Sierra Search and Rescue
[On the Front Cover]
Putting their own lives on the line in the name of saving others, AT2(NAC) Sean Lawson, HM2(NAC/FMF) David Clipson and AM2(NAC) Dustin Wiggans play critical roles as members of Naval Air Station Fallon, Nev., “Longhorns” search and rescue team.
Photo by JO1 Preston Keres

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

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

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

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Throughout our nation’s history, Sailors have been the bricks that make up the foundation of the U.S. Navy. The mortar holding them together is the senior enlisted, and out of these ranks rise the role models whose leadership skills and superior performance set them apart from the rest.
Sailors aboard USS Harry S. Truman raise the “First Navy Jack” at morning colors in commemoration of the events of Sept. 11, 2001, on the first observance of “Patriot Day.” Under direction of the Secretary of the Navy, Gordon R. England, all U.S. Navy ships will fly the First Navy Jack in place of the Union Jack for the duration of the war on terrorism.
Soldiers from Camp Harriman and Afghan little league athletes are participating in a morning baseball game. The first ever Afghan little league consisting of two teams, the Eagles (“Sahein” in Arabic) and The Afghan Club, play baseball every Friday. This league started with one ball and one glove sent to a soldier from the 96th Civil Affairs battalion forward deployed to Camp Harriman, Orgun, Afghanistan.

Play Ball!

Photo by PH2(SW/DV) Eric Lippman
This question came from an all hands call during MCPON’s recent visit to a Florida Reserve center:

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

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

The U.S. Naval Home, Gulfport, Miss., officially opened in 1834. As early as 1799, contributions of 20 cents per month were taken from every active-duty member for the relief of seamen in the service. For nearly 150 years, these monies funded the Naval Home. In 1934, Congress abolished this Pension Fund and the proceeds were deposited into the U.S. Treasury. From 1935 until 1991, the Naval Home was funded by Navy appropriations. Today, it is funded solely by active-duty payroll deductions of 50 cents, fines and forfeitures from military disciplinary actions, interest earned on the Trust and residence fees. Residents pay a monthly fee of 35 percent of all their income for independent living. Those residents living in long-term care pay 65 percent of their total income.

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

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

Supporting the Naval Home is the obligation of every active-duty member for the relief of seamen in the service. It is the nature of members of the military to not blow our own horn, or go searching for recognition, but I truly hope your publication is being entered in whatever awards contests you qualify for. It is too easy to be overlooked as a serious publication when you are writing for the Navy, but the circulation of All Hands should certainly be comparable to other national magazines, so you should be entering in the same competitions. Good luck and keep up the good work.

Happy Thanksgiving to all hands. I truly hope your publication is being entered in whatever awards contests you qualify for. It is too easy to be overlooked as a serious publication when you are writing for the Navy.
OPSEC is Everyone’s Responsibility

Within the Navy, the odds of making it through boot camp without hearing, ‘Loose Lips Sink Ships’ are improbable. Though the slogan is old, it still embodies the basic principle of Operational Security, or OPSEC.

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

1. Identify critical information. The information you have that could assist an adversary in any way.
2. Analyze the threat to that information. Does an adversary have the capability to collect or use the information, and how?
3. Analyze the vulnerabilities. How is the critical information relayed in the course of your daily duties and how could it be exposed or compromised?
4. Assess the risk. How likely is it that the information could be compromised?
5. Develop countermeasures. What can you do to protect the information from being disclosed?

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

Wilson explained that OPSEC requires the active participation of every service member, regardless of his or her rank or job. He added that the best defense to protect critical information is educating people through annual training exercises and directives referenced in the training manuals for each rank.

Wilson offered these simple guidelines:

- Avoid talking about work away from the office. Be aware of your immediate surroundings at all times and who is in the area.
- Always keep in mind that what is not being said can be information in itself.
- The mere fact that a person is in the area is considered sensitive and then information could be compromised.
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Communication comes in many forms, not just verbal and written. Routines and habits also need to be considered with OPSEC in mind. Wilson explained that what seems innocent or insignificant can in fact be a piece of a much larger puzzle.

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

For more Naval Forces Europe news, go to their Navy NewsStand Web page at www.news.navy.mil/local/ n sme.

Smart Study Habits Help Sailors ‘Make The Grade’

The Navy is like any other employer in America. If you want to make more money and tackle more responsibility, you have to perform.

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

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

Electronics Technician 1st Class Cetus Thayer of PCU Ronald Reagan (CVN 76) has scored an 80 twice in his career.

“I like being best at what I do,” he said.

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

Story by Jo Cindy Gill, NAVCPR Public Affairs

“I never thought I would be in the military,” said 27-year-old Navy Storekeeper 1st Class (SW) Denise DePozo, USS Boxer (LHD 4) food service officer.

DePozo joined the Navy after graduating from high school. She said studying was never an issue for her back in the days when there was no need to study. DePozo has a new perspective on how study habits can make a difference.

“I was one of those people that thought if you work hard in school, you should just breeze through the exam,” DePozo said.

That mentality changed for DePozo when she was assigned to the USS Boxer during Desert Storm.

“I realized the importance of preparing for exams beforehand and doing the necessary work to pass the exam,” said DePozo.

The Navy has two advancement exams during the year. They are the annual promotion exam and the advancement exam. All advancement exams are computer-based. Sailors have many options available to help deter those exam day nerves.

“Don’t start the first week and try to study so much that you get burned out,” he said.

“Make the Grade” E-4 Candidates aboard USS Dwight D. Eisenhower (CVN 69) take the semannual promotion exam.

By paying attention to results in different study conditions, Nichols says Sailors can determine key study times and places, and plan study sessions to be more effective.

In addition to regular study sessions and appropriate study material, Sailors have to study effectively. Thayer used a structured method to study the bibliography, but he said the most important thing for him was the study habits, not so much the procedure.

Nichols recommends using a team approach to studying.

“The ‘buddy system’ works,” he said. “Find a buddy to study with, or form a study group if possible.” Nichols added that flash cards are an excellent study tool.

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

Regardless of how well prepared they are, some Sailors still get nervous on exam day.

“Thayer is no different,” said DePozo. “Always go in really nervous and I leave thinking I did terrible, since the tests are really hard,” he said. However, Sailors have many options available to help deter those exam day nerves.

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

“Around the Fleet”

Poster courtesy of the Naval Historical Center

OPSEC of PCU has taken a classic approach to speaking face-to-face and openly. We need to take that same mindset and apply it through boot camp without hearing, ‘Loose Lips Sink Ships’ and openly. We need to take that same mindset and apply it to our everyday jobs,” said Wilson.

Whether on or off work, communication with someone is more secure than talking on a regular phone. When this is not possible, secure communication equipment include secure email, telephone and fax machines. No matter which method is used, service members should hold conversations using a secure medium.

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

Wilson offered these simple guidelines:

- Avoid talking about work away from the office. Be aware of your immediate surroundings at all times and who is in the area.
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Domestic Violence Resource Ready

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

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

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

At that time, domestic violence was on the rise in our city and there were so many holes within the legal system that cases often fell through the cracks. There wasn’t much cooperation between the agencies working the cases and the various organizations that handled these types of situations,” said Patti Tewob, a counselor at the NAS Jacksonville FSCC who has been involved with the task force since it originated.

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

“We put together this guide based on months and months of research, interviews and guidance from experts. It was originally published about four years ago as a supplement to Jacksonville Medicine Magazine which is published by the Duval Medical Society,” stated Tewob.

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

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

VR-51 Builds ‘Habitat’ Homes

Sailors and the Navy’s newest nuclear submarine...
Motorcycle Training Now Mandatory For Sailors in Europe

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

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

“In the last three years, there have been 16 fatal motor vehicle accidents within the NAVEUR Theater, of which 35 percent were motorcycle related,” said NAVEUR Public Safety Director Jim Walter. Walter said the numbers are alarming, and the last three years have seen numerous similar accidents.

“Mandatory training is in place,” said Walter. “All Sailors new to the Europe area are required to complete the class.”

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

“With the rise in motorcycle safety issues in Europe, the Navy has developed a course that is designed to meet the needs of our community,” said Walter. Walter said the course is divided into three parts: one on traffic safety, one on safety in Europe, and one on safety in the United States.

“The course is offered by the Motorcycle Safety Foundation, which was founded in 1974,” said Walter. “The course is designed to help riders understand the risks of motorcycle riding and to help them stay safe on the road.”

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With the shift of administrative responsibility for the PCs from USNORTHCOM to SURFLANT, the ships will continue to operate in support of Operation Noble Eagle under the tactical control of the Coast Guard Atlantic Area Command, but will now fall under the operational control of the U.S. Navy’s 2nd Fleet. The ships will report to SURFLANT on administrative issues through their immediate superior in command, Commander, Amphibious Group 2 RADM Michael P. Nowakowski.

Patrol Coastal Ships Transfer to SURFLANT

Previously, those matters were handled by Commander, Naval Surface Force, U.S. Atlantic Command (USNAVFLT) and Commander, Naval Special Warfare Command (COMNSSWC) respectively.

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

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

Since Nov. 5, 2001, the patrol coastal ships have operated in support of Operation Noble Eagle. It is the first time U.S. Navy ships have been employed jointly with the U.S. Coast Guard to help protect American coastlines, ports and waterways from terrorist attack.

"SURFLANT ships were among the first to respond to the call for homeland defense on Sept. 11, so we’re no stranger to this business," said Capt Ray Snell, Assistant Chief of Staff for Operations for Commander, Naval Surface Force, U.S. Atlantic Fleet. "We look forward to supporting the patrol coastal force and all they bring to the fight," Snell said.

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

"Although the mission is new, it makes perfect sense to use cyclone-class ships for maritime homeland security. Their trained, maneuverable and fire-power make them extremely well-suited for the mission," said LCDR Michael E. Eckhols, commanding officer of the Little Creek-based USS Whirlwind (PC 13).

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

As the lead agency for maritime homeland security, the Coast Guard is responsible for protecting more than 360 ports and 95,000 miles of U.S. coastline. Together with the Navy and federal, state and local law enforcement, the Coast Guard is conducting its largest port security operation since World War II.

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

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

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

Coast Guard personnel, on the other hand, are authorized to conduct law enforcement under the federal law. This arrangement — having a Coast Guard boarding
A team aboard a Navy ship — is similar to the one employed for years in joint Navy-Intercepts operations, dating back to the 1990s. The ships are of particular importance in homeland security for the next few years, and their use for homeland security in the long-term future has not yet been determined.


New GQ Drills Bring Additional Realism, Intensity to Boot Camp

As today’s Navy faces a changing world and new threats, basic training is changing to better prepare the Navy’s newest Sailors for the challenges that await them in the fleet. Following the terrorist attacks on USS Cole (DDG 67) in October 2000, and the attacks of Sept. 11, 2001, the most pressing enemy facing today’s Sailors is terrorism. The changing face of the enemy has necessitated innovative changes in basic training. “We will always be responsible for training a basic Sailor, but we must now also teach that Sailor, from his or her first day in the Navy, the critical skills necessary to combat this new and very real threat,” said RADM Ann E. Rondeau, Commander Naval Training Center Great Lakes. “In today’s Navy, everyone must be prepared to be part of the security team as well as a technical expert in their respective fields.”

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

“Man overboard, Man overboard, all personnel muster on station!”

The words are intimately familiar to Sailors at sea, but now, recruits in their third week of boot camp are being introduced to the fleet drill as part of their training. During the new exercise, recruits are awakened during the night to the sounds of the man overboard announcement. They must respond, just as they would if a man overboard were to occur at sea, man overboard alarms don’t often sound during ‘normal’ working hours. They sound when Sailors are asleep and disoriented. This drill prepares them for daily life aboard ship, and helps to reinforce the concepts of the watch, quarter and station bill which they are being taught in their boot camp curriculum. Following a complete muster, the teaching points of the drill are reinforced by the Combat Drill Team Commanders, finding “props” representing items that are out of place and potential hazards. The goal is for the Sailors to be able to identify a threat, and secure the area and call in the security team aboard the ship.

Navy Recruits from recruit division 955 are given the scenario that their ship is lost and they must abandon ship. This drill is a portion of “Battle Stations” at recruit training, Great Lakes IL, through case histories and sea stories, which illustrate the importance of the drill to safety and security at sea. A second fleet-based drill is being piloted with Sailors during their final days of boot camp training. General Quartermaster Drill 2 is the test night following Battle Stations, where Sailors have been up for more than 36 hours. During this drill, Sailors are awakened sometime during established sleep hours due to a “security alert.” The division, led entirely by Sailors in training, will then be instructed that they are augmenting the base security force due to a specific threat. Organizing themselves into teams, they will be required to

The practical lessons are preparing to bring the training message home more so than a classroom lecture. They are designed to insert more rigor, build teamwork and to introduce drills necessary to combat threat expectations,” Rondeau said. “We are all part of the anti-terrorism force protection team from the first day we begin our Navy careers.”

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

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

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

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

For related news, visit the Naval Training Center Great Lakes NewsStand page at www.news.navy.mil/local/great-lakes.

Story by JOC Rhonda Burke, NTC Great Lakes Public Affairs

The U.S. Navy Band’s December 2002 Holiday Broadcast will bring you the joy and spirit of the holiday season, a time of year when families around the world come together to share the comfort and warmth of home. The broadcast will be available on Dec. 25, 2002, 8:00 a.m. Eastern Time. The U.S. Navy Band’s Holiday Broadcast 2002 includes the following programs:

1. First Person Account:
   - First Person Account: U.S. Navy Band’s Holiday Broadcast 2002
   - U.S. Navy Band’s Holiday Broadcast 2002
   - U.S. Navy Band’s Holiday Broadcast 2002

The U.S. Navy Band is a professional ensemble of over 200 military and civilian musicians who perform at concerts and public events around the world. The band has been in existence since 1941, and has performed for numerous presidents and other dignitaries at high-profile events. The band has also been featured in several television specials and films. The U.S. Navy Band’s Holiday Broadcast 2002 is a popular event, and tickets are required for admittance. Ticket information is available on the U.S. Navy Band’s website at www.navy.mil/band. For more information, please visit www.navy.mil/band.
You can lecture kids until you are blue in the face and they are falling asleep at their desks, but the way they really learn is by getting their small hands around a project and learning how it works by doing. At Starbase Atlantis, hands-on is the name of the game. The five-day program, located at the Trident Training Facility, Submarine Base Bangor, Wash., is teaching hundreds of fifth-graders each year that science and math are not dry subjects you learn in books, but the amazing things that make airplanes fly, submarines dive and the world go round.

The learning starts the moment the children walk in the door of a classroom packed to the ceiling with everything a child could imagine to make learning fun. Disco balls, black lights, aquariums and model rockets; they’re all here. Each child starts with a pre-test to determine where they stand in their math and science skills so the instructors have an idea of how far the students have progressed at the end of the course. The pace just gets faster from there. Soda cans are heated and crushed, eggs get sucked into milk bottles and rockets are built ... all in the name of science.

“Our instructors here have taken the different things we’ve seen and focused on how to put that on the kids’ desks and get their actual hands on it,” said Starbase Atlantis Director, Joe Barrett, a retired Navy commander. “The action itself gives them an experience to remember. They can connect that with the theory that goes with it much more easily and remember it longer than just giving them the theory and having them forget it two weeks from now,” Barrett continued.

Joe Barrett may be the name on his driver’s license, but at Starbase Atlantis, he is known only by his call sign, “Rocketman.”
Every student and instructor comes up with a call sign reflecting his or her own style or personality and it will be their name throughout the course. Starbase Instructor MariLynn Maas-Jones, call sign "Isis," has been an educator for more than 28 years. To Isis, it's all about having fun. "The idea is to get the kids to learn while all along they thought they were playing," said Isis.

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

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

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

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

"Science is something that can be fun and enjoyable; that they can really get their hands on and can understand — if it’s presented to them in the right way."
wouldn’t see them,” said Rocketman. “The program is conducted on military bases so children can become comfortable with their neighbors – the military, and see the opportunities there are in just about every walk of life. Whatever you want to do with the rest of your life, there’s always a place for you in the military,” said Rocketman. “Sailors are the best role models that kids could hope for.”

Starbase is targeted at the fifth-grade level where kids are more impressionable to science and technology and apt to ask more questions. In the higher grades kids are starting to turn themselves off to things that don’t interest them. It’s not cool to be intellectual. “They’re more into the social game than they are in advancing their futures. So, we are trying to get them interested in math and science before they [embrace the] concept that it’s uncool,” said Rocketman. “Science is something that can be fun and enjoyable; that they can really get their hands on and can understand — if it’s presented to them in the right way.”

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

“I’ve found lots of new ways to get the students excited. Every time we have a new class, we change something based on their input. To me science is all about being hands-on and having fun,” said Isis. “I didn’t even know I liked math and
science before I came here,” said one student, call sign “Jaguar.”

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

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

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

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

Houlihan is a photojournalist assigned to All Hands.

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

Bomber Man” heats his can before immersing it in cold water to watch it implode.

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

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

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

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

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

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

“T’m into extreme sports, and this is pretty much the extreme job,” Lawson added.

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

“There is no other helicopter flying in the Navy more varsity than what you’ll find here in Fallon,” said Aviation Structural Mechanic 2nd Class (NAC) Dustin Wiggins, who has been in aircrew SAR for more than six years. “We start out at 4,000 feet above sea level and go up. It’s hard for other commands to compare, because most start out at sea level. When we take off, we already have a mark against us.

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

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

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

“They are my eyes and ears in the back,” said SAR Team Leader LCDR Theo Kulczak, a 20-year veteran pilot.

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

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

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

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

Despite their primary mission of rescuing downed military pilots in the vast bombing ranges that surround the
base, most of the search and rescues are launched for the civilian population.

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

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

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

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

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

“There are times at take-off when it feels like we are already at 7,000 feet with the thin air and heat, while a majority of fleet pilots operate at 1,000 feet and below most of the time,” said Kulczak.

It can be said it takes a special breed of person to do this job, or at least someone with the right drive and dedication.

“Some people are born to do certain things,” said Hospital Corpsman 2nd Class (NAC/FMF) David Clipson, SAR corpsman. “The biggest thing you need here is desire. You have to be confident with what you know, and you live with the fact that your next mission could be your last.”

Now, these highly-trained Sailors

Because Naval Air Station Fallon Search and Rescue has hoist capabilities, they are often called upon to pluck stranded hikers and climbers off the sides of mountains.
together so much they joke that it’s almost like a marriage. Sometimes it’s even better than a marriage, because you don’t have to go home with them at night,” said Clipson. “But seriously, our lives depend on each other almost more than in any other relationship.

When flying in conditions that few helicopter crews in the Navy must face, teamwork is essential. “You trust the other members of your crew implicitly,” stressed Lawson. “When the aircraft is within inches from rocks and cliffs, and any slight movement in the wind or helicopter can be catastrophic, you learn to depend on and trust everyone’s training. Here, the difference between a good day and a bad day is very small.”

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

The teamwork and pride of the Longhorns rivals any in the Navy. Theirs is a unique bond, created by the unforgiving nature of the job and a desire to ensure their legacy for excellence is maintained for a long time to come.

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

“So others may live.”

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

As a matter of fact, the YP is one of the few craft in today’s Navy that is run by an entire crew of enlisted Sailors. It is the responsibility of these blue shirts to take a crew of 3rd Class midshipmen from the Naval Academy, Annapolis, Md., out on a two-week training evolution up the East Coast every summer. Here, they teach the midshipmen hands-on navigation and shipboard life.

“The mids learn a lot in the classroom, but then they come here and they get to apply everything they have learned,” said Olinger. “It takes a while, but in two weeks I see them develop into the professional officer the Navy needs. My job is to create Sailors, and that’s what we do.”
it makes me feel good when they find me and tell me, ‘Thank you.’”

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

Midshipmen Andrew Mawdsley discovered that not all training can be done in the classroom and that it takes a little hands-on experience. “We learn how to act among our peers,” said Mawdsley. “We also take confidence and discipline with us. That’s what the foundation of the Navy stands on. We are also trained how to be naval officers. We learn ship values and ship handling. There is a lot on the line for us to do. When we are done with this cruise we become better Sailors.”

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

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

In the fleet, the commanding officer needs his crew to make his ship run, and it’s no different for the captain of the YP. “I need Engineman 2nd Class William Forrest and Seaman Mark Ahrens to make this ship work,” said Olinger. “This boat moves because of my engineer and my one seaman. I hold a large burden above their heads, and it is to be safe, professional and on time.”

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

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

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

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

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

Another exciting aspect that Olinger likes about teaching young officers is that his crew may come across them later in their naval career and see them doing well. “When I see an officer I’ve trained, it’s a pride that I get,” Olinger said. “I know that I put a some of my knowledge and teaching into the officer.”

“Olinger was good to me,” said recently commissioned Ensign Amy Zimmerman. “He really went the extra mile to teach me.”

In the classroom, Olinger and his crew give a refresher course to the midshipmen and junior officers on how to navigate a ship. “We train the midshipmen on what a course is and what a line is,” Olinger said. “Then we test them, and if they don’t do well, they get to go back on the boat and practice it a little more.”

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

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

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

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

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

Ahrens enjoys the time he spends on YP 695. He has been taught how to be an effective leader and what part he plays in a leadership role. “I can affect the lives of 31 other people when I go to work every day, and even though it’s stressful, I enjoy doing it.”

As YP 695 finishes pulling into their Naval Academy homeport, Olinger and his crew can watch this team of midshipmen debark from another learning experience. They can take pride knowing that they have made a difference in the Navy of tomorrow and in the lives of these young Sailors today, while at the same time growing themselves as leaders, teachers and Sailors.
Throughout our nation’s history, sailors have been the bricks that make up the foundation of the U.S. Navy. The mortar holding them together is the senior enlisted, and out of these ranks rise the role models whose leadership skills and superior performance set them apart from the rest.

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

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

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

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

“I was going to get out after my first tour,” Tate added,
“but because of tremendous guidance of the chiefs above me and the values they instilled in me, and the lessons I learned from them, I decided to stay in.”

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

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

Burrell likens the Navy to sports and the all-star team, where good teams usually have more all-stars than the not all-star team, where good teams aligned or whatever.

“Because of that, we got an all-star picked and I was fortunate enough to represent my ship. No way am I here without the support of the crew; from that deck seaman who recently checked without the support of the crew; from where they are today, but that couldn’t be any further from the truth.”

“If my accounting gets bigger, I move on, always expanding my knowledge and never limiting myself to anything or close any doors.”

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“I have merely reached the next rung in the chain of command.”

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

And in today’s world climate of joint military operations, no one can dispute the great affect Reservists make and have made, especially since September 11th in the battle against terrorism. Make no mistake either, Chief Intelligence Specialist (AW) Kerstin Elledge, Reserve SOY, is as motivated and up to the challenges that today’s Navy offers as her active-duty counterparts.

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

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

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

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

“I have merely reached the next rung on the ladder, and my next goal is to put the star above the anchor,” said Howard. “I want to go straight back to sea,” added Tate. “I think I’ll have the most benefit to the fleet out to sea. I enjoy teaching the younger [Sailors] coming in how to run an engine room and how to be a good mechanic.”

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

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

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

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

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

One of the perks of working in a multi-national command is that Sailors are able to see there is often more than one way to get a job done.

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

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

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

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

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

Lessons in Lockdown
MA3 Michael Puhl demonstrates a handcuffing technique on MA2 Carlo Miller during a training scenario. T3 Phil Cofe (left) and EN2 Jason Miller are among the more than 350 Naval Support Activity Naples, Italy, security watchstanders taking part in this training since the demobilization of the New York Police Department Reservists that began in February.

Get Ready, Get Set...
The landing signals officer prepares to give the signal to launch an F-14B Tomcat, assigned to Fighter Squadron (VF) 103, from the flight deck of USS John F. Kennedy (CV 67).

Photo by PH2 Josh Groves

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

Photo by PH3 Gary Granger

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

Photo by John Dean Fadrer

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

Photo by PH2 Crystal Brooks

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**Eye on History**

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**1942**

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

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**1922**

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

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**1928**

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

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**1928**

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

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**1928**

LTJG R.G. Barnes from Attack Squadron (VF) 113 accepts congratulations from USS Kitty Hawk’s (CV 63) Air Officer CDR Lloyd Cooper. Flying an A-4C Skyhawk, Barnes became Kitty Hawk’s first jet centurion.
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Veteran's Day
November 11, 2002

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