anti-terrorism and force protection than in the past. The solution to the terrorist threat against the Navy, he said, is the individual Sailor. "Every Sailor is an important part of anti-terrorism and force protection," Moran said. "We have made many improvements in these areas in recent years, but there is still much more work ahead," Moran said. Moran’s final message to Saipan dealt with quality of life and personal readiness issues. "I know many of you joined up for the college benefit and the adventure. Those and the other military benefits are great and I expect all of you to take advantage of them.

However, he stressed, every Sailor is a warrior first. "There are not enough people in the fleet that will ever see the battle field, so we’ve got to work more effectively and efficiently," Moran said. "We are in the warrior profession. We are here to be warriors and fight our country’s battles." Saipan has been in the Norfolk Naval Shipyard since February and is on its way toward completing the complex overhaul.

The ship is expected to return to its Naval Station Norfolk homeport this spring. For more information about the ships of Naval Surface Force, U.S. Atlantic Fleet, go to www.nsnl.navy.mil.

Story by JO2 Eric S. Delkon and JOC Michael R. Marsh, USS Saipan Public Affairs.

Shipboard Sailors Now Informed with CHINFO Clips via DTS

The war against terrorism is changing by the minute. In this volatile time, a shipboard Sailor needs up-to-the-minute information, including news developments concerning the Navy.

An important source from news about the Navy is the Chief of Naval Information (CHINFO) Clips. Produced literally each weekday, the clips are a compilation of news articles appearing in daily newspapers, national and local. The compilation of Navy news is now piped to ships by way of the Data Channel, part of the Television Direct-to-Sailor (TV-DTS) satellite service.

DTS also offers Sailors radio and television news, sports and entertainment programming around the clock. While underway, Sailors can get up-to-the-minute news, all day, every day. This channel offers 24-hour news coverage and analysis from major networks and military news sources.

Along with the clips, the Data Channel carries the DTS Program Guide, the Early Bird, Stars and Stripes Lite, and Times Fox — a condensed version of the New York Times specifically done for the Navy.

Data Channel products often are placed on the ship’s local area network (LAN), making access easy for everyone aboard.

To see the latest schedule of DTS radio and television programming, log on to myafn.modmedia.osd.navy.mil.

Story by Journalist 1st Class Bruce Moody, Navy News Service.

Navy Test Vessel May Yield New Warfare Concepts

"Naval warfare is being developed not just in a laboratory, but also at the waterfront at Naval Air Station Allied Base Little Creek in Norfolk. With the help of a leased commercial vessel, the Navy is exploring the application of new maritime technologies to future military operations.

The ship is a ‘high-speed vessel’ that can operate in shallow water along the coast. The Navy’s first high-speed vessel is currently based at Little Creek, and has been operated by a joint Navy and Army crew.

The Joint Venture is a 313-foot, wave-piercing catamaran capable of 45 knots, which can operate in heavy seas and relatively shallow water. For the demonstration period, the Navy modified a commercial vessel with advanced hull and propulsion technology previously in use as a high-speed passenger and automobile ferry.

The HSV Joint Venture is a joint military effort to explore concepts that may develop future tactics and vessel designs. The HSV’s mission environment may include: replenishment and resupply at sea, special operations insertion and redeployment, reconnaissance, command and control, anti-submarine warfare mine neutralization, amphibious assault and evacuation, surface warfare and force protection. Under the coordination of the Navy Warfare Development Command at Newport R.I., and support from the Office of Naval Research, the Navy, Marine Corps, Coast Guard, Army, and the Joint Special Operations Command have entered into a partnership to test the vessel for up to two years.

Since the HSV’s arrival in October at Little Creek, it has participated in several limited objective experiments and evaluations.

The HSV’s Van Horn already completed helicopter certification and has been used in underway refueling and small boat launches and recoveries, as well as mine warfare experiments.

The “HSV Joint Venture is just one example of our ongoing efforts to transform naval warfare,” said ADM Robert J. Natter, commander in chief, Atlantic Fleet. "This transformation effort is essential to maintain the U.S. Navy as the world’s preeminent Navy.

"Key to our transformation effort and associated research is the willingness to employ new platforms, and test emerging technology to determine what new capabilities they may bring to warfare on and from the seas," the admiral said.

The HSV offers more than high speed. Its modularity and a roll-on/off ramp allow quick and efficient load outs and equipping.

"The vessel’s shallow draft and water jet propulsion give it tremendous flexibility and maneuverability on non-conventional ship forms. The combination of these unique characteristics allows the HSV to unload in more ports around the world.

The Navy’s intention is not to test specific ship’s design, but rather the capabilities that an HSV can offer. Lessons learned from current and future demonstrations will help the Navy decide what type of vessels to build for the future. "We are really excited about the possible future uses for this type of ship," said Natter.

"Our interest is in evaluating what capabilities an HSV would bring to the fight. We are particularly interested to see how tactics and capabilities would change. There is a lot of potential in this vessel that could help us significantly transform naval warfare," said the admiral.

The Atlantic Fleet will integrate HSV Joint Venture into upcoming exercises with other naval units.

The Joint Venture will serve as a mine warfare command ship and test the ability to tow mine-detection and sweeping equipment, launch and recover remote mine-hunting vehicles and serve as command and control for airborne and surface platforms.

Additionally, the HSV Joint Venture will participate in special operations, amphibious search and rescue, maritime interdictions and anti-submarine warfare operations.

For information on the Atlantic Fleet, go to www.atlanticfletnavy.mil.

Story by Atlantic Fleet Public Affairs.

RILOC Shop Saves Navy Big Money

The RILOC (Reclamation in lieu of Procurement) shop at Naval Air Reserve Station Minneapolis, has been saving the Navy lots of money since it began saving usable parts off T-36 jet engines several years ago. Led by Chief Aviation Boatswain’s Mate (Fuels) Bruce Ager of the Naval Air Base Support Unit (NABSU), the maintenance shop re-conditions, labels and ships jet engine parts.

In one year alone, they saved the Navy 354 man-hours, 256 parts and $14,125 in savings. However, the Navy did not have to hire a private contractor to do the work. Ager said the work is challenging, but rewarding.

"This is one work center that really gives Sailors the feeling that they really did something to help the Navy as a whole. Nothing gives a Sailor more pride than to know what [was done was] something that helped the country out, and especially save us a lot of money," Ager said.

On average, about 36 parts are saved from each jet engine amounting to $134,616 in savings. Dollar amounts were calculated by subtracting the rework cost from the Navy stock number “ready-for-issue” value. Some engines do not have all parts due to pre-ship-ment cannibalism. RILOC orders for gearboxes, planetary assemblies, compressors and back plates, among others. Some of these parts cost $30,000 each.

Additionally, it’s great training for the aviation maintenance,els that are supply personnel of NABSU.

They custom build elaborate shipping boxes for the odd-shaped, heavy jet parts. Engines are shipped to places like Naval Air Station Jacksonville, Fla.; Norfolk; Naval Station San Diego; and Kelly Air Force Base, Texas. For more information on any NRR Minneapolis, go to www.navalairminneapolis.navy.mil.

Story by JO2 Frederick C. Busch, Naval Air Reserve Station Minneapolis Public Affairs.

ALL HANDS • WWW.NEW.S.NAVY.MIL FEBRUARY 2002 • ALL HANDS

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<image: 549x207 to 556x214>

<image: 39x53 to 299x239>

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Sailors on board USS Enterprise (CVN 65) man the rails as their ship, under armed escort by a Navy patrol craft, approaches Naval Station Norfolk.

Home to America’s Embrace

Being away from friends and family for a six-month cruise is never easy, but it rests at the core of the sacrifices Sailors have to make to serve our country and protect our national interests.

Imagine how much more difficult it was for the Sailors aboard USS Enterprise (CVN 65), who were on their way home, to be told that their deployment had been extended because terrorists attacked the United States.

It was a course change all hands on the “Big E” readily made, answering their nation’s call to arms.
After more than 650 successful sorties flown and having traveled more than 62,000 nautical miles, the Enterprise crew did finally head for home after an extra month of intense activity in support of Operation Enduring Freedom.

The day before the carrier was to pull into its homeport of Norfolk, Electronics Technician 3rd Class (SW/AW) Derrick Moore waited impatiently to meet his newborn daughter, Shadé. “Enterprise’s crew was temporarily stunned when they heard about the Sept. 11 attacks,” he recalled.

“Our first six months went pretty smooth. We hit a lot of ports, and were on our way to a liberty port in South Africa when the attack happened,” he said. “I thought it was a movie. I just couldn’t believe it.”

Despite the initial shock, most of Enterprise’s Sailors agreed that a calm resolve came over the ship as they focused on the mission at hand.

Aviation Boatswain’s Mate 1st Class Jon Clark said he was really impressed with his shipmates. “They were more patriotic and eager to do the job. There was a lot less griping, and it seemed we had a sense of purpose to what we were doing.” He added, “When we recovered the jets, and they didn’t have the bombs on them anymore, it really sunk in that we were out here defending our country.”

Aviation Maintenance Administrationman 3rd Class Amber Bobbitt, who was on her first cruise, said she never realized just how close the crew had become. “It was amazing, seeing this many people work together to get the mission accomplished,” she said. “The attacks made us all stronger. We were scared, not knowing what was going to happen, but our leadership did an excellent job keeping us informed.”

Although these Sailors were busy on the frontlines of war doing a dangerous job, often in the back of their minds they were more concerned with what their families were going through back home.

Moore said, “My biggest fear was for my wife and three kids in Norfolk. We kept hearing that there were threats of more attacks.” Steaming home, he said he just couldn’t wait to see them on the pier.

Clark agreed, saying, “Here on the ship, we felt safe. I think we worried more about our families being in jeopardy.”

Even with all of the excitement Enterprise had during the cruise, nothing compared to the energy level running through the ship the day before they pulled back into Norfolk.

Enterprise took center stage the day before their homecoming on television sets across the country, as Diane Sawyer and Charles Gibson hosted their show, Good Morning America (GMA), from the hangar bay. GMA broadcast live from sea, bringing America’s greetings to “Big E” Sailors, including an on-board interview with Secretary of the Navy Gordon R. England.

“Seeing them dedicate their entire show to Enterprise coming home really makes you feel good,” said Moore. “It was nice to see SECNAV come out to the ship as well. It shows just how much he cares about us.”

After the bright lights and TV cameras were gone, and the
As the announcement, “Moored, shift colors!” was made, cheers roared from Enterprise, only to be drowned out by the thunderous yells coming from the pier.

Sun settled lower on the horizon, Sailors began moving with an obvious sense of urgency. While some were busy crating up equipment for off-load or scrubbing down the flight deck, others were running around doing last minute clean up, wanting to show their ship in the best light possible.

Those who weren’t busy getting the ship ready found it hard to go to sleep anyway; “I’m way too exited to sleep,” said Bobbitt. “My family is going to be waiting on the pier.”

Moore said that thinking about meeting his new daughter for the first time was going to keep him up all night.

“I saw my first two children be born, but I wasn’t even able to be home for much of this pregnancy. I haven’t been able to get much sleep the whole week.” He added, “I’m really looking forward to the holidays. This year, Thanksgiving is going to mean a whole lot more to me than it did in the past.”

Those who suffered from “channel fever” found plenty of activities to keep them occupied. Some sat in the galley, playing cards or dominoes. Many joined the big bingo game, where the top prize was $1,500, and some relaxed in the hangar bay, watching as the cruise video replayed memories from their last seven months together. Still others, like Dentalman Allen Mann, volunteered to spend part of their last evening on board handing out roses for crewmembers to give their loved ones the following day.

The next morning, the crew donned their dress blues, and soon thousands of Sailors manned the rails, waving American flags and holding streamers at the ready, as the ship eased into her berth at Naval Station Norfolk.

As the announcement, “Moored, shift colors!” was made, cheers roared from Enterprise, only to be drowned out by the thunderous yells coming from the pier. The cheers only got louder, as one family member after another got the first glimpse of their Sailors whose service to the country had made them so proud.

Enterprise was home – with a sense of purpose and patriotism not seen in many years – and America was there, waiting with open arms to greet her returning warriors.

Strawser is a photojournalist assigned to All Hands.
When Airmen Michael Holmes finally gets to his rack at the end of a long day of work on board USS Carl Vinson (CVN 70), he pauses for a moment and thinks. The 29-year-old thinks about his wife and kids. He thinks about the fact that he works in one of the most dangerous places in the world, the flight deck of an aircraft carrier. He thinks about the war he is fighting. He also thinks about the fact that he has to get up in a few hours and do it all again. As he nods off, his thoughts turn to dreams.

When his alarm clock goes off in the morning, Holmes begins his job all over again, serving at sea in a war against terror. While he’s not in a foxhole, the airman is on the front lines of Operation Enduring Freedom.
Holmes is a plane captain assigned to VFA-94. “It’s my plane,” said Holmes, “until the pilot comes out [on the flight deck]. Then I give him a salute and turn it over.”

Holmes’ F/A-18 Hornet has been very busy lately. “I don’t know if it’s going over Afghanistan or not, but when it gets back with no bombs, I know they didn’t just disappear,” he said.

The Carl Vinson and Theodore Roosevelt battle groups were in at the very start of the war, conducting a 24/7 bombing campaign over Afghanistan, and Holmes’ plane has “led the charge,” so to speak.

His plane, aircraft 400, is the “CAG” bird for his squadron. “The Air Wing Commander’s [CAG] name is painted on my plane,” said the Baltimore native. Holmes thinks this is good luck, as that jet rarely breaks on his watch.

Holmes is not only in charge of the most visible Hornet in his squadron, he is also the leading airman of his shop. “Airman Holmes is an excellent leading airman. He has been acting like a petty officer in an airman’s position,” said Holmes’ LPO, Aviation Ordnanceman 1st Class (AW) David Perez.

With several plane captains in each squadron, each with his or her name and hometown on the side of their plane, being the leading airman is an important job. “I have to make sure there is a plane captain assigned to every plane on the roof,” said Holmes.

In addition to being in charge of all the plane captains in his shop, he is also responsible for the accountability of every tool. “If one tool is missing, we have to stop all launches until we find it,” said Holmes. “A missing tool is dangerous, because it means there’s a chance it was left inside an aircraft. If that’s the case, it...”
could compromise the mission and the lives of the pilot and flight deck personnel, not to mention the taxpayer’s investment in a multi-million-dollar warplane.”

Guarding against such a mishap is behind everything Holmes does on the job. After every screw has been counted and every circuit has been checked, it’s time to launch the plane.

He makes his way to the steaming flight deck, where he takes a walk around the jet looking for any abnormalities. Opening panels, wiping down the canopy, checking air intakes and inspecting the landing gear, he is meticulous in his inspection.

After he has gone over the plane with a fine-tooth comb, he waits for the arrival of the pilot. He’s often up on the roof for more than an hour in the sweltering sun with his brown jersey, float coat and cranial.

“I’m the happiest man on earth when I see the pilot, because when that plane takes off, I’m done,” said Holmes. While he isn’t exactly done, he can leave the flight deck while the plane is airborne. He can go down to the mess deck and grab a bite to eat, or check his e-mail. “I probably check my e-mail two or three times a day,” said Holmes. “It’s good to hear from the family.”

When it’s time to go topside again to recover his jet, the first thing Holmes does is look to see if the 1,000-pound laser-guided bombs are still attached to the wings of the F/A-18. Then, after he has chained the plane to the deck, he greets the pilot, who turns the jet back over to him. It is now Holmes’ plane again, and he must ensure it’s ready for the next mission, sometimes only a few hours away.

At the end of his 12-hour shift, he turns over with another plane captain, who will keep an eye on his plane through the night. You would think after a long day of physically and mentally challenging work,
The brown shirt is just one of the seven colored jerseys on the flight deck that indicate a Sailor's specific job. For example, the brown jersey is for line leading petty officers and plane captains. Here are the other colors of the flight deck rainbow:

**Green Jerseys** — the arresting gear crew, catapult crew, signal enlisted troubleshooters, helicopter loading signal enlisted, hook runners, maintenance leading petty officers, maintenance crews, photographers, supply vertical replenishment coordinators, and integrated catapult control system coordinators.

**Purple Jerseys** — aviation fuels crew.

**Yellow Jerseys** — aircraft handling officers, plane directors, catapult and arresting gear officers.

**White Jerseys** — landing signal officers, squadron plane inspectors, liquid oxygen crews, medical air transfer officers and safety officers.

**Red Jerseys** — ordnancemen, explosive ordnance disposal technicians, crash and salvage crews.

**Blue Jerseys** — aircraft handling crews, chock men, messengers, telephone talkers, tractor drivers and elevator operators.

**Source:** The U.S. Navy’s web page, “Rainbow Wardrobe” www.chinfo.navy.mil/navpalib/ships/carriers/rainbow.html

Both above and below the flight deck, that Holmes would crawl into his rack and pass out. Not this Sailor. He is an avid weight lifter and often works out with his LPO. “We try to get in the gym every other day, but sometimes it’s difficult,” said Perez.

Weightlifting isn’t the only thing Holmes is interested in. “I’m striking for ‘AT.’ I’ve already taken the test, and now I’m just waiting,” said Holmes.

While he’s a man of few words, Holmes believes in the mission. “I think it’s a good thing we are doing out here. It’s good to know people back home are supporting us,” he said.

Holmes is just one of many Sailors serving on the frontlines. He doesn’t ask for much in the end but to go home and be with his family. For now though, this brown shirt answers his country’s call to arms with pride.
THE PARTED CURTAIN

Story courtesy of 6th Fleet Public Affairs

Sailors often join the Navy to see the world, but there are only a select few who get to visit ports in the Black Sea, the isolated body of water that sits north of Turkey. It was only during the last decade that the United States Navy has been able to conduct routine port visits in the Black Sea.

Even now, after the Iron Curtain has been pushed aside, Black Sea port visits are rare opportunities for Sailors of the 6th Fleet. Once inside, they see a world that isn’t quite European, yet not Asian either.

We now take you to lands that have only recently discovered freedom, as we look through the Parted Curtain.

The Black Sea is so named, because the lack of oxygen in the water prevents the development of microorganisms, making it appear black. The only way in or out of the Black Sea is to sail from the Mediterranean, north through the Aegean Sea past Greece, then through the Dardanelles Strait into the Sea of Marmara. Finally, you enter Turkey’s Bosporus Strait, which separates Europe and Asia.
Gargantuan tankers weave their way along the strait, which is 700 yards across at its narrowest point, near Istanbul, Turkey, while packed ferries cross from one bank to the other. The 6th Fleet flagship, USS La Salle (AGF 3), and the embarked 6th Fleet staff, transited the narrow strait to emerge into the Black Sea for a five-country deployment last summer. Few Sailors knew what to expect. “We are here to show our presence, be ambassadors of goodwill and show people that we are interested in fostering stronger ties with them,” said Intelligence Specialist 3rd Class Jaime Martinez during La Salle’s first port call to the region since 1998. “People will remember Americans favorably if we leave a good impression.”

That mission of diplomacy was repeated throughout the entire 17-day, five-country deployment to the Black Sea. U.S. Sailors brought messages of peace, friendship and an opportunity to find common ground. Stops included: Istanbul, Turkey; Novorossyisk, Russia; Sevastopol, Ukraine; Constanta, Romania; and Varna, Bulgaria.

One global area of common ground was a shared devotion to family. One way that La Salle and 6th Fleet Sailors found to express that shared devotion, was to volunteer liberty time, offering assistance with community projects that routinely centered around family and children in every country they visited. “It’s the best birthday present I can get – spending time with children,” said Machinist Mate 3rd Class Najm Lewis, who spent her 19th birthday with several other Sailors, distributing arts and crafts supplies to an orphanage and playing with the children living there on the outskirts of Novorossyisk, Russia. “Anything to help out the kids is worth the effort,” said La Salle Intelligence Specialist 1st Class Tony Morgano. He was one of several volunteers who took part in every Black Sea community relations project conducted. “I think it also presents a positive image for America.”

Another group of Sailors who presented a positive image for America and the U.S. Navy was the 6th Fleet Band. These musical ambassadors spoke in the international language of music, and entertained thousands during their 27-concert itinerary. “It feels great to represent the Navy and the United States through music,” said tenor sax player Musician Seaman Chris Sams, who was on his first deployment away from the 6th Fleet Band’s home base in Naples, Italy. “The crowds were very receptive and treated us like celebrities. All of us tried to return..."
Morale, Welfare and Recreation

La Salle

IS1(SW)

Sailors joined the boys in (AGF 3) level a large dirt pile at Varna

Sailors and Marines

First Class

performance we could.

the gesture by giving them the best
performance we could.

“They are great musicians,” said
Zhevyako Nicolov, a Bulgarian naval
communication officer.

“We don’t see Sailors from the American Navy very often — it
was nice to see them there. Maybe we can get to know
each other better and become better friends.”

“I like jazz very much,” added Krasimir
Kostov, a sergeant in the Bulgarian navy, following his first interaction with American Sailors. “The band sounded great. The visit of the American Navy here is important — both sides can learn from the exchange of experiences and learn from each other.”

Sixth Fleet also actively initiated cooperation between the U.S. Navy and the navies of the Black Sea, to promote a new era of regional stability.

“The last decade has been one of tremendous change in the Black Sea region,” said VADM Gregory Johnson, then the 6th Fleet commander, during a reception held in the Bulgarian port city of Varna. “But, we must ensure that
the past informs and instructs us and does not obstruct our vision of the future.”

While 6th Fleet diplomacy primarily emphasized commonality, another effective tool of diplomacy was engagement through operational exercises. During their deployment, staff talks were conducted between 6th Fleet and representative navies were conducted in each country visited.

“These meetings in each port are very important,” said 6th Fleet Operations Officer CAPT Jason Leaver. “Being able to meet face to face lets us better understand what kinds of operational naval exercises they’d like to do with the United States.”

“We discussed issues dealing with our Partnership for Peace,” said 6th Fleet Policy and Strategy Officer, LCDR Mike Hill. “We also discussed issues dealing with different aspects of joint officer training and the possibility of joint exercises down the road.”

U.S. and Black Sea region Sailors came together in Russia, Ukraine, Romania and Bulgaria for wreath-laying ceremonies at various war memorials.

“It was a very dignified and respectful ceremony that acknowledged the sacrifices of the Ukrainian people, and honored their memory and past struggles,” said 6th Fleet’s LCDR Stanley Keeve, who attended the ceremony honoring those who fell to recapture Sevastopol from the Nazis.

“I enjoyed the opportunity to witness first hand a very sacred and time-honored tradition of honoring the sacrifices of others,” said Mikhaela Dumitrescu, the Constantant tour guide on a trip to the Romanian capital, Bucharest. “The best way to learn about people is to meet them face to face — not from a textbook.”

“Our rich history belongs to everyone,” said tour guide Beken Guray, a retired Turkish military officer who now makes a living showing Istanbul’s art, culture and history to foreign tourists. “I want to tell the story of my country to the whole world. The best way to learn about the Turkish people is to come and see them firsthand.”

“The history here is unbelievable,” said Martinez, who enjoyed his first port visit to Turkey and a tour that included the Byzantine-era Hippodrome and the Grand Bazaar. “I took this tour because I might never get another opportunity to see this place.”

“I feel like I now understand more about the region’s history, culture and society,” said 6th Fleet’s Legalman 1st Class (SW) Steve Crowston, one of approximately 40 Sailors who signed up for an all-day tour to Bucharest. “The people seem friendly, helpful and receptive to Americans. They are so friendly, in fact, it’s almost as if a curtain never existed.”

Photo by JO2(SW) Jeremy Johnson

A03 Melissa Pratt marches with a Russian marine as they prepare to lay a wreath at the base of Novossyvorskoye’s Hero’s Square. The memorial honors fallen Russian service members who died in the recapturing of the city during “The Great Patriotic War” (World War II). The ceremony was just one of several joint U.S. and Russian events that 6th Fleet/La Salle Sailors and Marines participated in while visiting the Russian port city.

Operations Specialist 1st Class (SW) Lawrence Nichols, who participated in a Bulgarian ceremony. “I believe that it helps to strengthen the ties between the United States and these various countries, by showing that Americans are compassionate and sympathetic to their losses, as well as respectful of their customs.”

Between staff talks, receptions, community relations projects, wreath-laying ceremonies and band perfor-
Credit, whether in the form of a credit card or a bank loan, isn’t evil and needn’t be totally avoided. It’s a convenient means to make purchases without having to carry large sums of money. However, too much credit can quickly put you “in the hole,” one that might take you seemingly forever to get out of.

The best use of credit is to purchase assets that will grow in value over time, like a house. But, the purchase of “big ticket” consumer goods, such as a car, would not be possible for most Sailors without the use of credit. Purchasing consumables, including furniture, clothes, sporting goods, vacations or anything else that loses its value after purchase is a dangerous use of credit.

The holiday decorations are finally put away. The tree is down, and the presents are already being used or played with. As normal life resumes, the other shoe drops. The credit card bill arrives in the mail. You ask yourself, “Did I really have to purchase those gifts with plastic?” Now you’re in a credit crunch.

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“I have learned to ask myself whether this is something that I need, or want,” said Disbursing Clerk Seaman John Brantly of Naval Station San Diego Security. “For me, those are two totally different things. I’ve learned to manage my expenses by telling myself, ‘If I can’t afford it, then I don’t need it right now.’ I don’t get caught up in the ‘credit card trap.’”

Hospital Corpsman 2nd Class Richard Moyer, a command financial counselor at the Uniformed Services University of the Health Sciences, Bethesda, Md., has some tips for the Sailors he advises. “Be aware of what your balances are. Don’t spend more than you get paid. Only get things that are necessary.”

Here are four of the most common types of credit. How these are granted depends on the lending institution and the income, credit rating, character and collateral of the borrower.

**Open-End Credit** – These include credit cards, cash advance credit cards and lines of credit, which can be used up to a pre-approved limit. Credit cards might have annual fees, while some lines of credit will charge maintenance or usage fees.

**Closed-End Credit** – This is the kind of loan you would use to buy a house or a car. Unlike a credit card, the interest rate, amount financed and payment schedule are all agreed upon by the lender and the borrower.

**Incidental Credit** – This is what professionals (like doctors) grant. You are charged for a service after you use it. Usually, there is no fee charged.

**Public Utility Credit** – This is used by utilities such as telephone, electricity and cable companies.

Now that you know what credit is, you can start working on your “credit history.” Someone with a good credit history, who always pays their bills, will be able to borrow more. This is possible because the lending institution knows the member isn’t going to stiff them. Your local bank or credit union might also offer a credit card with a lower interest rate if you have a good credit history.

Credit isn’t free. It costs something to borrow money. There’s that interest rate on any balance you maintain. Major credit cards vary in how they compute this rate, but it’s usually much higher than what a financial institution would charge for a loan. Plus, credit cards also tack on finance charges just for maintaining a balance, for cash advances and for late fees.

Unfortunately, some people just can’t put down their plastic money, and they wind up with debt in the thousands, if not millions.

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**The Cost of Credit**

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<th>Interest Rate</th>
<th>Minimum payment or $15</th>
<th>Fixed $30 payment</th>
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<td>21.9%</td>
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<td>24%</td>
<td>$1332.20</td>
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Number of Months

- Fixed $30 payment

- Minimum payment or $15

*Source: Navy/Marine Corps Relief Society*
Turn Over a New Leaf
Getting Out From Under Credit Card Debt

There are things you can do to start your way back up to ground level. Contact your lending institution and ask if they have any kind of credit counseling services.

“The most severe level of counseling that some credit unions or banks use is the kind where they take away your credit cards and force you to go on a strictly cash economy,” McCormack noted. “They’ll verify how much debt you have and ask the creditors for a lower interest rate. Most creditors are willing to charge a lower rate if it means they’ll get their money, rather than have the member declare bankruptcy and they get nothing.”

What happens if you need to seek assistance from a financial institution? You may be put on their most severe remediation program, which would require that they take funds directly from your paycheck and make the payments to the creditor(s). This continues until the lowest balance is paid off. In turn, the extra money no longer spent on that bill would be reallocated to the next larger bill until it too was paid off, and so on.

Here are some things you can do on your own to keep yourself from getting in too deep:

• Prioritize your debts; things like the mortgage and car payment should come first.
• Budget your living expenses based on what you earn. Once you’ve figured that out, ensure all minimum monthly payments are met on all your debts.
• Pick the credit card with the lowest balance and begin “power payments.”

Although it’s fun to look, SK2 Cheryl Joseph of Washington Navy Yard Logistics doesn’t give in to the temptation to pull out the plastic. “If I don’t need it, I don’t buy it. But, if I do put money aside in an allowance. That way, if I want to do something, I have the cash available and I won’t need credit cards.”

There are things like the temptation to pull out the plastic.

Although there are ways to get help if you find yourself in this situation, the very first thing you should do is change your behavior. If you’ve dug yourself “in the hole,” stop and put down the shovel. “I knew of some Sailors who got themselves a credit card and racked up too much debt,” said Pat McCormack, a budget counselor for the Navy/Marine Corps Relief Society. “If they’re in too deep, sometimes its necessary for them to get a second job. What some members need at this point is almost a complete change in attitude to stop using the plastic.”

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Here are some things you can do on your own to keep yourself from getting in too deep:

• Prioritize your debts; things like the mortgage and car payment should come first.
• Budget your living expenses based on what you earn. Once you’ve figured that out, ensure all minimum monthly payments are met on all your debts.
• Pick the credit card with the lowest balance and begin “power payments.”

There are things like

not tens of thousands, of dollars.

Although there are ways to get help if you find yourself in this situation, the very first thing you should do is change your behavior. If you’ve dug yourself “in the hole,” stop and put down the shovel. “I knew of some Sailors who got themselves a credit card and racked up too much debt,” said Pat McCormack, a budget counselor for the Navy/Marine Corps Relief Society. “If they’re in too deep, sometimes its necessary for them to get a second job. What some members need at this point is almost a complete change in attitude to stop using the plastic.”

There are some things you can do to start your way back up to ground level. Contact your lending institution and ask if they have any kind of credit counseling services.

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The New Front Line

A mailroom is not your typical battlefield, but since Sept. 11, 2001, it has become another front line in the war on terror.

Postal Clerk 3rd Class (SW) Eric Gomez works in the mailroom on board USS Carl Vinson (CVN 70), which played a major role in the opening days of Operation Enduring Freedom.

They were not only fighting terror over Afghanistan, but in the ship’s post office as well. With worries about the possibility of anthrax being sent through the mail, Gomez and the rest of Vinson’s PCs stepped up safety precautions for moving the carrier’s mail, much like their counterparts back home.

“We get suspicious packages every day,” said the San Diego native. “Most of the time it’s just melted chocolate or shampoo, but we check anyway,” added Gomez.

To protect against the threat of anthrax during deployment, the PCs on Vinson wore gloves and masks when handling mail. There have also been changes in the sorting process. “We handle the mail a lot more carefully,” said Gomez.

In a war against terror, communicating by mail while at sea is just another reason for postal clerks, and other Sailors, to be ever vigilant in protecting that freedom.

Ingle is a photojournalist assigned to All Hands.
Eye on the Fleet

is a monthly photo feature sponsored by the Chief of Information Navy Visual News Service. We are looking for quality photography from Sailors in the fleet to showcase the American Sailor in Action.

SAILORS HIGH IMPACT

Sailors inspect AGM-65 Maverick air-to-surface tactical missiles and laser-guided bombs on the flight deck of USS Enterprise (CVN 65) in support of Operation Enduring Freedom.

Photo by PHAA Lance H. Mayhew Jr.

SAILOR PRIDE

Sailors from Pre-Commissioning Unit (PCU) Ronald Reagan (CVN 76) and USS Nimitz (CVN 68) unfurl an American flag on Nimitz’s flight deck as the ship transits to her new homeport of San Diego.

Photo by PHAN Tiffini Jones

BOMB FARM

Sailors inspect AGM-65 Maverick air-to-surface tactical missiles and laser-guided bombs on the flight deck of USS Enterprise (CVN 65) in support of Operation Enduring Freedom.

Photo by PHAA Lance H. Mayhew Jr.

FREE FALLING

An explosive ordnance disposal technician assigned to Explosive Ordnance Disposal Mobile Unit (EODMU) 5 leaps from a CH-46 Sea Knight helicopter during a static line water parachute jump over Apra Harbor, Guam.

Photo by PH2 Marjorie McFann

AIR ASSAULT

A Landing Craft Air Cushion (LCAC) of Assault Craft Unit (ACU) 4, prepares to leave the beach loaded with U.S. Sailors and Marines returning back to the USS Bataan (LHD 5). The Sailors and Marines are returning from Kandahar, Afghanistan after a successful ground campaign in support of Operation Enduring Freedom.

Photo by PHC Johnny Rivera

WATCHFUL EYE

An aviation ordnanceman mans his watch station at the 20mm chain gun on board USS Peleliu (LHA 5) as the fast combat support ship USS Sacramento (AOE 1) (behind) delivers fuel and supplies. USS Philippine Sea (CV 58) is seen in the distance, providing air cover and protection. These ships were serving in support of Operation Enduring Freedom.

Photo by PHCM Terry Cosgrove

TO BE CONSIDERED

Forward your high resolution (5”x7” at 300 dpi) images with full credit and cutline information, including full name, rank and duty station. Name all identifiable people within the photo and include important information about what is happening, where the photo was taken and the date.

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

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ANACOSTIA ANNEX, D.C.
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Eye on History

Eye on History is a monthly photo feature sponsored by the Naval Historical Center. For more photos pertaining to naval history, go to www.history.navy.mil

The United States Battle Fleet steams in formation off the California coast during the 1920s. The four leading ships are USS Colorado (BB 45), USS Maryland (BB 46), USS West Virginia (BB 48) and USS Tennessee (BB 43).

A fireman on board USS Alabama (BB 60) installs a burner on one of the ship's boilers during her shakedown cruise in January 1943.

USS Iowa (BB 61) fires a full broadside of nine 16-inch and six 5-inch guns — otherwise known as the “John Wayne” — during a target exercise near Vieques Island, Puerto Rico, in July 1984, causing concussion effects on the water surface.

ADM William F. “Bull” Halsey, Commander, 3rd Fleet (left center), eats Thanksgiving dinner with the crew of his flagship, USS New Jersey (BB 62) in November 1944.

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A historical marker on the deck of USS Missouri (BB 63) notes the location where the instrument of Japan’s surrender was signed Sept. 2, 1945. This plate was selected by CAPT S.S. Murray and installed at the Norfolk Naval Shipyard in 1945.

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U.S. Navy photos courtesy of the Naval Historical Center
Remembering Bill & Kip

Story by CDR W. Scott Gureck

ike millions of other Americans, I watched in horror as the
terrorist attacks of Sept. 11 unfolded on live television. Making
the events of that day more surreal, I could see the Pentagon
burning from my office across the Potomac.

And like many people, I think I was in a mild state of shock in the
days and weeks that followed. It was in that frame of mind that my
wife and I took our seats in a pew at the Naval Academy Chapel,
Friday, Oct. 5, 2001. We were there to attend a memorial service for
CDR William H. Donovan Jr., a 1986 classmate of mine who was killed
at the Pentagon.

As we sat there solemnly waiting for the service to begin, one of the
saddest scenes I had ever witnessed occurred as Bill’s widow and three
young children — all under the age of 10 — entered and took their
places up front. Seeing their faces, their grief, their shattered lives, I was
overwhelmed with emotion. At that moment, I felt the true impact and
senselessness of what those cowardly terrorists had done to thousands of families.

When I entered the squadron ready room to meet the pilot, he
was beaming from ear to ear. He said this had been his most successful
mission to date.

It was as though fate had stepped in.

Shortly after the service, I was notified that I was being deployed
immediately to Bahrain to augment the 5th Fleet public affairs office to
help with the hundreds of media on hand to cover the military action
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I was overcome with grief as Bill’s widow and three of his
children came to see me in the ready room. I was so overcome
with emotion that I was unable to speak.

Some seven hours later, he returned safely aboard minus one
2,000-lb. bomb.

After seeing their faces, their grief, their shattered lives, I was
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The Final Word

Remembering Bill & Kip

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When I entered the squadron ready room to meet the pilot, he
was beaming from ear to ear. He said this had been his most successful
mission to date.

It was indeed a successful mission. This pilot and his wingman had
checked in with their forward air controller (FAC) just as the FAC had
finished counting more than 25 Taliban troops climbing into a bunker.
It was a prime target. Aircraft 301 dropped first, scoring a direct hit
accompanied by massive secondary explosions.

Justice had been brought to this particular group of evildoers.
CDR Donovan Jr., and Lt. Col. Taylor — professional warriors and
dedicated family men — had, albeit symbolically, their moment in
combat. For me, it was a cathartic moment when I was able to feel
a sense of closure.

Although Bill and Kip’s names were the only ones on that particular
bomb, they represented all of our fallen shipmates and comrades-in
arms. They carried the message that their deaths were not in vain,
and since this particular group of terrorists could not be brought to
justice, justice was brought to them.

Gureck is chief of publishing, Naval Media Center,
Washington, D.C.

The United States flag serves as All Hands’ last 10X teaser,
reminding us of our nation’s symbol of freedom and independence.

U.S. Navy Photo
It’s the hard work and dedication of the HSL-41 Phased Maintenance Crew, performing periodic quality control checks of aircraft, that keeps the pilots and air crew safe while conducting their mission.

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