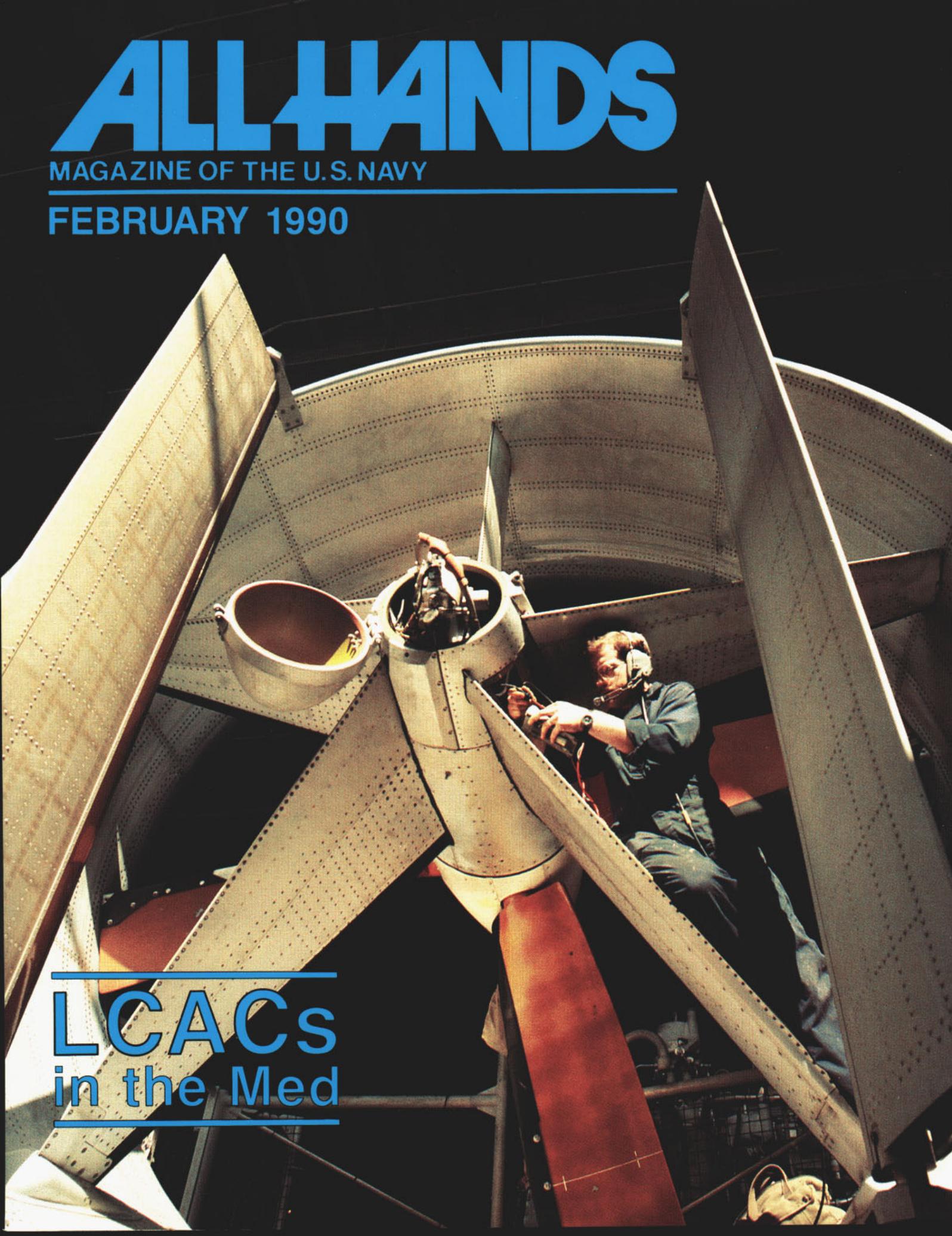


ALL HANDS

MAGAZINE OF THE U.S. NAVY

FEBRUARY 1990



LCACs
in the Med

Aircraft of Marine Medium Helicopter Squadron 264 in formation over a runway at Naval Station Rota, Spain. Photo by PH2 Phil Pruitt.



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Photo by PHC Carolyn E. Harris

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Front cover: Gas Turbine Systems (E) 2nd Class Don Hainline uses a chip detector to find metal chips in the propeller hub assembly of an LCAC — Landing Craft, Air Cushion — located in the well deck of USS *Whidbey Island* (LSD 41). The LCAC has changed the face of amphibious warfare in the Mediterranean. See story, Page 24. Photo by JO1 Kip Burke.

Back cover: Planes from squadrons assigned to USS *Abraham Lincoln* (CVN 72) fly over the newly commissioned 1,000 foot, 24-story *Nimitz*-class aircraft carrier. The ship took five years to build at the Newport News shipyard. See story, Page 20. Photo by PH2 David Cummings.

News You Can Use

PCS information

Personnel on PCS orders may be entitled to proceed time

Personnel making permanent change of station moves to and from overseas accompanied tours are entitled to "proceed time."

Proceed time is not chargeable as leave, delay or allowed travel time, and is granted so sailors can make personal arrangements necessitated by certain PCS orders. The amount of proceed time permitted depends on the urgency of the transfer, but can not be more than four days.

Proceed time is also authorized when service members are making permanent change of station moves to or from ships or mobile units having a sea/shore rotation code of 2 or 4, or from an "all others" tour, when transferring from one overseas location to another.

Commanding officers of ships changing home

ports may authorize proceed time only in conjunction with the movement of household goods or the movement of the service member's private vehicle.

Service members who have processed permanent change of station orders on or after Oct. 24, 1989, and have been denied or have not used the proceed time authorized by their transferring command, cannot be issued proceed time by the receiving command. They may, however, request temporary additional duty from the new command for house hunting.

For more information see NavOp 131/89, or contact LCDR B.C. Lane (OP-134D2) in Washington, D.C., at Autovon 224-5633 or commercial (202) 694-5633. □

Personnel issues

Overseas family residency program offers incentives for sailors

Sailors who are, or will be, assigned to overseas duty can soon take advantage of new benefits. Upon completing two years of overseas duty in the Overseas Family Residency Program, enlisted sailors will receive guaranteed follow-on assignments in their choice of home port, with the exception of CONUS locations; or any type unit or training on the nearest coast if a valid billet exists and they qualify. OFRP assignments include overseas homeported ships and squadrons on Type 4 duty, excluding Hawaii.

Sailors who complete three years of OFRP duty can request either CONUS or OCONUS locations.

Members assigned from overseas duty to CONUS-based ships to complete their prescribed sea tours will be ordered for a period of one year (previously two years) or the time necessary to complete their sea tour, whichever is longer.

Personnel assigned to OFRP duty will receive one final multiple score point as credit in the awards section toward advancement to E-4, E-5 and E-6. In addition, E-7, E-8 and E-9 selection boards will receive formal guidance stressing the importance of overseas sea and shore duty.

For more information see NavOp 130/89 or ask your detailer. □

Health

Insurance plan available for separating sailors

Civilian medical plans offer a bewildering variety of options. The Navy has announced a voluntary private health insurance conversion program for separating personnel and their families. The plan, called Uniformed Services Voluntary Health Insurance Plan, is offered in conjunction with Mutual of Omaha (at present the only participating company).

Eligible individuals are covered even for pre-existing conditions at a rate lower than those of similar private insurance policies.

Others eligible for U.S.V.I.P., include divorced spouses, dependents with temporary military coverage and family members covered by CHAMPUS. Plans may be purchased within 30 days before separation, or 30 days thereafter.

Commanding officers, Family Service Centers,

personnel support detachments, chaplains, naval hospitals and Navy legal service officers have been directed to publicize the health care program. Brochures and applications are available through these sources. Full details of the plan are available in NavMilPersCom Instruction 1760.1B.

The Navy neither endorses, nor recommends the plan, and all contractual arrangements are between the individual and the company.

The application package, rate sheets (SN 0506-LP-390-0162) and the separating command's information sheets (SN-0506-LP-321-8100), are available through the Navy supply system. Requisitioning procedures are in NavSup P-2002: the Navy stock list of publications and forms should be used. □

Navy Library needs donations

The Navy Department Library collections were damaged extensively when a water pipe burst in the building last October. The cruise book and foreign navies sections suffered the greatest damage.

The library needs donations of cruise books from all past years for ships whose names begin with the letters "C" through "F".

Send donations to: Navy Department Library, Building 44, Washington Navy Yard, Washington, D.C. 20374-0571. □

Financial

Money management on videotape

Many sailors may not know how to manage their money, especially when high interest rates, rising food costs and unexpected bills tend to swallow up their take-home pay.

To avoid possible bankruptcy the Navy has distributed two Department of Defense videotapes worldwide to assist sailors in better managing their money. The tapes, "Budgets and Checking Accounts" and "Credit Buying," are available at 900 major commands, shore stations, selected ships, naval education and support centers and Family Service Centers.

The tapes are part of a long-range, comprehensive personal financial management program developed by Naval Military Personnel Command. For more information call NMPC-6, at Autovon 224-1531 or commercial (202) 694-1531. □

Navy helps in quake aftermath

Sailors lend a hand

Story by Jan Kemp Brandon

On Oct. 16, 1989, USS *Lang* (FF 1060) returned from participation in *Pacific Exercise '89* to her home port, Treasure Island, San Francisco. The following day, *Lang's* off-duty sailors, along with most other San Francisco residents, were preparing to watch the 3rd game of the World Series when, at 5:04 p.m., "the ship began rolling and pitching. Vehicles were bouncing up and down on the pier, completely leaving the pavement," said Chief Mess Management Specialist Rusty Vancil.

A major earthquake, lasting only 15 seconds and measuring 7.1 on the Richter scale, struck the San Francisco Bay area causing 67 deaths and destruction totaling in the billions of dollars. This was the largest quake to strike the Northern California area, making it the most expensive natural disaster in history since the "big one" of 1906, which measured 8.3 on the Richter scale.

"We could really feel the quake on the ship," said Vancil, who was officer of the deck aboard *Lang* at the time of the quake. "The ship lost shore power and the ship's service diesel generator kicked in automatically to restore power."

At Naval Air Station Alameda, Air Traffic Controller 2nd Class Dave Henderson and AC3 Kevin Campton were the only two people in the air traffic control tower at the time the quake hit.

"At first, it was just a little tremor, Campton and I were laughing about it — then, it got pretty extreme and I knew it was a big earthquake," said Henderson.

"The tower was really shaking. At first, I didn't know what was going on," said Campton.

According to Henderson, he could see the devastation from the quake as it happened right in front of him.

"A coffee pot and a few other things

were being thrown around the room," he said. "I was worried the windows would break in the tower."

"When it stopped, the first thing we did was make sure everyone was OK and accounted for," continued Henderson. "I was talking to a civilian helo when the tower began to shake. I knew what had happened and informed the pilot. Within minutes he told me that part of the Bay Bridge had collapsed."

According to Henderson, the air traffic control officer was on scene within 15 minutes to assess the damage to the air station's runways — it was severe.

"You could see the water shooting up out of the cracks," said Henderson. He explained that Alameda is built on landfill; after the earthquake, the runways had wells and cracks that were hundreds of feet long and several feet deep.

Meanwhile, USS *Lang* was making





preparations to get underway to provide assistance to the city of San Francisco's Pacific Gas and Electric, according to CDR Jimmy L. Mitchell, *Lang's XO*.

Eighteen months ago, to the day, *Lang* had participated in earthquake assistance drills demonstrating the Navy's capability to provide electrical power and water for firefighting support to the city. *Lang* proved she could provide services that Bay area residents never expected they would need so soon.

Because the quake hit after work hours, only a small number of crewmen were aboard. While some made the ship ready, others tried to call people back to duty.

"We were able to muster a total of 69 people including the duty section, live-aboards, personnel from the island who we could contact by phone, and six sailors from USS *Gray* [FF 1054], including *Gray's* com-

manding officer. *Lang's* commanding officer was on leave on the East Coast," said LT James E. Wilkie, *Lang's* command duty officer at the time of the quake.

Just prior to getting underway, a handful of *Lang's* crew, including LT R.D. O'Brien, the chief engineer, was able to catch a boat ride from NAS Alameda to Treasure Island. A section of the Oakland Bay Bridge, leading to Oakland, had collapsed. The span connecting Treasure Island to San Francisco was closed as a precautionary measure against possible collapse, thus making Treasure Island completely isolated.

Within eight hours of the quake, *Lang* was underway and proceeding underneath the damaged Oakland Bay Bridge and across San Francisco's harbor to Pier 70 to assist PG&E in restarting its Hunter's Point electrical generating substation. The Hunter Point plant, which lost its feedwater

The Interstate 880 overpass collapsed with a thundering rush, crushing a major one-and-a-half-mile road linking communities along the Oakland side of San Francisco Bay.

control in its steam generation boilers when the quake hit, provides San Francisco with about 20 percent of its electrical power.

PG&E personnel met *Lang* at Pier 70 and assisted in docking the ship and connecting a 150 PSI steam hose to a riser on the pier. Steam generated by *Lang* would be used to raise the temperature of the electric generating substation's boiler feedwater system.

PG&E needed to raise the boiler feedwater to at least 250 degrees Fahrenheit before it reached the plant's boiler tubes. Otherwise, if cold water came into contact with heated metal inside the steam plant boiler, an explosion could occur.

According to PG&E officials,

Quake relief

Quake recovery efforts continued for days, though it took only 15 seconds to create the rubble.

Lang's assistance enabled the substation to return to full electrical production much earlier than would have been possible without the Navy's help.

"If we'd had to bring in an auxiliary boiler to heat the feedwater," said one PG&E worker, "it would have taken another five to seven days to get the plant up. *Lang's* assistance benefited more than 200,000 people in the city."

Elsewhere, rescue efforts by Navy personnel were already underway. At the double-decker Cypress portion of Oakland's I-880 that collapsed onto the lower section, Navy medical personnel were hard at work.

Within minutes after the tremor stopped, two young Navy corpsmen from Naval Hospital Oakland were among the first people to respond at the scene of the damaged mile-and-a-half of freeway.

Hospitalman William Wicker and HN Anthony Beltran were returning from Travis Air Force Base on a routine patient transfer when the quake struck.

"It was overwhelming because there was so much to do and so few people to do it," said Wicker, who worked into the next morning treating and transporting victims to Bay area hospitals.

Beltran separated from Wicker early in the rescue and remained at the



scene covering the entire one-and-one-half mile stretch of damaged freeway, administering first aid to victims into the early morning hours, according to LCDR Alison Mueller, division officer of NHO's command education department, life support division. (See "Spotlight on Excellence," Page 38.)

Although telephone communications were almost nonexistent and transportation difficult, RADM David M. Lichtman, the hospital's commanding officer, issued a total recall of its personnel.

"About 70 percent of the staff responded, many of them on their own," said CDR Gary Schick, the hospital's director for administration. "Given the communications difficulties and taking into account that it was the rush hour, the response was excellent."

Schick, who is in charge of the hospital's disaster preparedness program at NHO, had good reason to be proud of his personnel.

Only six months prior, NHO conducted a mass casualty exercise dur-

ing Earthquake Awareness Week. "With a drill, you have 100 percent of your assets on board," explained Schick. "But with the real thing, you have no planning, no advance notice. Yet, everything went very smoothly and we were able to provide assistance quickly."

Mueller took her disaster assistance team of Navy personnel from the hospital, along with Navy medical photographers, out to the collapsed I-880 Cypress site to assist the rescue efforts. "I knew they were going to have a lot of dead people out there," said Mueller. "Things were going pretty slowly with the rescue efforts, pulling the victims out."

Mueller presented a plan of action to the county's coroners for extricating the victims from the site and identifying them, which they readily accepted.

"At first, the civilian powers-that-be weren't sure what to do with us," she said. "But when they saw what we could do, we were received with open arms, especially by the sheriffs — they had never seen injured bodies



Photo by PHT Dale L. Anderson



Photo by HM1 Phillip Goodrich

like that.

"One California Highway Patrolman was just standing there shaking his head and saying that he had seen some bad auto accidents, but never anything as bad as this," Mueller added.

Mueller, who has worked in emergency medicine for the last 22 years, directed the Navy's medical rescue efforts at the Cypress site and worked closely with other rescue personnel. Her experience was gained by running an emergency room, training emergency medical technicians, working in a surgical intensive care unit as an operating room nurse, treating the wounded in Vietnam and as the officer in charge of combat medical training for Marine Corps Medical Battalion 3, in Okinawa.

The NHO medical photographers and EMTs provided 24-hour assistance, on a rotating basis, to the county's coroners and highway patrol helping with extrication and identification of the victims for the families. "We didn't know how stable the structure was, and we wanted to

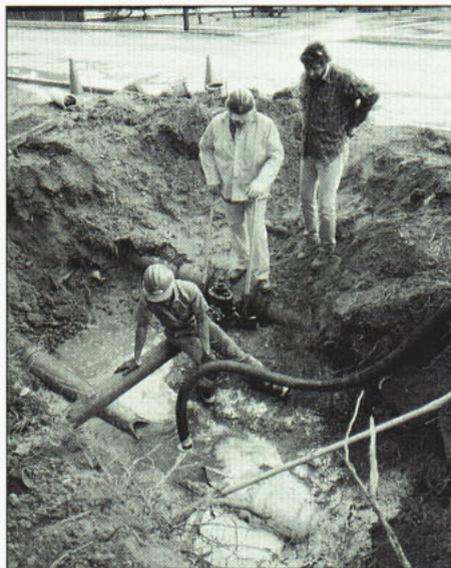


Photo by PHT Dale L. Anderson

Above: CDR Mueller directs efforts to pull victims from the rubble in the Bay area after the earthquake. Left: Seabees repair broken waterlines at Naval Station Treasure Island.

get out as many bodies as quickly as possible," said Mueller.

Workers were under constant threat of injury and even death as they raced to extricate and identify the people. What remained of the freeway could collapse at any time if an aftershock occurred, or give way under the weight of the heavy equipment that was brought onto the freeway to dig escape holes.

After the shaking subsided and the initial state of shock brought under control, Coast Guard and Air Force helos stood by, at the Bay Bridge, to rush any survivors to hospitals. The air controllers at NAS Alameda limited other air traffic at the Bay Bridge and I-880 span, maintaining a 2,000-yard airspace restriction put into effect to keep non-rescue aircraft out of the area. Officials felt that close-flying aircraft could cause vibrations that would possibly collapse the remaining structure.

"The Coast Guard had to have the area restricted," said AC3 John Stuart, who was called to the control tower after the earthquake hit. "We had so many helos flying into the airspace to see what was going on. We talked to and advised more than 300 aircraft. We also took a large number of phone calls."

Quake relief

USS *Peleliu*'s hangar bay became a temporary home for approximately 300 people left without shelter after the quake.

The NAS control tower team was utilized to control air traffic and keep in constant contact with the rescue helos. Although electric power was out at NAS and most of the Bay area, the control tower's emergency generator maintained the tower's electricity and phone circuits.

"The control tower was operating 72 hours straight," said Stuart. "There were a great many things happening, and we had to quickly respond to them. I guess we were all in a state of shock, but our people were able to do a good job and everything went smoothly."

"Our people did an outstanding job," said LT Thomas Kuhn, ATC officer at the control tower. "They were able to keep calm and were very professional throughout the entire ordeal."

It wasn't only the ACs, medical personnel and *Lang* crewmen who assisted during the earthquake rescue and recovery efforts. Many Navy people helped in many capacities throughout the Bay area.

For example, Mobile Inshore Undersea Warfare Unit 104 in San José, Calif., provided assistance to the people left homeless from the quake. The unit, in coordination with the



San José Office of Emergency Services, was sent to the Redwood Estates area of the Santa Cruz Mountains, the approximate epicenter of the earthquake. Unit personnel provided 30-man and 20-man tents, fresh water and generation of electricity.

Helicopter carrier USS *Peleliu* (LHA 5) became a floating home for more than 300 San Francisco residents left homeless from the quake. *Peleliu*, enroute from the Pacific Northwest to her home port in San Diego when the quake hit, pulled into San Francisco Bay on Oct. 19 to offer relief assistance along with two other Navy ships, USS *Fort Fisher* (LSD 40) and USS *Schenectady* (LST 1185).

The homeless, sheltered for nearly a week aboard USS *Peleliu*, went ashore Oct. 26, to a new home prepared by Seabees when *Peleliu* set sail.

The Seabees assigned to Construction Battalion Unit 416, Alameda, along with sailors from USS *Samuel Gompers* (AD 37) hurriedly readied a four-story vacant office building donated by the owner for use as a Red

Cross emergency shelter. The Seabees fixed plumbing, light fixtures and modified electrical outlets to power cook stoves, patched walls, built doors and assembled sleeping cots to accommodate *Peleliu*'s former guests.

According to Russ Scofield, Red Cross shelter manager, the work done by the sailors made a big difference. "It would have been even more chaotic and behind schedule had the Navy not pitched in," he said.

Personnel from Navy Helicopter Mine Countermeasures Squadron 15, assigned to NAS Alameda, transported food, water, clothes and diapers to more than 200 people in Hollister and Watsonville, who were left without supplies and shelter.

Seabees from Naval Mobile Construction Battalion 3, Port Hueneme, Calif., reported from Fort Hunter, Liggett, Calif., where they were attending to their annual military training.

On Wednesday morning, Seabees reported to Public Works Center Oakland, NAS Alameda, Treasure Island and Naval Supply Center Oakland, to fix ruptured pipes that



Photo by JO1 Joseph F. Lancaster



Photo by PH1 Dale L. Anderson



Photo by PH2 Dorothy Panlun

Above: A Seabee directs clean-up of quake debris at Public Works San Francisco. Left: personnel from HM 15 unload needed supplies for earthquake victims.

caused the bases to be without water, power, gas and sewer services. At Treasure Island, 800 family units were affected by loss of services and 1,100 at Alameda.

NMCB 3 joined CBU 406 from Lemoore, Calif., and Alameda's CBU 416, joined CBU 421 from Mare

Island along with Treasure Island's RNMCB 2 and Public Works Center crews from San Diego, Alameda, Oakland and Treasure Island.

"We were all working as a team over here," said Linda Martin, maintenance supervisor for Alameda's PWC, of the many units. "The Sea-

bees were absolutely excellent."

"Their responsiveness was phenomenal," added CAPT Thomas C. Crane, CO of Navy Public Works Center, San Francisco Bay. "They brought all the right equipment and right people. They were on the job quickly and stayed on it. They carried us through the crisis."

LT Steven L. O'Connor, an HM 15 pilot, summed up the Navy's attitude and experience in San Francisco: "It's a great reward to be able to help those in need." □

Brandon is a writer assigned to All Hands. Contributors to this story: JO2 Bill Miles, PAO Naval Base San Francisco; PH1 Dan Durrant, Naval Mobile Construction Battalion 3; JOC Jo Ann Garlington, Naval Reserve Base San Francisco 120; JO1 Keith McCartney, Naval Reserve Readiness Command; NC1 Jim Nicholson, assigned to USS Lang (FF 1060).

On target

Gunner's mate training aims to develop flexibility, professionalism.

Story and photos by JO1 Marc Boyd

As the sun brightens the early morning sky, a U.S. Navy frigate cuts through the deep, calm waters of the Mediterranean.

Aboard the frigate, men working around the clock perform maintenance and operational checks to ensure the ship can meet its objective of maintaining freedom of the seas.

A blaring siren pierces the quiet, morning air. Generators and hydraulic pumps come screaming to life as a missile slides up the rail.

But as the missile prepares to track its target, a light on the launcher control console indicates a problem. To find it, the gunner's mates who maintain and operate the system recall their training at the Naval Gunnery School, Naval Training Center, Great Lakes, Ill.

There, in a huge green building constructed with 9,048 panes of translucent glass for natural heating and cooling of the facility, students learn the basics of highly technical weapons systems installed on board Navy warships.

Proper operation and maintenance of these weapons systems is the goal of the gunner's mate rating. The Naval Gunnery School supports that goal by teaching electronics, mechanics, hydraulics, pneumatics and other concepts to more than 1,500 "A" school students a year. In addition, more than 800 students a year attend

"C" school to learn skills needed to repair and operate specific gun and missile systems on Navy ships.

ENS John F. Lyman, the school's director, says training has to remain flexible to keep up with the rapidly changing gunner's mate rating.

"There are many different types of weapons systems and a lot of different billets a gunner's mate can fill," Lyman said. "He may go to a highly technical missile system, or he may go to an ammunition ship, where his emphasis will be on maintaining magazine sprinkler systems, doing the ammunition inventory or driving forklift trucks to bring ammunition up for an at-sea transfer.

"That's different from the fellow who goes to an aircraft carrier and works in the ship's armory," he continued. "His principle job is maintaining the small arms that are used on

the ship's security watches. All these different training needs have to be met by the training here at 'A' school," Lyman said. "When they get to 'C' school, they will actually look at, work on, repair, operate and maintain a system using the concepts learned in 'A' school. So the theory becomes reality."

And when you step inside one of the weapons systems at the gunnery school, you feel like you're stepping aboard a ship. The school is designed to recreate a shipboard scene.

"Now that we have test stands and launchers, students can actually see the machinery move," says GMM1 Dan J. Thompson, Mark 13 Module 4 instructor, speaking of his equipment which was updated in March 1988. "Before, all we had were learning modules, which were just computers — nothing moved."

GMMSA Marc J. Solar loads a test missile on the Mark 13 Module 4 missile launcher using the launch control console.



With the weapons systems installed in the gunnery school, students can now get a feel for the hazards they will face aboard ship.

"They are actually physically touching real weapons systems and realizing what the safety problems could be . . . like not going into a danger circle," Thompson said. "No matter how many times you tell them or show them a movie about what could happen, it's not until they're actually there, and have the headsets on, that they realize what they have to do in a working environment."

Realizing what safety hazards exist and how to properly deal with them

is an important goal of the gunnery school.

"We teach safety from the very beginning," Lyman said. "We remind our students that a ship is in an industrial environment. Safety is even more important to gunner's mates because people who work in factories get to go home at night," he said. "Sailors aboard ships work in the factory and sleep there, too. That means the opportunity for accidents is greater."

The school does more than teach safety awareness, however — it teaches confidence.

GM "A" school student GMM2 James Townes said, "We have to be

confident in the systems on our ships. We always have to be able to say, 'I'm up. I'm ready to fire.'

"In 'A' school, the instructors give us an overall picture of all the systems GMs work with in the fleet," Townes continued. "They tell us, 'This is *your* gun mount. This is *your* equipment. *You're* the one who is going to operate and maintain it.' They tell us it's not anyone's else's equipment, it's *ours*. And when it works, you feel good about it."

Townes described both the sense of personal responsibility and confidence that gunner's mates have.

"We're not going to accept second best. We want to be first," he said. "The school tries to instill that confidence. I always say, 'If your house is clean, then you don't have anything to worry about.' Whenever you walk into a GMM missile house or a GMG's gun, you know it's going to work. We have to have the sense of responsibility."

Townes said that gunner's mates are closely scrutinized, and the crew of a Navy ship depends on them. "Everybody else on the ship will help you get out there," he said, "but it's up to the gunner's mate to make sure his equipment is going to work once he gets out there."

As the frigate sails on, against the backdrop of the Mediterranean sunset, confidence is high. The confidence — both in the ship's weapons systems and the sailors who operate them — begins with the professional training gunner's mates get at the Naval Gunnery School. □

Boyd is assigned to SITE at DINFOS, Fort Benjamin Harrison, Ind.



GMM1 James G. Shepard checks safety messages via sound-powered phone.

Home port:

New York

Staten Island base readies for the fleet.

Story by JO1 Dean R. Kaupe

George Washington slept here and Robert E. Lee helped plan many of the buildings on base.

But by the time those relative newcomers came to Staten Island, the installation that would one day house a Navy battle group had already celebrated its centennial year.

On a quiet, tree-covered point of land at the mouth of New York Harbor, the nation's oldest continuously manned military installation is being transformed into the Navy's newest home port.

Naval Station New York is quickly becoming a living juxtaposition: modern buildings being erected alongside 19th century forts. This Navy base known to generations of New Yorkers as an Army post, in a borough of the nation's most populous city, has more in common with the suburbs.

"The first time I saw this place I was very pleasantly surprised," said CAPT Charles H. Gnerlich, Naval Station commanding officer. "It wasn't what I was expecting at all. When you think of New York City you imagine skyscrapers, a fast-paced lifestyle, neon lights and noise. But when I came to Staten Island I found



the kind of town you don't picture being part of the city. We have trees, grass, squirrels, blue sky, beautiful views . . . there's a lot of wide open country here."

"The quality of life here is superb," said CDR Tony Heinrichs, resident officer in charge of construction at the home port. "There are plenty of

outdoor activities you wouldn't expect in a large city. It's close enough to the other boroughs, so you can enjoy everything the city has to offer. But it's also distanced enough from the boroughs to give you the feeling you're getting away from it all."

But while it's in a serene, scenic area, the Navy's newest home port is

Photo by JOT Dean Keaue

The old and the new: The \$22.5 million utilities plant now under construction (left) will exist on the same base as the 19th century fort (below).

on-base facilities began at a site, one-and-a-half miles south of the pier, in early 1988 with groundbreaking on the first phase of a combined BEQ/galley. The multi-phased project — that will resemble a college quadrangle when completed — will continue over several years. Like a college quad, it will be centrally located, offering easy access to other facilities.

"The gym, exchange, commissary and theater are just across the street," said Gnerlich. "The main gate is two blocks away, and it's less than a five minute walk to most offices on base. Unaccompanied sailors are going to find life in the BEQ to be pretty convenient."

So will sailors who bring their families. Because the cost of off-base housing in New York City is extremely high, the Naval Station plans to have enough housing to accommodate every family assigned to the home port. More than 400 two- and three-bedroom housing units have been built on base, and construction will begin on 150 more in 1991.

But, most ambitious of all is a plan to build approximately 1,250 government-leased housing units near the base. The plan calls for the units to be built at two separate sites — each less than 15 minutes from Fort Wadsworth — as Section 801 housing projects. The largest of the two will put more than 1,000 two-, three- and four-bedroom townhouse units on southwestern Staten Island. When completed in early 1991, it will be the largest housing complex of its kind in New York City. Another Section 801 project will see 250 two- and three-bedroom garden apartments in the St. George district — Staten Island's downtown.

"We know New York's expensive

— it costs more to live here than most Navy families can afford," Gnerlich said. "It would be like throwing our sailors to the wolves, so to speak, to make them depend on the local economy for their housing. When we have all our units in place we'll be able to provide housing to every Navy family coming here. You can't say that about most overseas bases, let alone a stateside one."

More and more sailors will find out what life at this new stateside base is like thanks to the homeporting initiative brought on by the fleet buildup of the late 1970s. As the number of ships in the Navy increased, the capacity of existing home ports to support the influx of personnel and needed services was pushed to their physical limits. This expansion made it necessary to base these ships in a sensible, affordable way.

The concept of strategic homeporting was adopted as a means of lowering the vulnerability of the fleet and vital shipping ports — the possibility of a potentially crippling Pearl Harbor-type attack are greatly reduced.

The Navy chose the new home ports through a competitive process— cities bid against one another for selection. New York City was picked over Boston and Newport, R.I., to host the proposed battle group. The process may have resembled expansion of a sports league, but by shopping around for the best deal, the Navy was able to get the best ports available at the lowest possible cost.

Gnerlich, former CO of USS *Coontz* (DDG 40), said the Staten Island home port makes sense — any way you look at it.

"Operationally, it's ideal," he said. "As a surface warfare officer, I love the fact that the pier's a mile and a

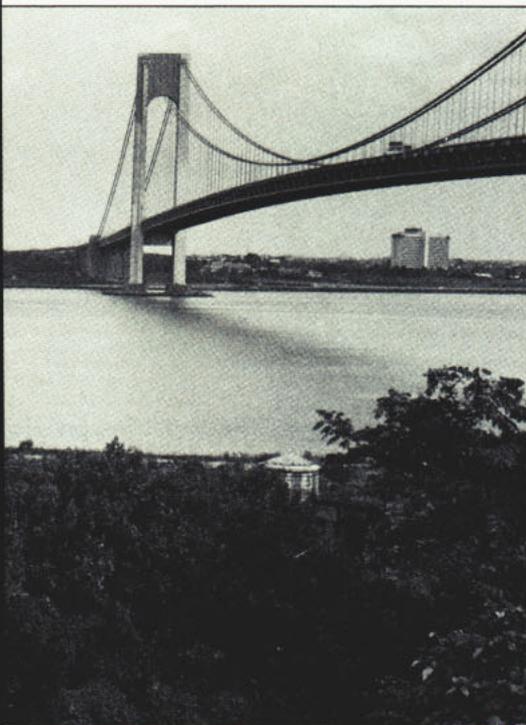
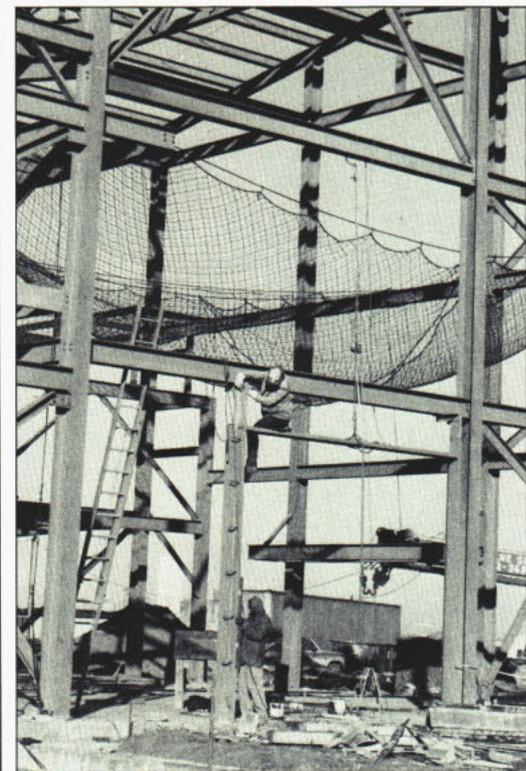
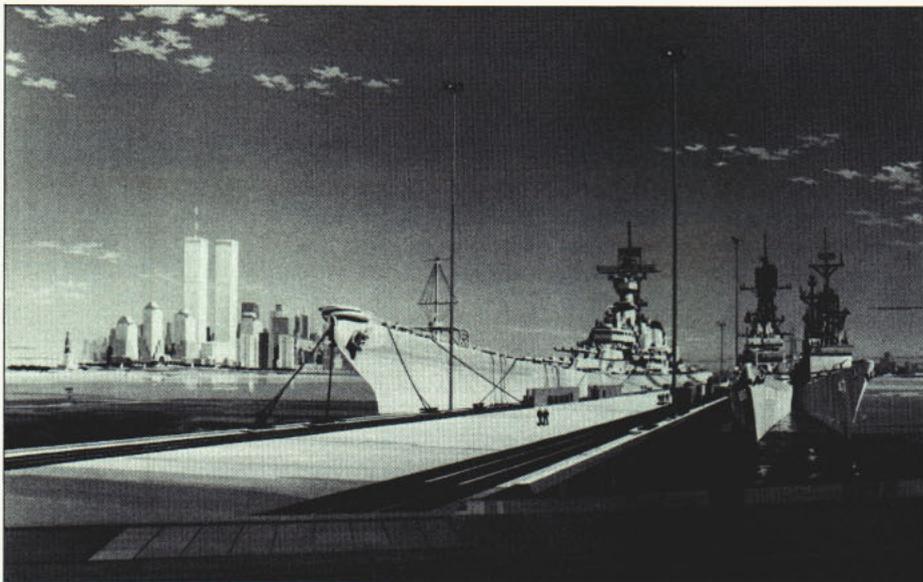


Photo by PHZ Willie Quinones

also the spearhead of the strategic homeporting effort. As part of that effort, the goal for the New York home port is to have government housing available for every Navy family stationed in the area, as well as barracks for every unaccompanied sailor assigned to the base.

New construction for housing and



The naval station pierside facilities will be capable of supporting a battleship battle group. The original idea is pictured here in an artist's conception.

half from open ocean. But as CO of this base, I can appreciate the fact that this will be a good place for sailors and their families to be stationed. The surrounding community has nice shopping centers, good schools and a high standard of living for its people.

"Best of all, we're getting the opportunity to build up a naval station from the ground up. Most other bases have had to build new facilities as the need arises — and put them wherever they'll fit. We have the luxury of planning and organizing this base with operations, convenience and future needs in mind. I think we all feel the excitement of starting something new and trying to do it right the first time."

The job of building the home port in New York City is time consuming and detailed. Construction of the home port began in late 1987. By the time it's completed in 1992, roughly \$368 million in public, private and nonappropriated funds will be spent to build a fully-contained city within a city.

When work is finished, the home port will include three major locations on Staten Island and one in an upper-middle-class residential section

of Brooklyn called Bay Ridge. While physically separate, a motorist could easily drive through all four sites within a half hour.

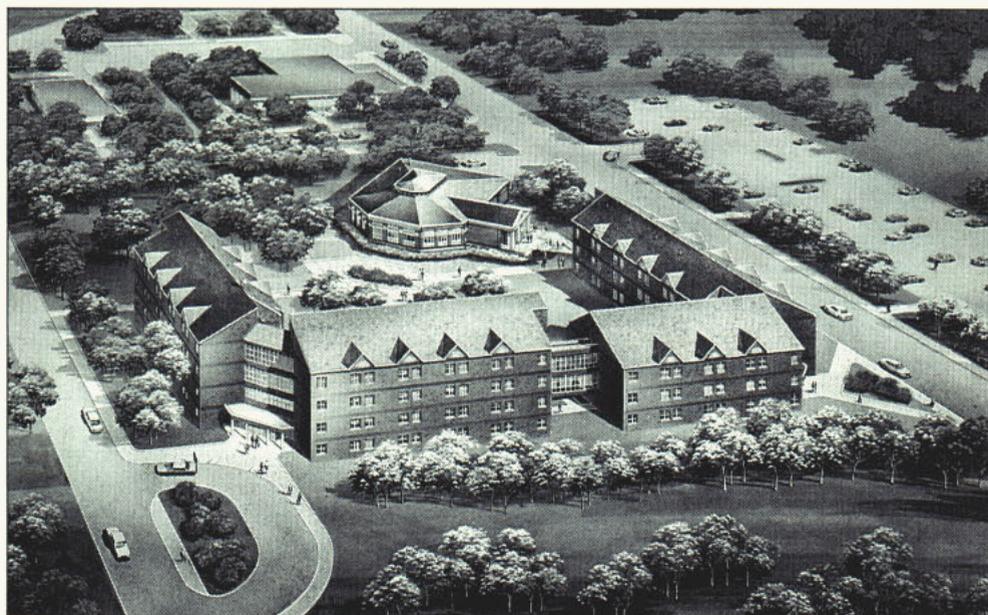
In the Stapleton section of Staten Island — on the borough's eastern waterfront — construction of the major operations facilities for the battle group are either under way or about to begin. Stapleton, a former break-bulk shipping port with about 12 piers, was used as an embarkation point for transatlantic convoys during World War II. When the Navy bought the site from the city in 1987, it needed major repairs; existing buildings and piers were removed before construction could begin.

The keystone of the site — the

1,410-foot pier — is capable of berthing an entire battle group. The \$90 million project, that included pier construction, dredging 110 acres of the harbor's floor and construction of a 1,500-foot bulkhead, was dedicated during ceremonies May 3, 1989.

The main building at Stapleton is the Shore Intermediate Maintenance Activity. The \$33.5 million structure will be used to provide upkeep on the battle group between shipyard overhauls. The main building is complete, and construction on the second phase — which will add a mezzanine level and two building wings — has begun. The activity building will be completed in early 1990.

Other projects underway are a \$22.5 million utilities plant that will provide steam, hot water and electricity, and a \$750,000 telecommunications center. Soon to start are a waterfront operations building and a supply warehouse.



Artist's drawing of what the bachelor enlisted quarters and dining facility will look like when they are completed.

A plan for a combination Navy Exchange and recreation center for fleet sailors was recently shelved when a plan to use both federal and nonappropriated funds for its construction fell through.

"It's a shame it didn't work out the first time, because we wanted to have a fleet recreation facility on line about the same time the first ships arrived," Gnerlich said. "But just because we couldn't get two separate funding sources together the first time around doesn't mean the dream is over. It's coming around again for contract, so it should be finished around the end of the construction phase."

Most construction at the site will be completed in 1990, site improvement projects will continue well into 1991. Offers to buy 14 adjacent acres of property from private land owners were sent out last spring. Once acquired, the purchase would allow Navy planners the ability to expand facilities around the pier, if necessary.

While work at the Stapleton site will bring a rebirth of shipping to Staten Island's waterfront, the former Fort Wadsworth — one and a half miles south of the pier — is undergoing a total transformation.

Fort Wadsworth has been in constant use by military personnel since 1663. Located on hilly ground at the southern choke point to New York Harbor, the fort's natural attributes made it strategically important for coastal defense. Local natives, Dutch, British and, in turn, Americans have fought to hold on to this vital piece of real estate.

George Washington's troops used the fort to scout the approaching British fleet at the start of the Revolutionary War. And while New York City remained in British hands throughout the war, the last gun shot fired in the conflict was fired by a retreating British ship toward a group of civilians celebrating on the shore.

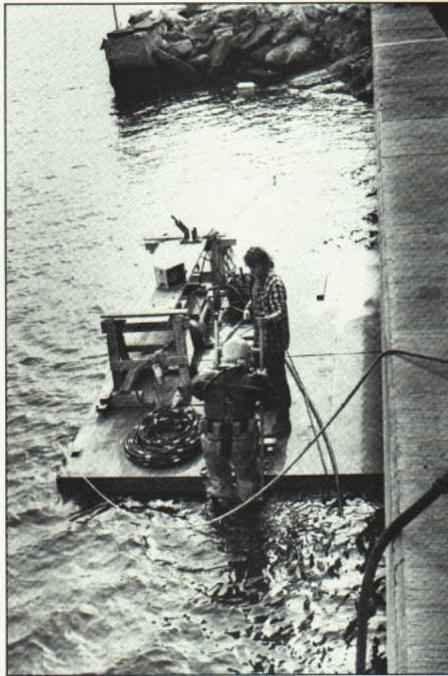


Photo by PH2 Willie Quiñones

Divers prepare to work below the pier.

Construction at Wadsworth is more detailed and complicated than at Stapleton. While the pier site is being built from the ground up strictly for operations, Wadsworth has to meet habitability, support and historic needs.

"We can't just knock everything down and start from scratch, like we did at Stapleton," Gnerlich said. "Most of the fort is more than 150 years old, and some of the existing buildings are still occupied. The fort is a historic landmark — we couldn't disturb them if we wanted to. The existing buildings — if they can meet a useful, long-term need — will remain. Everything else will either be rehabilitated or removed."

Work on many quality-of-life features is under way. Designs have been completed on expansion of the existing gym and Navy Exchange. Construction on the two projects is expected to be completed by August 1991. Construction of a 50-unit Navy Lodge began in 1988 and will be finished in mid-1990.

"We'll have a fully self-contained community on the base, but we aren't building an island meant to isolate ourselves from the city," Gnerlich said. "The idea is to take care of our sailors' basic needs, but this is the city people sing about — people are going to be pretty spoiled by the end of their tours."

"New York City was picked because it meets strategic and operational needs," Gnerlich said. "But sailors who get stationed here are going to find the benefits of duty on a nice base in one of the most exciting cities in the world." □

Kaupe is assigned to PAO, Naval Station New York.

Help for homeless teens

Navy man's love for kids takes him to streets.

Story and photos by JO2 John Joseph

Homelessness isn't something sailors have to worry about: the Navy guarantees a place to live. But for some people, being homeless means a daily struggle for survival.

Most homeless are adults — but many are runaway teen-agers. They may be runaways because of sexual abuse by family members, drug or alcohol dependency, family conflicts and communication problems, or even abandonment. But for whatever reason, these young people are living in the streets.

In San Diego, it's estimated that more than 1,000 kids live in the streets. Homeless and jobless, they do what's necessary to survive: join gangs, turn to street crime, become hustlers, con-artists or prostitutes.

But because of the work of a few caring individuals, these kids are not forgotten.

LCDR Rick Koca is one individual who just plain cares about kids. The staff secretary for Submarine Development Group 1 and executive officer



LCDR Rick Koca

of enlisted personnel, Koca works as an outreach volunteer at the "Storefront," a shelter for homeless teens.

"The Storefront is a program set up for kids living in the streets," said Koca. "I guess if you watch the TV talk shows, you'll probably hear that

a million kids are thrown away to the streets each year. Some leave home, others have been kicked out.

"That's why I'm involved," he continued. "For the most part, kids that want shelter come here if they know about it. Some in the downtown area *don't* know about us, so we go out to the bus station, the train station and walk the streets to try to support the street kids."

Koca spends countless hours walking the streets of San Diego, looking for kids. He helps them get off the streets and into the Storefront program, which is sponsored by the San Diego Youth Community Services and funded by California's office of criminal justice planning. The Storefront offers food, shelter, clothing, counseling and medical assistance. It often helps kids get proper identification cards, copies of birth certificates and social security cards.

The shelter only has room for about 20 people — although they've squeezed in 37 in cold-weather emer-

Photo by TMO1(SS) Gus Ruiz



Koca tries to convince a homeless teen to get into the homeless shelter program.

gencies — but where are all the other homeless kids?

"They do a number of things," Koca said, shaking his head sadly. "Teen-agers hustle men in Balboa Park for money — they call it 'survival sex.' Downtown, the drug dealers use kids to run drugs and money. Then there's the porno shops. I know kids who make about \$150 a night making porno films. Those are the facts of life — that's the reality — that's what kids are getting into. I just want to be there for them and let them know that I care."

Koca and the other staff members give youths in the shelter specific duties to teach them responsibility. The kids are supervised, so they get attention many haven't had in the past. Professional counselors teach them how to fill out job applications and help arrange part-time employment — anything to help the kids keep off the streets.

According to Koca, being an outreach volunteer isn't easy. To begin with, the training is intense.

"The training makes you aware of what you're going to see out in the streets," he explained. "People come in and talk about Alcoholics Anonymous, and runaways teach us how to talk to youth living in the streets. Kids from the shelter do skits about

what it's like out there — it's not a picnic."

Working with homeless street kids can be uncomfortable, and potentially dangerous.

"You have to figure out at least a couple of times a week you're going to get your butt chewed out by somebody," Koca said. "You hear things like, 'Who the hell do you think you are? How do you know I need some help?' Those are real things that happen to us. I've never been hurt, but I've felt threatened a couple of times."

The outreach volunteers are major contributors to the efforts of the Storefront's professional counselors, according to Kim Alaburda, the program coordinator. Koca has been a valuable asset to the program, she said.

"It's really important to have him around," said Alaburda. "He's completely connected to the kids. He sees all the needs for the outreach program."

"Rick lets the kids know what they've got to do to make a difference for themselves," she continued. Alaburda commended his strong commitment to understanding the problems of homeless teen-agers. "He's a father figure — he gets stern with them, and not everyone can do that."

"We started in the program together,"

said Bruce Reaves, a Storefront counselor. "He's had the desire and heart to put in a lot of time and effort with the kids. It's tremendous."

Caring and commitment to kids motivates Koca to be a Storefront volunteer. "I guess I treat them like they are my own kids," he said. "They deserve to have someone there for them."

"I think we *do* make a difference," he continued. "I have three teen-age children of my own. They didn't get wrapped up in alcohol or drugs, or run away, so I've been very fortunate. I guess I've just cared about children all my life."

Koca's involvement with kids for the past 20 years has included work with orphanages, Girl Scouts and Boy Scouts. "I'm just concerned about children," he said. "I care. So with the work at the Storefront, if I can just be there for one kid, I know I've made a difference. That's a wonderful feeling. You don't know how good you feel inside until someone says, 'Thanks for caring, thanks for being there for me.'"

"We've always been supportive of him," said Koca's wife Sandy. "This program is something he believes in. He believes if you help kids, they have a better chance to have fewer problems as adults. He actually walks the streets, says hello to the kids, checks to see how they're doing, what's happened today. He really enjoys communicating with the kids."

Koca has also gotten some of the local businesses to help. They allow the kids to use their facilities for refreshments, phone services and inform the Storefront staff members

Help

Koca often walks San Diego streets in hope of giving runaway kids a better start for their future.

when someone is hurt or needs special attention.

"We just need more money and facilities to help the many kids who don't know about the program," he said.

"I would like for us to have an office downtown, where the kids can get mail — somewhere we can take phone messages, or have a job referral service — a laundry facility, a place where they can have a shower. It's just so unfortunate that we don't have the money," he continued. He knows there are thousands of good programs needing more funds, but "I just happen to believe that this one is very important. If there is a disappointment, it's for the kids living in the streets — we don't do enough. We have one facility — Storefront — and it holds only 20 kids. I think if it could hold 200 it would be full."

Koca has been successful helping kids who have been living in the streets. Many he's met, however, haven't trusted him, because they thought he was a policeman or for other reasons, but kids who have taken a chance with Koca are glad they did.

Tim, 18 years old, arrived in San Diego in July 1988. With Koca's help he is now off the streets.

"I met Rick about a week after I found out about the Storefront," Tim said. "I had ideas of what I wanted to do with my life, but he was there to give me the moral support I needed.

"He helped me develop those ideas and gave me a sense of belonging. Now, I sometimes find myself telling kids on their own to be cautious, but be cautious with open arms," Tim continued. "Don't just turn away because someone comes up to you and you think they're too friendly. You never know — they might want



to help."

"Rick's been a good friend," said Dan, an 18-year-old who has been homeless for more than a year. "He's given me a lot of advice on how to get a job and how to handle things. The program has made me feel good about myself.

"I'm glad it's here for teen-agers," Dan added, "because without this program I don't know how things would be for me."

And then there's "Little Bit," who has lived on the streets for nearly 10 years. For her, life hasn't been easy, but she's still fighting. Now 18, Little Bit has taken part in the Storefront program and has developed into a young woman determined to succeed.

"My mom moved out here, and I was left to the streets when I was nine," said Little Bit. "I didn't trust anyone — I did whatever I could to get a meal, maybe sell some 'smoke' or steal something and try to sell it.

"When I met Rick, I started going to the Storefront," she continued. "They gave me good meals and tried to get me off drugs. Rick's helped me a lot — more than the people you meet on the streets. He really cares about me, and he's trying to get me some ID so I can work."

According to Koca, many kids who have taken part in the Storefront pro-

gram have become successful, productive members of society. Some kids go back to high school or get their high school equivalency certificate; others get jobs or even join the Conservation Corps or the Job Corps.

"That makes it all worthwhile," said Koca.

He has some heartfelt words for parents. "Don't let your kids go," he said. "I'm 46 and I can't handle what goes on in the streets, and we have 12-year-olds out there.

"In a commercial you get a few seconds to convince somebody to do something or get involved," Koca continued. "I guess if I could do one, I'd want to say at the top of my voice, 'America, we're throwing our children away! Why are we doing this? Our children are literally dying in the streets. Shame on us.'"

But as long as there are committed people such as Koca, homeless teenagers still have hope for the future.

"I'd like to work with animals, or young street kids or abused kids," said Little Bit of her aspirations. "I'd like to put something back into the community, because of the people who helped me." □

Joseph is assigned to NIRA Det. 5, San Diego.

Safety stand down

Navy takes a hard look at itself.

Story by JO1 Lee Bosco

"The time for taking all measures for a ship's safety is while still able to do so."

These words, written by ADM Chester W. Nimitz 45 years ago, were revived in November as the Secretary of the Navy and the Chief of Naval Operations ordered a Navywide safety stand down.

"Seven accidents in 10 days is seven accidents too many," said Secretary of the Navy H. Lawrence Garrett III. "So, we made a decision to stand down routine operations for 48 hours to pause and reflect on the human factor . . . to rededicate ourselves to zero tolerance of accidents. If this stand down saves only one life, it will be worth it."

In recent months the Navy community had been graphically reminded of the dangerous nature of maintaining readiness for the defense of the country. Near the end of a decade that saw Navy safety improve steadily, a number of serious, although unrelated, accidents occurred. In response, the Navy decided to take a close look at how sailors do their jobs, and to allow time for people to get reacquainted with the safety procedures that save lives.

For example, the safety council aboard USS *Josephus Daniels* (CG 27), in Norfolk, came up with a stand down plan that included lectures and hands-on training on 20 different topics. Experts on electrical safety, refueling operations and medical problems, such as heat stress, presented safety procedures in briefings that were attended by every member

of the crew. A state trooper was invited to talk to crewmen about highway safety.

The mental and emotional aspects of safety were also discussed with crewmen.

LCDR James Grayson, *Daniel's* XO, explained, "If you're not thinking about what you're doing, you are dangerous. We try to keep sailors' minds on what they're doing."

The stand down affected sailors everywhere as training was conducted fleetwide. USS *Belleau Wood* (LHA 3), in port in San Diego, responded to the order as crewmen checked the ship for any possible safety infraction.

"I think the stand down was a good idea," said Operations Specialist 2nd Class Mark Niblett. "We concentrated on electrical safety and hazardous material handling. During zone inspections we've found some areas that need improvement to help get everyone a little more aware of safety."

Other Navy components also took the stand down as an order to get back to basics and make Navy operations as safe as they can be. The airspace above NAS Oceana, Norfolk, was vacant of all Navy aircraft as pilots and support personnel went over the things that make naval aviation dangerous as well as what needs to be done to make it safe.

Meanwhile, in San Diego, USS *Guardfish* (SSN 612) Commanding Officer, CDR James B. Bryant, had his crew safety conscious while the ship was in dry dock. "We looked at poten-

tial safety hazards throughout the ship," said Bryant. "I spoke with the crew about why the Navy was having problems and asked them why they felt things were happening."

After assessing feedback reports submitted by fleet commanders, the CNO, ADM Carlisle A.H. Trost, summed up the responses in a Dec. 18 message to commanding officers.

The CNO called for strict adherence to training guidelines and outlined several leadership areas that need improvement. He concluded that the level of effective supervision on the scene was often inadequate when accidents occurred and supervisory personnel, at times, assumed that subordinates had a level of knowledge higher than they actually possessed. The feedback reports also revealed that safety was sometimes perceived as being secondary to mission accomplishment.

"It is my firm personal belief that, in peacetime, there is no commitment worth meeting or operation worth conducting that justifies a compromise of procedures and practices necessary to ensure safety," Trost said.

Master Chief Sonar Technician (SS) Wayne Petterson of *Guardfish* summed up his shipmates' feelings about the stand down. "Our motto is 'safety first, be smarter than procedures.' If you see an item that looks unsafe or suspect, *stop and reevaluate* before you go forward." □

Bosco is a photojournalist assigned to All Hands.

'Abe' joins the fleet

Navy's state-of-the-art carrier comes on line.

Story by JO1 Melissa Lefler

It took thousands of shipyard workers at the Newport News, Va., shipyard five years to build the 1,000 foot, 24-story *Nimitz*-class aircraft carrier USS *Abraham Lincoln* (CVN 72). It took her excited crew less than five minutes to man her after hearing CAPT William Hayden, the ship's commanding officer, pronounce the Navy's 15th carrier in commission.

With excited whoops that the fighter planes streaking overhead couldn't entirely muffle, hundreds of sailors in crackerjack blues stormed up three brows of the brand-new nuclear-powered carrier. The audience of 16,000 who attended the Nov. 11 commissioning ceremony also rose to its feet, cheering along with the sailors.

As signal flags raced gaily up guy wires strung from the tallest mast to the aft and forward flight decks, 16 FA-18 *Hornets*, F-14 *Tomcats* and A-6 *Intruders* from squadrons assigned to *Lincoln* zoomed past in a display of precision flight, their wing tips glistening in the sun-drenched sky.

After the pageantry, Secretary of Defense Dick Cheney rose to address the crew and audience. Several hundred dignitaries as well as guests from Illinois, *Lincoln's* home state, joined parents and loved ones of *Lincoln's* 5,500



ship's company and air crew to witness the spectacle of the commissioning.

"Sailors of the *Abraham Lincoln*, thank you for your willingness to put on our nation's uniform, to spend months at sea and to place yourself in harm's way for the sake of America's freedom," Cheney said. "The key to our military strength isn't technology, it's young people prepared to take on the duties and risks of military service." The average age of sailors assigned to *Lincoln* is 19.

At 100,000 pounds, *Lincoln* is the world's heaviest super-carrier, weighing 6,000 pounds more and riding about two feet lower in the water, than her sister ships of the *Nimitz* class. The extra weight is due in part to heavier hull armor — a result of incorporating lessons learned from the at-sea casualties suffered by both the frigates USS *Samuel B. Roberts* (FFG 58) and USS *Stark* (FFG 31).

Aboard *Lincoln*, two compartments will always remind the crew of the enthusiastic support of the people of Illinois.

The "*Lincoln* Library," just off the hangar deck, resembles a small museum. It was donated by the ship's commissioning committee, which was made up entirely



Photo by PH2 David Cummings

Left: An audience of 16,000 attended the Nov. 11 commissioning of *Lincoln*. Below: *Lincoln* crew members stand proudly during the ceremony.



Photo by PH3 Steve Smith



Photo by PH3 Nathan Dukes

of people from Illinois. The display cases mounted along three walls of the library contain Lincoln memorabilia and writings, including a copy of the Gettysburg address and information about the Civil War.

Next to the berthing space is another gift to the ship — a gym and workout room contains \$18,000 in weights, exercise machines and state-of-the-art, electronic aerobic cycles. They were donated entirely by the people of Murfreesboro, Ill., a town of about 30,000.

Strengthening the ship's association with Abraham Lincoln, sailors assigned to the new carrier wear name tags with 1972 pennies, which bear Lincoln's visage, glued to the left side. Why 1972? Because of the ship's hull number, CVN 72. The idea for the name tags was that of *Lincoln's* very first crew member, Master Chief Robert Wellcome, who reported to the precommissioning unit in 1987.

"We didn't have money to order little ship's emblems to put on the name tags, so I was looking around for something we could afford," Wellcome said. A call to the U.S. Treasury Department reassured Wellcome that gluing the pennies to the name tags wasn't illegal. Recent-

Secretary of Defense Cheney addressed the crowd in the company of hundreds of dignitaries and guests from Illinois, *Lincoln's* "home state."

ly, students at a Virginia middle school collected 3,200 of the 1972 pennies to donate for the ship's name tags. Pennies aside, total cost of *Abraham Lincoln* was more than \$3.4 billion.

At a time when reductions in military hardware are being urged by Congress, and global tensions appear to be easing, the need for the new carrier is still apparent. "No matter what you may read about peace breaking out across the world, the world is a very dangerous place," Cheney said, in his remarks. "The greatest risk of all . . . comes when we are unprepared."

The Chief of Naval Operations, ADM Carlisle A.H. Trost, offered a similar perspective in his speech at the *Lincoln* commissioning.

"Your victory, and the victory of this great ship," Trost said, "will be measured in wars that never came and battles that were never fought." □

Lefler is assigned to NIRA Det. 4, Norfolk.

Lincoln's top enlisted is a Lincoln

Command master chief bears ship's name.

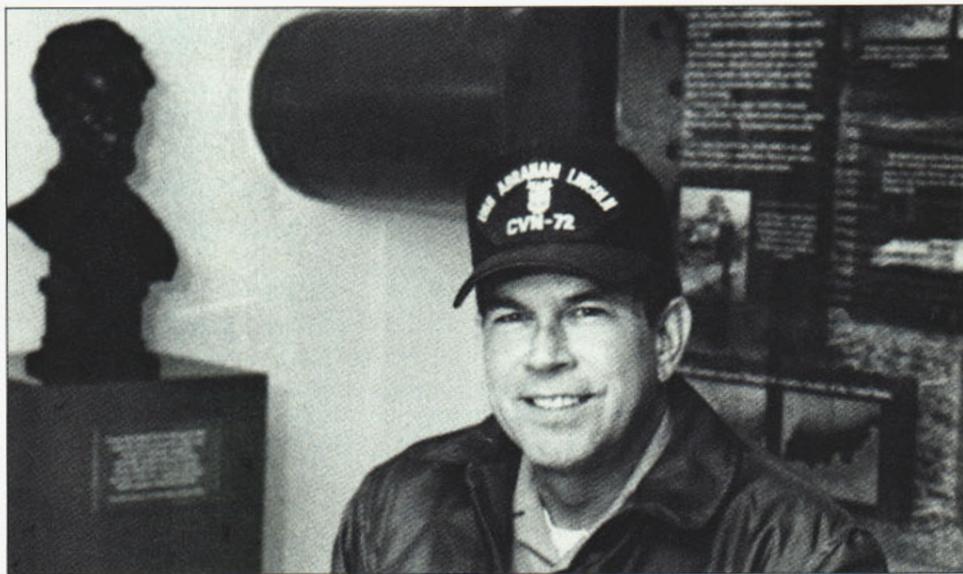
Story and photos
by JO1 Melissa Lefler

Finding the command master chief's office among the 3,000 compartments aboard the Navy's newest supercarrier, USS *Abraham Lincoln* (CVN 72), is easy. It's just off the starboard side of the hangar deck, up one short ladder.

But even though finding the tiny office of Master Chief Aircraft Maintenanceman Howard "Rex" Lincoln is easy, finding him there isn't. Lincoln, who deliberately sought the CMC's job aboard the ship whose name he shares, is as likely to be in the crew's berthing spaces, sitting in on a hand of cards, as in the chief petty officers' mess or the captain's office. Or he might be where he was at 10:30 a.m., the day after the carrier came back from her first week of sea trials — on the hangar deck, talking to a third class master-at-arms about a mix-up in that sailor's pay record.

"If you sit in the office, you start growing cobwebs. I love to walk the ship talking to the guys — that's how I find things out. On a ship this size, it doesn't take long to wear out your shoes," said Lincoln, gazing ruefully at the small holes spreading across the soles of his new, glossy, aviation-brown oxfords.

Though he doesn't look like the legendary rail splitter, Rex Lincoln appears to be influenced by the famous man's renowned zeal for hard



work. On a normal day, while in port, Lincoln comes to work at about 5:30 a.m. and stays there until 9 or 10 p.m. His job as command master chief aboard the *Lincoln* is the same as that of any command master chief in the Navy, Lincoln says — to be the buffer between captain and the crew, the officers and the enlisted men.

It's in how that buffering is accomplished, Lincoln believes, that he can make a difference in ship's morale.

"Seventy percent of this crew is under 21," Lincoln said. "For the majority, the *Lincoln* is their first command after boot camp or 'A' school."

To new recruits, a master chief may seem unapproachable, and that's why Lincoln goes where the men are.

"If I bring one of them in here, he's

Master Chief Lincoln believes that through commitment, involvement and aspirations, success is attainable for any sailor.

on my turf. He's not going to talk as freely as he will on his turf, in his work spaces, in the TV lounge, with his friends around him," he said. "And if there are five guys standing around listening to us, there are probably going to be five more inputs."

Lincoln believes he needs the crew's input on a constant basis because of the deployments soon facing all of them. For many, USS *Lincoln's* first deployment will be their first deployment.

He also runs the ship's external and internal TAD program, a job which runs the gamut from trying to get

nonrated people seats in the "A" schools they want, to handling the rotation of junior sailors to mess-cooking and compartment cleaning. Added to that, he works closely with the career counselor aboard *Lincoln*, and takes personal pride in the fact that *Lincoln* is already a Silver Anchor retention award finalist.

Lincoln described the new carrier's crew as "young, vibrant, and hard-working," and said they arrived from boot camp pumped up about serving on USS *Lincoln*. The challenge, said Lincoln, is to keep them that way.

Despite advances in technology, daily life at sea for the average sailor isn't much different than when he joined almost 30 years ago, Lincoln recalled. What he has seen change, he said, are attitudes and tolerances.

"When I was a young sailor, it seemed like the crew was an expendable entity — at least in my eyes," Lincoln said. "No one worried about what we were going to do in our off-duty time. There was a prevailing attitude that in port, sailors were going to do certain types of things — that they worked hard and were going to play hard. It was almost like living up to the stereotype of a drunken sailor. As long as we didn't get arrested, or into too much trouble — and it was harder to get into trouble then — the Navy was tolerant.

"Now, we work hard to educate sailors about the bad effects of that sort of behavior," he said, "It isn't acceptable."

Lincoln says that the days when, as a young sailor, he sowed his own wild oats are not so long past that he doesn't understand or remember.

"They [young sailors] look at me, and I know what they're thinking — they're thinking, 'What the hell does that old man know about how I feel?' Well, I've been a sailor since I was 17 — all my adult life. I've been to captain's mast — I've done everything they could think about doing."

The other big change in the Navy



"It doesn't take long to wear out your shoes," said Lincoln. He makes his rounds aboard *Lincoln* to talk to sailors on their own turf.

that Lincoln has seen during his career concerns communication, not only with the crew members, but with their families, as well. That, he said, was unknown 25 or 30 years ago.

"We have better informed crews, and we have worked hard on that," Lincoln said. "Information is used as a motivator. We not only tell them what is expected of them, but why, even when they are doing something they aren't fond of, like polishing door-knobs. The CO is always on the IMC recognizing achievements and telling them about tomorrow's work.

"If you don't talk to the crew, you've lost the ball game," Lincoln concluded.

The master chief believes the Navy needs to work hard to attract and keep quality young men and women aboard its ships, and to make the Navy a "service of choice" for high school graduates. Because of the nature of Navy life, that isn't ever going to be easy.

"We have to alter a lot of thought processes when people come in the Navy," Lincoln admits. "Things they like to do in civilian life — partying,

showing up late for work — aren't going to be good for them in the Navy."

What will be good for them, Lincoln believes, are the things he found to be good for him — travel, adventure and unlimited opportunity.

Success in the Navy, if it comes, will come for the young sailor aboard *Lincoln* the same way it did for him, he believes, through commitment, involvement and most of all, aspirations.

"Once you decide this is your life, you can't just get a paycheck. To be successful, you have to have success in mind," Lincoln advises young sailors.

Although the last man who served as the first command master chief aboard a new *Nimitz*-class carrier, USS *Theodore Roosevelt* (CVN 71), is now the master chief petty officer of the Navy, Lincoln has no ambition in that direction. He prefers not to seek the Navy's top enlisted job because he views being the command master chief aboard *Lincoln* as the culmination of all his ambitions and the best possible ultimate reward for 29 years of hard work.

"I have the best job in the Navy, and this is my last job in the Navy," Lincoln asserts. "When this is over, which will be when they throw me out of this job, I pack up my seabag."

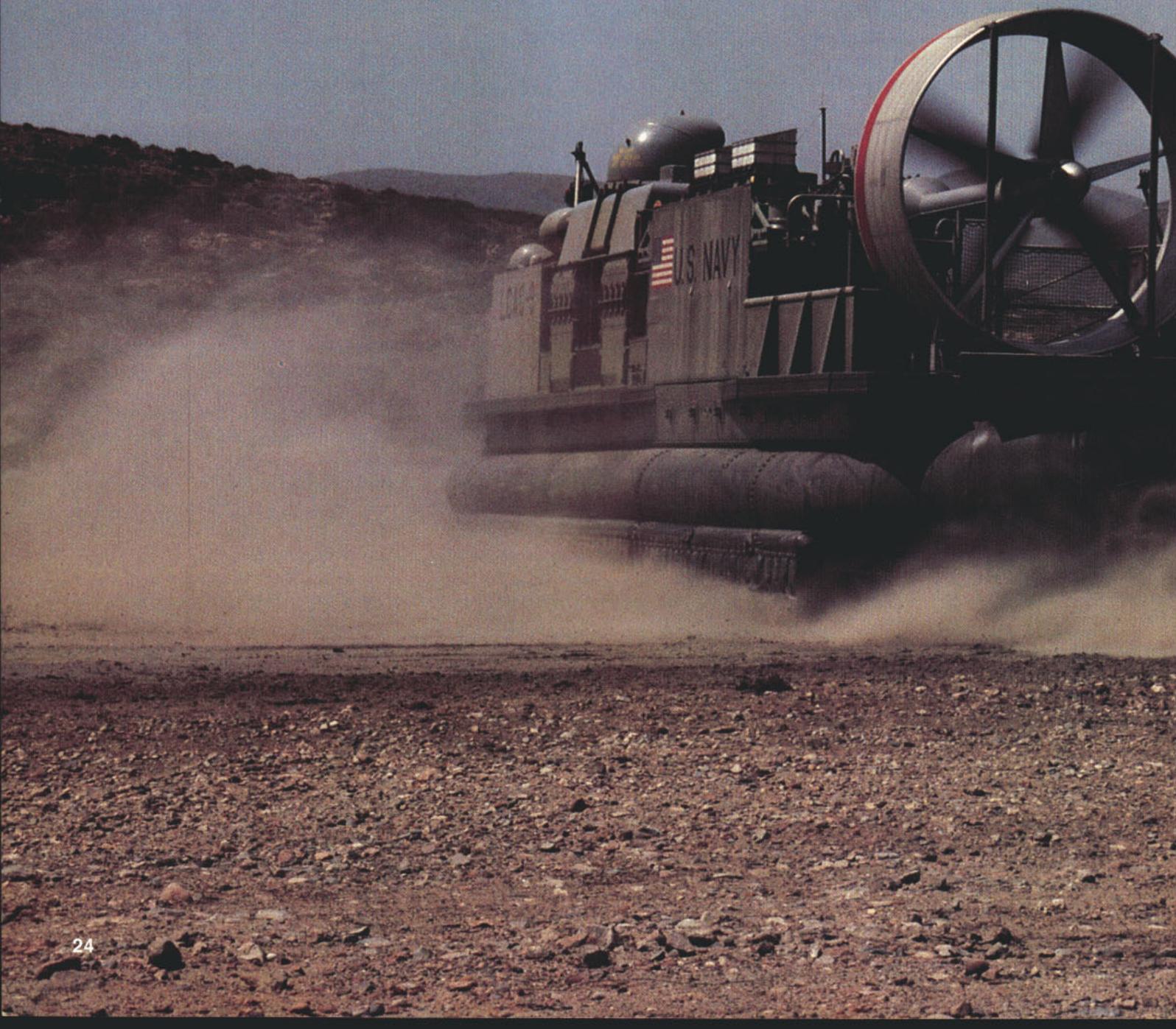
Lincoln vows that when that happens, when he "takes off his war suit," he will not be a civilian, just a retired chief, transferred for life to the Fleet Reserve.

At that time, Lincoln says, he will shift from being a role model and father figure for more than 1,000 young men to being role model and father figure to just two young men, his sons, Thomas, 7, and Joshua, 6.

"Sometimes whole days go by — in port — and I don't see my family," Lincoln said, admitting to the sole drawback he sees about the job he loves. "I'm going to spend a whole lot of time with them." □

Lefler is assigned to NIRA Det 4, Norfolk.

LCACs bring new



amphibious era to Med



Story and photos by JO1 Kip Burke

Amphibious assaults have been taking place in the Mediterranean area since the Phoenicians stormed ashore in Carthage 3,000 years ago.

When Allied forces hit the beach at Anzio and Palermo in World War II,

the tactics were not too different from those used today. The goal: find a relatively undefended stretch of beach that will allow landing craft to bring troops and vehicles within wading distance of the shore.

Slow landing craft and heavily

laden soldiers wading ashore make easy targets, though, and an amphibious task force has to stay out of range of shore-based guns. Also, the visible presence of the task force off shore makes the element of surprise difficult.

LCACs



BMCM Larry Childress and BMC Keith Burnett wait for high winds to abate on the beach at Capo Teulada. Right: LCAC backs out of *Whidbey Island's* well deck.

Now, however, the introduction of the LCAC — Landing Craft, Air Cushion — of the U.S. 6th Fleet's Marine Amphibious Ready Group 1-89 has changed the face of amphibious warfare in the Mediterranean, adding a new dimension of flexibility.

From over the horizon — out of both visual and radar range — LCACs can now charge toward beaches at speeds in excess of 40 knots, literally flying over the water.

And, upon reaching the beaches, they can keep going to deliver their payload — 60 tons of Marines (with dry feet) and their vehicles — in the best tactical position for the mission.

LCACs took part in three major amphibious exercises last year with their NATO counterparts during a six-month deployment with the 6th Fleet. The three LCACs of Assault

Craft Unit 4, based at Naval Amphibious Base Little Creek, Norfolk, operated from USS *Whidbey Island* (LSD 41), part of Amphibious Squadron 2.

The powerful craft proved that a high-speed, over-the-horizon assault capability adds a great degree of versatility to the amphibious forces in the Mediterranean.

The addition of LCACs has opened up shoreline areas that were previously inaccessible. Prior to development of LCACs, only about 30 percent of the world's beaches were usable for amphibious assault. The unique qualities of the LCAC make nearly 70 percent of the world's coastal areas accessible.

Additionally, the ability of the LCAC to transport troops and equipment well inland is a twofold blessing.

Traditional landing craft disembark their load of men and machines at the waterline, making it necessary for Marines with 70-pound packs to struggle through water that might be knee deep — or up to their chins. If the assault is under enemy fire, the

slow slog to cover can be tragic.

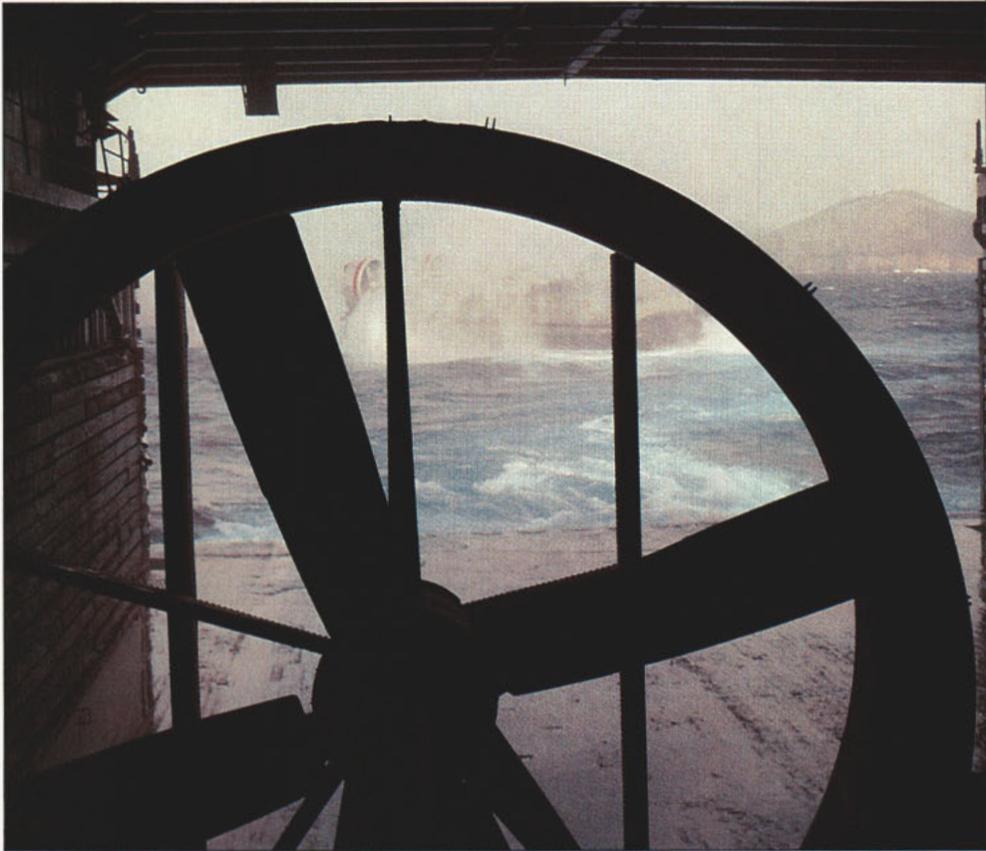
LCACs, however, can speed past the beach and deposit Marines on dry land, near cover, in precisely the best tactical position.

Vehicles fare better, too. Tanks, light amphibious vehicles and armored amphibious vehicles are all, in varying degrees, amphibious, but they are most vulnerable during the slow transition from water to beach. Carried inland to firmer ground, these vehicles, their crews and troops can hit the ground running, becoming tactical players immediately.

Moreover, LCACs can be used in any type of amphibious operation — from a small raid to an evacuation of noncombatants.

To prepare for their Mediterranean deployment, ACU 4 worked with *Whidbey Island* during six months of workups.

The purpose of the work-ups, said Master Chief Gas Turbine System Technician (SW) Larry M. Delooze, an LCAC engineer, was "to go out and do everything we're going to do





Left: LCAC fights 50-knot winds. Above: Inside LCAC, the crew maintains 33 knots heading toward the beach.

with the Marines in the landings. We had to get out there and run as much as possible to see what our actual limitations were and the things that we could do."

During both the workups and during the deployment, the LCAC crews worked closely with the ship's crew to find better ways of doing things, according to LT Shelton Ross, assistant

officer in charge of the deployed ACU 4 detachment.

"We cooperate," he said. "They give, we give and it gets better as it goes along."

Each LCAC has a crew of five: a craftmaster, an engineer, a navigator, a loadmaster and a deck mechanic.

The crew is led by a craftmaster. He's a highly-trained boatswain's

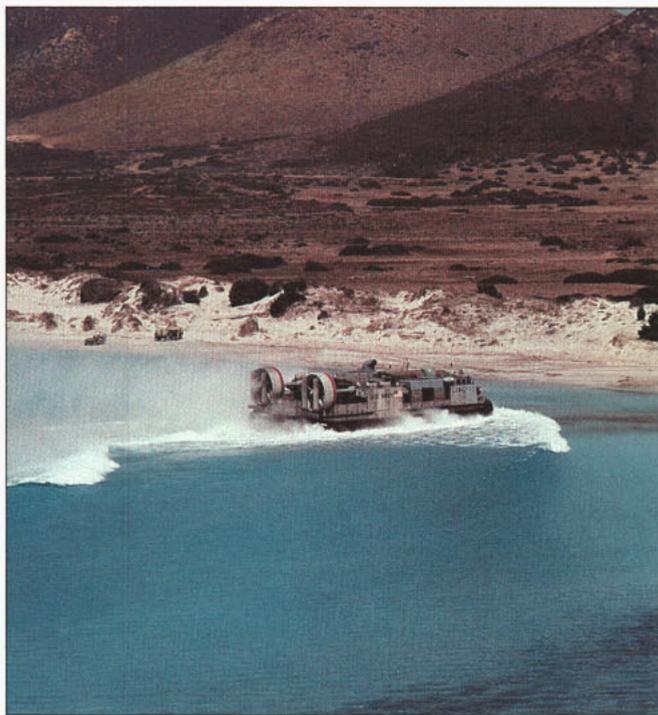
mate chief, senior chief or master chief who has the overall responsibility for the craft and crew.

The craftmaster flies the LCAC from the right-hand seat in the pilot-house. Using an aircraft-like yoke, he maneuvers the LCAC's rudders, bow thrusters and propeller pitch with a high-tech fly-by-wire system.

"It's like flying a frisbee — it can go frontward, backward, sideways — and it doesn't care which," said craftmaster Master Chief Boatswain's Mate Larry D. Childress.

Craftmasters are training in Panama City, Fla. Usually experienced boat handlers, they learn the art of flying an LCAC on British ferry-type diesel hovercraft. After 25 to 40 flying hours, the craftmasters and engineers are trained for two weeks by the contractor, Bell-Textron, learning all

LCACs



The powerful craft proved that a high-speed, over-the-horizon assault capability adds versatility to the amphibious force in the Mediterranean.

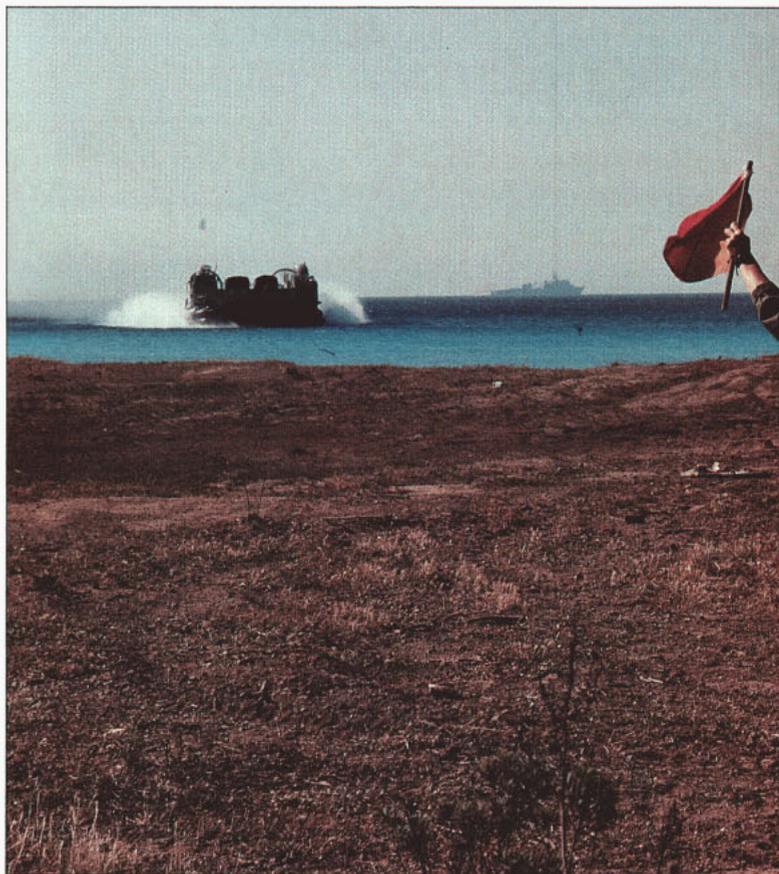
the systems on the LCAC.

Full-motion simulators are also being built, one on each coast, which will increase training realism while lowering costs.

At that point, the craftmasters get about 40 hours hands-on time on the LCAC, then are assigned to their unit for further training.

The craft engineer, who sits in the center seat, is a senior gas turbine system technician first class or chief petty officer.

He monitors the status of the LCAC's four gas turbine engines, four engine gearboxes, two fan-driven gearboxes and two prop-driven gearboxes. The craft's Alarms and Monitoring System provides the engineer with a real-time graphic and digital display of the status of all those systems and more.



The navigator — usually a first class quartermaster or operations specialist — occupies the left seat in the pilot house. He operates the LCAC's navigational and communications equipment, and pilots the craft's position by dead reckoning — the usual method of navigating. In two of the three LCACs, satellite navigation systems are installed to facilitate over-the-horizon assaults.

In a craft as fast as the LCAC, navigating can be a busy job.

"He's sitting there trying to look at the chart, trying to look at the radar, plus somebody's yakking at him on the radio," said craftmaster BMC J.L. Berry, "plus me talking to him. He's doing five things at once."

His navigator, Quartermaster 2nd Class Kent R. Lewis II, agrees. "This is the most challenging thing I've done in the Navy."

The loadmaster, usually a first class boatswain's mate, has the tough job of making sure the Marines' equipment is loaded properly, balanced perfectly both side-to-side and fore-to-aft.

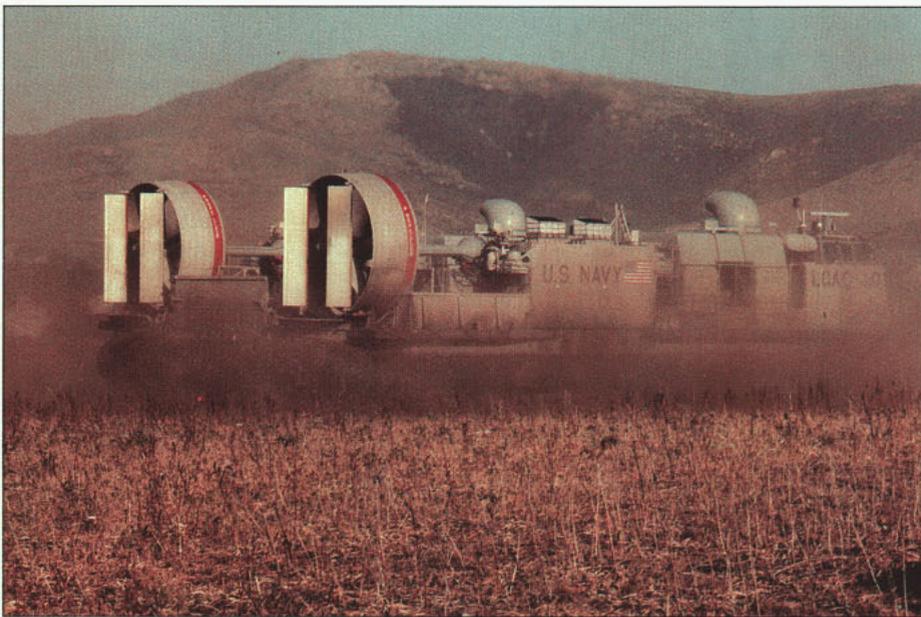
Improper loading could cause an uncontrollable list, causing loss of the cushion of air that holds up the craft. Loadmasters attend a four-day school in Panama City, learning the formulas used to compute weights and locations on the LCAC's deck.

Loadmasters also serve as an additional lookout and man the M-60 machine gun mounted on the port side.

"He's the only one who can see anything on the port side, so he watches and helps me into the well deck of *Whidbey Island*," said Delooze. "And he can see better behind us than anyone else in the crew, so when we're turning around on the beach he keeps an eye on the port side and behind us."

The deck mechanic serves as the eyes and ears of the engineer, monitoring the engines, auxiliary equipment and gearboxes. But when it comes to maintaining and repairing the craft, it's an all hands job.

"It's such a small crew, that everybody has to do something — a boat-



LCACs can speed past the beach and deposit Marines on dry land, near cover.

swain's mate doesn't just do boat-swain's work. Anything that needs doing, the people do it. Everybody pitches in on everything," said Berry.

ACU 4 used a team approach in maintaining the craft in the Mediterranean.

"We're trying something new —

we have a maintenance team for each boat. There's five guys total for that boat, and they only work on that boat, to try to give them pride in that boat. 'Keep it up like it's yours,'" said Berry.

LCAC's are not yet a permanent presence in the Mediterranean.

Although East Coast LCACs are now only deployed aboard *Whidbey Island*, first of the LSD 41-class, the craft are also designed to be used aboard LHAs, LPDs, LSD 36s, and the new *Wasp*-class LHD amphibious assault ships. The seven craft now based on the East Coast are expected to increase by 45 by 1997.

High-speed, over-the-horizon assault capability has now become a permanent part of the Navy-Marine Corps tactical suite in the Mediterranean theater. And from the looks of things, LCACs will be utilized by sailors and Marines worldwide. □

Burke is a photojournalist assigned to 6th Fleet Public Affairs Office.

Eyes on Everest

Navy doctors travel to the top of the world.

Story by Kerry Gildea

The breathtaking and dangerous high country of the Himalaya Mountains was the setting for important research conducted by two daring Navy doctors. Two Navy eye doctors went to the top of the world, one of the few suitable locations on earth, to study the effects of decreased oxygen to the eye incurred at high elevations.

High-altitude retinal hemorrhages (bleeding within the retina of the eye), a condition suffered by mountain climbers, can be a dangerous condition should Navy men and women have to operate at high elevations. Two resident ophthalmologists from the National Naval Medical Center, Bethesda, Md., went to Mount Everest last year to conduct a month of research at the climbers' base camp approximately 18,000 feet up the mountain.

CDR Frank Butler Jr. and CDR David Harris Jr. collected valuable data on a topic that few researchers have explored, and also got a taste of adventure on the trip as they entered a different world filled with unexpected delights, discoveries and occasional dilemmas.

The perilous journey began when the two doctors decided that the information gathered on such an expedition would be valuable not only to the Navy but to the general population as well. After a year of requests,

phone calls and documentation, their hard work finally paid off. They were invited to join an American expedition to the mountain. The doctors would not attempt a summit run, but instead would accompany the climbers to base camp. The rest of the 19,000 foot climb is too dangerous for any but the most experienced climbers.

The team met in Katmandu, Nepal, and at 5 a.m. on the second morning there, Harris and Butler boarded a small twin-engine plane. They flew between mountains, landing in the tiny village of Lukla where an eight-day trek to the Everest base camp awaited them. Although the doctors realized there would be no grand airstrip or flight terminals in Lukla, the landing strip did provide a surprise.

"It's a hillside, an unpaved cow pasture," said Butler of Lukla's airstrip. "The plane actually faces directly into the mountain when it lands in Lukla. They have it designed on the hillside this way to help the planes speed up when they take off and slow down when they land. But when there is no plane landing or taking off, there are cows walking around the airstrip."

It was here that they would meet their guides and new friends, the "Sherpas" (Tibetan mountain guides) — if they were successful in the

tricky mountainside landing.

The landing went perfectly and the team was welcomed by their "sirdar" — five Sherpa porters to help carry the load and a pack of "zohs" (a cross between a cow and a yak) used for hauling additional equipment. The two doctors were amazed at the Sherpas' ease in hauling enormous weights of equipment on their backs for the journey.

"Their stamina and their strength is unbelievable," Butler said. "Proportionately, they carry more than anyone I've seen in the states. It's common to see people who weigh 100 pounds carrying loads of 120 pounds on their backs."

Harris and Butler said they were touched by the open, warm nature of the Nepalese people and were pleased with how well the very different cultures blended together with a spirit of friendship.

The ophthalmologists traveled from Lukla to Nanche Bazaar — another community nestled in the foothills of Everest. Nanche Bazaar is not only the largest town (population 1,500), but also the only area with electricity in the Himalayan region.

Many climbers stay in Nanche Bazaar for a few days before tackling the climb up Everest because they need to adjust to the altitude change to avoid illness. The high school



U.S. Navy photo

CDR (Dr.) Harris provides medical care to a mountain climber on Mount Everest.

children of Nanche Bazaar, however, have little difficulty with the altitude. They climb to the village of Kunde to attend school each day — a four-mile hike up a 1,500-foot hill.

Also in Kunde sits the only medical facility in the region that has an operating room. In the small room, doctors conduct cardiac surgery and, somewhat to the surprise of the researchers, achieve a high success rate with very basic equipment.

Another surprise on the journey occurred when the Navy explorers met Sir Edmund Hillary — the first person to reach the top of Mount Everest. He is now a New Zealand representative to Nepal and India. Butler and Harris said the 70-year-old gentleman, who still climbs some of the steepest hills on the Everest trail, took time to discuss eye surgery and mountain climbing with them.

"He's a good example of someone who, in addition to his personal accomplishments, has given something back to the region," Butler said.

On the trek, Butler and Harris hiked up narrow trails, crossed dangerous narrow wooden bridges suspended over 150-foot gorges and maintained an ambitious travel schedule as they faced a journey on which many have lost their lives.

"We passed hundreds of stone memorials called "cairns" placed

the ridges in honor of those who died on their way to the top of Everest," Butler said.

"Although you may start out at 9,000 feet and end up at 11,000 feet at the end of the day," he continued, "you go up and down many times and encounter different altitudes."

Even though the ophthalmologists were in excellent physical condition before the trip from rigorous workouts and running the steps of the 20-story Tower Building at NNMC daily, they both became ill while nearing the base camp at 18,000 feet. Each lost 25 pounds before the journey came to an end. Harris suffered from an intestinal disorder and Butler got food poisoning as they neared the base camp.

"Those problems required us to hike at a slower pace with more breaks and made it difficult to eat. It accentuates the normal loss of appetite you have at such altitudes," Harris explained, adding that most climbers are encouraged to follow a 7,000 calorie-per-day diet to combat energy and heat loss.

However, this was the only major snag in the journey. Once they met with their expedition members at base camp, Harris and Butler got right to work. They provided eye and general medical care for more than 100 climbers on expeditions from throughout the world. They also collected data for

their study. At night, they slept in small tents and during daylight they tried to stay warm and healthy. The doctors also spent their free time climbing huge crystal-like glacier formations to keep their blood flowing.

The ophthalmologists climbed to 19,000 feet, but did not attempt to reach the Everest summit, which is only attempted by those with proper climbing expertise and a permit that allows them to do so.

"We examined a lot of patients outside of the study with acute eye problems, and provided eye care for approximately 100 climbers and the Sherpas at base camp," Butler said, explaining how eye exams became routine in a man-made stone building with a plastic, waterproof roof.

Butler and Harris conducted sophisticated medical tests in the remote base camp. They photographed the climbers and the native Sherpas' eyes for comparison. They measured heart rates and monitored the people of the base camp for signs of high-altitude sickness. Many of these tests were repeated as climbers descended from the mountain peak.

Back at their normal routine at the NNMC Ophthalmology Clinic, the doctors have their work cut out for them preparing the outcome of their study. The information gathered will be compiled and published in a series of papers on high-altitude sickness. They hope that their work enables the Navy to better prepare for the difficulties of special warfare teams operating in high-altitude areas.

They are sure that their mission was a successful one and both men would do it again.

"I'd go back in a minute," Butler said. "There is still a lot of data that can be gathered and, besides, it was the most exciting experience of my life!" □

Gildea is a writer at the National Naval Medical Center Public Affairs Office, Bethesda, Md.

Thalay Thai

Exercise links U.S., Thai forces.

Story by PH1 Ted Salois

United States and Royal Thai Marines in amphibious landing craft thundered across the horizon to make a pre-dawn attack on the sandy shores near Pattaya Beach, Thailand.

But the cover of darkness was unable to conceal the assault from the thousands of spectators who lined the ocean boulevard to watch the recent 7th Fleet training exercise *Thalay Thai*.

Sitting quietly just beyond the horizon's edge, USS *Tarawa* (LHA 1) and her amphibious ready group launched amphibious assault vehicles and landing craft loaded with tanks, weapons and Marines of the 11th Marine Expeditionary Unit.

As the landing craft reached the shoreline, AH-1 *Cobras* blazed above the towering jungle treetops, providing coverage for CH-53 *Sea Stallions* and CH-46 *Sea Knights* that delivered troops farther inland.

Helicopter assets were provided by Marine Medium Helicopter Squadron 163 — that was assigned to the 11th

Marine Expeditionary Unit and Marine Air Wing 70.

Further air support came from FA-18 *Hornets* of Strike Fighter Squadrons 192 and 195 from USS *Midway* (CV 41) battle group and Marine Strike Fighter Squadron 115.

The *Hornets* danced and dodged in dogfights with their adversaries, A-4 *Skyhawks* from Fleet Composite Squadron 5.

Meanwhile, at nearby Utapao Air Base, Air Force B-52 *Stratofortresses* and Navy P-3 *Orions* from Patrol Squadron 6 lifted off from heat-rippling runways to take part in aerial mine laying and sea surveillance operations.

A few miles down the coast from the first wave of the assault, members of Explosive Ordnance Disposal Mobile Unit 5 blasted an offshore sandbar to clear a channel for landing craft from Maritime Prepositioning Ships Squadron 2.

The MPS squadron's Navy support element delivered amphibious assault



Photo by PH1(AW) Michael D.P. Flynn

vehicles, tanks, weapons and supplies to the 7th Marine Expeditionary Brigade, that reinforced the initial assault team and joined the advance across country.

"The overall mission and scope of *Thalay Thai* '89 was to provide combined amphibious operations with



Photo by PHO Carolyn E. Harris



Photo by PH1(AW) Michael D.P. Flynn



Photo by PH1 Ted Salois

Clockwise from top left: Royal Thai Marines waded ashore from a utility landing craft. Marine CH-53 *Sea Stallion* kicks up dust while waiting for a clear landing spot. Two U.S. Marines "assault" a nearby field. Marine PFC Jimmy A. Bryant feels Thailand's heat.

the Royal Thai forces," said Marine Corps Major Joe Papay of Marine Air Wing 70 Tactical Evaluation Coordination Group. "We didn't have any major problems and, tactically, we are very pleased with what occurred."

Advancing Marine companies had a certain number of hours to reach

designated checkpoints while "aggressor" forces did everything possible to halt the invader's progress.

Neither the "good guys" nor their foes had expected to be slowed by civilian traffic, but thousands of Thai citizens had gathered at the beach landing site to get a glimpse of the

combined military operations.

Hundreds of vendors impatiently waited for the smoke, sand and salt spray to clear from the pre-dawn landing near the international beach resort so they could sell their wares to the thirsty servicemen.

"We got here about three o'clock in the morning," said one owner of a family-run concession cart. "We knew the Marines would come early. We knew they would be thirsty. And we knew we could do business."

Thai exercise



Photo by PHT1 Ted Salois



Photo by PHT1(AW) Michael D.P. Flynn

Above: An HMM 163 helicopter delivers Marines to a landing zone. Left: Marines allow a curious Buddhist monk to look through the sight of their weapon.

The concession stands and motor bikes were out of the ordinary, but, according to Papay, much of the Thai's interaction with the fighting men in the field was more than welcome.

"It's quite a detour from realism for a military exercise when people are selling food and drinks just 50 yards from where assault craft are hitting the beach," said one thirst-quenched Marine. "But it's kind of nice to cool off with a cold can of soda. And the fried rice and pineapples are a welcome break from MREs [meals ready to eat]."

"We found the Thais to be extremely friendly in everything from supplying Marines with food, to telling them which way the enemy went," Papay said.

"That's sometimes a small problem as far as intelligence," he continued. "But human intelligence is always a factor in any combat situation. And it actually played into the training scenario quite well."

Thalay Thai was more than beachheads, bullets and bayonets, however, as doctors, dentists and corpsmen from Marine Corps Brigade



Photo by PH1 Ted Salois

Left: A Thai merchant waits impatiently for patrons at the beach near Pattaya during the exercise. Below: Marines hit the beach with a full load of gear.



U.S. Navy photo

Service Support Group 7 held medical and dental civic action projects in seven villages on the outskirts of the battle-filled operational area.

More than 3,000 patients were treated for illnesses and assorted aches and pains, and 684 Thais had 884 teeth pulled during the six-day U.S./Thai evolution.

Also, supplies donated by American businesses were handed out in conjunction with the Navy's people-to-people program, Project Handclasp.

Armed forces of the United States and Thailand linked to better the two countries' joint war-fighting capabilities and to improve the quality of life for some citizens of the host nation.

Exercise *Thalay Thai '89* also advanced the knowledge, expertise and camaraderie of U.S. and Royal Thai Marines, sailors and airmen. □

Salois is a photojournalist assigned to 7th Fleet Public Affairs Representative, Philippines.

Liberty in paradise

Pattaya Beach port call

Story and photos by PH1 Ted Salois



Pattaya Beach, Thailand, is synonymous with sleepy, sunsoaked beaches, cool ocean breezes, big city conveniences, small town hospitality and nonstop night life that can satisfy even the most determined excitement seeker.

For 7th Fleet sailors and Marines fortunate enough to make a port visit to the resort town, a few days and nights of liberty can be enough to etch a lifelong memory.

For service members on leave, Pattaya Beach is easily reached by way of Bangkok, where commercial air traffic is routed from around the globe. Military aircraft also make stops in Bangkok, two hours by car from Pattaya, and Utapao Air Base, just 30 minutes from Pattaya. Affordable lodging is abundant downtown.

For exchanging money, banks are the best bet. The rate has been hovering at around 25 Thai *baht* for one U.S. dollar.

For those people who like a rough time, many outdoor bars in Pattaya offer nightly bouts of Thai kick boxing, known locally as "Muay Thai." The top-notch slug fests — topped only in the professional boxing stadiums in Bangkok — include fighting with elbows, knees, feet and fists.

Anyone who feels mighty enough

to clobber a Thai kick boxer is permitted to make the challenge, climb in the ring and try his luck. The sport is not limited to men — women are also on the event card and routinely slam each other to the canvas.

After all boxers have been scraped from the mats, the rings become stages where snake handlers antagonize cobras and allow themselves to be bitten for the sake of a good show.

Making a visit to Pattaya's elephant village is a good way to relax and learn a bit about the Thai culture. Trainers show visitors how the country's 3,423 working elephants were caught and taught to work in Thailand's dense forests.

Visitors get a chance to ride the elephants and take pictures of them draped in full warrior battle dress.

Zippering around a race track in a high powered go-cart can get adrenalin pumping at the Pattaya Kart Speedway. The karts are said to have one gas pedal, one brake pedal and one speed — fast!

After blazing across the sweltering asphalt in a go-cart, an afternoon at Pattaya Park Beach Resort may be in order. The oceanside playground offers a variety of water slides and whirlpools to cool you off on even the hottest of Pattaya's days.

Windsurfing boards — and instruction — are available, as are catamaran and boat services for parasailing.

A word of warning: For safety reasons and damage-liability traps practiced by some local merchants, 7th Fleet regulations prohibit service members from renting jet skis, motorcycles, mopeds, jeeps or any other type of automobile. The best advice is to check with the beachguard for the latest list of "off limits" items.

In spite of some restrictions, the number of activities in Pattaya is nearly unlimited, with pistol shooting-galleries, scuba diving courses, weight lifting and sauna centers all available.

All recreation opportunities are within 15 minutes by taxi from the hotel hub of Pattaya.

If you get lost and need directions, or you just want some good conversation, you needn't worry — English is spoken by the local residents.

As the sign in front of one establishment states, "We speak English bloody good." □

Salois is a photojournalist assigned to 7th Fleet Public Affairs Representative, Philippines.

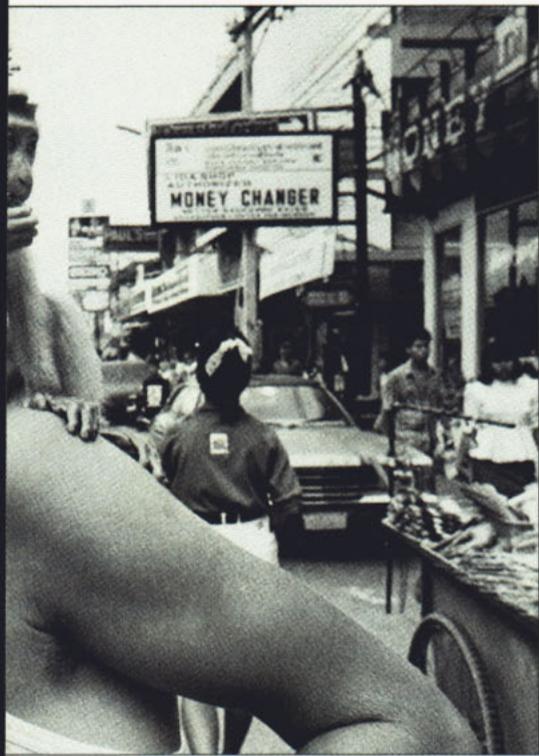
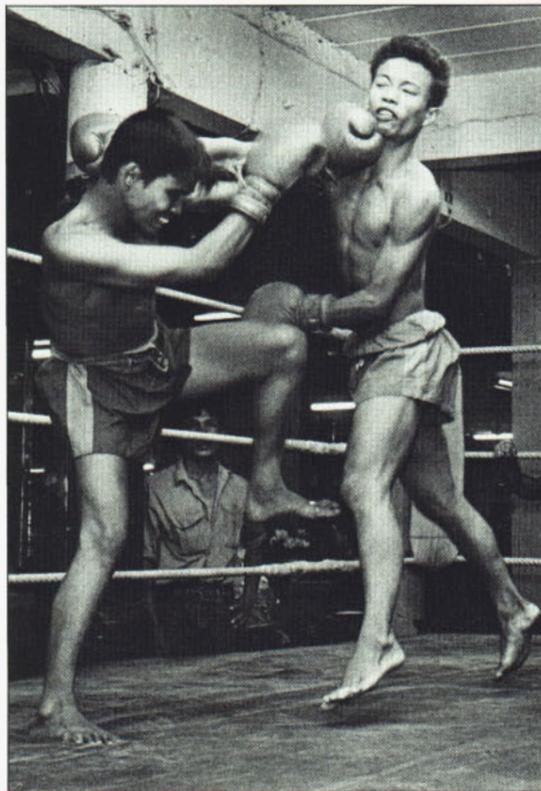
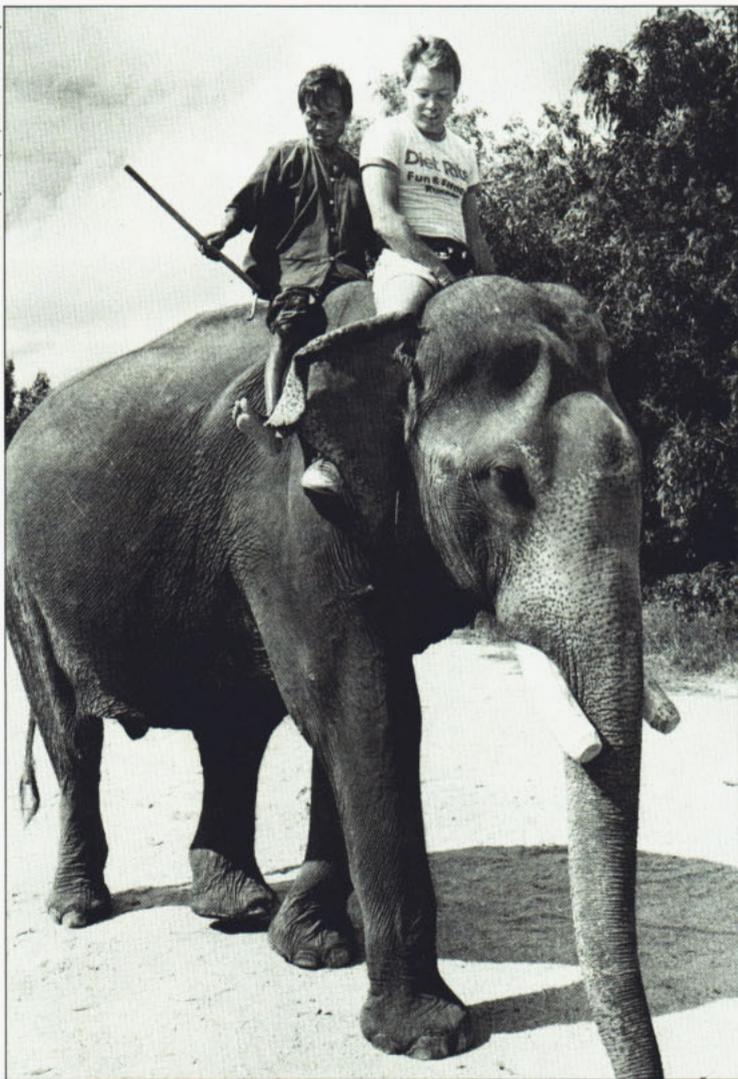


Photo by PHH(SW) Michael D.P. Flynn



In spite of some restrictions, the number of recreation activities in Pattaya is nearly unlimited. There's no excuse for being bored.

Sailors aid quake victims

Story by JO1 Dennis Everette

Navy Hospitalmen William Wicker and Anthony Beltran were the first medical technicians to arrive at the collapsed freeway bridge in San Francisco last October. They helped put the naval medical corps in the forefront of a nationwide disaster relief effort.

They were transporting Construction Electrician 2nd Class Frank Barden, Naval Mobile Construction Battalion 4, from Travis Air Force Base to Naval Hospital Oakland. Neither the corpsmen nor their patient realized an earthquake had occurred.

"I thought it was a major auto accident," said Wicker, who was driving. As he approached the freeway, a policeman flagged him down and said he was needed farther down the road. A quarter mile from the damaged section of the bridge was as close as Wicker was allowed to drive.

"The road looks OK to me," Wicker said to Beltran and Barden as they got out and began walking.

When they arrived at the scene, Beltran ran ahead carrying as much medical equipment as he could. Barden stayed with Wicker. This was the last time that evening Beltran would see the others.

"As I walked," said Beltran, "I told people who were walking around in a daze to sit down — 'the medical technician coming behind me will take care of you.'"

"There were 30 to 40 people with various injuries," said Wicker. "I noticed that some were covered with blood, most were just dazed. I went to people who appeared the worst off."

As classroom lectures from an emergency medical technician course he'd taken last June flashed through his mind, he decided in which order to treat the patients. He could only do a minimum amount of treatment without more of the equipment and supplies from the ambulance.

"I ran back to get what I needed," said Wicker, "at the same time thinking that I really needed to get the ambulance down there."

Meanwhile Beltran came across two adults and a child stuck inside a van that had been partially crushed by a semitrailer truck. With the aid of a fireman who had arrived on the scene, he tried to get a child out whose foot was trapped inside the twisted interior.

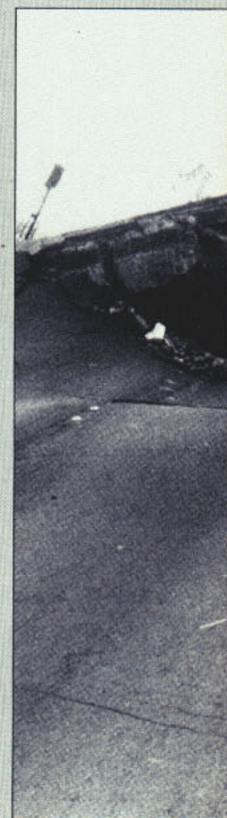
"I was able to shake off a sick feeling and keep going,"

Beltran said. "I really got scared, not only for me but for the fireman and the people trapped inside the van when a helicopter tried to land on the freeway bridge near us and the structure started to tremble. I felt as though the partially collapsed section we were on would fall completely. Even the vibration made a difference. The pilot soon realized his efforts to land wouldn't work. The fireman and I were able to free the child's legs by slowly cutting away the seat in front of her and cutting her shoes off. She didn't know what was going on because she was in shock."

Wicker said that everywhere he looked he saw people climbing out of holes in the rubble. He knew people were caught in the pancaked portions, but hesitated to climb into them.



Photo by JO2 T.S. Begasse



Above: Beltran checks ambulance prior to a routine run to a local branch clinic. **Right:** Part of the I-880 span where Wicker, Beltran and Barden worked to help people injured in the earthquake. **Top:** Wicker works with a "patient" during a mock combat casualty drill.

"I was one of the only medical technicians there at the time," said Wicker. "At emergency technician school we were taught to minimize the risk to ourselves when operating alone because if we got seriously injured trying to help one person, then we would be useless to others."

An hour into the disaster, Wicker said that he realized time was running out for victims left on the freeway's upper deck who needed hospitalization. He and Barden



Photo by JOE T. S. Bogasera

ran back to the vehicle — about a half mile.

"I drove back to the freeway entrance and as far as I could on the road underneath and had to stop," he said. "I shouted to bystanders that a parked car was in my way and I couldn't drive in close enough, so that injured people could be lowered from the upper level and put in the ambulance. A group of people ran to the [parked] car, picked up the rear end and moved it — picked up the front end and moved it — then I drove over curbs and around chunks of concrete and got the ambulance up close.

"People were standing around," Wicker continued, "so I asked them to gather in groups of four and strategically locate themselves along the edge of the damaged freeway overpass to form a human chain in order to hand-pass stretcher-bound victims to the lowest point of the bridge. There, the stretchers slid down a 12-foot ladder to ground level and were put into the waiting ambulance."

When the ambulance was loaded with six patients, Wicker needed directions to get through the unlighted rubble-filled streets. Guidance came from a patient who didn't have serious injuries. "There was so much debris and so many abandoned cars in the street," he said, "that it took a while to get out of the area."

After taking his first load of patients to the hospital, he headed back toward the accident, but found blocked roads and a barricade. "God said 'go this way,'" said Wicker, and he followed an impulse to try a different route. That detour led him into the open door of a warehouse and out the other end. The back gate was open; he drove through and soon was back at the collapsed freeway.

Wicker and Barden made two trips to the hospital. "Barden was invaluable to me as an assistant," said Wicker. "Before the night started he didn't have any medical experience, but I couldn't have done the work without him with me every minute."

The pair spent most of the night working at the freeway. It was only at the end of their long shift that they found out an earthquake caused the freeway bridge collapse — they'd been too busy to ask while working.

By the time they finished at about 8:30 the next morning, more than 100 military personnel had been on the scene all night with flashlights helping local agencies rescue trapped people and administer aid. Beltran had made one trip to the hospital with patients around 2 a.m., but couldn't get a ride back to the scene.

Wicker, Beltran and Barden were representative of the Navy community's response to the earthquake. Sailors from many units around the area were involved in the relief effort. The San Francisco community benefitted from intensive training Navy men and women have in dealing with disasters. □



Photo courtesy of Naval Hospital Oakland

Everette is a writer for All Hands.

MSC and USN

A different lifestyle aboard USNS Kawishiwi

Story and photos by JO2 John Joseph

Sailors serving aboard U.S. Navy ships are surrounded by other active-duty sailors and rarely work with civilians, especially at sea. But for a small number of sailors aboard ships, the opposite is true — they work with a few sailors, and spend a great deal of time with civilians. The oiler USNS *Kawishiwi* (TAO 146), for example, is operated by a civilian crew, but also has a small crew of active-duty Navy personnel.

Classified as a United States Naval Ship, *Kawishiwi* is a component of the Navy's Military Sealift Command's Naval Fleet Auxiliary Force. From her San Diego operating base, the ship is responsible for the direct support of many Pacific Fleet units. Each week, *Kawishiwi* is underway conducting replenishment training exercises off the coast of California. The Navy detachment of men and women support routine operations and communications.

What's a tour of duty like for the Navy personnel aboard the mostly-civilian ship? For many, spending time away from family and friends is the most difficult adjustment, as it is for their counterparts aboard regular Navy ships. *Kawishiwi* goes to sea every week.

"It's really good duty," said Electronics Technician 3rd Class Eric Holzer. "This is my first ship, and the thought of being underway a lot was really hard on my wife at first. If you think about it, though, sailors don't spend that much time at home during the week anyway. My wife and I

realized that I could at least know I would be at home weekends. It's not like being gone for six months at a time, which is what other sailors and their families have to go through."

"Duty aboard this ship is considered arduous sea duty, because the ship does go out to sea so much," said Yeoman 1st Class Lauris Selleck. "It's really different from the other [USS] ships I've been stationed on because of that fact.

"It took a little time to get used to the schedule," said the 20-year Navy veteran, "because we are away from home so much — but you kind of get past that."

In spite of the ship's extensive underway time, being a part of the crew of a civilian-operated ship does have its advantages. Even though it is classified as arduous sea duty, many of the enlisted crew members have volunteered to serve on *Kawishiwi*. The ship is equipped with all the comforts of home, complete with a state-of-the-art recreation facility.

"The living conditions and the food served here are better than regular Navy ships," said Selleck. We have two-man staterooms, complete with shower facilities in the room, which is really nice.

"You also don't have to wait in long chow lines because the civilian cooks bring out your order — just like in a restaurant," she continued. "You just don't get that type of service on the regular ships."

Holzer pointed out another benefit of duty aboard *Kawishiwi*.

"The other advantage is that you really learn a lot about your rating because you're always working," he said.

Because the detachment is small, the Navy crew members also get many opportunities to learn about ratings other than their own.

"Serving on board a ship with such a small staff is definitely a plus," said Selleck, "because you get a chance to see what everybody does. It gives sailors a chance to learn the different ratings and makes them more knowledgeable on what the Navy is all about.

Civilian and military crew members work on distance lines during underway replenishment exercises.



"It's also a big part in helping the morale of the crew," she added, "because it gives everyone a chance to better understand what their ship-mates do."

"It's given me a chance to learn about the other ratings related to my rating," said Operations Specialist 2nd Class Wallace Clark. "I've had the chance to pick up on some of the things that happen on the signal bridge, and I've also learned what goes on in the radioman rating. It's good because these are related to my job, and it will definitely help me when it comes to the next advancement exam."

The outlook of the majority of the crew members serving on *Kawishiwi* is that to succeed in USNS duty you have to have a positive attitude and enjoy being underway.

"It allows you to clear your mind of any problems that may have been

going on," said Clark. "It's really relaxing, but it's also something you have to like."

At least one new sailor finds duty aboard *Kawishiwi* professionally satisfying.

"I like this type of duty," said Signalman Seaman Apprentice Dawn Benson. "I've talked to some of my friends that I went to 'A' school with who are stationed on tenders, and they're mess cooking right now. After I came on board this ship, I went right to work in my rating."

"I used my skills right away," she added, "and I feel that makes me a better signalman. I feel that what we do to support the fleet is very important. We may not see the action like most ships do, but when we're out refueling other ships it's pretty exciting."

Working side by side with civilians is commonplace for the active-duty

MSC crew members. Although most of the replenishment details are done by the civilians, the Navy detachment supports the operation with ship-to-ship communications and as phone-and-distance line handlers.

The combined team of civilian employees and Navy people is a strong one from Steve Bingham's perspective. He's a former active-duty sailor, and has worked for MSC since 1976.

"It's really a good experience for everyone," he said. "You still work for the Navy, but you have a chance to interact with civilians. It's a good blend that strengthens our working relationships." □

Joseph is assigned to NIRA Det. 5, San Diego.



U.S. Navy photo



Left: *Kawishiwi* longevity is highlighted by this photo taken in 1963. MSC ships have been serving the fleet for more than 40 years. Above: SMSA Dawn Benson works with signal flags on a routine basis.

The MSC mission

Story by JO2 John Joseph

Following World War II, the Military Sea Transportation Service was formed to carry out all ocean transportation for the Department of Defense. Now known as the Military Sealift Command, the organization has served the United States for 40 years.

With more than 9,000 personnel, including mariners, shore-based workers and about 1,000 active-duty Navy personnel, MSC provides a variety of transport services around the world.

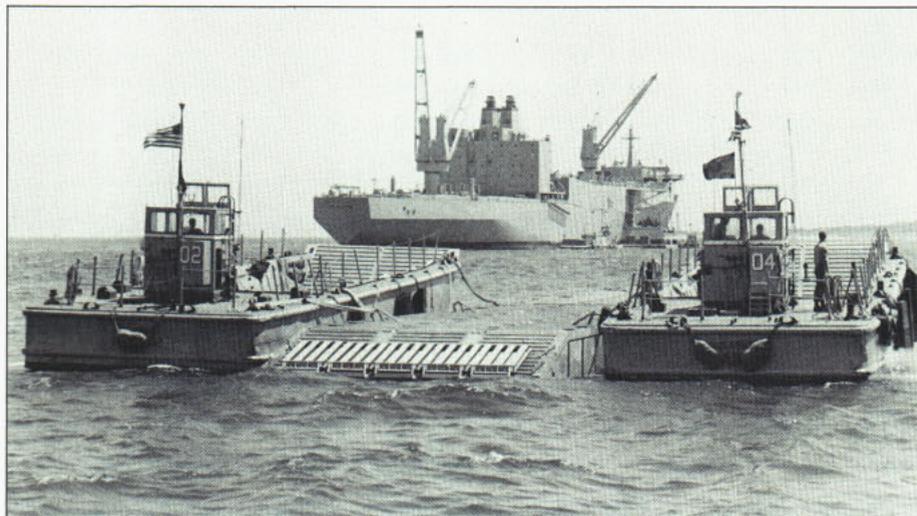
From three basic components — Strategic Sea Lift Force, Naval Fleet Auxiliary Force and Special Mission Ships Support Force — the efforts of the men and women who serve MSC are vital in the support of our national strategy.

"We're a much different organization today than we were in the past," said CDR Sven I. Olsen, CO of the MSC, San Diego office. "Basically we were known for the strategic sealift function — getting oil, material and cargo from one part of the world to another in time of war.

"That's still one of our major missions right now, because if we did have to support troops in that kind of situation, 95 percent of all the materials, bullets and supplies would have to come by sea."

Many MSC ships are located around the world and are ready to be activated in the event of war. But during peace time, MSC continues to provide services that many military members take for granted.

"We are responsible for delivering many of the products that are available to service members and their families who are stationed overseas," Olsen said. "We contract for the ships



that carry materials overseas to stock up the commissaries and exchanges. We also use this service to ship military and DoD civilians' household goods when they move from the United States to the Far East or Europe."

Another responsibility of MSC is the Naval Fleet Auxiliary Force. These ships directly support the fleet in a variety of ways.

"They are involved in training and operational support for the Navy," said Olsen. "These ships handle underway replenishment evolutions for refueling, rearming and cargo. We have oilers located in the Mid- and Western Pacific areas, in the Atlantic, the Caribbean and in the Mediterranean Sea, and they are all part of MSC.

"They are mostly manned by civilian employees with a small military detachment on board to provide operational assistance and communications — things the civilians aren't normally set up to do."

The job of the third branch of MSC — Special Missions Support Force — is to help in world environmental studies. Its ships carry scientists who research the ocean environment,

MSC ships conduct underway replenishment evolutions as one of their many duties.

make weather observations and conduct hydrographic research, which includes mapping the ocean for navigational and commercial use.

Some military personnel are assigned in each of the three areas of MSC, but sailors who complete their enlistments and wish to continue working at sea are welcomed by MSC.

"We do have a great need for people who are experienced mariners on our ships," said Olsen.

What's most significant about MSC, according to Olsen, is the support it gives to the Navy and the United States every day, both in war and peace time.

"MSC ships and people support the fleet directly, just like [active-duty] units and organizations," said Olsen. "We're proud of our accomplishments and contributions, and we will continue to serve for many years to come." □

Joseph is assigned to NIRA Det. 5, San Diego.

Bearings

Rescue of drowning man leaves no time for fear

Chief Aviation Maintenance Administrationman Edmund Pauly was among hundreds enjoying the Point Loma beach that afternoon, during a visit to San Diego from his duty assignment in Norfolk. The surf, sun and sand were perfect.

A young sailor must have thought the same, swimming in the surf, until he realized he'd gone too far.

"We heard a cry from about 50 yards out," Pauly said. He and others on the beach could see the swimmer bobbing in the water, thrashing and yelling for help. Nobody seemed to know at first if he was really in trouble, Pauly remembered. "Maybe that's why we stood there, wondering."

But in another moment they knew — the man was drowning.

In a couple of minutes, the chief recalled, he and another bystander had pulled the swimmer from the choppy water. They wrapped him in a blanket and rubbed his arms and legs. Soon, a boat called by lifeguards arrived to take the swimmer to a waiting ambulance.

Rough water, however, capsized the boat, tossing crew and passenger into the waves. Again, Pauly and the

second bystander pulled the man from the water — this time, paramedics later told Pauly, the swimmer was in shock. Lifeguards called in a rescue helicopter.

The young man survived, and Pauly's memories of the people on the beach also survive.

"I remember seeing their faces that told me what they were thinking — that someone else is going to save him," the chief said, "that somebody else will do it." Pauly could have made excuses, too — he's a lousy swimmer, he admitted.

But it never occurred to him to worry about that. "There was no time to be afraid," he said.

"I went to the hospital the afternoon I pulled him from the water," Pauly recalled. The young man was recovering, but couldn't talk and may not have even seen him standing in the room. The chief did find out, though, that he was an 18-year-old sailor from a ship homeported in San Diego.

Five days later, Pauly returned to Helicopter Mine Countermeasures Squadron 18 in Norfolk, where he works in the maintenance control

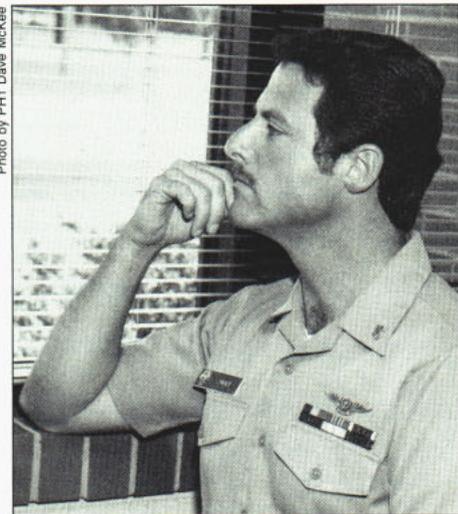


Photo by PH1 Dave McKee

division.

For the rescue, Pauly received a Navy and Marine Corps Medal. But the true reward, the chief believes, comes from knowing the young man is alive.

Pauly feels that he was just doing what any shipmate would do.

He only wishes he'd been able to see that sailor up walking, smiling and healthy. ■

—Story by JO1 Bryan Massey, Public Affairs Office, Naval Air Reserve, Norfolk.

Boot camp graduate is 11th of his siblings to join the Navy

Seaman Recruit Eric D. Meschke really doesn't know what all the fuss is about. Eric, a recent graduate of Great Lakes Recruit Training Command, is the youngest of 12 brothers and sisters. He is also the 12th child to serve in the Armed Forces and the 11th to join the Navy.

Meschke's father began the family tradition in December 1951 when he graduated from Great Lakes. Following boot camp he served aboard USS *Oriskany* (CV 34) as an airman main-

taining fighter and attack aircraft.

The first two Meschke children, Eugene and Beverly, joined the Navy after considering other branches of the military. After checking out the Army, Eugene became an aviation electronics technician in the Navy. Beverly joined to become a hospital corpsman.

A following sibling joined the Army and the rest followed their father's advice and joined the Navy ranks.

Of the children, four remain on active duty, including Eric. He's now attending the Navy's Gas Turbine Systems "A" school at Great Lakes.

Meanwhile, the family's Navy flag can be seen flying from the front lawn, displaying the pride the Meschkes have in serving their country. ■

—Story by JO2(AW) Charles Archer, PAO Navy Recruiting District, Minneapolis.

Bearings

Reserve Seabees practice mobilization skills

Mobilization readiness is what Naval Reserve Seabees are all about. There are two important aspects to mobilization readiness — personnel must be capable of performing battle damage repair and contingency construction, and Seabees and their equipment must be placed where the job needs to be done.

The Reserve Naval Construction Force continually trains and tests its personnel in military and construction skills. But while the RNCF and the Naval Facilities Engineering Command have detailed plans for

mobilizing any or all of the RNCF's 17 reserve mobile construction battalions, those plans have not been put to the test in peacetime — until now.

The test came during *Mobilization Exercise 1989*, a two week, coast-to-coast exercise which was conducted in mid-July with the simulated mobilization call-up of three RNCF battalions: Reserve Naval Mobile Construction Battalion 2, based at Treasure Island, San Francisco; RNMCB 20, headquartered at Rickenbacker Air National Guard Base, Columbus, Ohio; and RNMCB 27, headquartered at Naval Air Station, Brunswick, Maine. Some 840 men from those battalions were involved in the exercise as an important part

of their annual active duty training.

MobEx '89 began with detachment personnel reporting to each battalion's readiness support site.

After 48 hours at the support sites, the battalions were moved to three active duty construction battalion centers for rigorous training. The training program at the CBCs included survivability skills with individual and crew-operated weapons, contingency construction/war damage repair skills, Bailey Bridge construction and water well drilling, as well as chemical, biological and radiological equipment and techniques.

Also, each CBC removed from storage all the equipment and supplies (235 pieces of construction equipment and 115 containers) required by a battalion being deployed. The equipment was staged as if it were to be loaded aboard ships.

The RNCF and NavFacEngCom took 18 months to plan the exercise.

"We invest a tremendous amount of time and effort planning the best way to mobilize our RMCBs," said RADM D.O. Smart, Commander, Reserve Naval Construction Force. "This exercise gives us the opportunity to validate these plans."

Smart said that planning for *MobEx '89* was "superb, but not perfect." He added, "This exercise has been so valuable because it pointed out some glitches that, when addressed, will improve our ability to mobilize — we can fix our soft spots."

RNCF is composed of 17,000 Naval reservists nationwide. Upon full mobilization they provide two-thirds of the Navy's total construction forces. ■

—Story by JOCM Lynn Wielinski, Reserve Naval Construction Force, Lenexa, Kansas.

A special matting material is pulled into place during rapid runway repair training during *MobEx '89* at Gulfport, Miss.



U.S. Navy photo

USS *Tripoli* rescues two men and a dog off California coast



Photo by Richard Julius

A U.S. Navy helicopter crew assigned to USS *Tripoli* (LPH 10) rescued two survivors and a dog recently from a capsized fishing vessel off the coast of Southern California while *Tripoli* and USNS *Walter S. Diehl* (TAO 193) were conducting underway replenishment.

Two San Diego residents, John Mangiapane, age 51, and Matt Davis, 28, were attempting a sharp turn in their 46-foot fishing vessel *Lavita* when a 10-foot swell struck and capsized the boat. Diesel fuel leaked into the water from the boat. They were able to don flotation devices before entering the 64-degree water, where they floated for nearly an hour. The pilot in a Navy fighter plane spotted

them in the water and radioed a distress call, that was copied by a fish-spotting *Cessna* aircraft that dropped a life raft into the water.

Soon a *Tripoli* helicopter was at the scene. The helo crew lowered a rescue swimmer into the water with the aircraft's hoist. Mangiapane, Davis and their dog were lifted from the water and flown to USS *Tripoli* for medical treatment.

While the two men were being examined by the ship's doctor, the crew bathed their dog, Gypsy, in soapy water to get diesel fuel out of its coat.

After the ship's doctor noted they were in good condition, a U.S. Coast Guard helicopter flew all three back to San Diego. ■

USS *Tripoli* sailors give Gypsy a washdown.

—Story by JO2 John Howard, PAO USS *Tripoli* (LPH 10).

Boiler technician serves aboard namesake ship

Boiler Technician 3rd Class Jeff Truett has personal ties with USS *Truett* (FF 1095) that bind much closer than the military orders which sent him to her.

Truett is the son of the Navy hero who saved five lives before he was mortally wounded in Vietnam. The Navy honored this hero by naming USS *Truett* after him.

Chief Petty Officer Quincy H. Truett was aboard one of four patrol boats engaging the enemy on the Kinh Dong Tien Canal, Jan. 20, 1969. Suddenly, the boat ahead of Truett's boat came under heavy enemy fire. Five crew members had to jump into the water to escape their burning vessel.

Truett ordered his boat to a position to rescue the sailors in the water. Grass huts burning along the river's

edge made Truett completely visible to the enemy as he was rescuing his shipmates. Truett saved all five of his shipmates, but was mortally wounded by the enemy.

The Navy posthumously awarded him the Navy Cross for extraordinary heroism in action while serving in Vietnam.

Jeff Truett says that it's meaningful to him to serve aboard a ship that's become a piece of his family's history, but it does have some drawbacks.

"The first day I was aboard the ship it was pretty scary," Truett said. "Everyone pointed at me. It seemed like everyone on the ship wanted an introduction to the namesake's son."

Today, Truett says the overwhelming attention has died down and he's content working hard and earning the

respect of his shipmates as BM3 Truett. However, he says that his tie with the ship draws a few laughs.

"The funniest thing is when the ship's IMC blasts 'Truett arriving.' New sailors don't understand why they're calling my name," he said chuckling. "I have to explain to them the IMC is reporting the CO's arrival, not mine."

Truett joined the Navy hoping one day to serve aboard his namesake ship.

"This is a dream come true for me. I would have stayed in the Navy until I got orders here," he said. "One day I'd like to come back as an officer and command this ship." ■

—Story by JO2 Merrilee Greer, Navy Public Affairs Center, Norfolk.

News Bights

Department of Defense's budget for FY90 allots \$101 billion to the Navy, \$3 billion more than its original request. Approximately 20 percent is for Navy personnel accounts.

The new budget provided for a number of improvements to military pay and benefits, including the 3.6 percent pay raise that took effect Jan. 1. Other improvements included:

- Double dislocation allowance from one month BAQ to two months BAQ.
- BAS authorized for enlisted personnel on TAD orders along with their per diem.
- An increase in the Selective Reenlistment Bonus for nuclear-qualified personnel to \$45,000 maximum.
- Sixteen new child care centers.
- An increase in Aviation Career Incentive Pay to \$650 per month and Aviation Continuation Pay to remain at a maximum of \$12,000 per year increase for some aviation specialties.
- Special pay for physicians was increased and medical officer bonuses were extended for one year.

The budget allows for a Navy end strength of 591,541 active members and 153,400 reservists.

* * *

Fiscal year 89 was Navy recruiting's best year since 1981, despite the tough challenges, according to RADM Henry C. McKinney, Commander, Navy Recruiting Command.

Declining numbers of youth eligible to enlist and an upswing in the nation's economy made recruiting a difficult business, however, the recruiting command reached 101 percent of its enlisted goal with 95,186 active-duty accessions. Almost 90 percent of these new sailors were high school graduates, and nearly 60 percent were rated in the two "upper mental groups" by their performance on the Armed Services Vocational Aptitude Battery.

Recruiters also had success in the highly competitive markets that fill the Navy's officer force. In the medical field, for example, they brought into the Navy 120 physicians, 300 nurses and 68 dentists. In nuclear programs, recruiters wrote 338 new contracts for both the surface and submarine forces.

* * *

Senior and master chief petty officers who attend the Senior Enlisted Academy at Naval Education and Training Center, Newport, R.I., now have their own building for classes.

Tomich Hall was dedicated on the Navy's 214th birthday, Oct. 13, 1989. It is named for Chief Petty

Officer Peter Tomich, who died Dec. 7, 1941, aboard USS *Utah* (BB 31). He saved many of his shipmates that day by staying with the ship and securing the ship's boilers instead of going over the side.

"The business of this building, named after such a man, is leadership, dedication and taking care of your people," said VADM Mike Boorda, Chief of Naval Personnel, at the dedication ceremony. "And so, it is incumbent upon you [who attend the academy] to carry forth in Chief Peter Tomich's spirit and share your learned skills with your crew and your division officers for their betterment, for the welfare of our Navy and our nation."

* * *

New technology will allow radiologists to "Fax" X-ray images between hospitals, providing quicker care for sailors in isolated areas.

The high-tech machine was installed recently at Naval Hospital, Oakland, Calif. The technology, called teleradiology, converts X-ray images into a digitalized format. They are sent via telephone line to a computer terminal where a radiologist can read them.

The Navy in Northern California is suffering from a shortage of radiologists, so this new equipment will provide sailors in outlying areas better service.

* * *

Corporate sponsorship will be allowed for U.S. Armed Forces Sports Championships, sports competitions held between top military personnel in the Army, Navy, Marines and Air Force. This is the first time they have been authorized since the championships were established in 1948.

The Armed Forces Sports Committee is offering a variety of limited title and associate sponsor opportunities for the 1990 championships.

The decision to make the sports championships available for private sector financial support was reached after a two-year evaluation, in which the Navy reviewed the economic impact private sector funding could have and the marketability of the games themselves.

"It's no secret that military budget dollars are being trimmed as the Congress and President seek to control costs in the years ahead," said CAPT Bruce L. Sherman, Director of Morale, Welfare and Recreation, Naval Military Personnel Command. "We see the 1990 U.S. Armed Forces Sports Championships as an excellent opportunity to fill the widening gap that's developing in morale, welfare and recreation support for military personnel."

Mail Buoy

Kudos and clarification

Just finished reading the November 1989 issue of *All Hands*. Great articles of the USA/USSR visits. It certainly was a moving experience to stand on the deck of a Soviet ship in an American port.

Thanks also for the article on our Navy Leader Development Program. Our new courses will be on line in March 1990, and while it is true all first class petty officers must have completed the LPO course by Jan. 1, 1992, it is incorrect for the chiefs. They must have completed the CPO course by Oct. 1, 1991, not 1992.

I am sure that between now and then much will be published reflecting the 1991 date, but we didn't want to confuse your readers.

Again, thanks for the help.

— CAPT D.R. Davidson
Leadership Division (OP-152)
Washington, D.C.

Mistaken identity

I recently enjoyed the article regarding the story of USS *Franklin* (CV 13) in the June 1989 *All Hands*.

I would like to point out one slight discrepancy. Under the photo on Page 32, the ship is described as nearing the Brooklyn Bridge prior to entering the Brooklyn Naval Shipyard for repairs. However, the bridge in the photo is the Williamsburg Bridge, located just north of the Shipyard, which is midway between the Brooklyn and Williamsburg Bridges.

The Brooklyn Bridge is a beautiful bridge tower structure, with a distinctive cable support design, while the Williamsburg Bridge has a more modern steel truss and girder framework. It appears from the picture that the ship may be swinging to port in preparation for a sharp turn to starboard into the yard.

Having been stationed at Naval Station New York, I find all articles regarding the history of the yard, as well as the ships built there, interesting, and look forward to more.

— LCDR Douglas H. Stauffer, CEC
U.S. Navy Public Works Center
Yokosuka, Japan

Seeing red over white

In regards to your "Color-coded Sailors," October 1989, I'd like to correct a misconception about those of us who wear white jerseys. We are not "miscellaneous" or normally do not work the

deck as JO3 Walsh says. Quite the contrary. We trouble-shooters (catapult final checkers) spend the majority of our time servicing, repairing, launching and recovering the finest tactical aircraft in the free world. Ours is usually an overtime job.

Regarding our fellow white shirts in other occupations: Those in white require top-notch performers for the tasks involved be it safety, medical or quality assurance reps. So when you see a man in white, remember he's not "miscellaneous" but a man handpicked for the job.

— AMS2 (AW) Mark Robbins
VA 95 "Green Lizards"
USS *Enterprise* (CVN 65)

In your October 1989 issue, "Color-coded Sailors" by JO3 Walsh was rather incomplete. For example, squadron maintenance personnel also wear green shirts and spend not only the flight schedule days but also "no fly" days maintaining the squadron's aircraft.

To label a white shirt as miscellaneous is debasing toward the personnel who wear it. A trouble-shooter, who spends the entire flight schedule on the roof, is the "quick fix" expert to get the airplanes launched and recovered without incident. Thanks, and keep up the good work!

— AE3 D.E. Meyer
— AT3 T. Bancroft
— AE3 R.R. Moore
Strike Fighter Squadron 82
USS *America* (CV 66)

• *Please be assured that All Hands meant nothing derogatory by the term "miscellaneous." The word only signified that personnel with varied responsibilities wear white jerseys on the flight deck.* — ed.

Confused on the Great Lakes

Your November 1989 issue states that the USS *Boulder* (LST 1190) is the first LST (Landing Ship, Tanks) with Marines to embark on a Great Lakes cruise. If you check back to your March 1980 issue you will find an article on Great Lakes Cruise '79 in which USS *Fairfax County* (LST 1193), CDR Heidt commanding, was the first LST to sail all five Great Lakes. We also had Marines and equipment embarked the entire cruise.

— OSCS(SW) R.G. Olsen
FTU Det Charleston

• *You're absolutely right — All Hands reported 125 Marines were embarked with the ships on Great Lakes Cruise '79.* — ed.

Steamed over boilers

This letter concerns the article in the November 1989 issue of *All Hands* magazine, "If You Can't Stand The Heat ..."

On Page 16 a statement by BT3 Alix Nicolas read "you have water going to the main turbines and other steam driven equipment," and Nicolas checks to make sure there is enough fire. Well, the *Forrestal* (CV 59), has an automatic boiler control system that measures steam demand and manipulates fuel and air to meet the existing demand — no one "makes sure there is enough fire." Secondly, water is heated and steam generated, the steam, not water is what turns the turbines.

Also, on Page 16, you state that the water is superheated to make steam when in reality the water is heated to 489 degrees Fahrenheit in the *Forrestal's* boilers at 1200 PSI — then the steam is removed from contact with the water it is generated from and is superheated to approximately 850 degrees Fahrenheit. You cannot superheat steam when it is in contact with the fluid it was generated from, and you definitely don't superheat water.

Further along it states *Forrestal* needs all her boilers on-line, especially for flight ops — untrue.

Further along you have Nicolas removing his torch from the boiler, but you never had him put it in the boiler.

On Page 17, you have the big boilers evaporating sea water. The steam, not the boiler, is what is used to boil the sea water in the evaporators.

Further on you are "creating 400,000 gallons per day." To create, per Webster's New Collegiate Dictionary, means "to bring into existence." Nothing is being created here, rather the salt is being removed from the water by distillation.

For a non-engineering type, I guess the story is a way to let others in the Navy know what engineers do. But from an engineer's standpoint, I was disappointed in the grossly inaccurate description of what goes on in the boilers and evaporators.

I would really like to see you send future articles to an engineering type to ensure technical accuracy.

Mail Buoy

I'm afraid some of the descriptions of what was going on in the engineering plant were laughable in their inaccuracy.

— BTC Michael E. Kusinski
ComNavAirPac SGPI
NAS North Island, San Diego

• *The article was submitted to Forrestal for "chop" prior to publication in the magazine. — ed.*

More volunteers

In reference to your September 1989 article, "Sailors Serving Country and Community," I was impressed by your coverage. You included stories from coast to coast; they were expressive, informative and covered an incredible spectrum of services.

It's impossible, of course, to cover everything, and, without any criticism whatsoever, I'd like to share just one more story.

It's called "Stand down '89." This was a three-day event to assist homeless veterans. A "tent city" was raised by the Seabees, and in those tents were food, clothing, shelter (over 600 cots), medical services, VA benefits counseling, legal services, hair cuts, employment services, drug and alcohol rehabilitation programs, personal counseling, to name a few. It was spearheaded by Vietnam veterans of San Diego, and sponsored by more than 30 organizations such as State Employment and Development Department, VA Regional Office, County Veterans Service Office, VA Medical Center, VA Homeless Outreach Program, and the list goes on.

Who are we kidding? Events are nice, but they're a flash-in-the-pan, right? Stand down itself was an "event," but its efforts are anything but over.

The goal, of course, is to make the "event" into a permanent outreach program, all the services in one spot — accessible — oriented toward helping the homeless get off the streets and back into the mainstream of society. The road blocks associated with such a goal are undoubtedly flashing in your head already.

But even if the "event" never gets transformed into "the butterfly," let's not discount its value. Statisticians estimate that 30 percent of the homeless in America are veterans. Since 1988, the first San Diego Stand down, a lot was learned about the needs of our homeless veterans. More than 500 of them, verified veterans and obviously homeless, registered with

Stand down in 1988; more than 700 this year. Some got jobs, some did not. Some just wanted food — they got it.

One thing was guaranteed, all of them got something from Stand down, even if it was just a safe, clean, drug- and alcohol-free, weapon-free environment for three days. That's why it's called Stand down. It was a place where the vets could rest, and take refuge from the war of living on the streets. It was really incredible.

If any "event" helps even one person — if one person gets housing, if one person gets into a rehabilitation program, if one person gets a job and keeps it, if just one person decides to take the steps necessary to break out of the cycle that perpetuates their homelessness and addictions, if one person just feels safe for a moment because of a flash-in-the-pan event — then let the event begin!

On the side: As a Stand down 88 and 89 volunteer, I learned a great deal about people, and yes, even politics.

As I was recruiting military volunteers, I learned that both the word "homeless" and "veteran" pushed some very opinionated, angry buttons. Many people did not want to volunteer because they don't believe in helping those who don't help themselves. My personal views about any state of "being," whether it be homeless, drug dependent, neurotic, whatever, is that it's just a matter of choice. I don't believe that there are victims or accidents, only that there are willing participants. Yes, I believe that circumstances are self-imposed. I also understand that it can be very difficult to break out of some circumstances without a little help. Let's be honest, feelings of despair and unworthiness can be a downward spiral, generating a cycle of helplessness. This opinion ruffles many feathers and strokes many others. The difference is that my beliefs are without judgment. That is, I believe everybody is worthy, regardless of why he or she is out there. The difference is I volunteered, and that's the difference every volunteer makes.

Anyway, I've done anything but given Stand down, and what it represents, justice. I was truly "just another volunteer" — there were more than 300 of us, mostly military.

I truly did enjoy reading your article about the military volunteers. I just wanted to share one that meant a lot to me. If the idea of Stand down could get spread across the country, maybe others

would benefit. Thanks for listening.

— DP2 Karen P. Luisi
Fleet Combat Training Center, Pacific

Reunions

• **Naval Ocean Processing Facility Norfolk** — Reunion March 2, Norfolk. Call Bob Hart; telephone (804) 433-6801.

• **Reserve Naval Mobile Construction Battalion 22** — Reunion March 9-11, Gulfport, Miss. Contact RADM Roy "L" Dunlap, P.O. Box 173, Killeen, Texas 76540.

• **USS Wharton (AP 7)** — Reunion March 21-24, Charleston, S.C. Contact George Howlett, 110 Central Ave., Malden, Mass. 02184; telephone (617) 324-6121.

• **Naval Helicopter Association** — Symposium March 27-31, San Diego. Contact NHA offices, P.O. Box 460, Coronado, Calif. 92118-0460; telephone (619) 435-7139.

• **USS Alabama (BB 60 and SSBN 731)** — Reunion April 18-22, Mobile, Ala. Contact John Brown, P.O. Box 501, Keller, Texas 76248; telephone (817) 431-2424.

• **USS Wren (DD 568)** — Reunion April 28-29, Baton Rouge, La. Contact Bill Ferguson, Star Rt. Box 353, Goodrich, Texas 77335; telephone (409) 365-2622.

• **USS Morrison (DD 560)** — Reunion May 1-4, Pensacola, Fla. Contact John Schurmeler, 8291 Grange Blvd. So., Cottage Grove, Minn. 55016; telephone (612) 459-4823.

• **USS Mustin (DD 413) and USS Hornet (CV 8) survivors** — Reunion May 3-6, Irving, Texas. Contact Vic Egger, 128 East Farnham Court, Irving, Texas 75062; telephone (214) 255-6016.

• **USS Lexington (CV 2) Club** — Reunion May 9-12, Sparks, Nev. Contact Walt Kastner, 466 Ivy Glen Drive, Mira Loma, Calif. 91752; telephone (714) 681-1101.

• **USS LST 496 survivors** — Reunion May 17-19, Tampa, Fla. Contact Joe Sandor, P.O. Box 1926, Hobe Sound, Fla. 33475; telephone (407) 288-2733.

• **USS LST 398** — Reunion May 17-20, Davenport, Iowa. Contact Robert Kammer, 1123 Kimberly Ridge Road, Bettendorf, Iowa 52722; (319) 355-3965.

• **USS Drexler (DD 741)** — Reunion May 17-21, Boston. Contact Gene Brick, 1304 Loper Road, Prineville, Ore. 97754; telephone (503) 447-5422.

ALL HANDS Photo Contest

The *All Hands* Photo Contest is open to all active duty, Reserve and civilian Navy personnel in two categories: professional and amateur. The professional category includes Navy photographer's mates, journalists, officers and civilians working in photography or public affairs.

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

Professional competition includes single-image feature picture and picture story (three or more photos on a single theme) in black-and-white print, and color print or color transparency. No glass-mounted transparencies or instant film (Polaroid) entries are allowed. Photo stories presented in color transparencies should be numbered in the order you wish to have them viewed and accompanied by a design layout board showing where and how you would position the photographs.

Amateurs may enter single-image color print or color transparencies only.

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

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

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

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

Please use the entry form below and include the title of the photograph and complete cutline information on a separate piece of paper taped to the back of the photo or slide mount.

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

Entries will not be returned to the photographer.

For more information about the *All Hands* Photo Contest, contact PH1(AC) Scott M. Allen or JOC Robin Barnette at Autovon 284-4455/6208 or commercial (703) 274-4455/6208.

ALL ENTRIES MUST BE RECEIVED NO LATER THAN SEPT. 1, 1990.

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

Single-image feature

- Black-and-white print
- Color print or transparencies (Prof.)
- Color print or transparencies (amateur)

Photo story

- Black-and-white
- Color print or transparencies

Name: _____

Rate/rank: _____

Command: _____

Address: _____

Phone: _____

Send entries to:

All Hands magazine Photo Contest

Navy Internal Relations Activity

601 N. Fairfax St., Suite 230

Alexandria, Va. 22314-2007



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