28 Building a Strong Alliance

To demonstrate NATO’s ability to handle two simultaneous crises in separate geographical regions, Exercise Strong Resolve 2002, one of the largest NATO exercises in the last decade, brought together more than 33,000 military personnel from 26 NATO and Partnership for Peace (PFP) nations.

14 Life on Deck

According to Boatswain’s Mate 2nd Class Marlon Huff, assistant deck leading petty officer aboard USS Yorktown (CG 48), “This isn’t an easy job. You just have to expect to work.” The bottom line is that the deck department is arguably the hardest working group of Sailors aboard any ship.

34 Five Sides of Terror

Sept. 11, 2001 — Pentagon Sailors found out first-hand what their shipmates on USS Cole (DDG 67) went through nearly a year before: a shocking, unexpected, vicious terrorist attack. In the aftermath of both attacks, some Sailors struggled to escape while others helped their shipmates do the same. Many stories have surfaced from actions that day and shortly thereafter. Here are five from inside our nation’s defense headquarters.
Liberty Speedway Manager QM1 Dennis Coolidge races around the go-kart track at Naval Air Station Fallon, Nev. The track is one of the many activities the base offers for Sailors both permanently and temporarily assigned to the area.
A Joint Explosive Ordnance Disposal team prepares charges to blow up stockpiled bombs left behind by fleeing al Qaeda troops at the Kandahar International Airport in Afghanistan. U.S. and coalition force personnel are in Afghanistan supporting Operation Enduring Freedom.
Making the Grade: Sailors Gear Up for the Advancement Exams

September is almost here again, and you know what that means. It’s time for Sailors in grades E-7 through E-9 to take advancement exams to compete for their next pay grade.

While there’s no magical formula that will guarantee you will advance, the best advice is to put yourself in position for that next promotion is to study! Now is not too soon for you to be hitting your rate training manuals on a daily basis.

Also take time to review materials noted in your rating’s advancement bibliography. If studying alone is difficult for you, consider joining or even starting a study group with some of your peers.

Advancement opportunities remain strong despite tremendous improvements in retention and reductions in attrition. The CNO and Navy leadership’s commitment to increasing the number of Sailors in the “Top Six” enlisted pay grades (E-4 through E-9) is helping ensure the most competitive Sailors advance.

The CNO’s goal is to have 75.5 percent of the enlisted force occupy the Top Six pay grades by FY07 because this provides essential leadership and technical skills to the fleet. As of the March 2002 exam cycle, the Navy is at 72.5 percent. Despite seeing a reduction in promotion opportunity this past exam cycle, Top Six will keep promotion opportunity strong in the long term because the Navy is still in the process of increasing the number of Sailors in the senior pay grades.

Today’s Sailor has a much better opportunity than they had in the 90s. Better opportunity hasn’t just happened by chance — it is the direct result of a strategy and commitment to fund our manpower, which is CNO’s to top priority.

The last cycle promoted more than 24,000 Sailors to their next pay grade. Continue to push yourselves and your shipmates! With promotion numbers still looking good, it’s up to you to be among those who add another chevron this fall. 

Editor, I wanted to let you know that I was deeply impressed by the article written by JOCS(AW) Dave Desilets “Embracing the Vietnam Veteran” in the May issue of All Hands. I come from an Army family, but I enjoy news from all branches of the service. I feel that the article was correct and to the point.

My Uncle was part of Recon for the Marine Corps and my own father served two tours in Vietnam for the Army.

I feel that returning soldiers were looked upon as baby killers and murderers and those that did not stay in the service more than likely became homeless, broken men unable to cope. (Not all, but the majority).

I am inspired to return to the service once I finish college, and I hope that we can continue to show our patriotism for our country for the men and women that are currently serving, and those that have lost their lives in service for our country. I do apologize for being long winded, and I will look forward to reading your magazine in the future.

Jeanette Margarita Ahorrio
Orlando Recruiting Company
(U.S. Army) Orlando, Fla.

Mail Call

Letters to the All Hands Editor

The Front Cover text in All Hands, June 2002 should have read: ABS Johnny Harris and ARAN Valerie Rourke worked many busy nights in the hangar bay of USS George Washington (CVN 73) during their last underway period while preparing for the ship’s current deployment. USS George Washington (CVN 73) is currently deployed to Operation Enduring Freedom.

OPPS

Letters to the Editor, e-mail it to allhands@mediacen.navy.mil. Please write Letter to the Editor on the subject line. Letters can also be mailed to:

Naval Media Center
ATTN: Editor, All Hands
2713 Mitscher Rd., SW
Anacostia Annex, D.C. 20373-5819
Around the Fleet

Details Take Project SAIL Coast to Coast

During recent visits to the soon-to-be decommissioned destroyers, USS Fife (DD 992), USS Nicholson (DD 982) and USS Peterson (DD 946), Navy Personnel Command (NPC) detailers demonstrated that Sailor Advocacy is more than just an idea; it is a concept that works for everybody.

Within a single week, detailers conducted conferences in the destroyers’ homeports of Everett, Wash., and Norfolk, that enabled Sailors to make informed life-altering decisions.

On each ship, the retention team’s role in the newly unveiled team-detailing concept was to provide the crew with necessary information regarding what to expect when negotiating with NPC detailers. As a result of the overall team effort, about 900 destroyer Sailors were able to secure a set of orders, reinforcing NPC’s commitment to give Sailors a stronger voice and greater control over their career decisions.

The Chief of Naval Operations has made a commitment to focus on individual Sailors and improved personnel readiness, which will result in improved mission capability and the growth and development of all Sailors, from recruits to master chiefs. NPC’s effort to bring the detailing process to the deck plates is a demonstration that they are on board with the CNO’s vision.

“Project SAIL” — Sailor Advocacy through Interactive Leadership — is the name adopted by Navy leadership for several programs focused on supporting the CNO’s pledge. The results of NPC’s efforts show that the team effort has made a difference. Fife’s Command Master Chief Herb Gregory said, “Efforts by the detailers saved approximately 20 Fife Sailors who might otherwise have chosen to separate from the Navy.” He called it his “most positive detailing experience” in almost 30 years in the Navy.

Two of the “saved” Sailors are reflective of today’s Navy, in that they bring family issues to the detailing equation.

An important part of Project SAIL, team detailing involves the assignment by NPC of command teaming coordinators (CTCs) to every Navy unit in order to facilitate the detailing process. CTCs are experienced NPC personnel who serve as single points of contact between each command’s retention team and NPC. A 13-month roller spreadsheet has been developed to enhance the team detailing process. The spreadsheet will contain the results of the command’s career development board and will display Sailor’s preferences. Engendered into the Job Advertising and Selection System (JASS), the spreadsheet allows for the comprehensive exchange of information early in the detailing process (see NAVADMIN 13/02).

For more information about officer and enlisted assignments, go to www.persnet.navy.mil/pers4.

Task Force EXCEL Announces New Rating Pilots

The Navy’s Revolution in Training is here gray and underway, steering into a port, bringing you the tools and opportunities to excel. The fleet, working through Task Force for Excellence through Commitment to Education and Learning (EXCEL), is developing professional continuums for 17 ratings, with another 17 on the launching pad.

“Task force has left the station,” said Task Force EXCEL Director RADM Harry Ulrich. “The revolution is happening, change is occurring as we speak.”

Following on the success of the information technology specialist (IT) continuum, these professional development efforts will integrate relevant industry-related credentials and appropriate college-level credits, giving Sailors the best possible opportunities for success. Already, several pilots in the information technology and damage control fields, as well as those in the mess management specialist rating are giving Sailors industry certifications that make them competitive.

The continuums, which act as roadmaps for Sailors’ careers by identifying all training and education opportunities, are part of the revolution’s Sailor Continuum. A five- vectored model, the Sailor Continuum incorporates five areas of concentration — professional development, personal development, qualifications and certifications, leadership, and performance — to create an environment of holistic Sailor development.

“Developing these continuums is the foundation for ensuring our Sailors are provided with not only the best educational opportunities, but the means to earn college degrees and certifications that put them on par with their industry counterparts,” said Ulrich.

Working groups are currently being established for the ratings currently identified. These working groups will be tasked with the actual design, testing and implementation strategies for each continuum. Rating continuums under development include:

AG, BM, DC, EN, EM, GSE, GSM, HT, IC, IT, MM, MR, MS, QM, SH, SM, STG.

Ratings continuums in their initial phases include:

AD, AM, AS, AW, AZ, CE, CM, STA, CTA, CTM, CTO, CTR, CTT, EF(SUB), MN.

For more information on the Revolution in Training, and to view the mess management specialist continuum, the first one to be developed, log on to www.excel.navy.mil.

Story by J02 Ed Walters, Task Force EXCEL Public Affairs

SS Shipmates

Mess Management Specialist 1st Class (SW) William Carabello of Naval Station Roosevelt Roads, Puerto Rico, was recently named Navy Region Southeast’s Sailor of the Year. During his tour as officer-in-charge of Camp Garcia on the island of Vieques, Carabello oversaw the construction of a new galley, installed new MWR facilities and expanded the camp’s water storage facility.

FYE2 Selective Reenlistment Bonus Program Update

With more than 15,000 Sailors receiving SRBs, this year’s $186 million budget for SRBs has been expended at a higher rate than expected, making it necessary to adjust how SRBs are awarded.

Helping Navy leadership shape manning in critical skill areas, SRBs are a financial incentive for these Sailors to reenlist.

After the SRB program revised rates in March, approximately 4,800 Sailors applied for SRBs during the transition period in April and early May, making this one of the largest SRB requests ever.

The SRB take-rate has been super. To ensure we have enough dollars to sustain the program through the remainder of the fiscal year, we’ve had to

Please note: Images and graphics are not included in the plain text representation.
This month, we look back in the All Hands archive to see what was going on in the month of July:

**26 Years Ago - 1996**

All Hands magazine featured Chief of Naval Operations, ADM James L. Holloway III, speaking at an all hands call as he began his third year in office. This issue presented some of the CNO’s views of the challenges the Navy faces ahead, some of those being manning issues and the threat of the Soviet naval build-up. We saw an artist’s renderings of some of the new hardware on the Navy’s horizon; an Oliver Hazard Perry-class frigate, the F-18 Hornet, and a VSTOL (vertical, short take-off and landing) carrier. We also read an article about how George Washington almost became a midshipman in England’s Royal Navy in his early years (his mother wouldn’t let him). To view this issue on the Web go to www.news.navy.mil/media/allhands/acrobat/ahsy9607.pdf.

**25 Years Ago - 1991**

For this issue, we went to Kings Bay, Ga., to get a look at construction of the new submarine base there. We published some advice about how to use a Harris radio. We also went aboard USS Charleston (LKA 153) during a port visit to New Orleans to help celebrate Mardi Gras, and we highlighted USS Dixie (AD 64), then the oldest ship in the fleet, as a demonstration platform for civilian firefighters initiated “controlled burns” of dried underbrush to prevent uncontrolled summer brush fires. Lastly, we showed readers how to keep their cars maintained and rolling through the summer months. To view this issue on the Web go to www.news.navy.mil/media/allhands/acrobat/ahsy9107.pdf.

**Six Years Ago - 1996**

All Hands showed Sailors how to attain their education goals. We also went back to boot camp to look at recruit division commanders and their charges. We turned up the heat at Naval Air Station Miramar, Calif., where local federal and civilian firefighters initiated “controlled burns” of dried underbrush to prevent uncontrolled summer brush fires. Lastly, we showed readers how to keep their cars maintained and rolling through the summer months. To view this issue on the Web go to www.news.navy.mil/media/allhands/acrobat/ahsy9607.pdf.

**Around the Fleet**

take the step of prioritizing who receives SRBs through September,” said Ryan. Priority consideration for remaining SRB requests will be given in the following order:

- Sailors who will pass through the SRB zone of eligibility before the end of FY02.
- Sailors who are under orders to obligate service and orders must be executed in FY92.
- Sailors whose end of active obligation service (EAS) is in FY02 with no extension remaining on contract (reached 48-month maximum extension time).
- Sailors with requests to reenlist and are departing a tax-free zone in FY02.
- Sailors with an inoperative extension with an EAS in FY02.
- All other Sailors requesting SRB reenlistment.

Those Sailors whose FY02 reenlistment requests cannot be supported based on these priorities will automatically be given an extension and a reenlistment date in the first 45 days of FY03. The intent is to approve eligible SRB reenlistment requests for September 2002 or the first 45 days of FY03 at an amount not less than Sailors would have received if they had reenlisted at EAS in FY02.

For more information on SRB prioritization, see NAVADMIN 141/02 and your command career counselor. For current SRB award levels, see NAVADMIN 097/02. Both messages are available on the Web at www.bupers.navy.mil.

**Story by Chief of Naval Personnel Public Affairs staff**

**Naval Fires Network: The Transformation of Naval Warfare**

When USS Abraham Lincoln’s (CVN 72) Battle Group deploys this summer, it will bring along a warfare system that’s been called the most transformational effort in the Navy - the Naval Fires Network (NFN). NFN is a network-centric warfare system that provides real-time intelligence correlation; sensor control; target generation; mission planning; and battle damage assessment capabilities, while also enabling real-time engagement of time-critical targets. This capability will allow ships in a battle group to share real-time targeting and intelligence data with each other, as well as with other warfare-fighting assets in a joint or coalition task force.

Naval Sea Systems Command (NAVSEA) and the Program Executive Office for Theater Surface Combatants in Washington, D.C., are responsible for NFN development and deployment to the fleet.

According to Lincoln’s battle group commander, NFN will help deploying forces get the most out of current investments in command and control capabilities.

“We know to begin with how to package information products for strike missions,” said RADM John Kelly, in a May 9 story in Defense Daily. “NFN allows us to do that packaging more quickly and to produce higher quality products, enabling us to be more effective in putting ordnance on target than ever before.”

Operation Desert Storm and Allied Force underscored a need for time-critical targeting against rapidly relocatable targets. Since the 1990s, this threat - including the potential delivery of weapons of mass destruction - has increased. To address this deficiency, the Commander in Chief, U.S. Atlantic Fleet identified the need for a network-centric capability to support joint, allied and coalition forces in the engagement of time critical targets.

An NFN prototype was tested aboard the 3rd Fleet flagship USS Coronado (AGF 13) in 2001, followed by a successful operational demonstration during Fleet Battle Experiment India, involving all four military services.

Based on these demonstrations, NFN was deployed aboard USS John C. Stennis (CVN 74) with congressional funding in the FY2001 Supplemental Appropriations Act. Following the events of Sept. 11, 2001, additional funding was provided in the Emergency Supplemental Appropriations Act to enable follow-on fielding on NFN capability. In response to Emergency Supplemental funding, NFN has also been installed, and is now operational, at U.S. 5th Fleet Headquarters, supporting Operation Enduring Freedom.

Future plans call for NFN installations aboard the 7th Fleet flagships USS Blue Ridge (LCC 19), USS Belleau Wood (LHA 3), USS Essex (LHD 2), USS Constellation (CV-64), USS Kitty Hawk (CV 63) and USS Tarawa (LHA 1), with further installs planned for surface combatants, submarines and surveillance aircraft.

“NFN is the most transformational effort taking place in the Navy today,” said CMDR Peter Nanos, NAVSEA commander. “It will bring unprecedented war-fighting capabilities to our naval forces.”

More information about the Naval Sea Systems Command can be found at www.navsea.navy.mil.

**Story by JO2 David Nagle, Naval Sea Systems Command Public Affairs**

Cheney to New Officers: United States Will Not Live at Mercy of Terror

During this year’s Commissioning Day ceremonies at the U.S. Naval Academy Vice President Dick Cheney said the United States “will not allow” terrorists to threaten the civilized world.

“Deliverable weapons of mass destruction in the hands of terrorists would expose this nation and the civilized world to the worst of wars, and we will not allow it. We will not live at the mercy of terrorists or terror regimes.”

Cheney told the class of 2002 in Annapolis, Md., that the United States would depend on them to help lead the nation in the first war of the 21st century. He told the 965 new Navy and Marine Corps officers that the war against global terrorist will take years. “The terrorists who struck America are ruthless, they are resourceful, and they hide in many countries,” Cheney said. “They came into our country to murder thousands of innocent people and install our way of life.”
unsuspecting men, women and children — including 14 graduates of this Academy. “There is no doubt they wish to strike again and are working to acquire the deadliest of all weapons.” Cheney said this new type of war has accelerated military changes already being contemplated. He mentioned President Bush’s wish to redefine war on American terms. “That means that our armed services must have every tool to answer any threat that forms against us,” he said. “It means that any enemy conspiring to harm America or our friends must face swift, certain and devastating response.” Cheney wished the graduates Godspeed and told them that as they begin their naval service, “you will have your Commander in Chief consistent orders, clear chain of command, fair treatment at every level of the organization, what he likes best about the renewed focus on service. If you want to be an effective corporate structure that is going to be able to accomplish the mission and get the job done, you have to have people working this issue.”

Cheney also stressed the importance of organizational self-talk at every level of the chain of command, from the Pentagon to the deckplates. “We become what we say about ourselves,” Clark said, adding that even more than the Navy’s record-breaking retention, what he likes best about his first 22 months in office is the renewed focus on service. “I like the tone. I like the fact that people are talking about service,” the CNO said. “Here’s what I tell the COs. “Do you feel like your job is tough? Do you feel like the weight of the world is on your shoulders? Do you feel like you’ve been given an incredible amount of responsibility and you don’t know if you can get it all done? Do you feel like you’re being held personally accountable for the output of your command? Well, if you do, you’ve got it about right.”

“Thats the story. That’s the who we are. We are not shying away from it, and our people are not shying away from it.”

Clark closed by challenging the public affairs community to help carry that story and others like it to both internal and external audiences. None of this works if people do not feel a sense of purpose and a sense of meaning in their lives. Sometimes leaders have to tell them what the institution stands for. We need to get together collectively as often as required to make sure that those of you who have been given the task and the responsibility to take this message to our institution, get it right. “Thank you for what you are doing. You could not be serving at a more important time in the life of this institution.”

For more on the CNO, go to www.chinfonavy.mil/navpalib/cno.
related jobs in Hampton Roads, representing eight of the eight employers in the region. “Technology plays an important role in today’s job market,” said John A. Hornbeck Jr., president and CEO of the Hampton Roads Chamber of Commerce. “When we refer to technology jobs, we’re referring to any job that utilizes information and automated technology to perform its primary function.” The Teklors program will include listings of available technology-related jobs in
to LSRB, or not to LSRB — That is the Question

The newly implemented Location-Specific Reenlistment Bonus (LSRB) pilot program offers Sailors more money in their pockets. The command councilor of USS Abraham Lincoln (CVN 72), Chief Navy Counselor Mary Decker, said the program was designed as an incentive for Sailors to accept reenlistment orders to some of the more difficult locations to fill geographically.

“Historically speaking, there are some places that most Sailors don’t choose to relocate to when they reenlist,” said Decker. In support of the new policy, Decker believes the program has more than one benefit. “It not only helps the Navy fill hard-to-fill locations, [but] it also gives Sailors an incentive to continue their careers in the Navy with more money in their pockets,” she said. “Especially those Sailors who, based on their rate, don’t receive bonuses on LSRB refer to NAVADMIN 032/02 or www.bueys.navy.mil/navadmin/navo/navoa32.txt. Contact the SBR execution help desk at DSN 822-2526 or (901) 874-2526, or fax to DSN 822-2632 or (901) 874-2632. E-mail contact can be made at ps81b@persnet.navy.mil, ps81c@persnet.navy.mil, or ps81f@persnet.navy.mil.

Story by JoY Barbaree Silkwood, USS Abraham Lincoln Public Affairs

Wasp Sailors, Family Members Connect Across the Miles

A huge time difference and more than 5,000 miles couldn’t keep USS Wasp (LHD 1) Sailors from visiting with their families while on a six-month deployment. In conjunction with Armed Forces Week, the United Service Organizations and Chrysler Museum of Art sponsored video teleconferences (VTCs) for all deployed ships homeported in Norfolk. It took several weeks to find location support groups (FSG) to coordinate the VTC. The session amounted to a five- and a-half hour connection between Wasp and Norfolk, and provided 32 Sailors an opportunity to spend 10 minutes apiece with their loved ones.

“An event like this doesn’t get planned overnight,” said Wasp’s Command Master Chief (SW) Delta Hinson. “The credit goes to the family support group. Without their commitment to the Wasp family, 32 Sailors wouldn’t have enjoyed the few special moments they received.”

Aviation Boatswain’s Mate (Handling) 3rd Class (AW/SW) Jermaine Noble has only seen pictures of his 6-month-old daughter, Jada, since February. His wife, Teresa, commented to her husband on how fast their child is growing. “I am missing some important events in my child’s life,” said Evans, of Irving, Texas. “Getting a chance to see her even for just a few moments meant the world to me.”


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A live-and-a-half-hour video teleconference session for 32 Sailors cost about $6,400. But thanks to the USO and Chrysler Museum of Art, Wasp Sailors won’t be expecting a bill. For more information about amphibious ships aboard the U.S. Navy, go to www.chinfo.navy.mil/navpib/spotcliffe/ships/ship-tha.html. Hosted on EDGE, this event was sponsored by the Virginia Department of Motor Vehicles. Clodfelter, set up a table at the Norfolk Navy Exchange and even at the Pentagon in Washington, D.C., and easily surpassed his 350-signature goal.

“Hopefully,” said Clodfelter, “one day, the Cule will be able to play a small role in going after those who killed Oct. 12, 2000, when a terrorist’s bomb ripped a hole in USS Cole in the Yemeni port of Aden – joined Warner and others for the signing. “I’ve always said there’s no way I want these kids to be forgotten, or what the ship went through to be forgotten,” said Clodfelter, resident of Mechanicville, Va. The House other Cole (DDG 67) Sailors were injured in the attack, and the ship would have been destroyed were it not for the efforts of its crew.

Clodfelter said his desire to honor the memory of his son and the rest of the Cole crew was born from something simple – a father’s love.

Inspiring words from then-President Bill Clinton during the Cole memorial service in October 2000, and a touching dedication from his son Joe, easily moved Clodfelter to action. In January 2001 Clodfelter and his wife Gloria began the journey that brought them to naval station — nearly 15 months after they began.

But, spearheading an effort to create a commemorative license plate with Cole’s coat of arms and the words “Remember the USS Cole” empirically was no easy task. Clodfelter had to contend with numerous obstacles. Not only did he need the Navy’s help on his mission, he found he needed Virginia politicians as well. After getting permission to use the Cole’s coat of arms from RADM Christopher Cole, then-commander of Navy Region Mid-Atlantic, Clodfelter worked with the Virginia General Assembly to pass a proclama- tion – House Joint Resolution No. 568 – which he presented to his delegate for Hanover County, Frank Hargrove, who co-sponsored the legislation for the license plate.

Having found a delegate willing to help move his legislation through, Clodfelter now had to get the public support to warrant the plate’s production and promotion. To get the ball rolling, he would need at least 350 signatures of Cole’s family and distribution. For each signature he promised to buy the $25 plates – $15 of which will go to a general welfare fund. Clodfelter said his desire to honor the memory of his son and the rest of the Cole crew was born from something simple – a father’s love.

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Inspiring words from then-President Bill Clinton during the Cole memorial service in October 2000, and a touch-
The year-one anniversary of the attack was marked with the dedication of the USS Cole Memorial near Iowa Point on the naval station. The memorial was dedicated to the 17 sailors who perished in the attack along with 300 U.S. military personnel, service members, and foreign citizens. The ceremony included memorials for the 17 sailors, as well as those killed in the attack. A commemorative license plates for Virginia would be available later this year.

Around the Fleet

Story by Lt(oiw) Stéphane Sealy, writer for The Flagship, Norfolk CVW-7, for USS Enterprise, Ala., 15 July 2002

"The Price is Right" for Two Boxer Sailors

C
ome on down!" was the command of the day as 21 Sailors from USS Boxer (LHD 4), recently transited north to CBS Television City in Burbank, Calif., to join the 167 other Sailors from all over Navy Region Southwest to take part in a special "All Navy" taping of the longest running game show in television history, "The Price is Right." The show, entitled "The Price is Right Salute to the U.S. Navy," was the first of five prime time specials to honor the Armed Forces during Military Appreciation Month.

I have always held the USS Boxer of my heart," said Bob Barker, host of the show, and former World War II naval aviator. "This series of five shows is our way of showing just how honored our military means to us here at the Price is Right." Each of the branches had their own show during the months of May and June, starting with the Navy, followed by the Coast Guard, Air Force, Army and finally, the Marine Corps.

The 207 Sailors who came to the taping filled out an initial registration card to be a contestant on the show. After lunch, "Price is Right" producer Phil Richardson interviewed each potential and hopeful Sailor. Once interviewed, Sailors were then allowed into the studio where they awaited the taping of the show.

As the show went underway, chosen contestants were told to "Come on down!" to the contestant row, where they had the opportunity to guess the price of the prize.

Playing by "Price is Right" rules, whoever was closest to the correct price when Barker said, "Ask for your price with our without over was then allowed on stage to play a game to try to win a bigger and better prize. This goes on for three rounds and then the three contestants go on to spin "the big wheel." For a chance to win $100,000 and a spot in the "Showcase Showdown," bidding on "The Price is Right" is worth more than $40,000.

With one round down and the third segment to be called to "Come on down!" the odds of one of Boxer’s Sailors getting the call looked pretty slim.

"When I heard my name, my wife screamed and I jumped to my feet in shock," said David Miller, Boxer’s assistant navigation officer, Miller made his initial bid on the "big wheel" and made a bid on a pair of watches, but didn’t win. Miller then had the chance to bid on another item, a pool table. He felt that everyone had put more than $1,500 into the show. He placed a bid of only $1. The actual retail price was $2,485, making him the winner of the table, and giving him a shot at something bigger. As he made his way up to the stage, Miller started flapping his arms like a chicken.

"I told everyone in my shop that if I made it one stage, I would do the ‘chicken dance’ for all of them and for the entire crew of Boxer." Miller was shown the game he would play, a game where you change numbers in a price for what you think the item costs. The item was a 2008 Pontiac Grand Am. Looking to his wife and the crowd for help, he chose numbers. He felt that everyone had made a good bid on the car, and to his surprise, won the car.

"Being up there was like being in a movie, cameras were everywhere all over the place. When I woke up the next morning, I still had to pinch myself," Miller said. "I feel that everyone who was a part of the show felt that they were a part of the biggest game show in the world."

Navy’s Zero Tolerance Policy Making Great Strides

W ith the lowest drug usage rates in 21 taping in nearly two decades, the Navy is making great strides toward its goal of zero percent drug use among Sailors.

The cornerstone of the Navy’s success with its zero tolerance drug policy is an aggressive and random urinalysis program. In the first seven months of fiscal year 2002, the drug testing positive rate was 0.62 percent compared to 0.77 percent during the same timeframe in FY01. There have been 43,000 more Sailors tested so far this year than last year, yet 499 fewer Sailors tested positive.

"Despite the success to date, we must continue to press until the positive rate gets to and stays at 0.01 percent," said Chief of Naval Personnel VADM Norb Ryan Jr. "The Navy’s commitment to a drug-free Navy will remain strong." Every Sailor and officer is required to participate in random drug testing.

The two items were a $6,700 Skidoo Jet Ski and a $5,900 hot tub. Santiago switched the prices and won both items.

"This was the greatest winning something on the show, but I think I’m going to sell my prizes to someone of my good friends," said Santiago. "To learn more about Boxer, go to www.navy.mil/nmships/details/LHD4.htm.

Story by Aly Robert Gervin, USS Boxer Public Affairs

New Agency Will Focus Priorities, Aid Response

P resident Bush said that his proposed Homeland Security Department would help the government focus resources to protect the nation and allow existing agencies to be more responsive. Bush, speaking at the New York City Port Authority terminal in Port Elizabeth, N.J., recently said the government had "the cold-blooded killers" of the United States struck again and the Homeland Security Department would aid in defending against another strike.

"We’ve got to focus our priorities," Bush said. "We’ve got to set clear goals. If cultures need to be changed within agencies, we’ll change the cultures, because this new war of the 21st century requires a 100 percent focused effort to protect the homeland.

Bush spoke at the terminal to highlight administration efforts to beef up security at seaports. Under the Bush proposal, more than 180 agencies involved with aspects of homeland security will shift from their current agencies to the Cabinet-level Homeland Security Department. If accepted, more than 160,000 federal workers would transfer to the new agency, including many of the people listening to the President at the terminal. The Homeland Security Department will include the Coast Guard, Immigration and Naturalization Service, the Secret Service, the Customs Service, the Transportation Safety Administration and many others.

"It will make your job easier, for those of you involved with the agencies I’m talking about," Bush said of the new agency. "It will make our federal government much more effective. It will allow us to communicate better. It will allow all of you to..."
S h i p m a t e s

Killi, of the Security Department at Naval Station Rota, Spain, was recently recognized for his work as a patrol/explosives detection dog. Along with his handler, Senior Chief and first class petty officer, he provides force protection for two of the Navy’s seven amphibious command ships that deploy worldwide. The 11-year-old male working with his handler, professional military dog handler, was named runner-up for the Navy’s Military Working Dog of the Year.

Class Gabriel Vasquez, Killi was tasked to travel to Romania for an explosives detection sweep in advance of a visit by Secretary of State Colin Powell. Killi, as other working dog teams from Rota, traveled throughout Europe and helped provide force protection.

Congress to quickly pass the FY03 Defense Budget Request. “[Congress] doesn’t need to delay the defense bill in a time of war,” he said. “They need to deliberate like they’re supposed to and get it to my desk.”

Visit the “DOD Homeland Security” Web site at www.defenselink.mil/specials/home- munity by giving blood. “The demand for blood is the same year round,” said the director of the Navy’s Blood Program at the Bureau of Medicine and Surgery. How important is your donation?

how the military community respond to the Sept. 11, 2001, terrorist attacks and the war against terrorism.

The centers also sponsor blood drives, visiting military and federal installations throughout the United States and overseas to make it convenient for donors to give. Watch for drive notices where you work.

By Brian Badura, Bureau of Medicine and Surgery Public Affairs

Navy Seeks Blood Donors to Beef Up Summer Supply

ummer’s here and chances are your calendar is filling with vacation and weather plans. But the Navy Blood Program hopes you’ll find time to help members of the military community.

Donation centers are located at the following naval facilities:

• Armed Services Blood Donor Center, Bethesda, Md.
• Navy Blood Donor Center, Naval Medical Center Portsmouth, Va.
• Navy Blood Donor Center, Naval Medical Center San Diego
• Navy Blood Donor Center, Naval Hospital Great Lakes, Ill.
• Navy Blood Donor Center, Naval Hospital Charleston, S.C.
• Armed Service Blood Bank Center, U.S. Naval Hospital Okinawa, Japan

• U.S. Navy Blood Donor Center, U.S. Naval Hospital Guam.

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For more Navy Medicine news, go to www.navy.mil/local/medspec.

S c e n a v

R E B O T S

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THIS ISN’T AN EASY JOB,” SAID boatswain’s mate 2nd Class Marlon Huff, assistant deck leading petty officer aboard USS Yorktown (CG 48). “You just have to expect to work.”

It doesn’t get any clearer than that. The bottom line is that the deck department is arguably the hardest working group of Sailors aboard any ship. As a matter of fact, you can see them laboring from sun up to sun down. No, make that sun up to sun up.

Their duties have them rowing the outer shell of the ship at all hours, doing anything from swabbing the decks just after morning quarters, to being called away for flight quarters in the middle of the night.

And who is the Sailor who keeps this band of brothers’ back from breaking? None other than the undesignated seaman. A rookie of sorts and just like your favorite team’s newcomer, this Sailor is assigned the jobs no one wants, and he or she doesn’t have that big-dollar contract yet to make it all equal out.

So what keeps these Sailors going?
The fact of knowing that in today’s Navy, like in that of the past, a hard-charging Sailor with conviction and a strong work ethic will not be left behind; rather, will gain something a little different than those who have chosen a separate path. Unlike many other rates in the Navy, the folks in deck department truly gain a truly deep understanding and respect for the meaning of hard, physical work and what that does to a person’s character and soul.
Like any undesignated seaman, Ford works hard and has the hands to show it. He takes pride in his work ethic and the fact that he and his shipmates play a key role in the ship’s mission.

Ford will find himself working at any time, day or night. It’s not the old “9 to 5” job he was used to back home, but here, he has added responsibilities that his school friends will never have nor understand outside of the Navy.

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Unlike other departments on the ship, deck gets to enjoy the sunrise during their morning quarters.

Lowndes County, Ala., and wanted to make something of his life. He’s no stranger to hard work. Before joining the Navy, he toiled in construction, framing houses for $450 a week. Now he makes about that much every two weeks, but then again, he is just a rookie on this team. With time, he’ll work his way into a higher pay grade with more responsibility. He’s not at that old “9-to-5” job anymore either. Deck’s days are a little longer; starting around 6 a.m., sometimes 4 a.m. if the ship movement requires it, and finishing… well let’s say they never really finish. Yeah, Ford will hit his rack in the evening, but if flight quarters are called away, he, along with the others in his department, must stand the watch. As everyone knows, the infamous Mr. Murphy is always around the corner, ready to make life a little more difficult. “These guys haven’t sat down to a full meal for the last four or five days,” said BMC (SW) Robin Abraham, deck division leading chief petty officer. “Something is always going on throughout lunch, dinner.” It’s safe to say that life in the Navy and on a ship is a lot different than Ford thought it would be. “I thought we’d get eight hours of sleep a night, but I haven’t seen eight hours since I was indoc.”

Even though this job may sound like a major pain in the butt to some, for those in the thick of things, it’s rewarding knowing that being part of deck department means you are trained in many facets of the ship and can face anything the Navy can throw at you. “If you are able to stick it out here in deck department, I believe you can make it anywhere. It shows what kind of person you really are.”

This message is not lost on the newest
Like most sailors, Ford, SA Chris Sansom, and SA Eric Leger take a short break from their morning duties to "shoot the breeze."

It's all about attention to detail; making sure every nook and cranny has been cleaned before the berthing inspections. Ford waits on the forecastle with the rest of deck department to commence sea and anchor detail.

"I knew it was going to be hard work and all that, but it's not as hard as people said it was going to be," said Ford. "It's not like a regular job where you can just quit. Here, you have to gut it out at times."

There are more than a few times when the undesignated seaman has to gut it out and just get the job done. Most of them are more than capable. A vast majority of the undesignated seaman community have begun planning their new careers and what rating to strike for thanks to the strong leadership of those around them. "I believe there is an advantage for the young Sailors who choose to come in undesignated and have a chance to see firsthand what the other jobs in the Navy do," said Huff. "Going to school right out of boot camp and not having any other choice than the one made before joining the Navy can make some folks a little disappointed with their job."

"For a guy who's looking to strike out of deck, the more he's qualified for looks better in front of the board. It's important to do your best and take advantage of every situation you are in so you can..."
continue to succeed throughout your career, whether it’s in deck or not.”
Everyone has been the low man in the shop and stuck with the unappealing jobs. Other than the port visits, the “cokin’ and jokin’” throughout the day and the sea stories about their ships’ missions, no one has fond memories of their time doing the grunt work.

After all, how many times do you remember writing home about compartment cleaning or laying non-skid. Rather, it’s the exotic port visits, the fun times with friends and the added responsibilities the chief assigns to us as junior troops that makes us and our families proud.

“There is a lot of responsibility placed in the hands of a young 17 or 18 year-old,” said Huff. “There are a lot of late nights and early mornings, especially underway, so it’s important to be flexible. You could get called away at any moment for a man overboard or flight quarters, any time of the day or night, and if you’re not prepared, you can either injure yourself or a shipmate.”

Today’s seamen seem to have what it takes to accept these responsibilities and take care of business. They are goal oriented and prepared to face the hard work head-on in order to succeed.

“The difference between me and Ford is that he knows early on what he wants to do. Because of that, he is able to work toward his goal much easier,” said Huff. “Today’s younger recruits seem to have that direction a little more than when I was in their shoes,” he added. “[If a Sailor] knows what he wants, it makes my job easier helping out with his goals.”

And that’s what it’s all about. Molding and developing young troops into productive, happy Sailors, who will turn around and lend a hand to the next generation of undesignated seamen in Tomorrow’s Navy, because they served in their deck shoes today:

“You’ve got to be proud of what you’re doing,” said Ford. “We’re protecting people’s freedom and most people don’t really know what we’re doing other than that.”

Keres is a photojournalist assigned to All Hands
With crew members’ cameras ablaze, USS Donald Cook (DDG 75) makes a close pass by USS Mount Whitney (LCC/JCC 20). Both Norfolk-based ships were some 1,600 miles east of Florida, en route to Kiel, Germany.

Story by CDR John Kirby

NATO and Partnership for Peace Countries Participate in Exercise Strong Resolve
One of the largest NATO exercises in the last decade, brought together more than 33,000 military personnel from 26 NATO and Partnership for Peace (PFP) nations. The exercise demonstrated NATO’s ability to handle two simultaneous crises in separate geographical regions. In Poland and in the Baltic Sea, forces dealt with a crisis response operation (CRO), and in Norway, the scenario featured forces encountering a NATO Article Five collective defense mission.

Commander, Striking Fleet Atlantic (CSFL), commanded by VADM Cutler Dawson, led the CRO portion, with more than 15,000 service members participating. CSFL was embarked in the flagship USS Mount Whitney (LCC/JCC 20) to operate as a sea-based Combined Joint Task Force (CJTF) headquarters platform.

“The plan was to exercise NATO’s ability to conduct two very different operations simultaneously,” Dawson said. “These operations encompassed the full spec-
trium of NATO military missions. We also set out to implement and validate NATO’s joint C2F capability,” Dawson said. “We were successful on all counts, and I think all participants enjoyed a tremendous learning experience.”

In addition to Mount Whitney, other Norfolk-based U.S. naval units participating in the exercise included Commander, Destroyer Squadron 22, USS Donald Cook (DDG 75), USS Oscar Austin (DDG 79), USS Briscoe (DDG 977), USS Hasse (FFG 53) and USS Tortuga (LSD 46). The experimental vessel HSV (High-Speed Vessel) Joint Venture participated in the exercise as well.

Strong Resolve exercises are held every four years and constitute the capstone in NATO’s four-year training cycle. The next few pages contain a visual glimpse of how an exercise of this magnitude transpires.

Photo by PH1 Tina Ackerman

Belgian marine paratroopers jump from a C-130 onto a field in Nowa Wies, Poland.

Photo by JOC(SW) Robert Benson

OS2(SW) Frank Joseph talks with other NATO units in the Joint Operation Center (JOC). The JOC is the communications headquarters aboard USS Mount Whitney (LCC 20), the sea-based command and control ship.

Photo by PH3 George Sisting

Austrian tank-gunner awaits the order to begin live-fire training during the Austrian 4th Infantry Brigade’s main battle tank operations during the Operation Crisis Response.

Photo by JOC(SW) Robert Benson

Fire investigators enter a berthing space on USS Briscoe (DD 977) during a general quarters drill.
When Chief Yeoman (SW) John Krauss reported to work the morning of September 11th, he had no idea he'd have to call upon his shipboard damage control skills in the hallways of the Pentagon.

Krauss’ day started pretty much like any other, at 6 a.m., in the Navy’s Surface Warfare Division, Room 5B453. He figured he’d be doing his job as an administrative assistant to RADM Phillip M. Balisle.

But all that changed when he caught a glimpse of what was unfolding on the TVs in the office. CAPT Mark Kosnik, the executive assistant, came out and told everyone to “be prepared in case anything happened.”

Krauss didn’t have long to wait. Not 30 seconds later, the plane hit. “The whole building shook,” recalled Yeoman 3rd Class Cean Whitmarsh, an assistant to Krauss. “Then the ceiling caved in.”

Krauss and Whitmarsh were both responsible for making sure that everyone was out of the area. “We have 100 people working in our wedge,” said Krauss. “We did a sweep to make sure that everyone evacuated.”

As we exited to the alley between “B” and “C” Rings, I saw that to our left was the “C” Ring, engulfed in flames. To our right was safety.”

To Krauss, the choice was obvious. “Myself, YN3, the captain—we went to the left and started helping out. I carried out a woman on my back.”

“We could’ve escaped to center court to safety,” recounted Krauss. “But there were people hurt. We acted without thinking.”

While most of the country watched the World Trade Center, the TV replays of the terrorist attacks on the Pentagon and Sailors stationed in the Pentagon found the horror right at their doorstep.

Pentagon Sailors found out firsthand what their shipmates on USS Cole (DDG 67) went through almost a year prior: a shocking, unexpected, vicious terrorist attack. In the aftermath of both attacks, Sailors dropped what they were doing to help others or escape. Many stories have surfaced from actions that day and shortly thereafter.

Space limitations allow All Hands to tell only a few of the stories, so read on; we’ll introduce you to some of the Sailors of 9/11.
V was airing the news in the physical therapy department of the Pentagon’s DiLorenzo Tricare Health clinic. The second plane had just hit the World Trade Center.

“It looks like you guys are going to be hopping today,” said Hospital Corpsman 2nd Class Theresa Somers, as she was treating a patient who happened to be a member of the Joint Staff. Little did she know that she would soon be hopping as well.

“We were a little on edge, not knowing what was going on,” recalled Somers. “So we continued to watch the news in the clinic.”

It wasn’t long before one of the staff came in with the warning to “evacuate the building!”

“So we gathered our patients and bags and headed out to North Parking,” Somers said. As they passed another TV, they found out why.

“Pentagon Attacked” screamed the caption on the news under an image of smoke streaming from the Pentagon.

“We could tell this was something big, as the whole building was leaving,” said Somers. “That doesn’t usually happen with drills.”

After safely making their way across a pedestrian bridge, past the entrance and to a small grassy area, they finally saw the full scope of what was going on. One of the physical therapy techs had run back into the clinic and returned with the blue vests designating members of the mass casualty team. Somers put hers on.

“That’s when Somers and her team went from being physical therapists to being emergency medics and field corpsmen. She was about to start treating patients on the field when calls started coming through on their radios for medical assistance in center court.

Somers and four others from the clinic took off running, back into the smoking Pentagon. “She just put on her vest and ran back into the building as the masses were leaving,” said LTG Alejandro Mata, assistant chief of physical therapy at the clinic. “She did that without thinking about her own safety.”

Center court was now a mass casualty scene, with injured personnel streaming out of Corridors 3 and 4 and wounded lying everywhere.

“Also lying about were emergency bags and medical kits. “I just grabbed a pair of gloves and applied direct pressure to one of the victims who was brought out,” said Somers.

After treating that patient, she came across a physical therapy patient she knew and looked over his burns. Then she noticed someone sitting in the grass.

“From the front, his clothes looked torn. When I walked by him and turned around, I’ll never forget what I saw. His clothes and hair were completely burnt off him. I guess sitting on the grass was the most comfortable position for him.”

“Also, there was one saving grace, it’s that the new wedge (of the Pentagon) was new and not everyone had moved in yet. Otherwise there could’ve been deaths in the thousands, worse than the World Trade Center.”
"Our hearts are tied up in service. That’s what our calling is about," said Chaplain (LCDR) Mark Kendricks, a staff chaplain serving at the Navy Annex, a large, mostly Navy-occupied building just up the hill from the Pentagon. "Whatever that means, that’s what we’re willing to do."

Kendricks figured he’d be spending his Tuesday afternoon doing his routine things, like holding devotions in the chaplain’s conference room, and advising his boss, the Navy’s Chief of Chaplains, Chaplain (RADM) Barry C. Black.

That all changed when the TV showed the news from New York City.

Chaplain (LCDR) Dale White, another staff chaplain from the annex, caught the news elsewhere in the D.C. area and rushed back, figuring no one else would know what was going on.

White recalled, after gathering all the chaplains with Chaplain (RADM) Louis Iasiello, the deputy Chief of Chaplains they saw the second plane hit on the news. We then turned off the television and we prayed for the people of New York and the people on those planes," he said.

Then it was the Pentagon's turn, as a low-flying airliner roared a few hundred feet directly above the annex on its way to smash into the Pentagon’s newly renovated Wedge One.

When the plane hit, alarms in the annex sounded.

"We all just kind of bolted out the back here," said White. "When the call came for volunteers, we went down there, hundreds of us (from the annex)," said Chaplain (RADM) Darold Bigger, deputy Chief of Chaplains for Total Force. "The chaplains who were there joined medical teams who were already forming to treat and minister to the wounded. We stayed there for several hours. There were more than 30 chaplains there, Army, Navy, Air Force. I coordinated those people’s work for the next 24 hours."

"I remember seeing people on the lawn, alone and watching," recalled White. "I would sit next to them and see how they are doing. These are very young Sailors and Marines. You could just see they were sitting in desperation on the lawn. Initially, as we all gathered in the parking lot, the natural thing for us was to try to see what we could do to help."

Kendricks said, "There were times when we were standing there in line, with gloves and masks, ready to go into the building as part of the stretcher teams to bring people out. We put on firefighting gear, but they said the fire was too hot."

"We didn’t get to see many wounded," added Kendricks. "Those that were coming out were taken right away by helicopter."

The chaplains were eventually recalled back to the Pentagon for other, more pressing duties, serving with CACOs (casualty assistance calls officers). They had the unenviable task of accompanying the CACO and offering pastoral comfort and support to family members.

"Investing in the lives of people is what we do," noted Kendricks. "We didn’t know it would mean going and helping and being a part of the Pentagon that had being hit by a civilian airliner; or the CACO calling; or the counselings that would come. It’s because we care about people and we love people. Doing staff work doesn’t separate us from our calling and our desire to invest in the lives of people."
Y oman 1st Class (SW) Melissa A. Barnes had taken the morning off to register her son for first grade. Her new assignment at the Pentagon, in the office of Naval Training and Education (N79), made her a bit uneasy. She was a little nervous about working in DOD’s largest office building.

When she arrived at work that day, her office was mysteriously empty. Strange, it was already 9:30 a.m. She quickly discovered everyone huddled around the TV in Dr. Allen Zeman’s office down the hall. Zeman is the director of Naval Training and Education.

It turned out the World Trade Center had been hit while she was on the Metro, and everyone in the office was standing there watching.

Then the terrorist’s attack found them. A sound, described by some as a “sickening swoosh,” was heard. Then the floor buckled, and a fire-ball flew past the window.

Everyone dove for cover. Someone screamed, “Oh my God! The terrorists are here!” On the office began to fill with smoke, they ran out.

Barnes moved with the crowd as it brought them out the Pentagon’s north side, across a bridge over a highway, past the day care center and into a vast parking lot.

“I just stood there and watched the smoke and cried,” recounted Barnes. “I wasn’t in my comfort zone, not knowing my way around the building, and being new to the D.C. area.”

At this point, Barnes began to think about her seven-year-old son, Justin, and just how close he came to losing his mother.

Days later, Barnes observed the damaged section from the outside and realized just how close she was to the impact. “Eighteen windows. That’s about eight or 10 offices,” she said.

The impact blew out the wall in front of her and threw a metal filing cabinet against her body, leaving her with an inch-and-a-half gash in her left shoulder and a mild concussion.

You’d think that would be enough to crush Cole, who only weighs about 120 pounds, almost the same as the filing cabinet that slammed into her, but it didn’t. The force of the crash blew her and several others completely out of the office. Amazingly, she was recovered her wits and, despite her own injuries, found she was able to assist in the initial rescue efforts.

“I didn’t even realize I was hurt for most of the day,” said Cole. She spent the first part of 9/11 in the smoky air between the Pentagon’s “C” and “D” Rings, helping other workers jump out of windows, searching for fire extinguishers to fight the blaze, and yelling into the building to see if anyone was there.

“I appreciate things more now,” Cole mused, having cheated death when so many others, including seven in her office, died in the attack. “You never know. [Death] doesn’t always have to be planned, like if you’re sick or something.”

Although she considers herself pretty physically and mentally, except for an occasional soreness in her left shoulder, she still feels the impact of that day whenever she hears a noise, like the tapping of a hammer coming from the opposite side of the wall. “Those things still make me jump.”

Gunder is a photojournalist assigned to All Hands.
It's a space that's only about 10 feet by 15 feet, smack in the middle of the ship, but it's filled with all of the items necessary to keep a crew happy until they pull into the next port. At least that's the goal of Ship's Serviceman 3rd Class Johnathan Garcia, ship store operator aboard USS Yorktown (CG 48).

"I'm there to make sure the customers have what they need while underway," said Garcia. "In a way I think it helps boost the morale too."

It's Garcia's job to ensure there are enough sports drinks and water in the chiller, and enough bars of soap and shampoo on the shelves to keep the crew clean and happy.

"I'm right here actually providing for the crew, and to me, I feel I'm helping them a lot more on a daily basis in my own way," said Garcia. "It makes me feel good inside knowing I'm providing [for Sailor's needs]."

With so many different people aboard this U.S. warship, there are bound to be some unhappy campers who aren't pleased with the selection of goods on the shelves. But that doesn't faze Garcia and his mission. He strives to make the crew happy as a whole, and if he can, stock the specialty items for the smaller numbers who may desire such products.

"There are a lot of different individuals, and everyone wants different things, but we try to make everyone happy," added the two and a half year veteran.

A look at the numbers will show that Garcia, who stocks everything from uniform items to breath mints, must be doing something right. His registers ring up more than $1,200 a day by selling more than 1,140 bottles of sports drinks and 200 peanut and caramel bars a week, among other things.

"There are a lot of different individuals, and everyone wants different things, but we try to make everyone happy," said Garcia. "I love my job and being able to provide for the crew," said Garcia. "I like being able to interact with them on a daily basis."
Eye on the Fleet

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

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

Mail your submissions to:
Navy Visual News Service • Naval Media Center
2713 Mitscher Rd., S.W., Anacostia Annex, D.C. 20373-5819

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.

1950
At the Naval Air Technical Training Center, Memphis, Tenn., SA Frances Blair stands by with a fire extinguisher and gives the “ready to start the engine” sign to SA June Barker.

1943
At Naval Air Station, Jacksonville, Fla., ADJ Violet Falkum turns over the Pratt and Whitney R-1340 radial engine of a SNJ-4 training plane.

1985
HN Patricia Avez gives a Filipino villager a shot of novocain prior to a tooth extraction during a 7th Fleet medical civic action program.

1968
PH2 Carol Cline shoots some film of aircraft at the Naval Air Station in Norfolk.

1918
YN1(F) Joy Bright served in the office of the Naval Superintendent of Construction at the New York Shipbuilding Corporation, Camden, N.J. After a Navy career that spanned 39 years, culminating in the position of director of the WAVES, she retired as a captain in 1953.
The Final Word

THE SAILORS CREED

★ I am a United States Sailor ★ I will support and defend the Constitution of the United States of America and I will obey the orders of those appointed over me ★ I represent the fighting spirit of the Navy and those who have gone before me to defend freedom and democracy around the world ★ I proudly serve my country’s Navy combat team with Honor, Courage and Commitment ★ I am committed to excellence and the fair treatment of all. ★
“It’s still staying... are you?”

www.staynavy.navy.mil