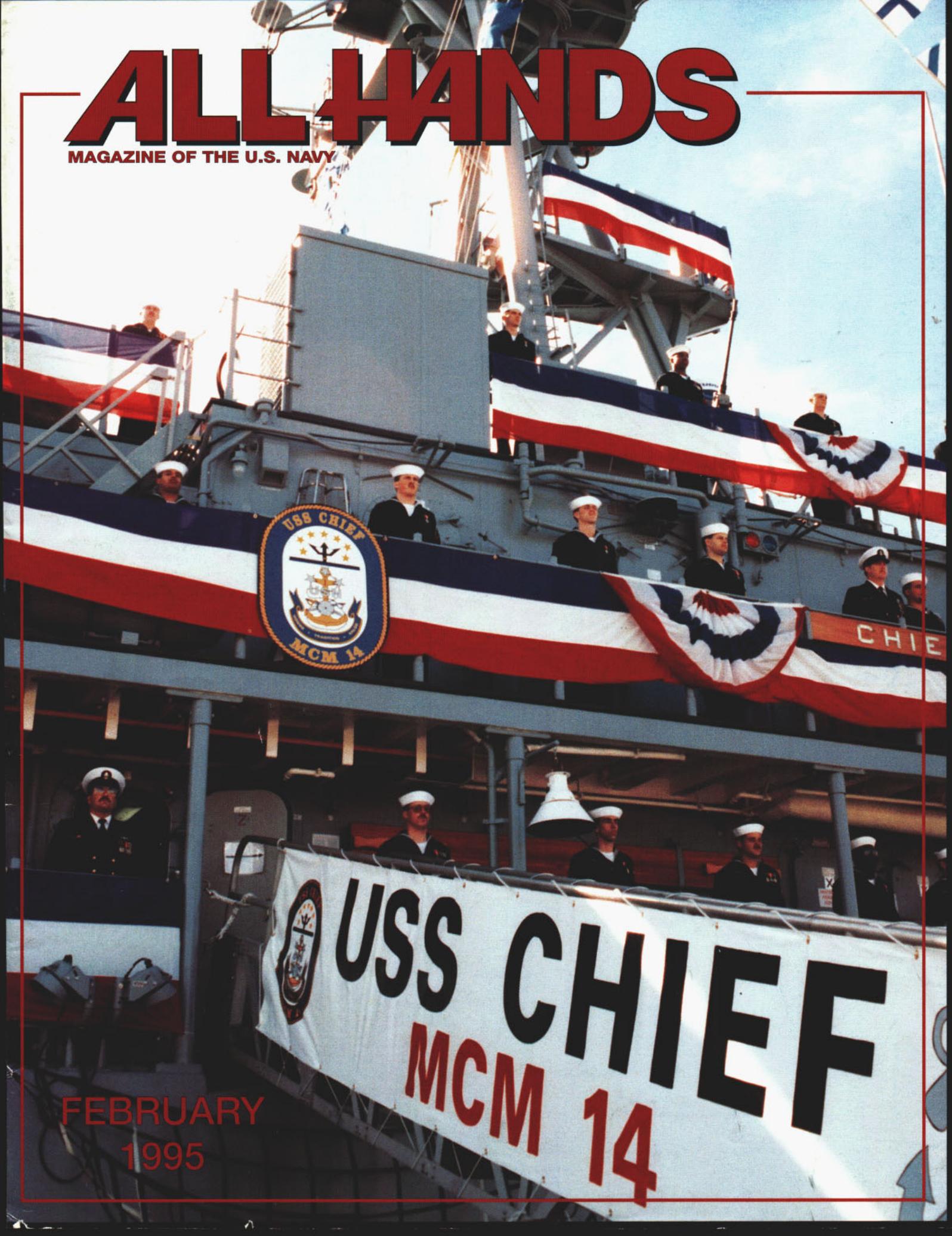


ALL HANDS

MAGAZINE OF THE U.S. NAVY



FEBRUARY
1995

Any day in the Navy

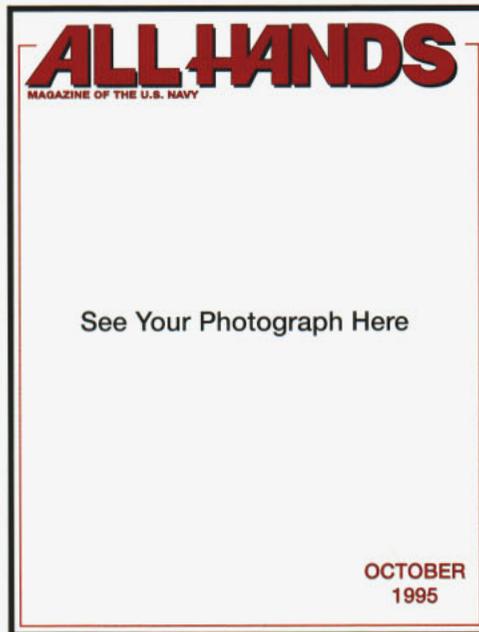
May 18, 1995, is just like any other Navy day, but we want you to photograph it.

Both amateur and professional civilian and military photographers are asked to record what's happening on their ships or installations on May 18, 1995, for a special photo feature to appear in the October edition of *All Hands* magazine.

We need photos that tell a story and capture the faces of Sailors, Marines, families and Navy employees. We're looking for imagination and creativity. Shoot what is unique to your ship or installation, something you may see every day but others may never get the opportunity to experience. We're looking for the best photos from the field, for a worldwide representation of what makes the Navy what it is.

Be creative. Use different lenses — wide angle and telephoto — to give an ordinary photo a fresh look. Shoot from different angles and don't be afraid to bend those knees. Experiment with silhouettes and time-exposed shots.

Accept the challenge! Photos must be shot in the 24-hour period of May 18. Submit processed color slides or 5 x 7 or 8 x 10 color or black and white prints. Photos should be printed for magazine quality.



Submissions must include full credit and cutline information. This includes full name, rank and duty station of the photographer; the names and hometowns of identifiable people in the photos; details on what's happening in the photos; and where the photos were taken. Captions must be attached individually to each photo or slide. Photos must be processed and received by *All Hands* by June 19, 1995. Photos will not be returned.

Our mailing address is: Naval Media Center, Publishing Division, ATTN: *All Hands*, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Questions may be addressed to PH1 Dolores Anglin at DSN 288-4209 or (202) 433-4209.



Photo copy this form and attach a completed copy to each photo you submit.

Photographer:

Full name: _____

Rank: _____

Duty station (including mailing address and phone number): _____

Photograph: _____

Caption (what the photo depicts): _____

People in the photo (include first and last names, ranks/ratings, warfare designators and hometowns):



Groton provides sub support

MRFN Dennis A. Kermeen, of Lowell, Mich., repairs a 4-way wrench for USS *Trepang* (SSN 674) at the machine repair shop in Groton, Conn. (See story Page 26.)

SAFETY

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On the Covers

Front cover: "Plankowners" of USS *Chief* (MCM 14) man the rail as the ship comes alive during its commissioning ceremony at Naval Amphibious Base, Little Creek, Va. See story on Page 8. (Photo by PHC(SW) Rick Toppings)

Back cover: TM2(SS) Lorne V. Miller of Hampton, Va., maintains operational readiness of the weapons systems aboard USS *Newport News* (SSN 750). (Photo by JO1 Ron Schafer)



Charthouse

CAREER

FY95 VSI/SSB clarified

If you're separating under the Voluntary Separation Incentive (VSI) or Special Separation Benefit (SSB)



program, you should consider all options when planning your future.

Officers and enlisted who find DoD employment within 180 days of their active-duty separation date under VSI or SSB, are now required to forfeit all VSI/SSB incentives. Members who have already been approved for VSI/SSB separation and no longer wish to separate under the program because of this change may request that BUPERS cancel the separation approval. Members already separated may petition the Board for Corrections of Naval Records for relief.

This change to the VSI/SSB program took effect Oct. 1, 1994, when the FY95 Appropriations Bill became law. NAVADMIN 203/94 provides additional information.

New SRB program simplifies requests

The Bureau of Naval Personnel (BUPERS) is testing a PC-based computer program that helps command career counselors submit error-free requests, in an effort to improve and automate the selective reenlistment bonus (SRB) pre-certification process.

The SRB is an incentive pay

designed to improve manning in critical skills, but program rules are complex and their application is time-consuming and requires extensive input. The new program is interactive and allows flexibility by putting the user in full control of the process. The program, called Selective Reenlistment Bonus Computation (SRB-COMP) System, will be available on a floppy disk for use on personal computers.

Under the program, data are organized automatically to verify eligibility for SRB and to compute the entitlement. Then a message is created for release to BUPERS.

The new system is being tested in selected commands and should be ready for full fleet distribution soon. More information is available from BUPERS Bonus Programs and Incentives Branch at DSN 224-5636 or (703) 614-5636.

Maternity clothing allowance increases

The Navy has increased the maternity clothing allowance to \$207 from \$77.75 to improve pregnant Sailors' quality of life.

The change covers the costs for two sets of service dress uniforms, including blouses, skirts, slacks and long sleeve white shirts, as well as two sets of dungaree pants and long sleeve chambray shirts.



The increase reflects a substantial adjustment in the previous rate set in 1981, and aligns the Navy with the other services in inventory and allowance amount.

The new payment

is retroactive to Oct. 1, 1994. More information is available from local disbursing offices.

Aviation continuation pay offered to some pilots

The Navy is offering aviation continuation pay (ACP) to selected aviation communities to ensure they retain enough pilots in the future.

To be eligible, officers must be qualified for operational flying duty in pay grades below commander and entitled to aviation career incentive pay. In addition, officers must hold a regular commission or be selected for



augmentation to the regular Navy and must remain on active duty to complete 14 years of commissioned service.

Officers eligible for the aviation bonus include pilots in the VFA (F/A-18), VAQ (EA-6), VS (S-3), VQ (E-6A and ES-3A) and VAW (E-2) communities. Naval flight officers are not eligible for the program.

If qualified, pilots can earn up to \$12,000 per year. More information is available in NAVADMIN 213/94.



FINANCE

Florida vehicle impact fee declared unconstitutional

The Florida Supreme Court has declared as unconstitutional, and has ordered refunds for a \$295 impact fee that has been charged to persons relocating and registering their vehicles in Florida.

The fee began in 1990 when the Florida legislature passed an act imposing a \$295 impact fee on cars purchased or titled in other states which were then registered in Florida. The court held the impact fee violates the commerce clause of the U.S. Constitution and ordered "a full refund to all who have paid this illegal tax."

Additional information will be provided after the application procedure for a refund is determined.

Airlines care, offer ticket refunds to deployed troops

Most commercial airlines are allowing refunds of tickets purchased by military personnel whose travel was canceled as a result of recent deployments to Haiti and the Persian Gulf region, according to the Army's Military Transportation Management Command. In a policy similar to that offered during Operation *Desert Storm*, most airlines are waiving change and refund penalties so service members may reschedule



their travel plans or return unused tickets without paying a fee.

Travelers should contact their transportation office or commercial travel office for more information on procedures and restrictions established by individual airlines.

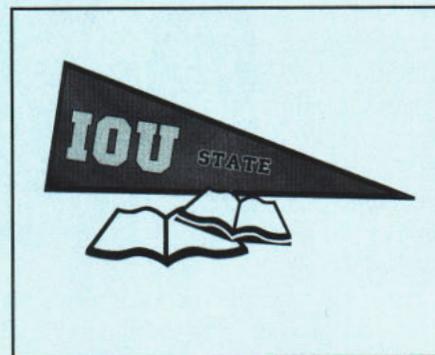
EDUCATION

Scholarships available for family members

Family members of active-duty personnel who have graduated from high school within the last four years are eligible to apply for the Budweiser/United Services Organization (USO) Scholarship Program, sponsored by World USO and Anheuser-Busch Companies, Inc.

Fifteen \$1,000 scholarships are awarded to college-bound students based on scholastic records, test scores and extracurricular activities. Applicants must also submit a narrative describing how living in the military environment has contributed to their personal development. The scholarship program is made possible through an endowment to USO by Anheuser-Busch Companies.

Applications are available through USO and must be completed and returned to USO World Headquarters by March 1, 1995. Spouses are encouraged to apply. Scholarships are awarded by members of the Budweiser/USO Scholarship Selection Committee. Recipients will be announced in



May 1995. For an application and details about the Budweiser/USO Scholarship Program, contact your local USO, or write: USO World Headquarters, Budweiser/USO Scholarship Program, 601 Indiana Ave., N.W., Washington, D.C., 20004.

Student loans offered by Retired Officers Association

During the 1994-95 school year, 800 students received \$2,000 interest-free loans from The Retired Officers Association (TROA) Educational Assistance Program. These loans are awarded annually for up to five years of undergraduate study to unmarried students, under the age of 24, who are dependent children of active, reserve and retired service personnel and their surviving spouses.

The competition for these loans is keen since students can obtain up to \$10,000 of interest-free support for five years of study with loan repayment after graduation.

Applications for the 1995-96 school year should be requested before Feb. 15, 1995, and the completed application must be postmarked on or before March 1. For applications and more information, write to TROA Educational Assistance Program Administrator (09D), 201 N. Washington St., Alexandria, Va., 22314-2539 or call 1-800-245-8762, ext. 169. †

On the road to recovery

Corpsmen do their part for patient care

Story and photos by JO2(AW) Michael R. Hart

It doesn't matter whether you're seeking a mild pain killer or relief from killer pain. When you come to the National Naval Medical Center (NNMC), Bethesda, Md., for treatment, it's a safe bet a hospital corpsman will be part of your recovery — an important guide on your route back to good health.

Take Hospital Corpsman 2nd Class Novelito S. Arbas, for example. It's an early Friday morning and Arbas, one of more than 1,000 corpsmen at NNMC, hastily organizes his work space for the day.

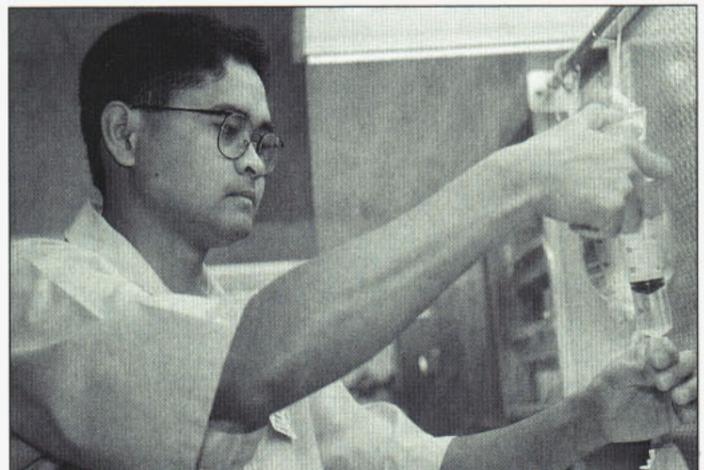
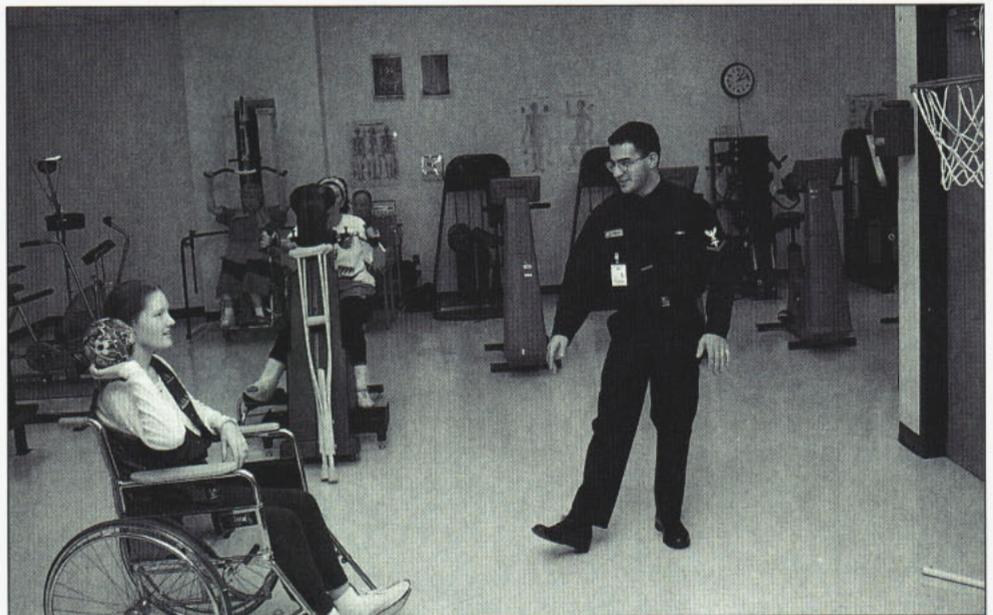
After arriving at NNMC, one of the largest hospitals in the Navy, he doesn't have time for a jump-start of three or four cups of coffee. He doesn't have time to collect his thoughts and ease into his work. Arbas does all these things before he gets to work.

As a pharmacy technician, the Republic of the Philippines, native prepares IVs for the hundreds of patients at the hospital. "I prepare intravenous medications, antibiotics and foods," said Arbas. "I also prepare compound items," where two or more medications are mixed to make a specific medication.

Stationed at the hospital for two years, Arbas has prepared countless IVs and understands the tremendous responsibility he has helping patients regain their health. "When someone gets better, you feel a great satisfaction," he said before measuring another dose of medication. "Sometime in my life, I'll be the patient. I want my shipmates to take the same care with the medicine as I do."

To the casual observer the pharmacy looks chaotic, but it's quite organized. Corpsmen at the customer service window take prescriptions and enter them into computers while others stand in assembly-line fashion filling "script" after script, as prescriptions are commonly known.

With thousands of scripts filled every day, the stress level is enough to make the calmest person lose a hair or two. But Arbas, a fellow who keeps his cool, handles it diplomatically.



▲ HM2 Novelito S. Arbas prepares a total parenteral nutrition IV, which ensures patients have proper nutrition even though they can't eat solid food.

▲ ▲ HM3 Salvatore Turco helps patient HN Dawn Price with different drills to help improve her balance and coordination.



"I tell myself it could be worse," he said with a laugh. "I know my job is important, and it has to be done. Somebody's got to do it," he emphasized.

Elsewhere in this vast hospital, HM3 Donald E. Mitchell works in the physical therapy department. "As a physical therapy technician I help rehabilitate different types of patients — from post operations, to patients with any type of muscular deficiency," said Mitchell, a Miami native.

Building muscles and strength is a physical therapist's business, and when a patient recovers, the feeling of achievement is overwhelming, according to Mitchell. "Seeing our patients work their way back to health is pretty rewarding. You see them walk in two or three months after their rehab and you say to yourself, 'Whoa.'"

Don't think Mitchell and his colleagues make the road to recovery easy for their patients. "They're tough, no sympathy at all," said Emily S. Murray, a physical therapy patient. The Silver Spring, Md., native came in a day or two after ankle surgery looking for a little sympathy. "I told them about my surgery and they said, 'That's fine, let's go to work.' They challenge you," she said, grateful for their work ethic.

Hard work helped another patient, HN Dawn Price of San Diego, improve her coordination and balance. As a fellow corpsman, Price knows these corpsmen make the difference

for numerous patients. "Even so, they make you feel like you're their only one," she said.

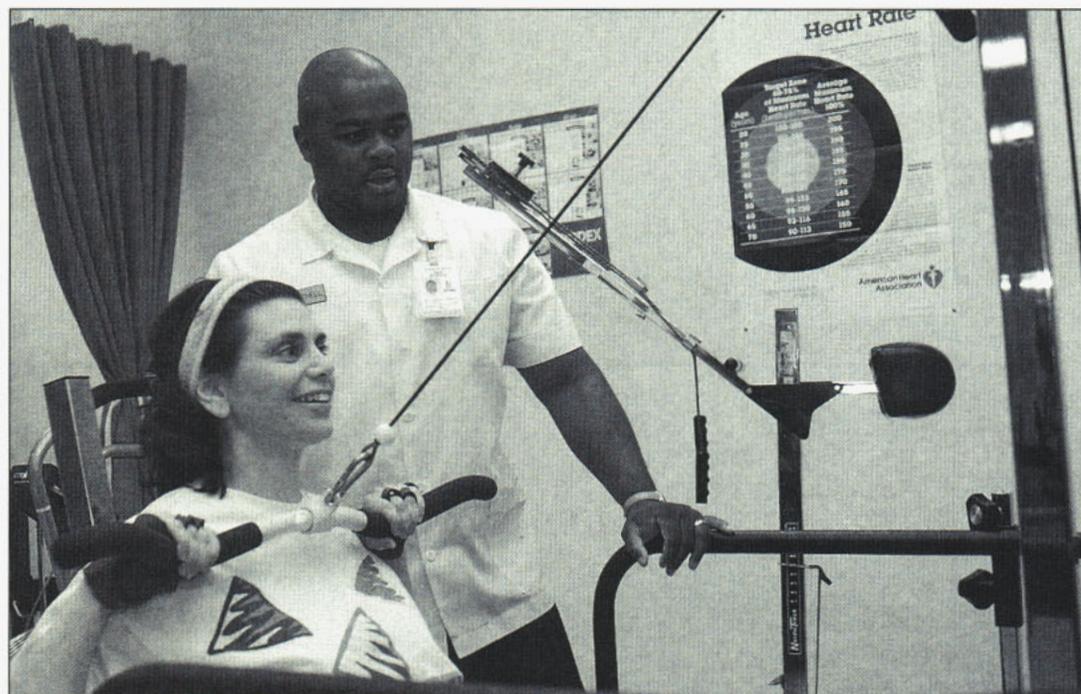
"I'm honored that people trust me to help my patients and that patients trust me to know my job."

— HM3 Salvatore Turco

HM3 Salvatore Turco has been working with Price since she arrived at the hospital. Turco is a physical therapy technician student at the Naval School of Health Sciences, Bethesda. "When she first came here her spasms were so bad she couldn't stand upright. But she's standing straight up now, and that's a major accomplishment," said Turco, who is finishing the clinical phase of his school.

"Little things like that make this job so important," he said. "The training I'm receiving now is preparing me to handle the huge responsibility of helping patients. I'm honored that people trust me to help my patients and that patients trust me to know my job."

Hart is a staff writer for All Hands.



▲ HM3 Donald E. Mitchell, a physical therapy technician, makes sure Emily S. Murray uses the proper technique as she tries a weight machine to build her upper body strength.



▲ Corpsmen fill thousands of prescriptions daily at the NNMC pharmacy.

Oh, my aching back!

Back injuries are the most frequently reported job-related injuries. Damage often occurs from lifting or carrying something. However, pushing, pulling and shoving can also cause unexpected pain. Here are some situations which can put too much stress on the back:

- * Lifting from the floor or twisting while lifting;
 - * Pushing or pulling heavy objects;
 - * Bending while moving objects.
- To lessen the risk — when possible — modify the object

to make movement easier. Handholds allow using a power grip to make carrying more efficient. In a power grip, the object is clasped between the flexed fingers. This technique uses less muscle force than a pinch grip, in which the hands cannot be placed entirely around the object.

Avoid lifting or carrying large, unwieldy or heavy objects. Where feasible, split large loads into smaller ones. If that's not possible, use a hoist, a lift or a hand truck. When mechanical means cannot be used, ask a shipmate for help! †

LIFT THINGS SAFELY

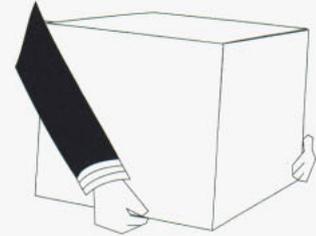
- 1 STAND CLOSE**
to the object. Have
firm footing.



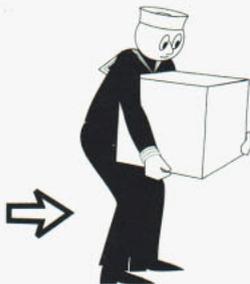
- 2 SQUAT DOWN**
--straddle the load
somewhat. Keep back
straight; bend knees.



- 3 GRASP**
object firmly;
be sure grip
won't slip.



- 4 LIFT WITH LEGS**
--slowly straighten
them. After legs are
straight, bring back
to vertical position.



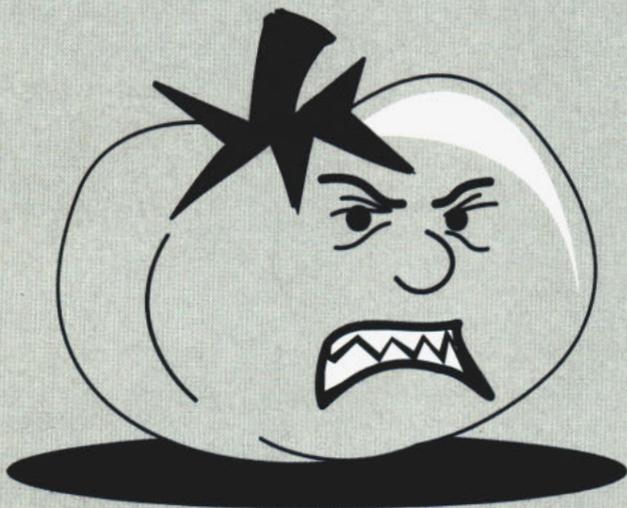
- 5 HOLD**
object firmly,
close to body.



**Lift smoothly.
Avoid jerky
motions. Turn
with feet
instead of
twisting back.**

BEA
Illustrations

Attack of the KILLER TOMATOES



Story by LT Rich Fawcett

Vegetables are supposed to be good for you. However, fresh fruits and vegetables have their nasty side, especially when taken for granted.

USS *Dubuque* (LPD 8) took on stores while pierside at Chuk Samet, Thailand, during exercise *Cobra Gold '94*. Fresh fruits and vegetables (FFVs) were ordered and received from a local vendor. As fruits and vegetables are considered harmless items, the boxes of FFVs were immediately stored in the ship's refrigerators on the sixth deck.

The next day, while checking the temperatures of the reefers, Mess Management Specialist 2nd Class Aron Pruett had difficulty breathing. Following established procedures, Pruett immediately cleared the spaces of all personnel and secured the reefers. Pruett notified Chief Machinist's Mate Raymond Howe, chief petty officer in charge of the reefers, who notified LTJG Robert Kennedy, the damage control assistant.

After a brief discussion with Howe, Kennedy and Damage Controlman 2nd Class William Komula put on oxygen breathing apparatus (OBAs), obtained gas-free engineering equipment and found the CO₂ level within

both reefers far exceeded the safety limit. Kennedy ordered the ship's toxic gas bill to be enacted and declared the spaces unsafe for habitation.

After the area was vented and emergency evacuation procedures were briefed, DC2 Timothy Brown, DC3 Jason Jackson and members of the at-sea flying squad donned OBAs and entered the space in an effort to determine the source of the CO₂. It was quickly discovered that the "harmless" FFVs were packed in dry ice. (Dry ice is frozen carbon dioxide.)

The dry ice, layered in the boxes of FFVs, was melting and releasing CO₂ into the air. The at-sea flying squad spent two hours removing the dry ice from the boxes of FFVs. Ventilation was continued until the atmosphere was certified safe for personnel.

Bravo Zulu to MS2 Pruett for recognizing a potentially hazardous situation and taking prompt actions to minimize the danger to the crew. His actions no doubt saved the lives of his fellow crew members. An additional Bravo Zulu to LTJG Kennedy and the at-sea flying squad for their actions during this incident.

Their efforts in identifying the source of the CO₂ and the subsequent removal of the hazard are proof of the effectiveness of shipboard damage control training. †

Fawcett is assigned to USS Dubuque (LPD 8) and provided this story via message.



USS *Chief* joins the fleet

Story by JO1 James B. Kohler,
photos by JOC(SW) Rick Toppings

Heavy weather threatened to dampen the heads and spirits of the spectators gathered for USS *Chief's* (MCM 14) recent commissioning ceremony at Naval Amphibious Base, Little Creek, Va. But, this wasn't just any commissioning, *Chief* was joining the Navy. Suddenly, the wind died down, and the clouds disappeared as the sun came out to brighten a perfect day to commission a ship. More than 4,000 people watched as USS *Chief*, an *Avenger*-class minesweeper, officially begin its Navy career.

"It was named *Chief* in honor of the chief petty officers," said former Master Chief Petty Officer of the Navy (MCPON) and chairman of the commissioning committee, Bob Walker. Guest speakers at the ceremony included previous MCPONs and the current MCPON, ETCM(SW) John Hagan.

Chief, built by Peterson Builders, Inc., Sturgeon Bay, Wis., provides enhanced mine-hunting, minesweeping and mine-neutralization capabilities using advanced hull designs and state-of-the-art combat systems.

A Navy minecraft named *Chief* (AM 315), served in World War II and Korea. It was decommissioned in 1972 and transferred to the Mexican Navy, where it still serves today.

At the new *Chief's* commissioning, the ship's namesakes played an active role. There was a chief petty officer color guard, CPO ushers and an all-CPO Navy Band. "With so many chief's here today, I can't help but wonder, who's running the Navy?" said LCDR Thomas J. Schauder, officer-in-charge and supervisor of shipbuilding, Detachment Sturgeon Bay. †

Kohler is assigned to Naval Station Ingleside, Texas. Toppings is assigned to the Navy Office of Information Photo Division.



Photo by PH2 Erin Walters





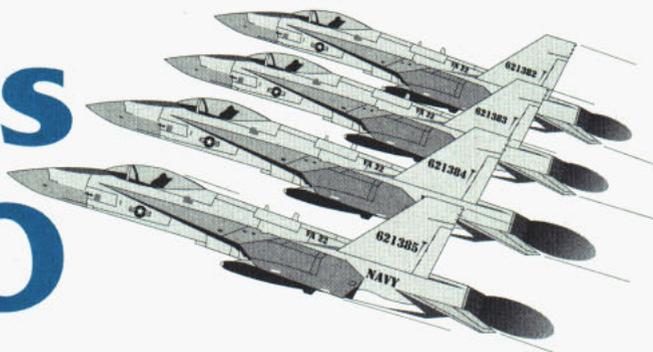
◀ ▼ Dress blues, full medals and several hundred years of gold adorn fleet and force master chiefs who stood as sideboys during USS *Chief's* commissioning ceremony.



◀ Red, white and blue bunting decorates USS *Chief* (MCM 14) while its plankowners man the rail.

◀ ◀ A 52-member Navy Band composed of volunteer chief petty officers from throughout the Navy performed during USS *Chief's* commissioning ceremony.

Blue Angels get new CO



Story by JO1 Robert Pailthorpe

CDR Donnie L. Cochran recently took command of the U.S. Navy's Flight Demonstration Squadron the Blue Angels in a ceremony at the National Museum of Naval Aviation, Naval Air Station, Pensacola, Fla.

Cochran, a native of Pelham, Ga., who flew with the Blue Angels from 1986 to 1988, is the squadron's first African-American commanding officer and flight leader. He will fly the team's number one jet.

Cochran said he was elated when he was informed

about his selection. "At first my knees buckled and I felt a tremendous rush, along with a feeling of pride and excitement," he explained. "To command the Blue Angels, is the most prestigious job in the Navy as far as I'm concerned."

The 1976 graduate of Savannah State College, Savannah, Ga., reported from the San Diego-based "Sun Downers" of Fighter Squadron 111 where he was commanding officer.

The Blue Angels are currently undergoing winter training at Naval Air Station El Centro, Calif., which began in January and ends in mid-March.

Cochran, who will lead the team through its 1995 and 1996 seasons, also spoke of his future vision for the Blue Angels. "We must never forget what the Blue Angels represent. Our standards and integrity must always be of the highest caliber, because the demands of our mission require nothing less."

Pailthorpe is assigned to the Blue Angels' public affairs office.

◀ CDR Donnie Cochran, commanding officer of the Blue Angels, said he looks forward to the possibility of having the first woman pilot apply for and be accepted into the Blue Angels during his tour.



Photo by PH2 Jay Cornelius

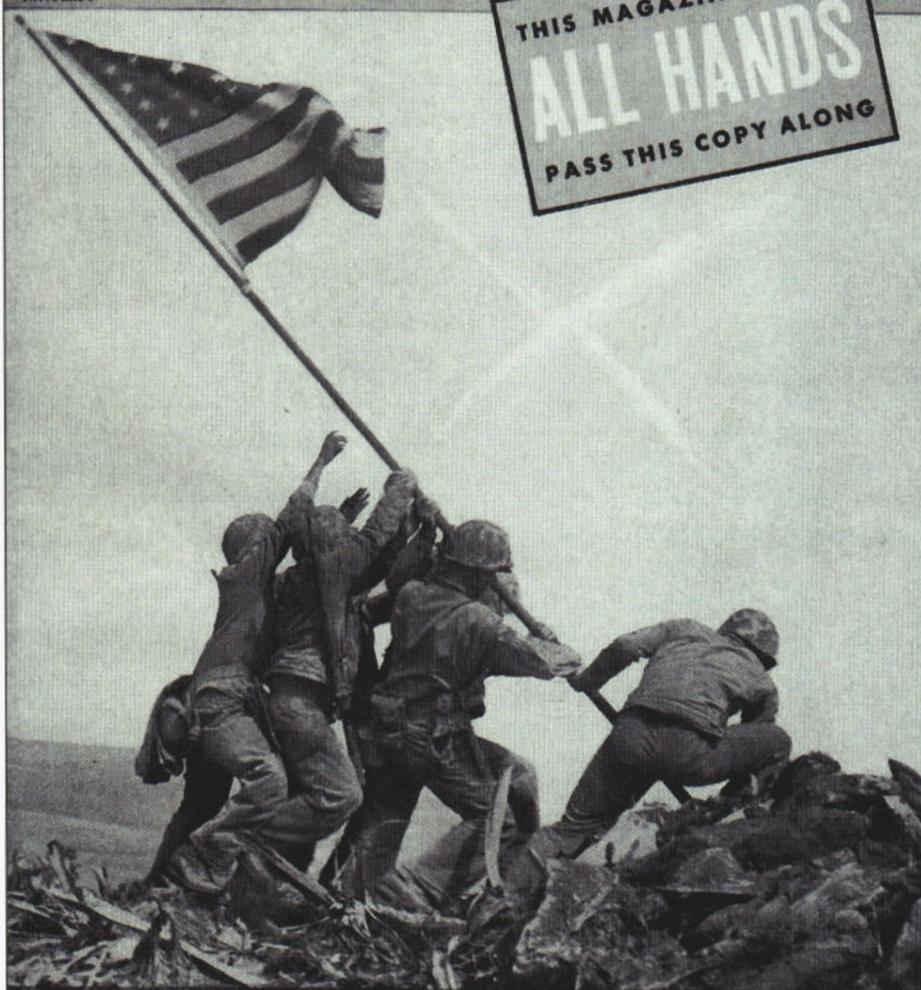
Forward from the Sea 1945:

Iwo Jima

BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1945

NAVPERS-O



IWO: D-PLUS-FOUR

THIS MAGAZINE IS FOR
ALL HANDS
PASS THIS COPY ALONG

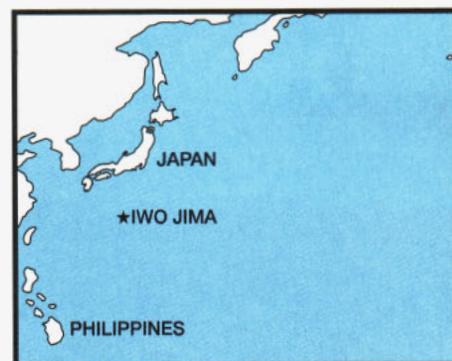
Fifty years ago, when our parents and grandparents were still in school, the United States was fighting a war, island by island, against the Japanese empire. The war in Europe was nearing its end-game, but in the Pacific, while the tides of war were turning against the Japanese, the struggle and its outcome were far from certain.

As U.S. forces advanced westward, the island of Iwo Jima loomed large in the plans of ADM Chester Nimitz, Commander-in-Chief of the Pacific Fleet. Iwo Jima's importance lay in its location, midway between Japan and American bomber bases in the Marianas.

Since the summer of 1944, the Japanese home islands had been reeling from air strikes by the new, long-range B-29s.

However, the United States had no protective fighters with enough range to support the big superfortresses. Many bombers fell prey to Japanese fighter-interceptor attacks.

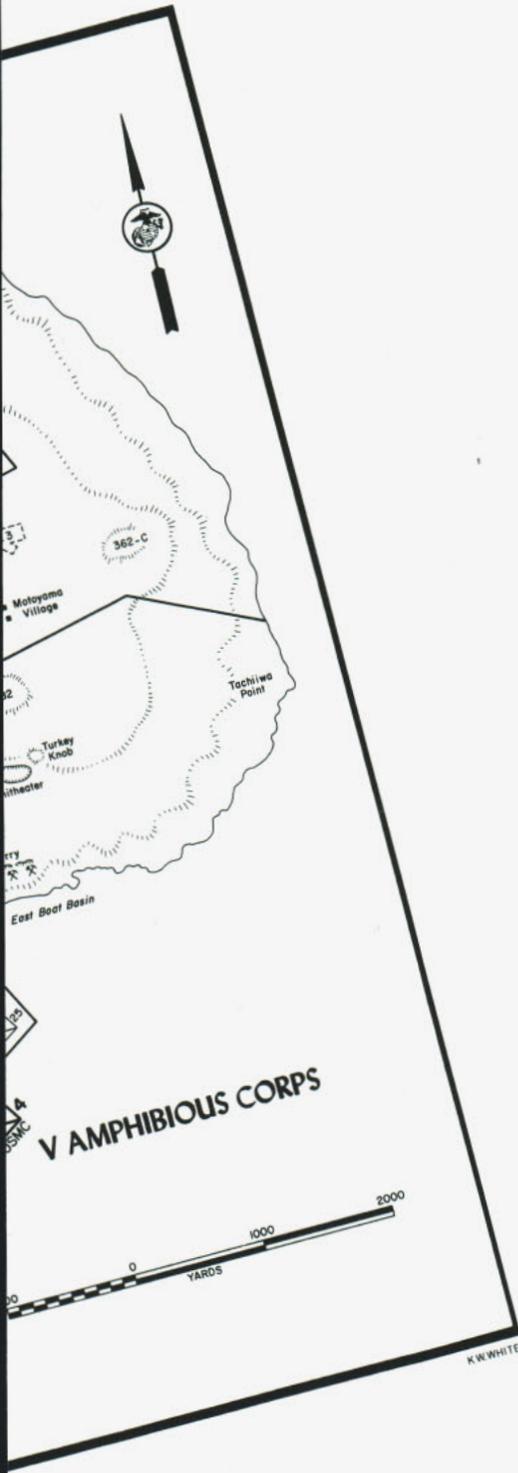
Iwo Jima, with its three airfields, was ideally located as a



All Hands magazine
April 1945

“The battle of Iwo Jima has been won. Among the Americans who served on Iwo, uncommon valor was a common virtue.”

***– ADM Chester Nimitz,
CINCPAC Communique
No. 300, March 17, 1945***



Casualties

United States	Japan
Wounded: 23,203	Dead: 21,304
Dead: 6,800	POW: 1,083



650 ships took part in the battle of Iwo Jima.



There are 373 ships in the Navy in 1995.



DEVIL TO PAY

Today the expression “**devil to pay**” usually refers to an unpleasant and impending happening. Originally, this expression referred to the task of caulking the ship’s longest seam.

The “devil” was the longest seam on the wooden ship and caulking was done with “pay” or pitch. This grueling task of “paying the devil” was despised by every seaman and the expression came to be used for any unpleasant task.



CARRY ON

In the days of sail, the officer of the deck remained alert to the slightest wind change so the sails could be reefed or added as necessary ensuring the fastest headway. Whenever a good breeze came along, the order to “**carry on**” was given. It meant to hoist every bit of canvas the yards could carry.

Through the centuries the term’s connotation has changed somewhat. Today, the *Bluejacket’s Manual* defines “**carry on**” as an order to resume work; work not so grueling as that of two centuries ago.

UNDER FOOT

Putting a sailing ship through its paces called for some pretty complicated evolutions. The long forgotten names of these evolutions were interesting in themselves. *Chapelling the ship, box hauling, scandalizing the mizzen, clawing off* and *clubbing* were a few.

Of these, clubbing was probably the least intricate. Clubbing would occur when the ship’s captain sailed into a rapid and winding river and wished to take the ship downstream to the sea. By clubbing, the captain could control ship movements to remain in the shipping channels rather than allow the ship to drift with the current. It became a matter of partly drifting downstream and partly sailing downstream.

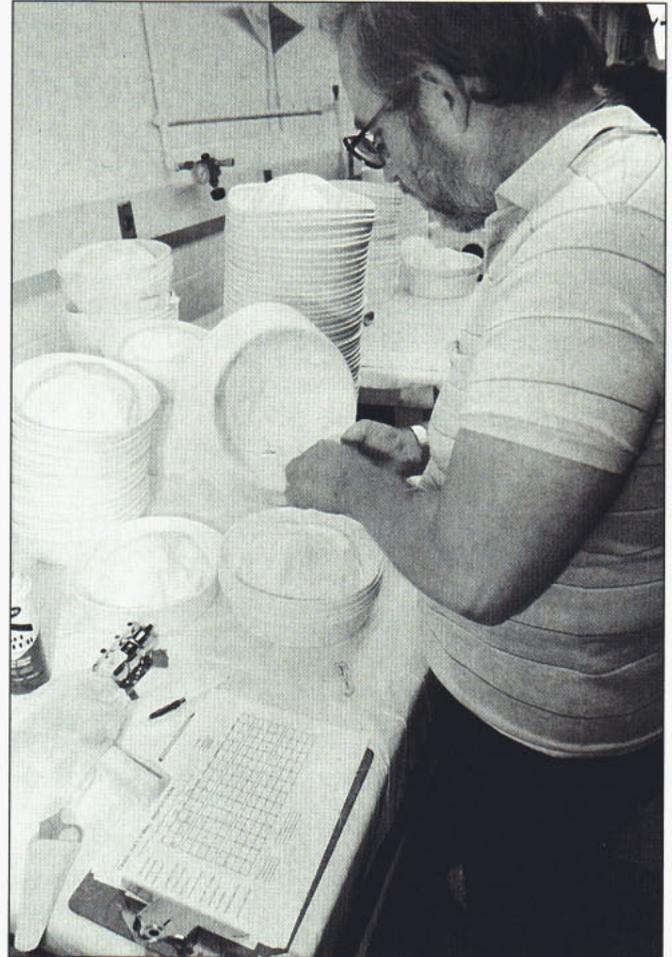
The bow anchor was heaved in until it was “**under foot**,” just touching the bottom but not digging in. In addition to being connected to the ship by the anchor cable (at the bow), the anchor was also connected by a large hawser to the ship’s quarter. At the desired time the anchor cable was paid out and the anchor took hold on the bottom.



A strain was then taken on the hawser running to the quarter. The result was a change in the ship’s heading. With the ship heading in the right direction, sails would be set to take it out to sea.



◀ Lilah Michaels makes brims for Navy white hats at ORC Industries facilities in La Crosse, Wis. Quality standards are posted at work stations to ensure all white hats are made right.



▲ Don Jackson cuts the brims for Navy white hats.

▲▲ Gordon Bow inspects white hats before shipment.

Distinctive white hat tops Sailors' uniforms

Story by CDR E.H. Lundquist

The Navy white hat has been a world-renowned symbol of U.S. Sailors for generations. According to Naval Historian, John Reilly, "The 'dixie-cup' style hat has appeared and reappeared in the Navy as part of the uniform since it was first written into the uniform regulations of 1886."

The hats are worn with pride on the high seas all over the world. But did you know that Navy white hats are made far from any ocean?

ORC Industries of La Crosse, Wis., makes about

3,400 Navy white hats a day. While the cover looks like a simple item, it's difficult to make, according to Randy Stout of ORC.

"Even simple uniform articles must be made to exact specifications," said Stout. "The assembly instructions and specifications for the 'hat, service (white),' are spelled out in a 29-page document."

The Navy Uniform Program provides the patterns and specifications. White hats come in nine sizes from 6 1/2 to 8 1/2. There are 11 parts including the brim; right, left and center crown; sweatband; and two or more pieces of interlining. Even the material used is specific – ORC starts with white cotton twill (shade 3035) weighing 7.2 ounces per square yard with a breaking strength of 95 pounds. And that's just to get started.

Some of the equipment used to make white hats is very sophisticated, like the computerized machines

that make 70 to 75 continuous rows of stitching on the brim.

What's amazing is that this item, with all the work that ORC puts into it, costs only \$4.85 at the Navy Uniform Shop.

"All Navy uniforms are made to last, from the heaviest coats and working uniforms or the fanciest dress ensembles to the white hat," said Becky Adkins, the Navy Uniform Program Manager.

Not only does ORC Industries make great Navy white hats, but approximately 75 percent of its employees are handicapped or otherwise disadvantaged. "These people make Navy hats with a lot of pride," said Barbara Barnard, ORC's president. †

Lundquist is the public affairs officer for the Navy Exchange Service Command, Norfolk.



▲ AC3 Matthew Rhea, a native of Texarkana, Texas, aboard *USS Enterprise (CVN 65)*.

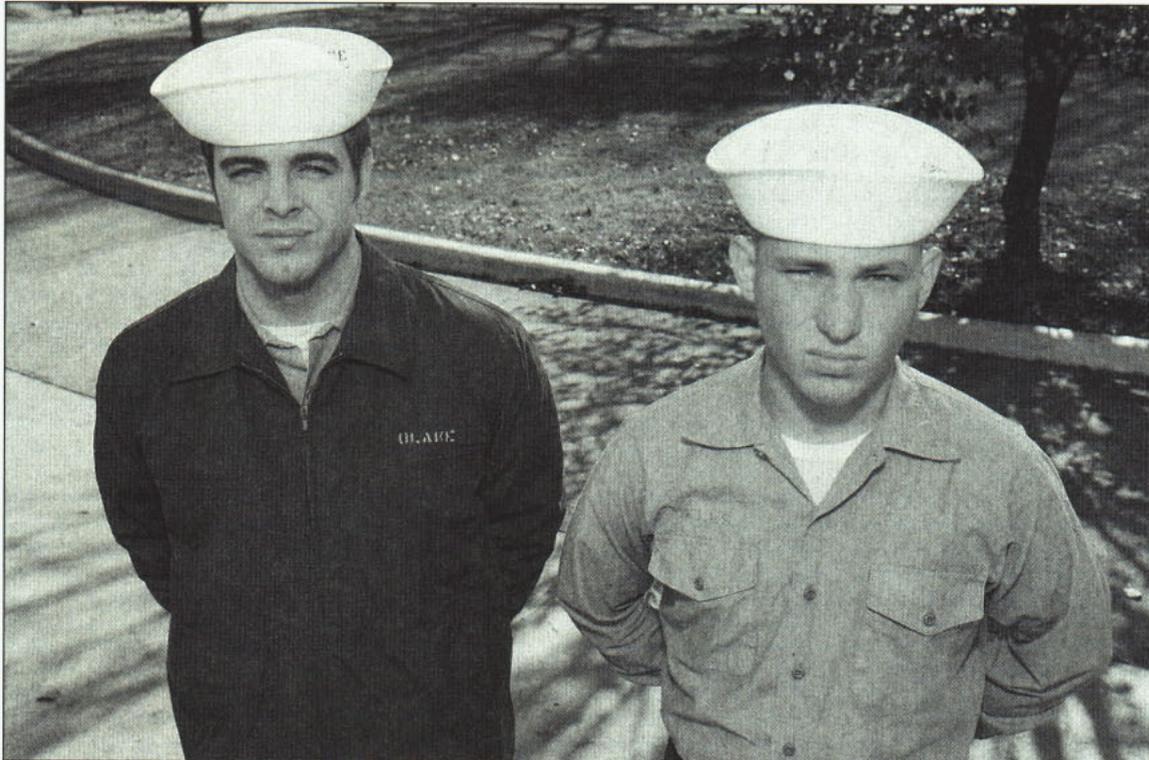


▲ SH1 Reginald Atkinson from Wilson, N.C., aboard *USS Enterprise (CVN 65)*.



◀ A Sailor demonstrates the flexibility of the dixie cup prior to stowing it in the back pocket of his dungarees.

▼ AA Darrell T. Blake, a native of New Orleans, and AR Timothy W. Wells of Wilmore, Ky., both stationed at VAW 120, Norfolk, show off their finishing touches on their white hats.



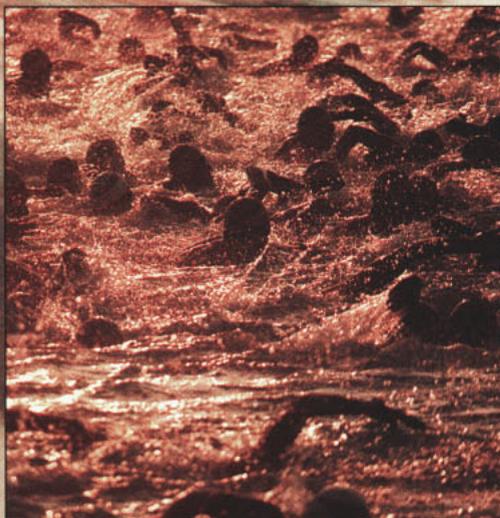
▼ SR Bruce B. Gaines of Dayton, Ohio, aboard *USS Theodore Roosevelt* (CVN 71).

Dixie cup scuttlebutt

"I put it on, twist it down on the sides and put the seam in the back. Of course, when you're working it gets messed up a little. I try to make it look a little different from everybody else's, just to make me look and feel a little better about myself." – AA Aaron T. Holman, *USS Tripoli* (LPH 10)

"I just pinch down the seam around the top when it comes out of the washer, then let it sit and dry. It dries in the shape you left it when it was wet. I also make sure I don't bend it down when I put it on my head so it can stay perfectly round. Once you put it on your head, it just kind of feels like a mold and it's easy to keep like that." – YNSN Douglas A. Dennington, *USS Mount Vernon* (LSD 39)





Ironman '94

Story by JO2 Robert Johnson

Nine Sailors and six Marines were recently involved in a world-renowned event, one that challenged them to physical and mental extremes - the Ironman Triathlon.

The event, consisting of a 2.4 mile swim, a 112 mile bike ride and a 26.2 mile marathon, was conceived by a group of Navy officers stationed on Oahu in 1978.

Fifteen people competed that year. *Sports Illustrated* covered the event and called it "lunatic."

In 1980, ABC's "Wide World of Sports" covered Ironman, bringing it world-wide recognition. The number of competitors grew from 15 to 106.

The race continued to grow in popularity and on Oct. 15, 1994, more than 25,000 people attempted to qualify for the 18-year-old race.

Only the top 1,500 made it. Among those were nine Sailors, six of whom ran as a team, and six Marines.

"After watching the Ironman last year, I decided that I would not be satisfied until I competed in it," said Navy LT Eric Lange, a 26 year-old stationed at Headquarters for Commander-in-Chief, Pacific, Camp Smith, Hawaii. "For me it's the ultimate goal and the pinnacle of endurance competition."

To train for the race, which takes the average triathlete 11 hours and 20 minutes to complete, Lange exercised 20 to 25 hours per week, translating to six hours of swimming, 12 hours of biking and six hours of running. He said his "favorite" workout consists of a bike ride around Oahu, immediately followed by a nine to 10 mile run.

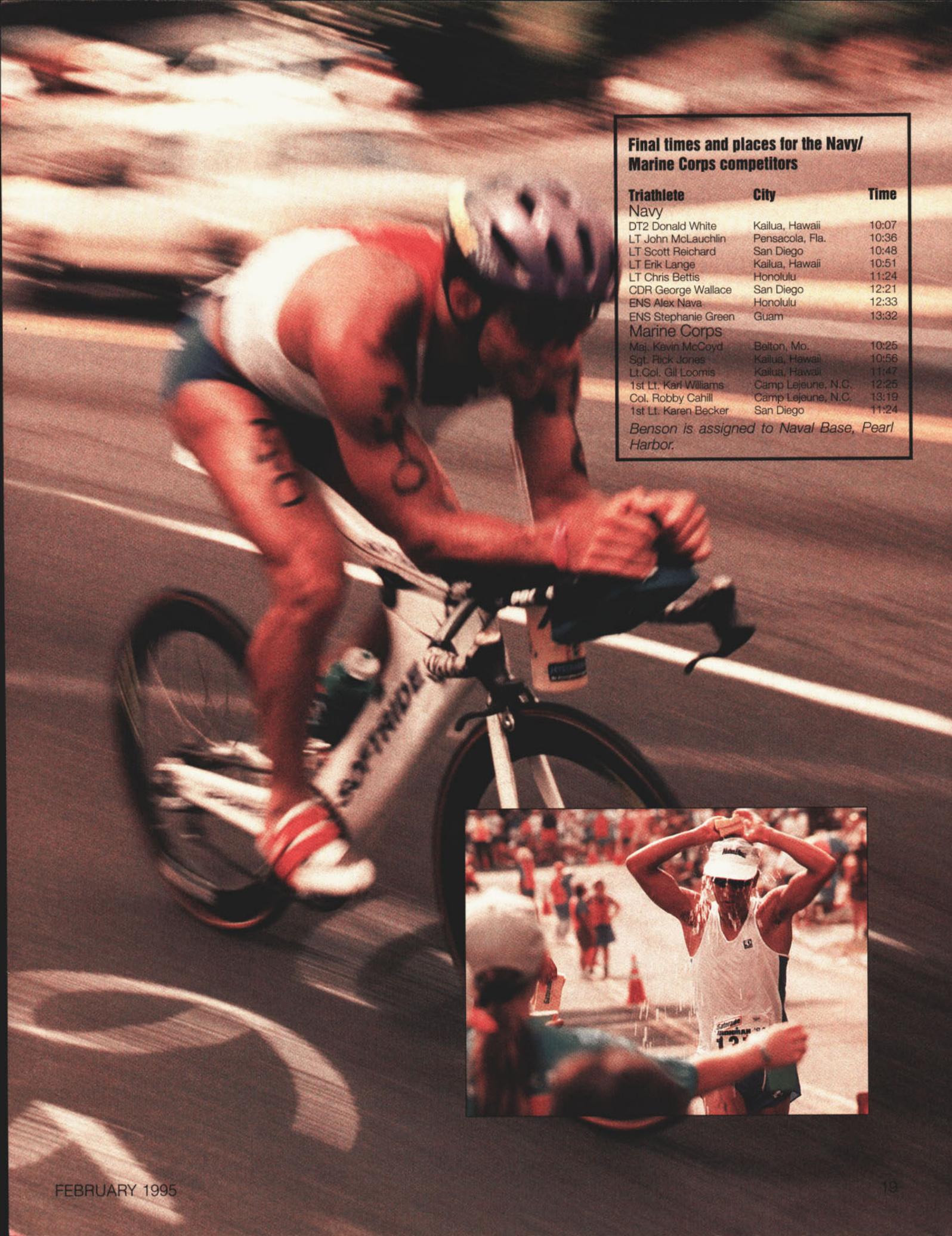
Navy team captain, PO2 Donald White, said he doesn't worry about missing a workout, because it doesn't happen. "I've been running every day since Dec. 21 last year. If I do miss a workout, I'll make it up later."

LT Scott Reichard of San Diego admits he's driven. "The Ironman tests all aspects of one's constitution, including strength, endurance, discipline, and pain tolerance," he conceded. "The test begins the day you decide to compete in the Ironman because it's nonstop training from that point onward."

Ready to put their endless hours of training to the test, Navy competitors Reichard, Lange and White along with LT Chris Bettis, ENS Stephanie Green, LT John McLauchlin, Chief Petty Officer Alex Nava and CDR George Wallace stood in the pre-morning glow on race day.

A 7 a.m. cannon blast signaled the start of the race. The usual calm aqua-blue sea water of Kailua Bay turned to white suds as the swimmers swam toward the turn-around boat only one-and-a half miles out.

Ten hours, seven minutes and 140 miles later, White finished, being the first of the Navy and Marine competitors to do so.



**Final times and places for the Navy/
Marine Corps competitors**

Triathlete	City	Time
Navy		
DT2 Donald White	Kailua, Hawaii	10:07
LT John McLaughlin	Pensacola, Fla.	10:36
LT Scott Reichard	San Diego	10:48
LT Erik Lange	Kailua, Hawaii	10:51
LT Chris Bettis	Honolulu	11:24
CDR George Wallace	San Diego	12:21
ENS Alex Nava	Honolulu	12:33
ENS Stephanie Green	Guam	13:32
Marine Corps		
Maj. Kevin McCoyd	Belton, Mo.	10:25
Sgt. Rick Jones	Kailua, Hawaii	10:56
Lt.Col. Gil Loomis	Kailua, Hawaii	11:47
1st Lt. Karl Williams	Camp Lejeune, N.C.	12:25
Col. Robby Cahill	Camp Lejeune, N.C.	13:19
1st Lt. Karen Becker	San Diego	11:24

Benson is assigned to Naval Base, Pearl Harbor.



Starship Enterprise comes alive aboard namesake

Story and photo by JO1(SW/AW) Randy Navaroli

Nearly \$30,000 in "Star Trek" memorabilia found a new home on board USS *Enterprise* (CVN 65) when Paramount Studio producers, Star Trek actors and fans gathered in Norfolk, for a national Star Trek convention.

The October convention used the aircraft carrier as its centerpiece and coincided with "Big E's" return to sea following a four-year overhaul and refueling.

In July 1992, a group of Star Trek fans formed a non-profit organization, dubbed Operation *Trek Rec Deck*, to give *Enterprise* Sailors the Star Trek memorabilia for display in the commanding officer's cabin, senior officers' lounge, fore and aft mess decks and in a shipboard game room.

Among the display items are a Star Trek group photo autographed by the entire original cast, a pewter Star Trek "Enterprise" model by the Franklin Mint, a 14-piece china set embossed with the starship Enterprise logo, 96 hand-held video games and a complete library of Star Trek books. Anne Marie Kitz, organizer of Operation *Trek Rec Deck*, said she

also expects to receive the bridge steering wheel used in the movie "Star Trek V."

"That's something a 'trekkie' would kill for," said Kitz, only half-jokingly.

Hard-core trekkies will fork over whatever it takes to obtain a rare item of memorabilia, whether it comes from the starship Enterprise or the ocean-bound *Enterprise*. *Enterprise* Sailors sold items from the ship's store at the convention site and aboard Enterprise to hundreds of Trekkies who toured the ship. They raised more than \$10,000 for Morale, Welfare and Recreation.

"We love the Navy and USS *Enterprise*," said Kitz. "The people who toured the ship said it was the high point of the convention. At one point there were so many people visiting the ship that the hotel was empty, making the convention look like a bust."

It was anything but a bust. Among the convention's VIP guests were James Doohan, best remembered as "Scotty," the chief engineer aboard the original starship Enterprise, Terry Farrell who plays LT Dax on "Star Trek: Deep Space Nine" and Michael O'Hare who until recently played CDR Sinclair on "Babylon 5." Doohan, Farrell, O'Hare and the other show biz types associated with the Star Trek series were treated to a private tour of the carrier. Afterwards they conducted a closed autograph session for crew members.

"The ship looks great," Doohan said. "It's a great ship with a great history. We're all very proud of the Sailors who [are assigned to it]."

Enterprise pulled into Newport News Shipbuilding in October 1990 at the end of a 43,000-mile around-the-globe trek that began in its former home port of Alameda, Calif. What lay ahead was four years of intensive hard work. (See box)

Last September, the ship and crew got under way for sea trials and successfully completed a series of rigorous shipboard drills and re-earned flight deck certification.



James Doohan, Scotty on the original Star Trek series, autographs a publicity photo for BM2 Erik Gonzales of Gallup, N.M.



USS Enterprise under way for the first time in nearly four years.

Overhaul facts and figures

- Shipyard personnel working on Enterprise: 4000
- Enterprise Sailors: 3500 (Crew expended 1.5 million hours on overhaul)
- Major overhaul accomplishments:
 - * Refueled eight nuclear reactors
 - * Replaced nearly 100 miles of electrical cable
 - * Installed Nimitz-class combat systems suite
 - * Lagged 1,200 spaces
 - * Overhauled 3,500 spaces, including 750 voids
 - * Replaced or overhauled 800 pieces of electronic equipment
 - * Replaced nearly 1,000 feet of catwalk
 - * Overhauled all four aircraft elevators

"No one else expected us to do this well after four years in the yards," said Senior Chief Aviation Boatswain's Mate Terry Hensley, the flight deck leading chief petty officer. "We went out there and surprised everyone but ourselves." †

Navaroli is a photojournalist for All Hands



ABEAR James Gallo of Philadelphia, gets an autograph from Michael O'Hare aboard USS Enterprise (CVN 65).

TV star salutes Sailors

Story and photo by JO1(SW/AW) Randy Navaroli

LT Ray O'Hare is a hotshot F-14 Tomcat backseater and Harvard University graduate. His brother, CDR Mark O'Hare, is a Naval Academy grad who's helping build the Navy's newest aircraft carrier. That's nothing, though. The pair's older brother, Michael O'Hare, once was captain of an inter-galactic, five-mile long spaceship.

The eldest O'Hare, a star on screen and stage, is better known as CDR Sinclair on the hit sci-fi television series "Babylon 5." Recently on the show, he was abruptly ordered to return to earth, replaced by Bruce Boxleitner as Babylon 5's commanding officer. However, he will continue appearing as an ambassador to a hostile planet in a distant galaxy. "I'm not dead," said O'Hare. "I'm just going on to another journey within Babylon 5. I'm transferring, like in the Navy."

O'Hare toyed with the idea of joining the Navy after high school. A high school football star, he was offered many scholarships, including one at the Naval Academy. He turned it down to pursue his dreams on Broadway. By O'Hare's own account, his fame and fortune pale in comparison to the pride he feels for his siblings.

"My brothers, and all Sailors in general, are people of great honor and integrity," said O'Hare. "I think they should be making more money than I make, or than doctors and lawyers make."

O'Hare draws upon his military knowledge to enhance his acting skills. He played Marine Lt. Col. Jessup in the Broadway version of "A Few Good Men." As the skipper in "Babylon 5," he infused his character with dignity.

"I tried to show what a real CO is like," said O'Hare, "not the glitzy TV version. My character believes in honor and in a code of conduct. I try to let that come out in my performance."

While much is written about a shallow Tinseltown lacking honor and integrity, O'Hare is one actor who places importance on both. He admires the men and women who serve the country and isn't afraid to say why.

Some people "in my business are anti-military and it's born of ignorance," he said. "I'm behind the military. We, as public figures, have a responsibility to speak for and support those who aren't heard, like Sailors who work very hard, but earn very little money and get even less public recognition." †

Navaroli is a photojournalist for All Hands

San Francisco Fleet Week '94

U.S. Navy photo

Story by JO1 Eugene Fleming and
JO1 Barbara Lawless

Watching two F/A-18 *Hornets* catapult from the deck of a Navy aircraft carrier in the shadow of the Golden Gate Bridge was indeed an awesome sight for the citizens of San Francisco. It was the first time a carrier had ever launched jet aircraft while on an inland waterway.

USS *Abraham Lincoln* (CVN 72), responsible for the exciting launch, was in the area to kick off San Francisco's 14th annual Fleet Week Celebration.

USS *Abraham Lincoln* (CVN 72) launches F/A-18s during Fleet Week '94.

➤ Visitors flood *Abraham Lincoln* during Open House aboard the carrier



PH44 Tim Albenrogi

The carrier launch rivaled the performance of the Navy's Blue Angel flight demonstration team which followed. Spectators oohed and aaahed to the sights and sounds of F-14 *Tomcats* streaking over the San Francisco skyline. The blue and gold jets were put through their paces for two days of air shows, and the city and visiting ships opened their doors to each other for tours and open houses.

Many residents look forward to Fleet Week, an annual celebration put on by the city to honor the men and women of the U.S. Navy. "We try to get out every year," said John Mandragon, a Hayward, Calif., resident, accompanied by his wife.

More than 6,000 U.S. Sailors, Marines and sailors from the visiting Mexican navy descended on one of the world's most coveted liberty ports — San Francisco. From Fisherman's Wharf to the top of the St. Francis Hotel, two of the city's most famous

stops, Sailors and Marines were treated to tours of the city, free food and various bay-side activities.

"They opened everything up to us," said PC1 Gary Overstreet, of USS *Coronado* (AGF 11), as he and his shipmates relaxed and took in San Francisco's famous Fisherman's Wharf.

Residents and tourists gained an understanding of what life is like aboard warships, when they browsed the decks during the ship's open house tours.

OS1 Willie Davenport of Jackson, Miss., a naval reservist on active duty for training (AT), is one of more than 80 reservists who made up a majority of the Fleet Week committee military staff.

"I got off active duty here 22 years ago, and this is my last AT," said Davenport. "Most AT assignments I've been on have been primarily on ships. This year I wanted to try something new," he added.

Local active-duty volunteers and reservists like Davenport make Fleet Week a success. The Naval Reservists not only coordinated ships' visits and interacted with community host committees, they also supported "Host a Sailor" and "Youth Excellence Day" for 5,000 Bay Area students. Members of Naval Reserve Naval Base San Francisco Det. 120 help plan and coordinate Fleet Week each year, including organizing "Day-by-the-Bay" displays and events.

"Reservists have become even more important as the active-duty Navy scales down," said RADM Ernest F. Tedeschi Jr., Commander, Naval Base San Francisco. "They worked hard to make Fleet Week successful. We couldn't do it without them." †

Fleming and Lawless are assigned to Navy Public Affairs Center, San Diego Det. 220, San Francisco.



Photo by PHC Tom Howser

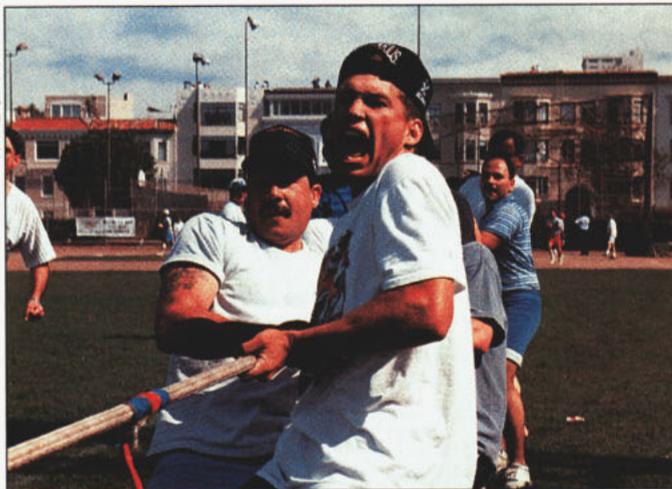


Photo by PH1 Bill Gazza

▲ USS *Copeland* (FFG 25) reserve Sailors are victorious during a tug-of-war face-off at San Francisco's Moscone Park.

◀ Navy signal flags wave in the breeze along a corridor leading to the Navy Band Pavilion in San Francisco.



▲ Navy Blue Angels streak past the Golden Gate Bridge at the start of Fleet Week '94 festivities. The Blue Angels performed two shows during the week-long event.

► Sailors from the Naval Reserve frigate USS *Copeland* (FFG 25) enjoy a ride down Hyde Street to Fisherman's Wharf on a San Francisco cable car. From left are OSSN Michael Newcomb of Moore, Okla., FC3 Mason Raster from Hogo, Minn., SK2 Robert Splaine of Phoenix, and ET2 David Smith of Boulder, Colo.



Photo by JO1 Al Holston Jr.

U.S. Navy photo



Photo by PHIC Tom Howsweir



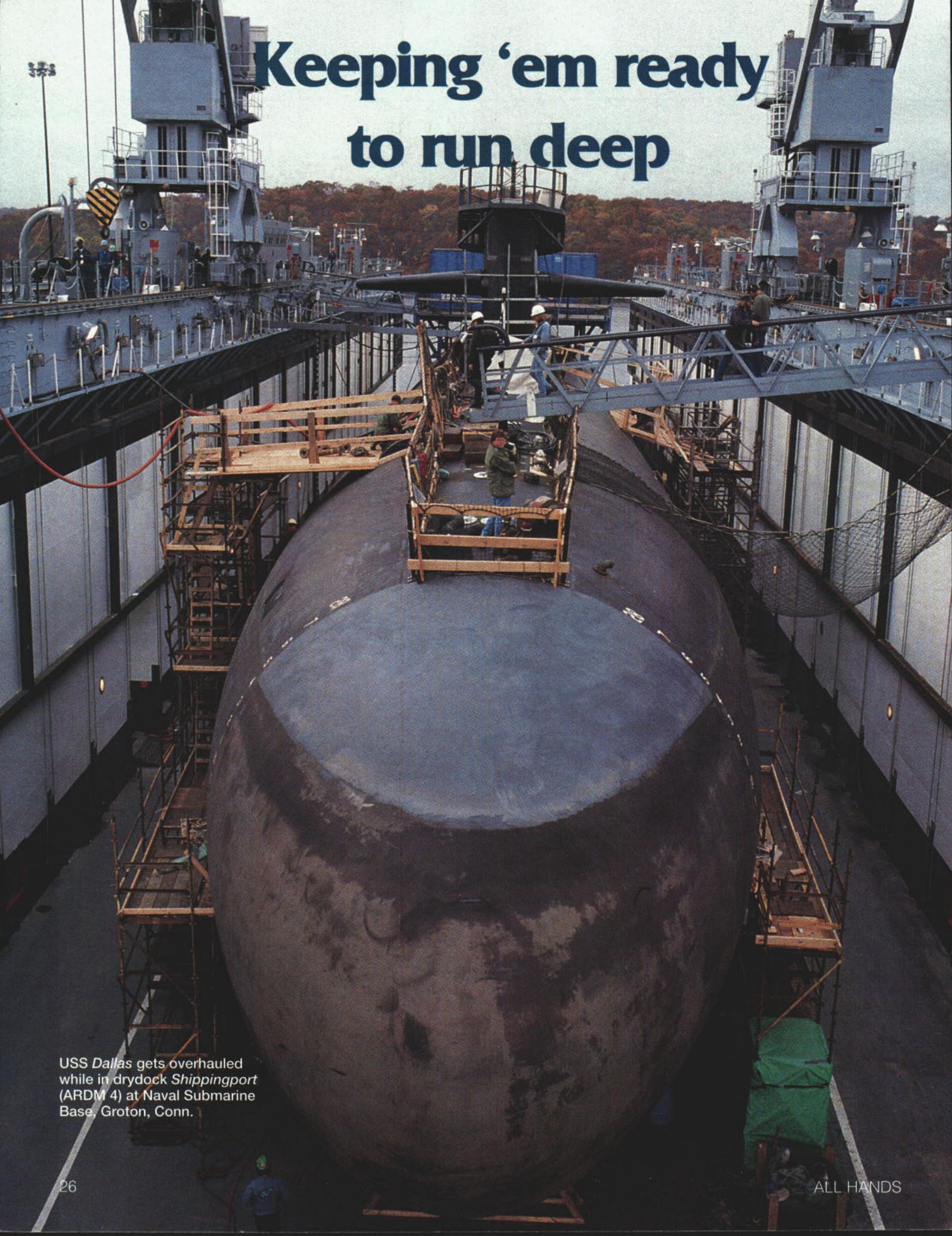
◀ YN3 Robert Overstreet and SH3 Vernon Rowlett of USS *Coronado* (AFG 11) take time out in front of a Fisherman's Wharf restaurant. The *Coronado* was moored at Pier 45 and opened for public tours during the week-long festivities.

▼ USS *Arkansas* (CGN 41) leads the parade of ships kicking off Fleet Week '94.



Photo by PH1 Bill Gazza

Keeping 'em ready to run deep

A large, dark, cylindrical submarine hull section is the central focus, positioned in a drydock. The hull is surrounded by a complex network of metal walkways, railings, and wooden scaffolding. Several workers in hard hats and work clothes are visible on the walkways, engaged in maintenance or repair work. The drydock structure is made of grey metal panels with large windows. In the background, a line of trees with autumn foliage is visible under a clear sky. The overall scene depicts a busy industrial environment for submarine maintenance.

USS *Dallas* gets overhauled while in drydock *Shippingport* (ARDM 4) at Naval Submarine Base, Groton, Conn.



▲ TM2(SW) Gregory O. Proctor of Brandon, Miss., places a gyro control unit into an MK 48 torpedo.

▲ ▲ OM2 Kenneth Hobbs (l), of Longmont, Colo., and OM1 Michael Kowalik of Albany, N.Y., install an elevating prism in a periscope.

Story by JO2(AW) Michael R. Hart,
photos by PH1 Dolores Anglin

We've all seen submarines in magazines and movies; mega-sized fighting machines effortlessly slicing through the water. These steel mammoths, famous for their stealth and agility, are continuously on the front lines of our national defense.

But what happens when these complex, multi-million-dollar vessels are not at sea? And how do they perform so well when they are? There are more than 1,300 motivated Sailors at Naval Submarine Support Facility (NSSF), New London, Conn., who can answer those questions. They're responsible for keeping more than 20 of these attack boats ready along with a few surface ships, to hit the high seas at a moment's notice.

NSSF Sailors complete more than 10,000 maintenance jobs a year. Walking around the command, with its buildings and warehouses scattered throughout Naval Submarine Base, Groton, is like walking through a mini Grand Central Station. Sailors work non-stop, tweaking and

"I accept the challenge ... This job makes me feel like I'm making a contribution."

– MRFN Stephanie J. Kearney

repairing everything from the most intricate pieces of gear to huge motors and towering periscopes. They're welding this to that, that to this, testing weapons systems. ... The list goes on and on.

Some Sailors bring an overwhelming excitement to their work, while others get the job done in a slightly calmer fashion. "It's my job. This is how I earn my living," said Torpedoman's Mate 2nd Class Warren M. Williford of NSSF's weapons division. This humble statement comes from a Sailor whose job is maintaining the MK 48 torpedo. "We break the weapons down and do extensive tests before sending them back to the fleet," said Williford, a native of Quitman, Ga.

Breaking down the torpedoes into different sections [after body, fuel tank, etc.] is tiresome, tedious work, according to TM2(SW) Gregory O. Proctor. "The work is very intense," said the Brandon, Miss., native. "You need to be a go-getter. If not, the work load can be frustrating." Proctor said he deals with the frustrations by continuously pushing himself until the job is done. "I understand my part in the big picture," he said. "I think we're giving strong support to the [submarine] fleet. We don't want to send our shipmates and submarines to the fleet without any weapons systems. We play an important role."

TRAINING

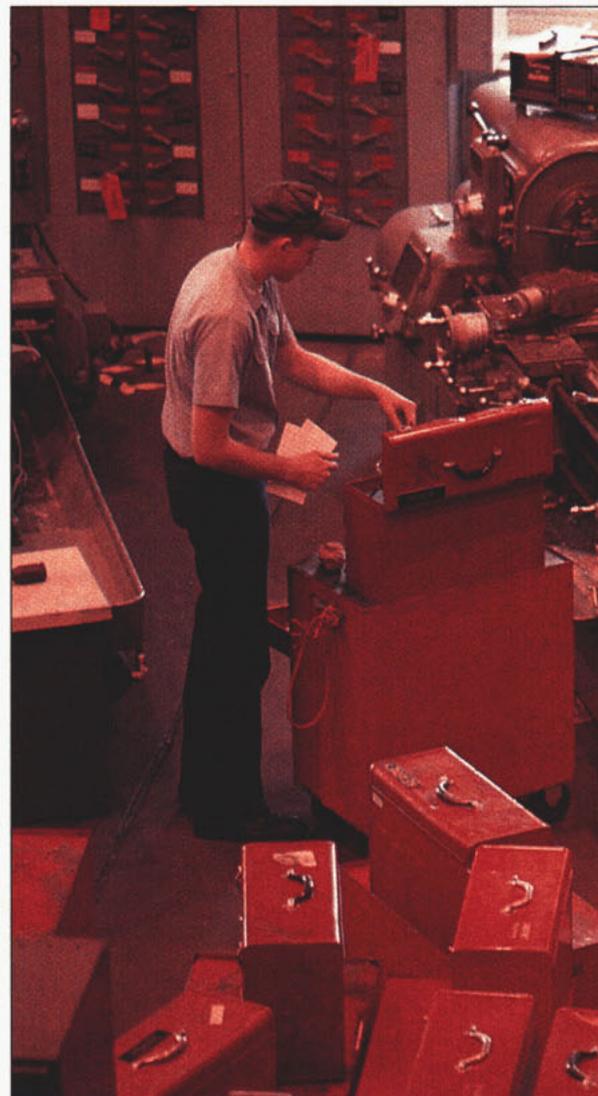
According to Machinery Repairman 3rd Class Bryan W. Morgan, understanding your role is important, but teamwork ranks pretty high, too. "It doesn't matter if you're a senior petty officer or a junior fireman, we're willing to help one another, and there's always somebody who knows more than you," said the Hamilton, Ohio, native. "When I was a fireman, I was machining [repairing parts] better than some of the second [classes] because I had done it before [as a civilian]."

Morgan works in NSSF's machine repair shop repairing or replacing submarine parts. "We can take a raw piece of stock and turn it into a part if needed," said Morgan. "When I complete a part, it's an awesome feeling. I love it."

MRFN Stephanie J. Kearney, assigned to the repair shop for a year, also enjoys her role in supporting the submarine fleet. She quickly recognized the huge responsibility of repairing submarine parts. "I accept the challenge. I'm a perfectionist," said the Mastic, N.Y., native. "This job makes me feel like I'm making a contribution."

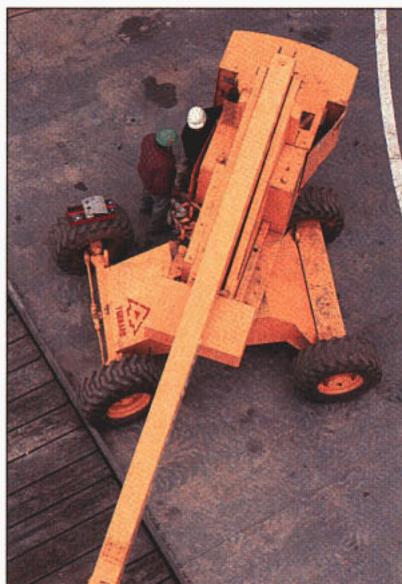
The Sailors at NSSF are contributing to the submarine community in many different ways. What binds them together is they're working for the same purpose — keeping submarines ready to run deep. †

Hart is a staff writer and Anglin is a photojournalist for All Hands.



➤ MRFN Stephanie J. Kearney of Mastic, N.Y., uses a pair of dial vernier calipers to take measurements of a valve cap.

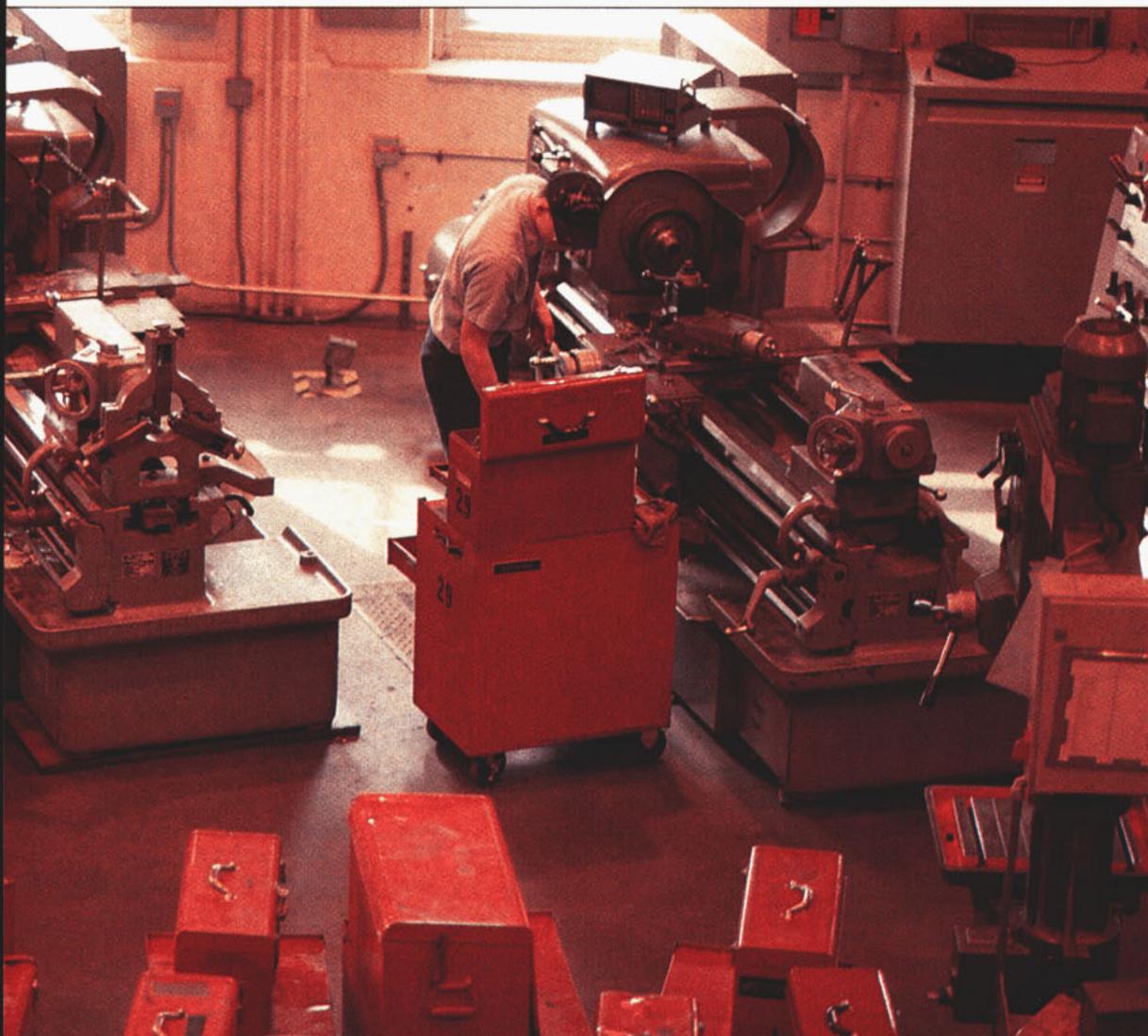




◀ ◀ HTFN Joshua E. Fincher of Alabaster, Ala., (l), HT3 Michael B. Wilson of Jacksonville, Fla. (c) and HT3 Del A. Tanner of Austintown, Ohio, inspect a coupling for cracks.

◀ Civilian contractors are an important part of the drydock Shippingport (ARDM 4).

▼ Hundreds of submarine parts are repaired and produced in NSSF's machine repair shop.



Putting their BESS foot forward

Story by JO2(AW) Michael R. Hart, photos by PH1 Dolores Anglin

Hundreds of Sailors go through different submarine schools at Naval Submarine Base, Groton, Conn. Some take electronics or sonar operator courses, while others toil through electronics technician "A" school or radioman "C" school. No matter what type of training they're in now, there's one thing these Sailors have in common. They've all graduated from Groton's Basic Enlisted Submarine School (BESS).

Before reporting to a submarine, crew members are required to graduate from BESS, a five-week indoctrination into the elaborate workings of a submarine. Going to a submarine without finishing BESS is like collecting \$200 without passing "Go." It just isn't done.

One Sailor in his second week of BESS summed it up best. "It's like going through grade-school," said Mess Specialist Seaman Apprentice Sim Louankang. "You learn your basics in kindergarten, and we're learning the basics here. This is the groundwork for our career on submarines."

Louankang compares BESS to kindergarten, but there's nothing elementary about the curriculum. It's quite extensive, according to Seaman Ricardo Lopez, a recent BESS graduate. "Where can I start?" he said, obviously happy the five weeks were finally over. "The school covers just about everything on the boat — steering, diving, hydraulics, electrical and weapons systems, navigation ..."

Lopez, now a student at fire control technician "A" school, has a new-found appreciation for submarines and

submariners. "I never really thought about what life is like on a submarine until I got to BESS," said Lopez, after graduating with a class-leading 96.0 grade point average. "It can be hard sometimes. Each individual on the boat is important. We have to be able to do everything. You never know, one man could save the whole boat," said the Newark, N.J., native.

BESS students not only deal with strenuous academic requirements, but also a variety of military duties; marching to and from class, standing daily personnel inspections, sleeping in open-bay barracks. Not much different from boot camp. "The requirements we put on our students are pretty tough, very intense," said Electronics Technician 1st Class (SS) Randy L. Kingsbury, a BESS instructor. "They learn a lot of material during their time here. We encourage and assist them to do the best they can. What we teach here is confidence," said the Rochester, N.Y., native. "As instructors, we make a huge impact on these guys. We

like to compare it to the first 24 to 72 hours on board the boat. It's where you set the standard."

Setting and achieving high standards for himself is what drew MSSR Shelton E. Lingle to the submarine community. Lingle, a classmate of Louankang's, doesn't mind losing his civilian clothes privileges if his GPA drops below 85. Marching to class and standing inspections aren't too much of a bother either. He's too busy trying to maintain his 100.0 GPA. "Only 3 percent of the Navy is submariners," said Lingle, an Ellijay, Ga., native. "I want to be a



U.S. Navy photo

Damage control training is an essential part of the BESS curriculum.



part of that elite group."

Lingle, Louankang and their classmates have already taken three different tests on eight different submarine systems, with plenty more to come. It's all part of being prepared Shelton said. Louankang agrees. "The work load and GPA guidelines are sensible," said the Stockton, Calif., native. "I don't want my life dependent on someone who was a slacker in BESS. It would be bad to hear someone on a sub say, 'I don't know that because I was sleeping during that class.'"

Kingsbury doesn't see that happening. He takes his assignment of molding these Sailors for the submarine force very seriously. "It's exciting to influence them during their initial stages in the Navy and submarine fleet," he said. "When I go back to sea, I'll be serving with some of these guys. If I have an impact on making them better submariners now, it'll be a better working environment for everyone in the fleet." †



U.S. Navy photo

▲ MSSA Sim Louankang (l) and MSSR Shelton E. Lingle tackle their studies during the second week of Basic Enlisted Submarine School.

▲ BESS instructors create a multitude of training scenarios using the Ship Control Trainer at Naval Submarine School, Groton, Conn.

Hart is a staff writer and Anglin is a photojournalist for All Hands.

Integrated Training Team on *Roosevelt*

Story by JO2 David A. Lockett, photos by PH1(AW/SW) Lance Kirk

For the first time since its commissioning USS *Theodore Roosevelt's* (CVN 71) won't rely on the Fleet Training Group to supply primary training directors for deployment workups.

The Norfolk-based aircraft carrier is using a new training concept called the Integrated Training Team (ITT). Individual shipboard training teams covering combat systems, damage control, flight deck, medical, seamanship and navigation form the ITT, which is tasked with preparing the ship for combat readiness.

"The ITT was formed last year with all of the individual training teams coming together and setting a course of

action," said LCDR Greg Brandon, the ship's ITT coordinator. "It's gone very smoothly to this point. All of the various teams are working closely together to come up with challenging but realistic scenarios to prepare the crew."

The main reason for the new training concept is to keep up with the times and work smarter, not harder. "The fleet training group used to bring a lot more people on board. Now that we have all of these training teams in place, we will be doing most of the training ourselves with the afloat training group (ATG) serving as advisors to the trainers," Brandon said.

Members of the ATG will conduct a command assess-



▲ Two hose teams polish their firefighting skills by charging a Class B fire in Hangar Bay 2 on board USS *Theodore Roosevelt*. The teams come from one of the ship's 10 repair lockers.



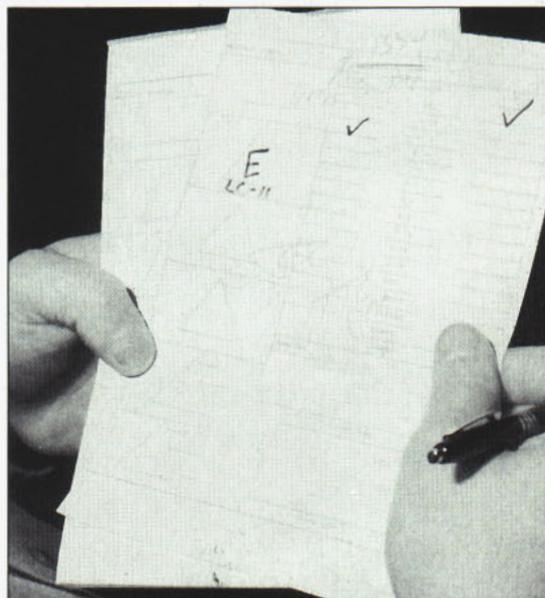
▲ PN3 Michael Scheibe and SN William Sloan practice shoring a sagging overhead on board USS *Theodore Roosevelt* during a recent general quarters drill. The drills incorporate the ship's several training teams into one integrated training team.

ment of readiness and training (CART) to observe ITT training scenarios and gauge their progress.

In addition to saving money by tapping resources already in place, there are other pluses to the concept. Although it's just getting under way, the training is already helping the individual training teams work closer, according to LCDR Chuck Bevis, medical's ITT member. "It's provided medical the opportunity to work with other departments we typically wouldn't have the chance to work with in this phase of training.

"Overall it's great training for us to integrate with the various departments and participate in the different scenar-

▼ An on-scene leader for one of *TR*'s 10 repair lockers fills out a communications message to inform the repair locker leader of simulated damage reported. Effective communications are always the key to successful fire drills on board.



ios. Previously, we would have had to conduct the drills by ourselves without as much integration."

The ship will use each underway period during workups as a step to combat readiness. The ATG will conduct the final intermediate training phase evaluation and with successful results, *Roosevelt* will move on to advanced phase training and be well on the way to another Mediterranean deployment. †

Lockett and Kirk are assigned to the public affairs office, USS Theodore Roosevelt (CVN 71).



◀ AR Brandy Ducker stencils cranials for the enlisted quality assurance team at TPS.

Ducker, Jager and Encardnacoo? Who?

They're among the unsung heroes of TPS, three of only 12 enlisted men and women assigned to the Government Quality Assurance Office at what many consider the world's premier flight school. Their work is as important to the

safety of TPS students as Armstrong's first step on the moon was to mankind's progress in the race to explore space.

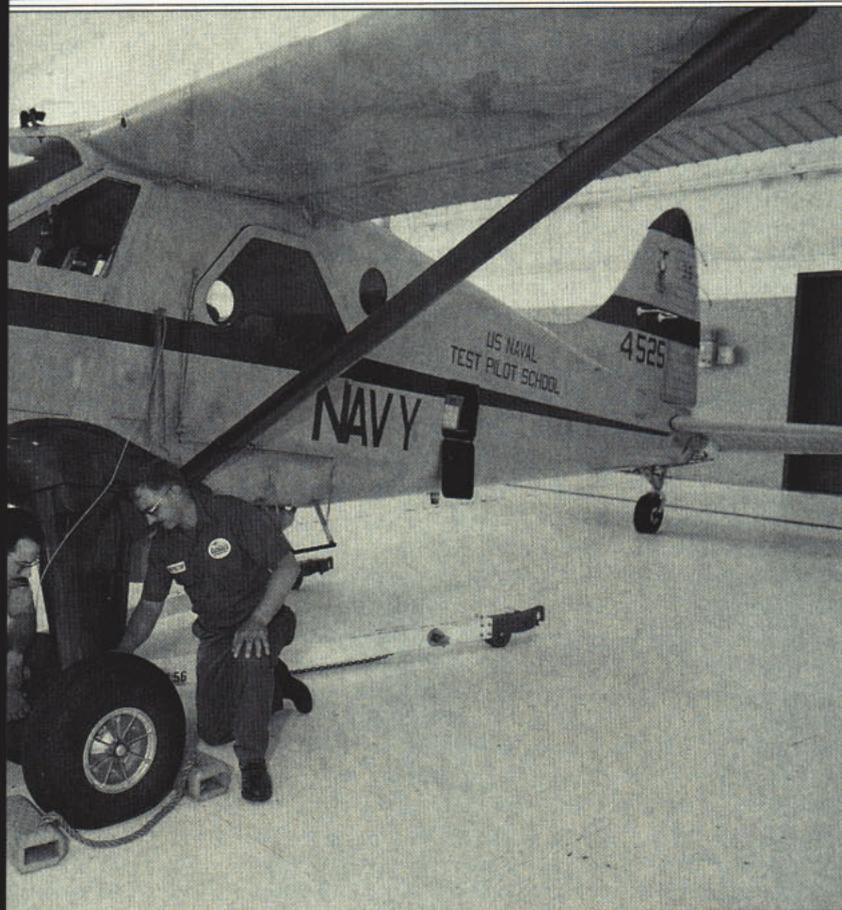
These men and women are the shadow of what once was a thriving maintenance department manned entirely by Sailors. In 1978, nearly 200 civilian contractor employees absorbed the aircraft maintenance work, leaving only a handful of Sailors to ensure the quality of each maintenance action performed on the school's 48 aircraft.

The 14 different types of aircraft assigned to the school are primarily jets and helicopters mixed in with a few rather uncommon aircraft such as gliders and planes dating back to World War II. Some are Army-owned, while others belong to the Navy. Some are modern jets, others old

Keeping test pilots airborne

Story and photos by JO1(SW/AW) Randy Navaroli

Through the years, morning roll call at the U.S. Naval Test Pilot School (TPS) at Naval Air Station Patuxent River, Md., has included the names of our nation's space heroes – Glenn, Shepard, Carpenter, Schirra ... Ducker, Jager and Encardnacoo.



◀ AR Brandy Ducker of Loveland, Colo., AE1 Paul Encardnao of Lynn, Mass., and Dyna-Corp Aerospace quality assurance inspector John Snyder inspect the brakes on a U-6A aircraft assigned to the TPS.

TPS students are taught to let it go so they can figure out why a plane behaves the way it does in flight.

“When pilots put the aircraft through rolls, tumbles and spins as part of the day’s flying syllabus, we have to QA the pre- and post-flight inspections,” said ATC(AW/NAC) James Tilton of Baltimore. “That means I occasionally see something I’m not real familiar with. I’m lucky I can turn to one of the contractors and get the information I need. Many of these civilian contractors are former military and possess a great deal of knowledge about some of the more uncommon aircraft.”

One of the hardest adjustments for many of the Sailors has been keeping their hands out of the toolbox. Their job is a managerial one at TPS.

“The toughest part of this job is not being able to get my hands dirty,” said Aviation Structural Mechanic 1st Class (AW) Marty Jager of Holton, Mich. “Watching the civilians do it all is tough after 10 years of sea duty. We can’t even tell them how to do a job. We can only inspect the finished product.

They don’t make very many mistakes. They’re very good and receptive to any input we may have.”

Despite the contractors’ technical knowledge, there is one thing they can’t provide the school.

“Although things are different between the fleet and TPS, the enlisted men and women provide a fleet atmosphere,” said CDR Lyn Whitmer, executive officer of TPS. “While we’re surrounded by civilians, our enlisted Sailors provide a daily reminder that we’re still a military organization.” †

Navaroli is a photojournalist for *All Hands*.

propeller-type aircraft built in the 1930s. Despite the wide variation, enlisted quality assurance (QA) inspectors must know each aircraft well enough to certify an action has been properly completed. A small mistake can mean the difference between life and death.

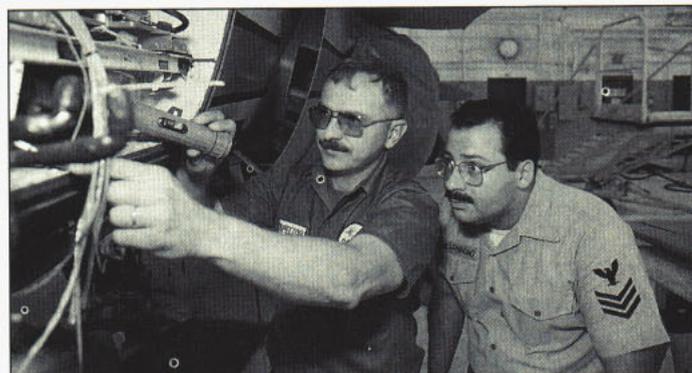
“This job is an enormous responsibility,” said Senior Chief Aviation Electronics Technician (AW/NAC) Jose Barrera, TPS assistance maintenance officer. “By conducting our own QA on the contractors’ work, we can maintain safe and reliable aircraft for students who take an aircraft to the edge of its performance,” said the Laredo, Texas native.

The Sailors must be doing their jobs right because, as one student said, “Despite the type of flying we’re doing, I feel safer here than I ever did in the fleet. I don’t worry at all about the condition of the aircraft.”

Similarities between TPS and the fleet are nearly nonexistent, which usually shocks newly reporting Sailors.

“Usually the jobs are out of their field or on an aircraft they’re unfamiliar with,” said Barrera. “We get these hard chargers from the fleet and they have to learn the process from scratch. About the only thing we use from the fleet is the aircraft pubs. Everything else is different.”

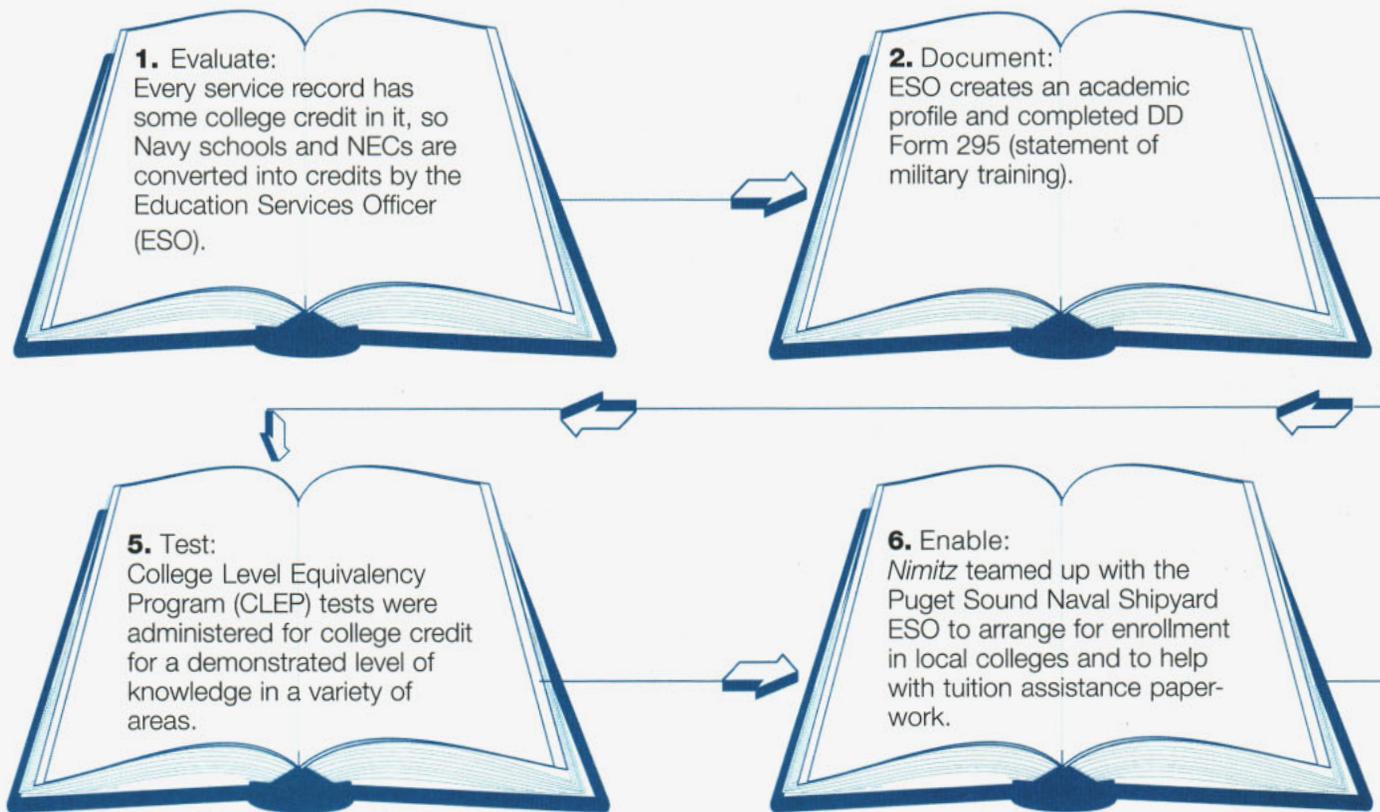
There is another big difference. While pilots in the fleet are taught to keep their planes under control at all costs,



▲ AE1 Paul Encardnao and John Snyder conduct an avionics check on an F/A-18B used for test pilot training.

TRAINING

Earning a college degree while working full time is a tremendous challenge, especially when you're assigned to a warship. But for 94 hardworking USS *Nimitz* (CVN 68) crew members, that goal has become a reality. The leadership of *Nimitz* decided that being assigned to sea duty shouldn't stand in the way of getting a college degree, so the same energy and planning it takes to operate a carrier went into graduating 94 Sailors. Here's how they did it:



Members of *Nimitz*' Class of '94

ET3 Gary A. Abner
EM3 Nathan R. Baker
MM1 Roger L. Baker
MM3 Philip J. Baranowski
ET2 William H. Barry
MMC William Bentley
MM2 Gregory L. Bicknell
MM2 William D. Chastain
MM3 Russell K. Cirelli
MM1 Craig Clark
MM2 Jason E. Clawson
MM2 Lonnie D. Claycamp
MM1 Robert A. Cox
ETC Thomas W. Davis
EM2 Jason T. Deforest
EM3 Adam C. Dickens

ET2 Brian T. Evans
ET1 Lawrence R. Ewell
ET1 Jerry C. Fairchild
ET2 Oren J. Ferrari
MM2 James D. Gabel
EMFN Joey T. Gagestein
MM1 Keith G. Gale
MM2 Scott A. Gilliland
EM2 Gatewood C. Green
MM2 Michael Green
EM2 Joseph D. Grigsby
MMCM Kevin B. Guiney
MMC Paul A. Hails
ET1 Timothy W. Harris
MM3 Terry R. Hanson
EM1 Steven C. Hawk

MM2 Phillip Hayden
MM1 Steven W. Heyser
MMC(SW) Thomas J. Holliday
MM2 Thomas C. Jackson
MM2 Ralph E. Johnson
MM2 Ronald A. Johnson
ET3 Frank C. Kedrowski
MM1 David P. Killion
LT Jeffrey R. Kinsman
EM3 Joshua A. Knutson
MM1 Kerry R. Kosier
MM2 Michael A. Lawrence
MM1 John C. Lewis
MM2 Prescott J. Lillian
EM3 Michael L. Lopez
ET2 Gregory D. MacDonald

By the Book

3. Counsel:

Factor in ASVAB scores and academic background to direct Sailors into programs offering the best chance for success.

4. Educate:

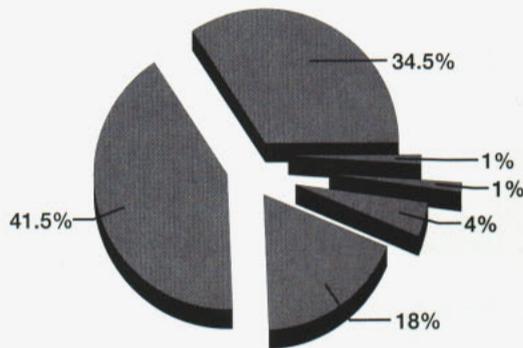
Offer Program for Afloat College (PACE) courses under way and in port. Academic deficiencies identified during the evaluation process are corrected through remedial training.

7. Awarding College:

The University of the State of New York, Regents College.

Associate Degrees: 93
Bachelor Degrees: 1

Degrees granted

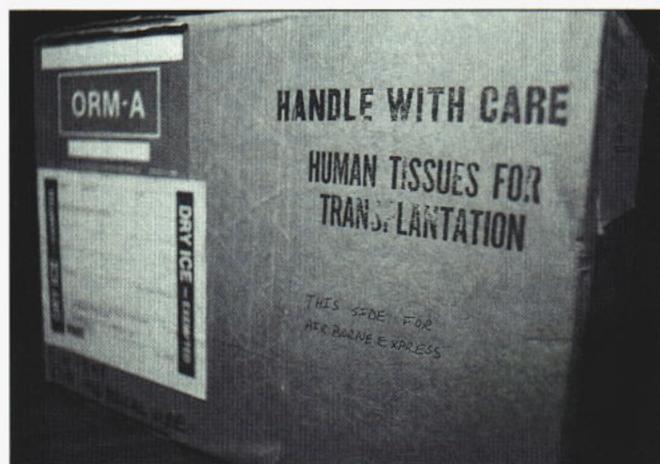
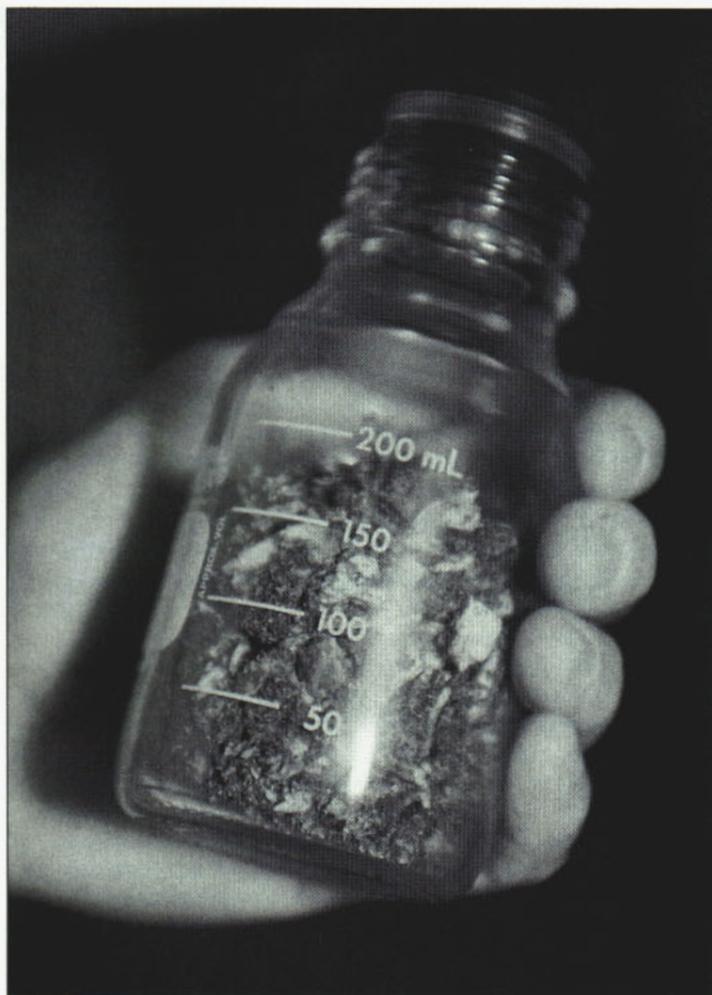


■ E-4s ■ E-5s ■ E-6s ■ E-7s ■ E-8s ■ E-9s ■ O-3s

ET2 Mason V. Madsen
ET1 Robert F. Marshall
MM2 James McEwen
EM3 David W. Meyer
MM2 Walter L. Meyer
MM1 Kenneth J. Michael
EM3 Cory L. Michel
MM2 Dennis D. Miller
MM2 Shawn M. Mulkins
MM3 Joseph L. Neumeyer
MM3 Mark B. Nikirk
ET1 Mitchell K. O'Connor
EM2 Alan K. Oda
MM3 Ansel N. Ortiz
MM3 David K. Pactol
MM3 Robert D. Parker

MM2 Gabriel Parman
MM1 Ronald P. Patton
EM3 Mario A. Peralta
MM1 James D. Peter
EM3 Christopher Pick
ET2 Ricky W. Pickett
ET2 Michael E. Prescott
MM2 Mark J. Risen
MM2 Russell J. Scott
MM2 Timothy Sexton
MM3 Stacey B. Stanley
ET2 Jonathan M. Starling
ET3 Duane V. Stofan
ET2 Jon D. Stout
ET1 Barry L. Sutton
ET1 John P. Sutton

MM3 Eric M. Swanson
MM3 Joseph M. Tanko
ET2(SW) Thomas E. Taylor
ET2 Jeffrey D. Toups
ET3 Adam A. Tuttle
ET2 Louis M. Ventimiglia
EM3 John S. Wanner
MM2 John E. Wester
MM1 Brent R. Whitehead
EM2 Gregory R. Wilds
EM1 Michael S. Williams



▲ A box of human tissue is prepared for shipment.

◀ A vial of freeze-dried, crushed cortical cancellous at the Navy's Tissue Bank at Naval Hospital San Diego. This combination of marrow tissue and hard outer bone tissue is used to fill holes where bone tumors have been removed.

Life from death, triumph from tragedy. That could be the slogan for the U.S. Navy Tissue Bank at Naval Hospital San Diego.

The only DOD activity of its kind, this 10-person team procures, processes and dispenses human tissue taken from deceased patients, according to Hospital Corpsman 3rd Class Greg L. Handevidt, assistant technical director of the team.

"We are a full-service musculo-skeletal tissue bank," Handevidt said. "That means we retrieve and process

bone products, patellar tendons, achilles tendons, ribs and cartilage – products that come from the musculo-skeletal system."

The retrieved tissue is used by military doctors around the world to help living patients, according to Handevidt, a native of Jackson, Minn. "Death happens, unfortunate as it is. We take what good we can out of tragic situations," Handevidt said. "When you're doing something like this, you know it is helping somebody else."

On call 24 hours a day, members of the tissue bank team can't really take a day off. "You can take special liberty," said HM3 Jesse C. Cabuyadao, "but if there's a donor, you get called back."

It usually takes four people to procure tissue from a donor, according to Cabuyadao, and the call usually comes at night or on weekends. "There are more accidents, percentage-wise, at night than during the day," he said.

Unfortunately, accident victims and suicides make up the bulk of the Navy Tissue Bank's donor population, and that can take an emotional toll on the staff. "Every time I see a young kid who killed himself, or I see some kid who died in a motor vehicle accident, I think what a waste it is. We're never going to know the potential they might have had," Handevidt said.

Although they work around tragic situations, staff members help each other see the positive side of their profession. "These folks are really good about it," Cabuyadao said. "They pep you up a little bit by reminding you that this is

Tissue bank gives life

Story and photos by
JO1 Ray Mooney



helping somebody else.”

In strictly clinical terms, your body may be worth up to \$100,000 to the Navy's tissue bank, according to Handevidt. Tissue donated by active-duty and retired personnel and military family members considerably reduces expenses for DOD medical facilities. Decalcified dental bone, the hard outer shaft of the bone ground into a fine powder, is commonly used to repair periodontal defects. A small vial costs up to \$80 on the open market.

“And that's our most popular product,” Handevidt explained. “It's in such demand that we can't really keep it on the shelves.” From one donor, up to 600 vials of “decal” can be procured, making the entire procedure very cost effective.

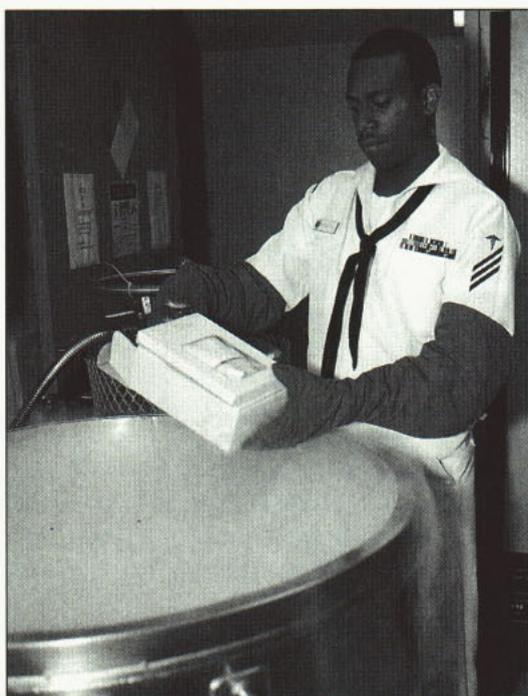
Staffers now train to retrieve whole hearts from donors, Handevidt said. The organs are sent to a large tissue bank network on the East Coast where the heart valves are processed for transplants. In return, the tissue bank gets a percentage of the processed heart valves at no cost, a savings of about \$7,000 for each valve. Similar agreements with other medical facilities in the San Diego area make skin grafts and corneas available to the Navy.

To provide more tissue for patients in need, the tissue bank is expanding. “We've got a tri-service Memo of Understanding (MOU) in Washington, D.C.,” Handevidt said, “and the Navy Surgeon General has already expressed his belief in the program.” With signatures from the Army and Air Force, the MOU will allow tissue procurement in DOD medical facilities throughout CONUS. With training provided by the tissue bank in San Diego, other facilities would procure tissue and send it to San Diego for final processing and dispensing. “That should increase our donor population immensely, making it even more cost effective,” said Handevidt.

But in the end, it's not about cost effectiveness. The men and women on this team are all volunteers, according to Handevidt. They are operating room technicians who moved to the hospital basement, next to the morgue, because they are committed to filling a crucial need.

“Would you want a piece of tissue put into you that was processed and taken care of by somebody being forced to do that job?” Handevidt asked. “Or would you rather know that people are here because they want to be here?”

Mooney is a San Diego based photojournalist for All Hands.



▲ HM3 Charles Sandoval processes a patellar tendon at the San Diego facility.

◀ HN Robert W. Calvin of Chicago, handles shipping and dispensing for the tissue bank. He calls DOD collaborators from all over the country, taking and shipping orders for tissue. Here, he is pulling a heart valve from storage in a liquid nitrogen tank.



ETs Rx PCs

Story by LT Joe Daugherty, photos by PH1 R.J. Oriez

With advanced technology, the personal computer has come front and center in the Navy as a valuable tool. Unfortunately, the Navy did not have a service station on the information highway to handle the staggering maintenance requirements of the modern age.

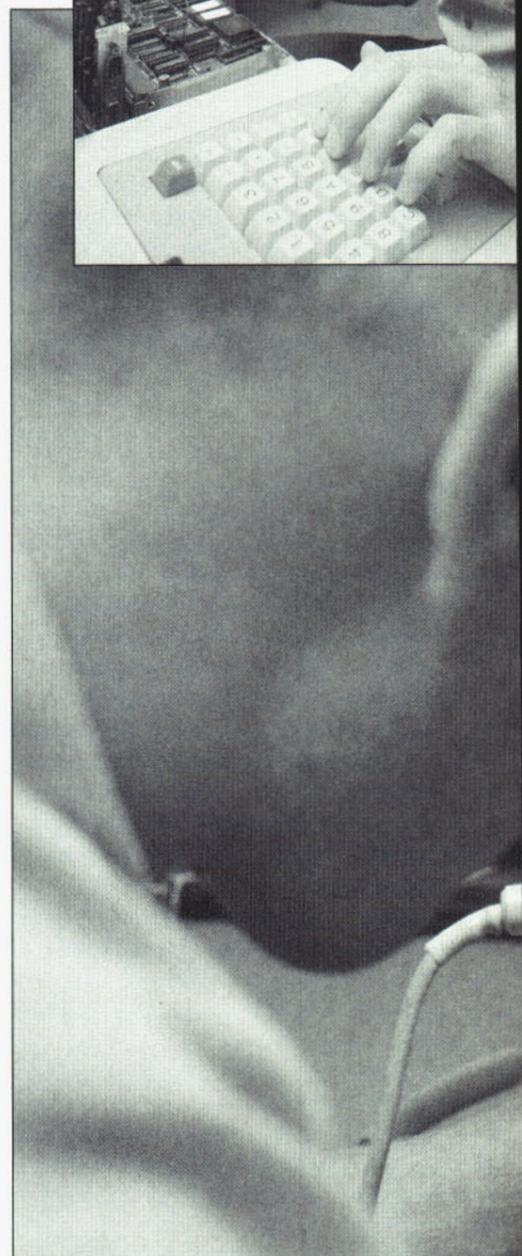
Sailors at the Personal Computer Work Center (PCWC), North Island, Calif., have solved that problem. They developed their own procedures for handling problems not covered in technical manuals. These electronics technicians are cutting out the expensive and lengthy civilian contracted repairs of Navy personal computers.

They also work hard to stay within their \$33,000 per year budget. As the money manager of the group, Electronics Technician 2nd Class Tidere M. Hamilton ensures his limited funds last until the end of each quarter. "Most of our money goes toward buying new parts to replace the broken ones. We have very little overhead cost," explained the native of Vineland, N.J.

PCWC has evolved into an efficient repair outfit. Its six members handle all CPU, monitor, printer or keyboard problems on the base. They are the only personnel now authorized to open up computer equipment with Navy property decals affixed.

"When you constantly see a problem, pretty soon you figure out the easiest and least expensive solution to the problem," said ET2 Michael T. Kein, a Denville, N.J., native. "If I can't figure it out, someone else in the office will have the answer." †

Daugherty is the public affairs officer for NAS North Island, Calif. Oriez is assigned to Fleet Imaging Command, San Diego.

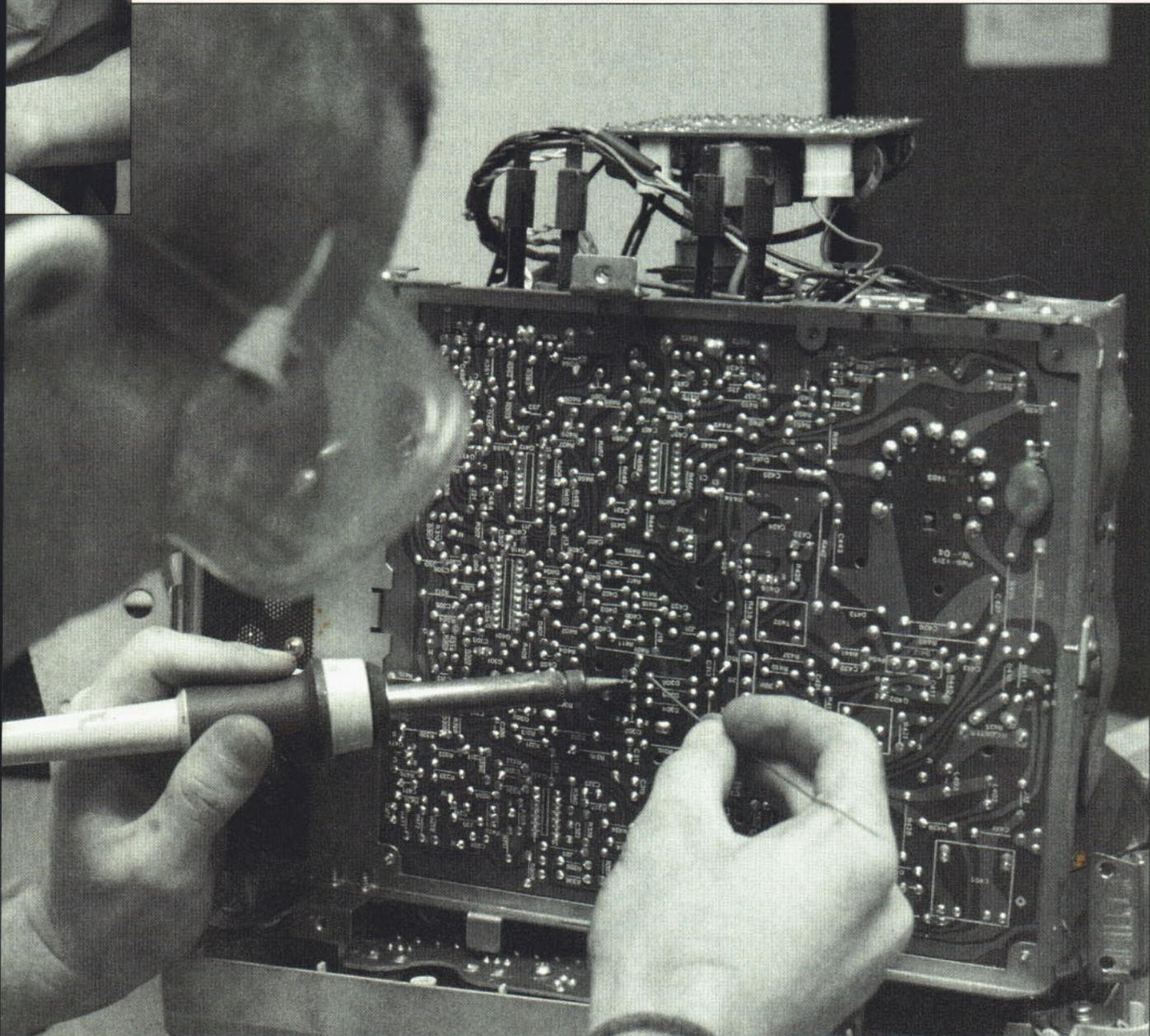




◀ ◀ ET2 Ted Delaney of Philadelphia, performs a diagnostic test on a circuit board.

◀ ET3 Diane Chiappetta, a native of Wanaque, N.J., works on a monitor.

▼ ET2 Robert Parker of Louisville, Ky., solders a circuit board in a monitor.



Bearings

Creative charge books make a great training tool

The initial impression of wood handiwork by three chief petty officer selectees is that of a ship's helm, complete with U.S. Navy and Seabee lettering and logos. Upon closer inspection though, the helm becomes not one piece of work but three.

Each section is a piece of a ship's helm, and each section is a compartment to hold the selectees' charge books. Bolted together, they form the ship's helm, almost four feet in diameter. Their handiwork is more than folk art because it truly illustrates the reality of becoming a chief. Each piece of the work is useful, but it is not complete until united with the other parts.

I have never been more impressed with the creativity of charge books, not only with the beautiful craftsmanship by the selectees, but by the thoughtful, useful entries beginning to appear in the books.

Charge books are a vital part of the indoctrination that prepares Sailors in dungarees to make the difficult transition to khakis.

With this year's rites of passage complete, it is time to think about next year. Write a lessons learned report of the best examples and share them with me via your Fleet or Force Master Chief.

As training and socialization tools, charge books are



Three Chief Petty Officer (CPO) selectees stationed at the Bureau of Naval Personnel, show how a project can benefit not only themselves, but a team as well. While their individual woodworking efforts resulted in attractive, functional cases for their charge books, their collective efforts, when bolted together, formed a model of a ship's helm. Teamwork is one of the main training points in the CPO initiation process. From left to right: SWC(SCW) Leonard Weddell, UTC(SCW) David A.Marr, Master Chief Petty Officer of the Navy ETCM(SW) John Hagan and EOC Kellie Justesen.

essential to preparing new chiefs for their new roles as Navy leaders. They visibly display pride, and they effectively instill pride. †

—ETCM(SW) John Hagan, Master Chief Petty Officer of the Navy.

Officer shoots her way to archery championship

Robin Hood and his merry band of archers would be impressed with LCDR Linda Parker's archery skills. The administrative officer at Naval Air Station, Whiting Field, Fla., placed first in the women's freestyle limited division at the World Archery competition of the European Championship at Bury St. Edmunds, England.

Parker, who's been competing since 1979, tied Florida's record with a perfect 280 in one round and scores of 481 and 494 (out of 560) in the

other portions of the tournament.

The Delavan, Minn., native, who is also state champion in California, Virginia and Florida, started shooting



LCDR Linda Parker practices for the national Field and World championships.

after watching her husband go for the bull's eye for years. "I practice just about every day," she said. "I enjoy being able to do something this well and know I can always improve."

Parker attributes her success to the three things that make an exceptional archer: "lots of practice, consistency and concentration." †

Story by PH3 Tanga Williams, assigned to NAS Whiting Field public affairs office. Photo by Bruce Graner of the Pensacola, Fla., News Journal.



Rescue in the river

A leisurely bike ride along the Mississippi River quickly turned into a life-saving episode when two hospital corpsmen rescued an unconscious man who was in the river.

Hospital Corpsman 2nd Class Richard Mechtly and HM3 Wayne Wroblewski were riding along the levee of the Mississippi when they spotted an elderly woman waving a fishing net over her head and shouting for help.

They jumped from their bikes and ran toward the river as the woman pointed and yelled, "He's in the river drowning!"

Mechtly and Wroblewski ran down the algae-covered embankment to pull the man from the river.

They revived the man and after emergency personnel arrived, they accompanied the man's family to the hospital.

"My training as a corpsman really helped," said Mechtly. "The things that I needed to do just popped into my head." †

Story by LT Charlene Burns, assigned to Naval Medical Clinic, New Orleans.

HM3 Wayne Wroblewski (left) and HM2 Richard Mechtly abruptly ended their bike ride along the Mississippi River to rescue an unconscious man.



Navy recruiter saves man's life

It was nearly 90 degrees in the shade as Jack zipped along the golf course at a pretty good clip. Considering Jack's 57 years on earth, it was a searing clip.

Aside from the heat, nothing seemed different for Jack until he collapsed somewhere near the third green.

For a couple of Navy recruiters stationed in the upper peninsula of Michigan, the only thing different about the day was that it started off hot, and it was going to get hotter.

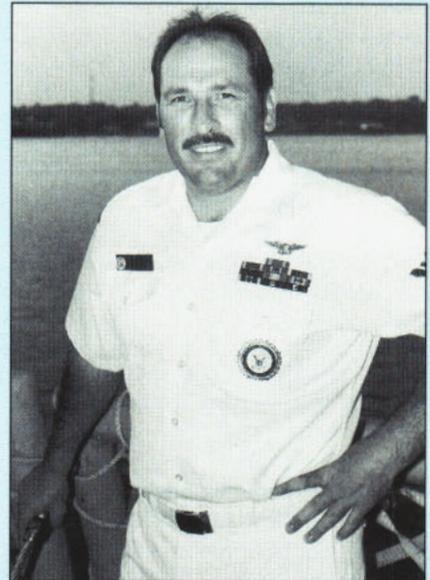
When he noticed something was wrong, Machinist's Mate 1st Class (SS) Thomas A. Kisinski reacted. "I thought the guy was doing some kind of new golf meditation," Kisinski said to his golfing partner, Aviation Ordnanceman 1st Class (AW) John V. Wilson. "I think he's having some kind of seizure," Wilson replied.

Wilson reached John "Jack" Nadeau of Sioux St. Marie, Ontario, Canada, first. "His color was pink, he was cold and clammy and his teeth were clenched tight," said Wilson. "What I thought was an epileptic seizure was now becoming heat stroke."

Wilson told Kisinski to go to the club house and get medical help. "I was thinking, 'if I don't do something fast he'll stop breathing and maybe swallow his tongue,'" Wilson said.

He tried to relax Nadeau's jaw by tilting his head, but no luck. Then Wilson took out his plastic, disposable cigarette lighter and wedged it between Nadeau's teeth. "Man! It was a great feeling when he could breathe easier," said Wilson.

Wilson used some cool towels gathered by other golfers, along with a



AO1 John V. Wilson

golf umbrella to comfort Nadeau from the unrelenting sun. Twenty minutes later, when emergency medical technicians arrived, Nadeau could talk and was answering queries about his health.

Later that day, Wilson, still concerned and somewhat shaken by the experience, visited Nadeau to check up on the man he helped.

"You really scared me," said Wilson. "I'm glad you're doing better, because the last time I saw you you weren't looking so good."

"Had he (Wilson) not been there and done what he did, I could have choked to death. For that I'm grateful," Nadeau said. †

Story by JOC Vince Vidal, assigned to Navy Recruiting Area 5, Great Lakes, Ill., photo by SMC(SW) Len Burkhart, assigned to USS Estocin (FFG 15) public affairs office.

Bearings

Just fiddlin' around...

Data Systems Technician Seaman Larry C. Sharp, a student in the Data Link Terminal Systems Maintenance course at Combat Systems Technical Schools Command, Mare Island, Calif., took fourth place in the California State Old Time Fiddler's Contest held in Madera, Calif., recently.

Sharp, a native of Asheville, N.C., began playing music at 12 when his grandmother took him for his first lesson. His interest peaked when he met George Buckner through the first group he played with. "George was my major influence,"

Buckner was a member of the Tarheel Bluegrass Boys (two-time North Carolina State Champions in the Junior Division) and the first-place winner of a banjo contest in England. It turned out they would become the best of friends and Buckner encouraged Sharp to "practice, practice, practice."

"He taught me everything I know

about [bluegrass] music. He taught me to listen and learn. It became an obsession," said Sharp.

Sharp is an accomplished banjo and guitar player, as well as a fiddler. He also plays the bass guitar and the string bass. When asked why a 20-year old would choose to dedicate his talents to bluegrass instead of rock or country, he responded, "It's like a puzzle. Everything complements each other. When played correctly, it's the most interesting music anyone can hear."

Sharp currently plays and sings harmony with a five-member bluegrass band out of San Francisco known as the "House of Shred."

The fiddle he plays has a rare fifth string instead of the standard four, and the instrument was once owned by Mac Magaha who played with Porter Wagoner.

Ultimately, Sharp wants to play with the Navy Bluegrass Band but there are currently no openings. His dream,



DSSN Larry C. Sharp, an accomplished fiddler, banjo and guitar player, also plucks bass guitar and string bass.

however, is to play music for a living. "But I'll probably be working for a living. The entertainment business is not a stable line of work." †

Story and photo by ET2 Tonja Murphy, assigned to Combat Systems Technical School Command, Mare Island, Calif.

Father, son's Navy careers come together

With naval service being a family tradition in the Altevogt household, a father and son have found themselves serving together on board USS *Abraham Lincoln* (CVN 72) for a short time at sea.

When Storekeeper 2nd Class (SW) Carl E. Altevogt, from CVN 70 Det. 281 Naval Air Reserve Center, Columbus, Ohio, found out he had the opportunity to serve with his son, Photographer's Mate Airman Apprentice Timothy M. Altevogt, from USS *Abraham Lincoln* (CVN 72), he applied for the orders immediately.

By fulfilling his two weeks of active

duty on *Abraham Lincoln*, SK2 Altevogt has been afforded the rare opportunity to be reunited with his son, while seeing him in action out at sea.



PHAA Timothy Altevogt and his father, SK2(SW) Carl Altevogt, a naval reservist, together aboard *Lincoln*.

"I'm extremely proud of Tim for the work he does out here," said SK2 Altevogt. "This is a once in a lifetime opportunity to be serving with him."

The only problem PHAA Altevogt might have had with his father's visit to the ship is a little confusion on how to address him.

"It's kind of different having my father around. Sometimes I'm confused on whether to call him SK2 or Dad," said the junior Altevogt. †

*Story by JOSN James Winburn, photo by PH3 Jason L. Cooper. Both are assigned to USS *Abraham Lincoln* (CVN 72).*



NTC Orlando hosts naturalization services

The Immigration and Naturalization Service and the U.S. Navy teamed up at the Naval Training Center, Orlando, Fla., recently to give 252 new American citizens a day they won't forget.

NTC Orlando Commanding Officer, CAPT Thomas S. Lagomarsino, jumped at the chance not only to help the Immigration Service, but also to make the day a special one for the new citizens.

The result was a ceremony in the base theater, with the new citizens from 55 countries taking the oath of allegiance. They were surrounded by a standing-room-only audience and strains of patriotic music from the

Navy Band, Orlando.

Lagomarsino, the guest speaker for the occasion, paraphrased Franklin D. Roosevelt, by reminding the new citizens they should "remember always that all of us are descendents



Two hundred and fifty-two Floridians were naturalized as U.S. citizens during ceremonies at NTC Orlando, Fla.

of immigrants ... the flag of the United States is the flag just as much of the man and woman who were naturalized today as of the man and woman whose people have been here for generations."

Ms. Susan Dugas, supervisor, District Adjudications office, remarked, "The cooperation of the Navy at NTC Orlando, and the facilities and ceremony provided were very special ... probably the best we've ever done in this area." †

Story by JOC Bob Young and photo by PH2 Chris Carrothers. Both are assigned to NTC Orlando, Fla., public affairs office.

Good samaritan Sailor prevents suicide

What would you do if you were driving over a bridge 200 feet above the water during rush hour traffic, and noticed someone getting ready to jump from the top rail?

Yeoman 2nd Class Patrick A. Galos didn't think twice when this happened to him. Galos, assigned to Tactical Air Control Squadron 11, Naval Amphibious Base, Coronado, Calif., was making his usual morning commute along the Coronado Bay bridge when he saw the jumper.

"I immediately pulled my car over and parked in front of another car that I think belonged to the man who was about to jump from the bridge," said Galos. "I wasn't concerned about the heavy traffic. My focus was on the man trying to end his life. I simply yelled out my window and pleaded with him not to jump."

Galos crawled out the passenger side door of his car to get a closer look at the man. "I asked him what

was wrong and told him that it couldn't be that bad."

Galos' strategy of communicating with the man soon paid off as the man began talking. But the only thing he would say is that "he wanted to die." As Galos continued consoling the man, another driver pulled over and joined Galos in preventing the suicide.

"We slowly started approaching the man on the rail and finally got close enough to touch him," said Galos. I grabbed his shirt and the other guy grabbed his hand and we pulled him down off the rail." Galos and the other good samaritan walked with the man for a few minutes, but he was still very distraught.

"The man was crying and the words coming from his mouth weren't making any sense," said Galos. A bridge maintenance worker arrived on



YN2 Patrick A. Galos stands in front of the Coronado Bay bridge where he saved the life of an unidentified male about to commit suicide.

the scene, followed by the police. After releasing the man to authorities, Galos quietly returned to his car and continued on his way to work. †

Story by JOCS(SW/AW) Douglas P. Gorham, photo by PH3 Jennifer Lehnig. Both are assigned to Navy Public Affairs Center, San Diego.

Bearings

Shenandoah Sailor pursues Olympic dream

Everyone has a dream in life, and Ship Serviceman 2nd Class Maria Silva De Ruiz is no exception. But there is one difference for the 14-year Navy veteran and crew member aboard USS *Shenandoah* (AD 44) — she's well on her way to achieving hers.

At the 1996 Olympic games scheduled for Atlanta, racquetball will be featured as an exhibition sport. One way or another, Silva De Ruiz plans to be there — racquet in hand.

Silva De Ruiz began playing

“When I’m on the court, it’s all up to me. I don’t see the crowd or the referee.”

racquetball in 1982 because it was a fun way to stay in shape. As her skill and talent improved, she decided, in 1987, to take her game to the next level. During the past seven years, she has earned a reputation as one of the top female amateurs.

“I really love the sport,” said Silva De Ruiz. “The great thing about it is there’s no age limit on the game. Anybody can do it.”

Her skill is unquestionable as demonstrated by her growing collection of trophies and medals. In four seasons with the All-Navy Racquetball team, Silva De Ruiz swung her way to three bronze medals and one silver in the Armed Forces Championships. Racquetball was cut from the championships in 1991. By then, Silva De Ruiz was on her way to bigger and better things.

In 1990, after meeting Rueben Gonzales, the fourth-ranked player on the professional circuit at the time, she

became a member of the Puerto Rican national team.

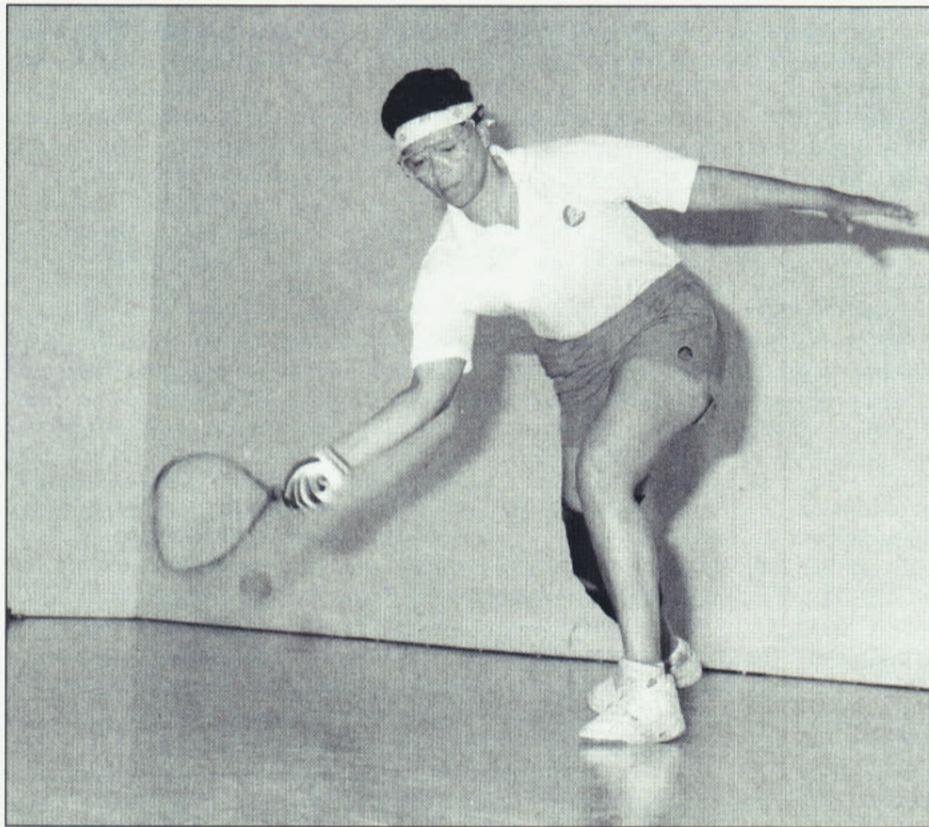
She went on to win a bronze medal in singles at the Tournament of the Americas. After taking a year off because of the Gulf War, Silva De Ruiz returned to the Puerto Rican team in 1992 and competed in the World Games in Montreal. This time she took the gold in her division in both singles and doubles and finished second overall.

Silva De Ruiz’s goals are to finish a 20-year Navy career, win a major international racquetball tournament and make an appearance in Atlanta at the Olympic Games. After that she

plans to become a referee with either the American Amateur Racquetball Association or the International Racquetball Federation.

“When I’m on the court, it’s all up to me. I don’t see the crowd or the referee,” Silva De Ruiz said. “It’s very important not to discount your opponent. I always tell myself how good the other person is, but I make sure to tell myself that I’m better. If I don’t do well, the only person I can blame is myself.” †

Story and photo by JO2 Raymond Skibinski, assigned to USS Shenandoah (AD 44)



SH2 Maria Silva De Ruiz perfects her serve.

"Toons" wanted

All Hands magazine is pleased to announce the reintroduction of the Navy Cartoon Contest, which is open to all hands.

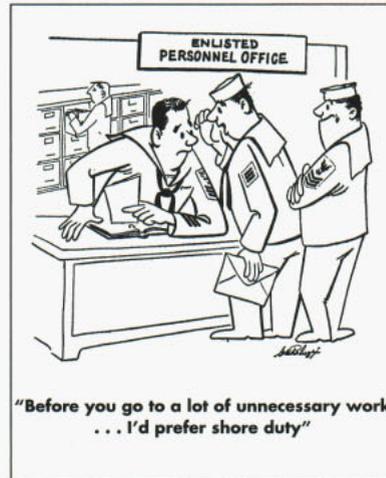
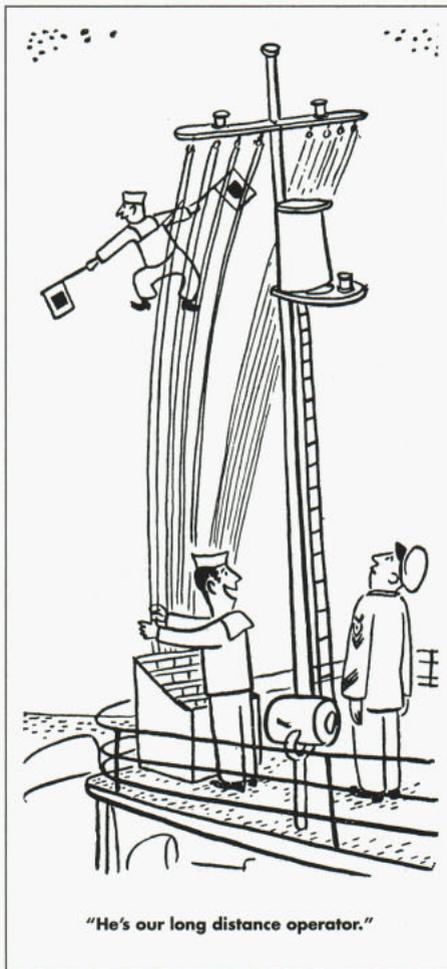
During the late 1940s, and through the 1960s, submissions from the Navy's finest amateur cartoonists were regularly sent in to All Hands for judging by an independent panel. Those cartoons selected would then be run in the magazine throughout the following year. It was such a good plan, we've decided to do it again.

Let's see your interpretation of Navy life. There is a lot of talent out there in the fleet, and All Hands would like to show the rest of your shipmates your cartooning talents.

Please include your name, rate, command and home town. Submissions must be postmarked no later than April 1, 1995.

Send your cartoons to:
 All Hands Cartoon Contest
 Naval Media Center, Publishing Division
 NavSta Anacostia, Bldg. 168
 2701 S. Capitol St., S.W.
 Washington, D.C. 20374-5080

Editor's Note: The cartoons on this page appeared in various issues of All Hands during the 1950s.



Shipmates



HM2 Christopher Justice was honored recently for his dedication and professionalism as a Drug and Alcohol Rehabilitation Counselor at Naval Hospital, Yokosuka, Japan. The Queens, N.Y., native was recognized in a ceremony in Washington, D.C., hosted by RADM Larry R. Marsh, the Assistant Chief of Naval Personnel for Personal Readiness and Community Support.



DK1(SW/AW) William A. Dollison was named Petty Officer of the Quarter on board USS *George Washington* (CVN 73). A native of Alameda, Calif., the 12-year Navy veteran is the Travel/Fiscal Supervisor in the Disbursing Office. Dollison is looking forward to a 20 to 25-year career in the Navy. Making chief petty officer is the next hurdle he hopes to clear.



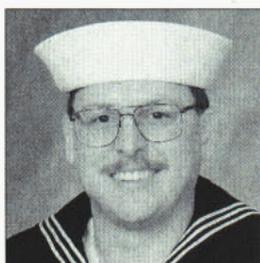
OS1 Dennis Emhoff played on the All-Navy Softball Team for the seventh consecutive year. The Canton, Ohio, native earned a spot on the Armed Forces softball team that competed in the Class A National Championship for the fourth consecutive year. The USS *O'Bannon* (DD 987) Sailor batted .743, hit four home runs and 24 RBIs during the tournament, earning his first selection as a Second Team All-American.



Mary Beth Fennell, a product support directorate materials engineer at Naval Aviation Depot, Cherry Point, N.C., recently received the Environmental Protection Agency Stratospheric Ozone Protection Award. The award is presented for "exceptional leadership, personal dedication and technical achievement in protecting the stratospheric ozone layer."



John Correll, a housing management specialist with the Atlantic Division Naval Facilities Engineering Command in Norfolk, was awarded the Navy Superior Civilian Service Award for service as Housing Manager for Commander, Naval Activities United Kingdom. Between March 1991 and April 1994 he initiated many improvements affecting Navy families in London.



DK1 Robert A. Martin of Personnel Support Activity Detachment Columbus, Ohio, was recognized by the Columbus, Ohio Armed Forces Community Relations Council as the city's "Outstanding Service Person of the Year." The Cincinnati, Ohio, native was recognized for his superlative leadership in the local community as well as his numerous military accomplishments.

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All Hands (USPS 372-970; ISSN 0002-5577) (Number 934) is published monthly by Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Second-class postage paid at Washington, D.C. 20374, and additional mailing offices.

Subscriptions: For sale by the Superintendent of Documents, U.S. Government Printing Office, Washington, D.C. 20402.

Postmaster: Send address changes to *All Hands* magazine, Naval Media Center, Publishing Division, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080.

Editorial Offices: Send submissions and correspondence to: Naval Media Center, Publishing Division, ATTN: Editor, Naval Station Anacostia, Bldg. 168, 2701 S. Capitol St. S.W., Washington, D.C. 20374-5080. Phone (202) 433-4171 or DSN 288-4171. Fax (202) 433-4747 or DSN 288-4747.

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Authorization: The Secretary of the Navy has determined this publication is necessary in the transaction of business required by law of the Department of the Navy. Funds for printing have been approved by the Navy Publications and Printing Committee. ClipArt Images from CorelDraw 3.0 were used in the preparation of this magazine.

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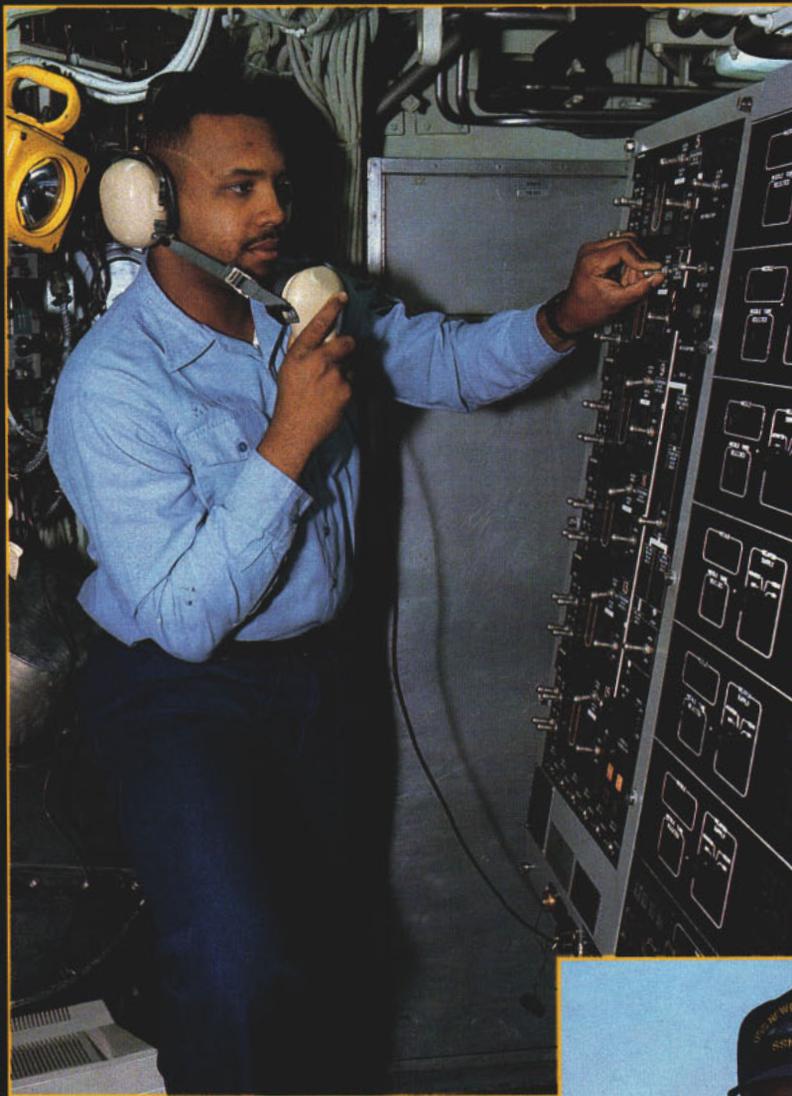


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NAME: TM2(SS) Lorne Miller

SHIP: USS Newport News (SSN 750)

HOMETOWN: Hampton, Va.

WATCH RESPONSIBILITIES: Topside security and torpedoman of the watch.

JOB DESCRIPTION: Involved in maintenance, loading and firing of weapons and maintaining operational readiness of weapons systems.

BEST PART OF JOB: Taking pride in the successful accomplishment of my mission.

HOBBIES: "PT - It's hard on a sub, but I do what I can."

COUNTRIES VISITED WHILE IN THE NAVY: France, Italy and England

